



CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION

REGIONAL TRANSPORTATION PLAN

**LANE COUNCIL OF GOVERNMENTS
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May 2017

REGIONAL TRANSPORTATION PLAN

The Central Lane Metropolitan Planning Organization (MPO) is the lead agency for Regional Transportation Planning for the Central Lane County Area. The MPO works with following jurisdictions and agencies in this capacity.



May 2017

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION



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Context of Transportation Planning in the Central Lane Metropolitan Planning Organization (MPO) Area

There are four adopted transportation plans which cover the Central Lane MPO area, each representing a process to meet specific federal, state, or local requirements:

TransPlan

Adopted in July 2002, this plan covers the Eugene-Springfield area and was meant to address two separate requirements: federal and state requirements for an MPO Regional Transportation Plan and state requirements for local agency Transportation System Plans. This plan was adopted by the cities of Eugene and Springfield, Lane County, Lane Transit District and Lane Council of Governments. TransPlan served as the local agency Transportation System Plan (TSP) for Springfield until March 2014 when the City of Springfield adopted its own TSP. The TransPlan will continue to serve as the local agency TSP for Eugene until the City of Eugene adopts its own TSP, anticipated in the Spring/Summer of 2017.

Central Lane MPO Regional Transportation Plan (this document)

The Central Lane MPO Regional Transportation Plan (RTP) is the required federal MPO long range plan. As noted in Chapter 1, the RTP is adopted by the Metropolitan Policy Committee. Additional information on the federal requirements for MPO areas is provided in Chapter 1.

Lane County Transportation System Plan (TSP)

Adopted in May, 2004, this plan covers Lane County and is meant to address state requirements for County TSPs. An update to Lane County's TSP is currently underway.

City of Eugene TSP

The City of Eugene's TSP is anticipated for adoption in Spring/Summer, 2017 and is meant to address state requirements for city TSPs.

City of Springfield TSP

Adopted in March, 2014, this plan covers the City of Springfield and is meant to address state requirements for city TSPs.

City of Coburg TSP

Adopted in September, 1999, this plan covers the City of Coburg and is meant to address state requirements for city TSPs. An update to the Coburg TSP is currently under way.

Comprehensive Plans

Goal 1 of this plan is to "Integrate transportation and land use to support transportation choices, promote all modes of transportation, reduce our reliance on any single mode of travel, and enhance community livability" (RTP Chapter 2). Integrating local Comprehensive Plans with

transportation plans is an essential way to achieve this goal. Eugene, Springfield, and Coburg each have their own individual Comprehensive Plan.

Clarifying Language on Federal and State Plan Interaction

This 2016 RTP extends the document's planning horizon from 2035 to 2040.

Thus, like the RTPs adopted before it, the RTP has a planning horizon that goes beyond the planning horizons of the existing Comprehensive Plans, the Eugene-Springfield Regional Transportation System Plan (TransPlan), Springfield's TSP and the City of Coburg's Comprehensive Plan (Coburg Plan) and TSP. Its planning horizon also goes beyond the soon to be adopted Eugene TSP, Envision Eugene Plan and the Springfield 2030 Comprehensive Plan.

While this update to the RTP accommodates potential future development patterns beyond the planning horizons in the other plans, once the local jurisdictions provide policy and planning direction beyond those planning horizons, the RTP will be updated to reflect that new direction.

In recognition of the fact that the local jurisdictions direct transportation policy and planning, through adoption of their comprehensive plans and transportation system plans, rather than the MPC through adoption of the RTP, this RTP models a range of development patterns to address the 2040 planning horizon. The models used in the RTP are illustrative and are not intended to bind the local jurisdictions transportation policies and/or land use planning. While the RTP's 2040 planning horizon is based on guidance from the local jurisdictions' current comprehensive plans, the 2040 planning horizon is modeled only for the purposes of the RTP. The modeling in the RTP that is beyond the local jurisdictions' planning horizons should not be interpreted as direction/analysis of future land use planning by the local jurisdictions.

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CHAPTER ONE

INTRODUCTION

Chapter 1: Introduction

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The Importance of Transportation

Transportation is one of the key contributors to the Central Lane Metropolitan Planning Organization (CLMPO) region's quality of life and economic viability. Generally, the need for transportation stems from our need to access goods, services, and other people within and beyond the region. The ease by which we are able to get from home to school, to a job, to medical services, to shopping and back again is dependent upon the efficiency and effectiveness of the region's transportation system.

As the region grows, additional demands are put on the system. With limited resources, determining the best means for improving the system and meeting future demand is challenging. The framework for making decisions on the future of the region's transportation system has become more complex in recent years. Federal, state, and local policy calls for consideration of a wide range of factors in the preparation of a regional transportation plan, including:

- ⇒ Identifying the means to reduce reliance on the automobile by increasing the transportation choices available in the region,
- ⇒ Consideration of the interrelationships among the region's land use and transportation,
- ⇒ Consideration of the financial, environmental, and neighborhood impacts of future plans, and
- ⇒ Identifying strategies to maintain and improve the safety of the transportation system.

Ultimately, the most successful transportation plan will be one that enables us to minimize the time and resources required in the future to access the goods and services we need.

Overview of the MPO's Regional Transportation Plan

The *Central Lane Metropolitan Planning Organization Regional Transportation Plan (CLMPO RTP)* guides regional transportation system planning and development in the CLMPO metropolitan area. The RTP includes provisions for meeting the transportation demand of residents over a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality.

The Metropolitan Policy Committee (MPC) adopts the RTP as the federal Regional Transportation Plan. Federal, state, regional, and local requirements comprise the regulatory framework that shapes the CLMPO's transportation planning process. The most influential piece of regulatory guidance is the federal *Fixing America's Surface Transportation (FAST) Act* (formerly *Safe Accountable Flexible Efficient Transportation Equity Act* and *Transportation Equity Act for the 21st Century*). Urbanized areas with a population of 50,000 or more people are required by federal statute to have a regional transportation plan that demonstrates consideration of several factors, such as system preservation and

efficiency, energy conservation, and congestion relief. The plan must also be in compliance with National Ambient Air Quality Standards and be constrained to financial resources reasonably expected to be available.

In compliance with provisions in FAST Act, the RTP contains transportation policies and expected actions and is financially constrained to revenues reasonably expected to be available. The RTP includes demonstration of compliance with federal and state air quality requirements, a description of the plan amendment process, and documentation of the plan update public involvement process.

The ongoing nature of regional transportation planning allows the RTP to be a dynamic plan of action for the future transportation system, rather than a static snapshot in time. The range of implementation actions and plan amendment and update processes ensure that the RTP will adapt to meet changing conditions within the region, as well as adapt to residents' changing needs. The plan's implementation and further refinement will continue through the collaborative efforts of citizens and organizations that own, operate, regulate, and use the transportation system.

The RTP is particularly important for guiding transportation public policy and investment decision making over the three- to five-year period following plan adoption, until the next plan update. Federal metropolitan planning regulations require the transportation plan to be reviewed and updated at least every four years in maintenance and nonattainment areas and at least every five years in attainment areas. The Eugene-Springfield region (the area within the combined Eugene-Springfield Urban Growth Boundaries) is designated as a nonattainment area for particulate matter (PM₁₀) and was designated as a maintenance area for carbon monoxide for a 20 year planning period ending February 4, 2014.

Figure 2, Context for the RTP, illustrates how the RTP is integrated into the overall transportation planning regulatory framework.

The RTP establishes the framework upon which the region's public agencies can make consistent and coordinated planning decisions regarding inter- and intrajurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. The RTP sets forth the long-range policy framework for decision making for the following elements of the region's multi-modal transportation system:

- ⇒ Regional roadways,
- ⇒ Regional transit system,
- ⇒ Regional bikeways and pedestrian circulation,
- ⇒ Regional goods movement (multiple modes), and
- ⇒ Regional aspects of other modes, including air, rail, and inter-city bus service.

Other policy documents and ordinances, such as refinement plans and transportation system plans (TSPs), set forth guidelines for elements of the transportation system that are local rather than regional in nature.

Implementation actions accompany the **policy element** as a core component of the RTP. The implementation actions consist of adopted multi-modal capital investment actions and recommended (optional) planning and program actions for carrying out plan policies. The range of implementation actions ensures that local jurisdictions have flexibility in implementing regional policies.

The adopted RTP's key transportation planning conclusions are summarized below:

The region can lessen the impact of the transportation challenges by implementing a balanced and integrated set of land use, transportation demand management (TDM), and transportation system improvement strategies.

The RTP strategies include supporting mixed-use neighborhoods and high capacity transit corridors, new and expanded Transportation Demand Management (TDM) programs, and Bus Rapid Transit, in addition to projects that benefit pedestrians, bicyclists, and motorists. All of these strategies can increase the attractiveness of transportation modes other than the single-occupant vehicle. The integration of transportation and land use planning is especially important to support compact urban growth, which provides for more pedestrian, bicycle, and transit-friendly environments, rather than urban sprawl that supports auto dependency.

The RTP recognizes that sole reliance on more and bigger roadways to meet future transportation demand is shortsighted. Even if adequate funding was available, given the growth anticipated in the region, it is unreasonable to assume the region can build its way out of traffic congestion. The technical evaluation of *TransPlan* alternatives indicated that the travel demand associated with growth will overload the transportation system, even with major capacity-increasing projects. Experience from cities all over the world suggests that building roads encourages more people to use cars, thereby perpetuating the transportation challenges. In addition, public sentiment indicates resistance to expanding existing roadways and building new roads that would impact open space and neighborhoods and the revenue required to construct new roadways is not always available.

The technical evaluation of the alternative plan concepts indicated that implementation of a balanced set of strategies, such as those mentioned above, will enable the region to reduce reliance on the auto. Projections indicated fewer VMT system-wide, fewer miles of the transportation system experiencing traffic congestion, decreased number of drive-alone auto trips, increased amounts of shared auto trips, and an increase in shorter trip lengths.

The ability of the region to fund capacity-increasing roadway projects will be limited by other allocation decisions.

The region lacks the financial capacity to add enough streets and highways to maintain existing levels of service. Funding for capacity-increasing projects is impacted by other funding decisions, including the priority and the amount of limited resources allocated to operations, maintenance, and preservation of the existing system.

Implementation and expansion of TDM strategies can contribute to greater use of transportation modes other than the single-occupant vehicle.

It is unrealistic to assume that automobile dependency can be eliminated, but it can be managed and complemented with cost-effective modes of transportation other than autos. Encouraging the use of transportation modes other than the single-occupant vehicle will become more important as the region grows and traffic congestion levels increase. The technical evaluation of alternative plan concepts indicated that TDM strategies can contribute to greater use of modes such as bicycling, walking, transit, and carpooling.

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

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

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

Participating Agencies and Geographic Area

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

The RTP study area is illustrated in Figure 1.

A 2040 planning horizon has been developed to meet federal requirements for maintaining at least a 20-year financial constraint and air quality conformity determination. Revenue and cost estimates used in the RTP are through 2040, expressed in 2016 dollars.

Fundamental Components of Transportation Planning

The RTP **Policy Framework** (Chapter Two) and **Implementation Actions** (Chapter Three) are structured around three fundamental components of transportation planning:

1. Land use,
2. Transportation demand management, and
3. Transportation system improvements.

The RTP uses these components in a balanced and integrated manner to achieve results. These components can be visualized as the three sides of a balanced triangle, as illustrated in Figure 3. The triangle is supported by a foundation of finance policies and implementation actions. Finance policies provide the direction needed to fund implementation of the land use, demand management, and system improvement policies.

The **land use** component of transportation planning is addressed by the RTP policies and implementation actions that encourage meeting the need for transportation-efficient development patterns, such as mixed use neighborhoods and transit-supportive land use patterns. These development patterns reduce trip lengths and auto dependency and support transit, bicycling, and walking.

The **demand management** component is supported by the RTP policies and implementation actions that strive to meet the need to reduce automotive demand on the transportation system. This reduced demand

can occur through actions that eliminate the need for single occupancy vehicle trips and increase the use of transit, carpooling and vanpooling, bicycling, and walking.

System improvements are supported by the RTP policies and implementation actions that address the need for improved preservation and modernization (i.e. building sidewalks, connecting the bicycle network and making safety improvements). of the existing system and investments in system infrastructure and services. The RTP emphasizes the integration and coordination of system improvements and development patterns.

The RTP Update Process

To keep the plan relevant to current conditions, federal legislation requires an update of the plan every four years. Specifically, the federal guidelines state that:

“The MPO shall review and update the transportation plan at least every four years . . . to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.”

The planning process envisioned in FAST Act is a dynamic activity that effectively integrates current operational and preservation considerations with longer term mobility, environmental, and development concerns. This more frequent update requirement reflects the perspective that the function of the RTP is moving from a documentation of system development to contemporary decision tool. The four-year update cycle maintains the technical utility of the plan and its ability to serve the needs of local decision makers.

The table below shows the anticipated update schedule, with the RTP adoption in the first quarter of the 2017 calendar year. At a minimum, updates will extend and adjust forecasts of land uses and the transportation system as well as update the project list and cost estimates. Major updates may add a review of policies, priorities, and major projects. Amendments to the RTP may occur at any time during an update cycle, with proper public notice and involvement. Air quality conformity analysis and financial constraint analysis will be prepared for each update or amendment as required by federal legislation. All updates and amendments will be adopted by the MPO policy body (MPC) and will include public involvement and outreach as required by federal regulations.

Schedule for RTP Updates

Year	Update
2016	Update Required
2017	<i>Amendments, as needed</i>
2018	<i>Amendments, as needed</i>
2019	<i>Amendments, as needed</i>
2020	Update Required
2021	<i>Amendments, as needed</i>
2022	<i>Amendments, as needed</i>
2023	<i>Amendments, as needed</i>
2024	Update Required

The City of Coburg is completing an update of its 2004 TSP. The Eugene TSP is scheduled for adoption in 2017. Springfield adopted its 2035 TSP in 2014.

Plan Organization and Contents

The remaining sections in the RTP are summarized below:

Chapter Two: Policy Element

- Presents goals, objectives, and policies that comprise the regional transportation planning policy framework for the region

Chapter Three: Plan Implementation

- Describes adopted Capital Investment Actions
- Describes optional Planning and Program Actions
- Presents a financial plan
- Describes air quality conformity
- Presents a parking management plan
- Presents a Regional Transportation Plan amendment process
- Summarizes the Intelligent Transportation System Operations and Implementation Plan

Chapter Four: Plan Performance and Implementation Monitoring

- Describes anticipated plan impacts and achievements
- Discusses the program for monitoring plan progress over time
- Describes the Congestion Management Process

Appendix A: Maps

Contains the following maps:

- Financially Constrained Roadway Projects
- Illustrative Roadway Projects
- Federally Designated Roadway Functional Classification
- Current Lane Transit District System (within the MPO area)
- Bus Rapid Transit System
- Financially Constrained Bikeway System Projects
- Bikeway System Projects
- Illustrative Bikeway System Projects
- Goods Movement and Intermodal Facilities
- Transportation Demand Management/Commuter Solutions
- Congestion Management System Maps

Appendix B: Level of Service Standards

- Describes application of the level of service policy.

Appendix C: List of Supporting Documents

- Lists supporting documentation developed throughout the history of the Central Lane RTP.

Appendix D: Glossary and Acronyms

- Provides acronyms and glossary of key transportation and land use terms used in the RTP.

Appendix E: Executive Summary: Regional ITS Operations and Implementation Plan for the Eugene-Springfield Metropolitan Area

Appendix F: Environmental Consultation Materials

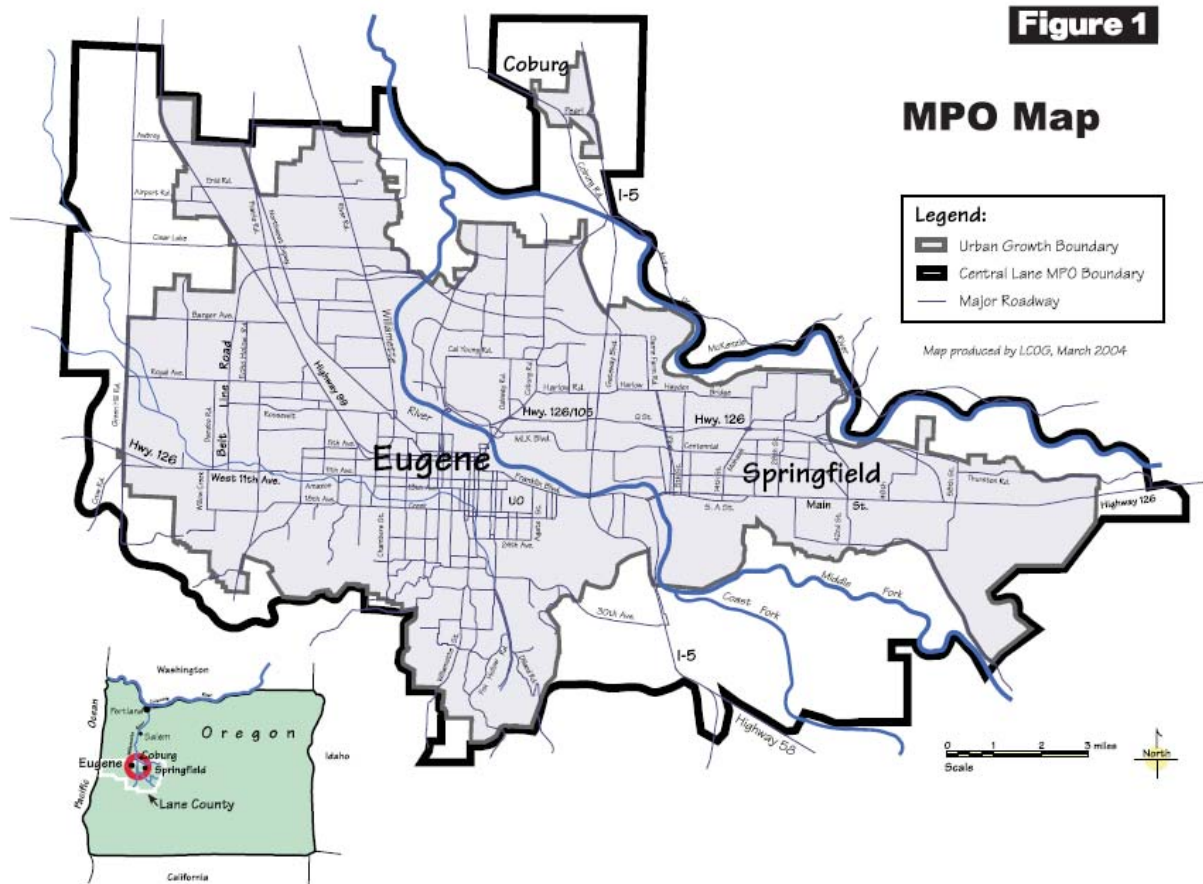


Figure 2

Context for the Regional Transportation Plan

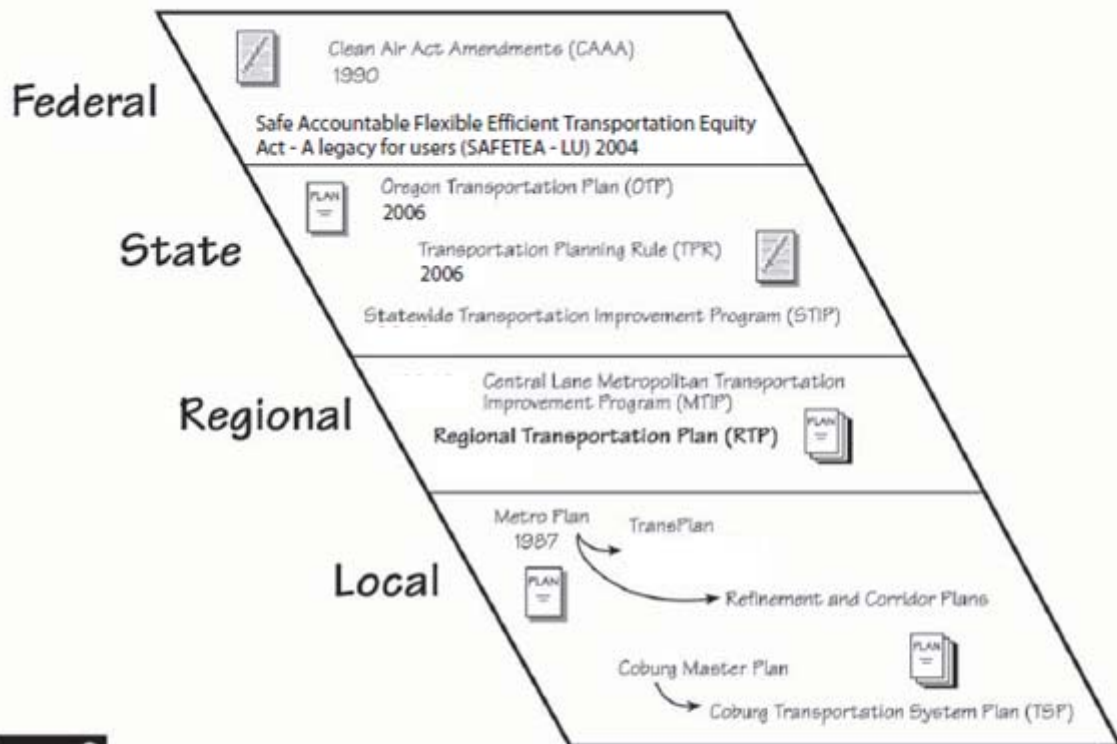
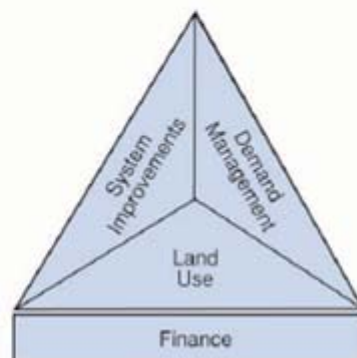


Figure 3

Fundamental Components of Transportation Planning





CHAPTER TWO

POLICY ELEMENT

Chapter 2: Policy Element

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Introduction

The *RTP* policy element guides transportation system planning and investment in the Eugene-Springfield metropolitan area and Coburg and is implemented through local level Transportation System Plans (TSPs). A basic assumption in the development of the RTP policy element is that transportation systems do more than meet travel demand; they have a significant effect on the physical and socioeconomic characteristics of the areas they serve. Transportation planning must be viewed in terms of regional and community goals and values such as protection of the environment, impact on the regional economy, and maintaining the quality of life that area residents enjoy.

The policy element consists of the following components:

- ♦ Goals,
- ♦ Objectives, and
- ♦ Policies.

The RTP policy element is consistent with the region's overall policy frameworks for regional planning as set forth in the *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)*, *the Springfield 2030 Plan*, *the Springfield 2035 Transportation System Plan* and other City of Coburg and Lane County planning documents as described in the "Context of Transportation Planning in the Central Lane Metropolitan Planning Organization (MPO) Area" preamble to this document.

Part One: Goals

The following definition is used for the RTP goals:

Broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable but it is used as a point towards which to strive.

Goal #1: Integrated Transportation and Land Use System

Integrate transportation and land use to support transportation choices, promote all modes of transportation, reduce our reliance on any single mode of travel, and enhance community livability.

Definition/Intent: This goal recognizes the need to integrate transportation and land use planning to enhance livability, economic opportunity, and quality of life. Integration supports transportation-efficient development patterns and choices in transportation modes that reduce reliance on fossil fuels.

Reference: Based in part on *Oregon Transportation Plan* (OTP) (1992) Goal 3.

Consistent with *Oregon Transportation Plan* (OTP) 2006, Goal 4.

Goal #2: Sustainability and Transportation

Support regional sustainability by providing a transportation system that considers economic vitality, environmental health, and social equity.

Definition/Intent: The purpose of this goal is to reflect the region's commitment to considering the three tenets of sustainability in planning a regional transportation system: economic, environmental, and social costs and benefits.

Part Two: Objectives

The following definition is used for the RTP objectives:

An objective is an attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

Objective #1: Safety

Improve safety for users of all transportation modes through design, operations, maintenance, improvements, public information, and law enforcement.

Definition/Intent: Safety is a key characteristic of our desired transportation system. This objective supports the need for taking a comprehensive approach to designing, constructing, operating, and regulating a multi-modal transportation system so that the system operates safely and that people feel confident, safe and secure taking their travel mode of choice.

Reference: Based on OTP (1992) Policy 1G; TEA 21 Metropolitan Planning Factor B.

Consistent with: OTP 2006 Policy 5.1; *FAST Act* Metropolitan Planning Factor B.

Objective #2: Connectivity

Support an interconnected multi-modal transportation system that provides residents with access to a range of transportation choices.

Definition/Intent: This objective stresses the importance of an interconnected transportation system that provides for ease of transfer between modes of travel, such as auto to bus or bicycle to rail, and a system that provides users with a range of transportation choices.

Objective #3: Accessibility and Mobility

Provide adequate levels of accessibility and mobility for the efficient and reliable movement of people, goods, and services within the region.

Definition/Intent: **Accessibility** refers to physical proximity, ability and ease of reaching desired goods, services, activities and destinations throughout the urban metropolitan area. This objective supports the need for multimodal accessibility to employment, shopping, other commerce, medical care, housing, and leisure, including adequate public transit access for people who are transportation disadvantaged. This objective also supports the need for improved access for tourists to destinations.

Mobility is the ease with which a person and goods are able to travel from place to place. It can be measured in terms of travel time.

Access and mobility are provided at different levels on different classes of transportation facilities. For example, a local street has a high level of accessibility for adjacent residences and businesses, with a low level of mobility for non-local traffic. An arterial street has a lower level of accessibility, with a higher level of mobility for through movement of travelers. Local jurisdictions will determine what constitutes adequate levels of accessibility and mobility and what constitutes efficient movement of people, goods, and services within the region.

Reference: Based on OTP (1992) Policy 1C; *Transportation Equity Act for the 21st Century* (TEA 21) Metropolitan Planning Factor E .

Consistent with OTP 2006, Policies 1.1 and 1.2; *Fast Act* Metropolitan Planning Factor D.

Objective #4: Environment

Provide a transportation system that reflects our commitment to environmental quality.

Definition/Intent: This objective places a priority on fulfilling the need to protect the region's natural environment and energy conservation. The primary intent of this objective can be met through compliance with all federal and state regulations relevant to environmental impact and consideration of applicable environmental impact analyses and practicable mitigation measures in transportation decision-making processes. Significant benefits can be achieved from coordinating the environmental process with the transportation planning process, such as early identification of issues and resources, development of alternatives that avoid or minimize impacts early in the project development process, and more rapid project delivery.

The region's desire to reduce transportation-related energy consumption can be met through increased use of transit, telecommuting, zero-emissions vehicles, ridesharing, biking and walking, and through increased efficiency of the transportation network to diminish delay and corresponding fuel consumption.

Reference: Based on OTP (1992) Policy 1D; TEA 21 Metropolitan Planning Factor D; Statewide Planning Goal 5: Open Spaces, Scenic, and Historic Areas, and Natural Resources; Goal 6: Air, Water, and Land Resources Quality.

Consistent with OTP 2006 Policy 4.1; *Fast Act* Metropolitan Planning factor E; Statewide Planning Goal 5: Open Spaces, Scenic, and Historic Areas, and Natural Resources; Goal 6: Air, Water, and Land Resources Quality.

Objective #5: Economic Vitality

Support transportation strategies that improve the economic vitality of the region, enhance economic opportunity, and increase the reliability and efficiency of our freight system.

Definition/Intent: The region's economy is highly dependent upon its transportation system for the circulation of goods, services, and passengers. An efficient transportation system promotes new business and encourages existing business; contributes to improved employee recruitment and retention; and supports freight movement and intermodal transfer points within the region. Investments in transportation infrastructure can support and promote regional economic objectives.

Reference: Based on OTP (1992) Goal 3; Statewide Planning Goal 9: Economic Development; TEA 21 Metropolitan Planning Factor A.

Consistent with OTP 2006 Goal 3; Statewide Planning Goal 9: Economic Development; *Fast Act* Metropolitan Planning Factor A=.

Objective #6: Equity

Conduct planning, analysis, and public involvement to ensure that the benefits and impacts of transportation decisions are distributed fairly to all people.

Definition/Intent: This objective communicates our desire to ensure that the benefits and the impacts of our transportation system are socially equitable and respect basic civil rights. An equitable transportation system allows people to gain access to jobs, education, and needed services across the metro area as affordably as possible.

Objective #7: Public Health

Expand transportation decision-making to meet related public health objectives, including reduced crashes, cleaner air, and increased physical activity.

Definition/Intent: This objective recognizes the relationship of our transportation system to a number of public health issues, including physical well-being, access to clean air and water, and support for active lifestyles that include walking, biking, and taking transit.

Objective #8: Transit

Provide an effective and efficient transit system with stable capital and operating resources.

Definition/Intent: This objective recognizes our strong commitment to a sustainable public transit system, including standard bus services, bus-rapid transit, and the provision of accessible transportation for seniors and people with disabilities.

Objective #9: Rapid Passenger Rail

Promote Oregon's development of reliable and efficient rapid passenger rail as part of the Cascadia rail corridor from Eugene/Springfield to Vancouver, BC.

Definition/Intent: This objective is included as part of our region's commitment to the development of a statewide plan for improved passenger rail service, and participation in improving service and infrastructure along the internationally significant Cascadia rail corridor that connects Eugene/Springfield to Portland, OR, Seattle, WA and Vancouver, BC.

Objective #10: Public Involvement

Provide citizens with information to increase their awareness of transportation issues, encourage their involvement in resolving the issues, and assist them in making informed transportation choices.

Definition/Intent: This objective supports the need for early and continuing public participation in transportation planning, programming, and implementation. It also supports a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. To understand and support the RTP policies, residents need reliable information and opportunities to participate in the further development and implementation of the plan.

Reference: Based on OTP (1992) Policy 4N (currently OTP 2006 Policy 7.3; TEA 21 Public Involvement Requirements; Statewide Planning Goal 1: Citizen Involvement.

Consistent with OTP 2006 Policy 7.3; *FAST Act* Public Involvement Requirements; Statewide Planning Goal 1: Citizen Involvement.

Objective #11: Coordination/Efficiency

Coordinate among agencies to facilitate efficient planning, design, operation, and maintenance of transportation facilities and programs.

Definition/Intent: The primary intent of this objective is to ensure that public agencies involved with the region's transportation system coordinate to meet the need for efficiency. A second aspect of this objective is to support opportunities for coordination between the public and private sectors, which results in transportation efficiencies. Although the roadway infrastructure for the transportation system of the 21st century is largely in place, the system must be managed more efficiently as it is used more intensively. This objective supports the research, evaluation, and implementation of innovative management practices, land use patterns, and new technologies.

Reference: Based on *TransPlan* (RTP) 1986 Policy PC3; OTP (1992) Policy 1B; Transportation Planning Rule (TPR) 660-12-0050(2); TEA 21 Metropolitan Planning Factors F and G; Statewide Planning Goal 11: Public Facilities and Services.

Consistent with OTP 2006 Policy 7.1; Transportation Planning Rule (TPR) 660-12-0050(2); FAST Act Metropolitan Planning Factors 7 and 8; Statewide Planning Goal 11: Public Facilities and Services.

Objective #12: Implementation

Implement a range of actions as determined by local governments, including land use, demand management, and system improvement strategies, to carry out transportation policies.

Definition/Intent: This objective supports the integration of land use, system improvements, and demand management strategies to meet the region's transportation needs. The region will continue to implement these three types of strategies and reliance on any one type of strategy will be avoided. The range of RTP implementation actions provides local governments with the flexibility needed to implement the regional policies. Due to limited resources, not all RTP policies and implementation actions will be implemented simultaneously.

Part Three: Policies

The following definition is used for the RTP policies:

A policy is a statement providing a consistent course of action, moving the community towards attainment of its goals.

The policies presented in this chapter are structured in the following categories:

1. Land Use
2. Transportation Demand Management
3. Transportation System Improvements
 - a) System-Wide
 - b) Roadways
 - c) Transit
 - d) Bicycle
 - e) Pedestrian
 - f) Goods Movement
 - g) Other Modes
4. Finance

A consolidated list of RTP policies is followed by expanded policy sections. Each section includes *Findings* that provide the factual basis for the policies. The policy *Definition/Intent* statements provide explanations for the policy statement, but do not represent adopted policy.

The policies are direction statements that guide present and future decisions on how the goals will be achieved. The transportation policies represent an integrated and balanced approach to transportation planning in the Central Lane MPO area. This integration was developed by considering the interaction among land use, demand management, and transportation system improvements strategies. The policies support a coordinated network of transportation facilities adequate to serve state, regional, and local transportation needs. The policies are applicable to the entire MPO region and can be applied in a variety of ways, using a range of specific actions. Implementation actions are set forth in Chapter Three. These actions provide individual jurisdictions with the flexibility to implement RTP policies using methods most suitable to a particular circumstance. It is important to note that policy implementation is limited by considerations such as fiscal constraint and identification of competing concerns.

Not all RTP policies will apply to a specific transportation-related decision. For a decision where conformance with adopted policy is required, policies in the RTP and other adopted policy documents within the MPO area like the Springfield 2030 Plan, the Springfield 2035 TSP, the Public Services and Facilities Plan and, upon adoption, the Envision Eugene Plan and Eugene 2035 TSP will be examined to determine which policies are relevant and can be applied. In the event that the application of policies leads to the identification of policies that support varying positions, decision makers will work to achieve a balance of all applicable policies. Whereas goals are timeless, some policies will expire as they are implemented. Amendments and future updates of the RTP will ensure that policies are current.

Consolidated List of Policies

Land Use Policies

Land Use Policy #3: Transit-Supportive Land Use Patterns

Encourage transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

Land Use Policy #4: Multi-Modal Improvements in New Development

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

TDM Policies

TDM Policy #1: TDM Program Development

Expand existing TDM programs and develop new TDM programs. Establish TDM bench marks and track and adjust as necessary.

TDM Policy #2: Parking Management

Increase the use of motor vehicle parking management strategies in selected areas throughout the Central Lane MPO area.

TDM Policy #3: Congestion Management

Implement TDM strategies to manage demand at congested locations.

TSI System-Wide Policies

TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management

Protect and manage existing and future transportation infrastructure.

TSI System-Wide Policy #2: Intermodal Connectivity

Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.

TSI System-Wide Policy #3: Corridor Preservation

Preserve corridors, such as rail rights-of-way, private roads, and easements of regional significance, that are identified for future transportation-related uses.

TSI System-Wide Policy #4: Neighborhood Livability

Support transportation strategies that enhance neighborhood livability.

TSI Roadway Policies

TSI Roadway Policy #1: Mobility and Safety for all Modes

Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.

TSI Roadway Policy #2: Motor Vehicle Level of Service

1. Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system. These standards shall be used for:
 - a. Identifying capacity deficiencies on the roadway system.
 - b. Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the TPR (OAR 660-12-0060).
 - c. Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: Level of Service E within Eugene's Central Area Transportation Study (CATS) area, and Level of Service D elsewhere, unless otherwise amended in particular cases by the jurisdiction of record.
3. Performance standards from the Oregon Highway Plan shall be applied on state facilities in the Eugene-Springfield metropolitan area.

In some cases, the level of service on a facility may be substandard. The local government jurisdiction may find that transportation system improvements to bring performance up to standard within the planning horizon may not be

feasible, and safety will not be compromised, and broader community goals would be better served by allowing a substandard level of service. The limitation on the feasibility of a transportation system improvement may arise from severe constraints including but not limited to environmental conditions, lack of public agency financial resources, or land use constraint factors. It is not the intent of TSI Roadway Policy #2: Motor Vehicle Level of Service to require deferral of development in such cases. The intent is to defer motor vehicle capacity increasing transportation system improvements until existing constraints can be overcome or develop an alternative mix of strategies (such as: land use measures, TDM, short-term safety improvements) to address the problem.

TSI Roadway Policy #3: Coordinated Roadway Network

In conjunction with the overall transportation system, recognizing the needs of all transportation modes, promote or develop a regional roadway system that meets combined needs for travel through, within, and outside the region.

TSI Roadway Policy #4: Access Management

Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system, consistent with local TSPs and state requirements for the state system.

TSI Transit Policies

TSI Transit Policy #1: Transit Improvements

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

TSI Transit Policy #2: Bus Rapid Transit

Establish a Bus Rapid Transit (BRT) system composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.

TSI Transit Policy #3: Transit/High-Occupancy Vehicle (HOV) Priority

Implement traffic management strategies and other actions, where appropriate and practical, that give priority to transit and other HOVs.

TSI Transit Policy #4: Park-and-Ride Facilities

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

TSI Bicycle Policies

TSI Bicycle Policy #1: Bikeway System and Support Facilities

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

TSI Bicycle Policy #2: Bikeways on Arterials and Collectors

Require bikeways along new and reconstructed arterial and major collector streets, unless parallel system or off-system routes are available.

TSI Bicycle Policy #3: Bikeway Connections to New Development

Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.

TSI Bicycle Policy #4: Implementation of Priority Bikeway Miles

Consider funding priority to stand-alone bikeway projects that are included in the definition of "Priority Bikeway Miles" and that increase the use of alternative modes, fill important system gaps, and/or address identified safety or system accessibility or mobility concerns.

TSI Pedestrian Policies

TSI Pedestrian Policy #1: Pedestrian Environment

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

TSI Pedestrian Policy #2: Continuous and Direct Routes

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

TSI Pedestrian Policy #3: Sidewalks

Construct sidewalks along urban area arterial and collector roadways, except freeways.

TSI Goods Movement Policies

TSI Goods Movement Policy #1: Freight Efficiency

Support reasonable and reliable travel times for freight/goods movement in the Central Lane MPO region.

TSI Other Modes Policies

TSI Other Modes Policy #1: Eugene Airport

Support public investment in the Eugene Airport as a regional facility and provide land use controls that limit incompatible development within the airport environs. Continue to use the Eugene Airport Master Plan as the guide for improvements of facilities and services at the airport.

TSI Other Modes Policy #2: High Speed Rail Corridor

Support provision of rail-related infrastructure improvements as part of the Cascadia High Speed Rail Corridor project.

TSI Other Modes Policy #3: Passenger Rail and Bus Facilities

Support improvements to the passenger rail station and inter-city bus terminals that enhance usability and convenience.

Finance Policies

Finance Policy #1: Adequate Funding

Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the RTP.

Finance Policy #2: Operations, Maintenance, and Preservation

Operate, maintain, and preserve transportation system assets in a way that reduces the need for more expensive future repair.

Finance Policy #3: Prioritization of State and Federal Revenue

Set priorities for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Metropolitan Transportation Improvement Program (MTIP) to address safety, major capacity problems, and system preservation and modernization on the region's transportation system.

Finance Policy #4: New Development

Require that new development pay for its capacity impact on the transportation system.

Finance Policy #5: Short-Term Project Priorities

Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly development and increased use of bicycle, pedestrian, and transit modes.

Finance Policy #6: Eugene-Specific Finance Policy

The City of Eugene will maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system under Eugene's jurisdiction.

Land Use Policies

Land Use Policies encourage design and development of land use patterns that support the increased use of transit, biking, walking, carpooling and other travel modes) and reduce the dependence on the automobile. Favorable impacts of implementing these policies with regard to improving transportation efficiency will be realized over a 40- to 50-year period. These policies support the fundamental principle of compact urban growth contained within the Oregon Statewide Planning Goals.

Land Use Findings

1. The OTP, 2006, recognizes that Oregon's land use development patterns have tended to separate residential areas from employment and commercial centers, requiring people to drive almost everywhere they go; that the results have been increased congestion, air pollution, and sprawl in the metropolitan areas and diminished livability; that these auto-dependent land use patterns limit mobility and transportation choices; and that reliance on the automobile has led to increased congestion, travel distances, and travel times.
2. Studies annotated in the *Land Use Measures Task Force Report Bibliography* have found that land use development patterns have an impact on transportation choices; that separation of land uses and low-density residential and commercial development over large areas makes the distance between destinations too far apart for convenient travel by means other than a car; and that people who live in neighborhoods with grid pattern streets, nearby employment and shopping opportunities, and continuous access to sidewalks and convenient pedestrian crossings tend to make more walking and transit trips.
3. The *Oregon Highway Plan* (OHP) (January 1999, as amended through May 2015) states that focusing growth on more compact development patterns can benefit transportation by: reducing local trips and travel on state highways; shortening the length of many vehicle trips; providing more opportunities to walk, bicycle, or use available transit services; increasing opportunities to develop transit, and reducing the number of vehicle trips to shop and do business.
4. OTP policies emphasize reducing reliance on the automobile and call for transportation systems that support mixed land uses, compact cities, and connections among various transportation modes to make walking, bicycling and the use of public transit easier. The OTP provides that the state will encourage and give preference to projects and grant proposals that support compact or infill development or mixed-use projects. The OTP also contains actions to promote the design and development of infrastructure and land use patterns that encourage alternatives to the single-occupant automobile.

Land Use Policy #3: Transit-Supportive Land Use Patterns

Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

Policy Definition/Intent: The intent of this policy is to encourage more concentrated development and higher density housing in locations that are or could be served by high levels of transit service. By doing so, transit will be more convenient for a greater number of businesses and people and, in turn, the higher levels of transit will be supported by more riders.

Reference: Based on *Metro Plan* 1987 Transportation Policies 2c, 2f, and 2e; TPR 660-12-045(4)(g); Statewide Planning Goal 2: Land Use Planning.

Consistent with *Metro Plan* 1987 (text updated through December 31, 2015) Transportation Policies F.3; TPR 660-12-045(4)(g); Statewide Planning Goal 2: Land Use Planning.

Land Use Policy #4: Multi-Modal Improvements in New Development

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

Policy Definition/Intent: This policy supports efforts to improve the convenience of using transit, biking, or walking to travel to, from, and within newly developed and redeveloped areas. This policy recognizes the importance of providing pedestrian and bikeway connections within the confines of individual developments to provide direct, safe, and convenient internal pedestrian and bicycle circulation. This policy supports implementation of code amendments, such as those made through the Transportation Rule Implementation Project (TRIP) in Eugene. Note that private industrial development is not covered under this policy.

Reference: Based on *Metro Plan* 1987 (text updated through December 31, 2015) Transportation Policy F.4; Decision Package, November 1996; TPR 660-12-045(3)(b); Statewide Planning Goal 2: Land Use Planning.

Consistent with *Metro Plan* 1987 (text updated through December 31, 2015) Transportation Policy F.4; Decision Package, November 1996; TPR 660-12-045(3)(b); Statewide Planning Goal 2: Land Use Planning.

Transportation Demand Management Policies

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

TDM Findings

1. TDM addresses federal FAST Act requirements to reduce reliance on the automobile, thus helping to postpone the need for expensive capital improvements. The need for TDM stems from an increasing demand for and a constrained supply of road capacity, created by the combined effects of an accelerated rate of population growth and increasing highway construction and maintenance costs.
2. The *Regional Travel Forecasting Model* revealed that average daily traffic on most major streets was growing by 2-3 percent per year prior to the 2002 adoption of *TransPlan*. Based on *1994 Commuter Pack Survey* results, half of the local residents find roads are congested at various times of the day; and the vast majority finds roads are congested during morning and evening rush hours.
3. The *COMSIS TDM Strategy Evaluation Model*, used in August, 1997 to evaluate the impact of TDM strategies, found that vehicle miles traveled (VMT) and vehicle trips are reduced up to 3 percent by voluntary strategies (e.g., employer-paid bus pass program) and up to 10 percent by mandatory strategies (e.g., mandatory employer support); that requiring employers to increase the cost of employee parking is far more effective than reducing employee transit costs; and that a strong package of voluntary strategies has a greater impact on VMT and vehicle trips than a weak package of mandatory strategies.
4. Lane Transit District (LTD) system ridership increased 133 percent from fiscal year 1987 (prior to the implementation of the first group pass program with University of Oregon students and employees in 1988) to fiscal year 2011.
5. The OHP recognizes that TDM strategies can be implemented to reduce trips and impacts to major transportation facilities, such as freeway interchanges, postponing the need for investments in capacity-increasing projects.
6. The study, *An Evaluation of Pricing Policies for Addressing Transportation Problems* (ECONorthwest, July 1995), found that implementation of congestion pricing in the Eugene-Springfield area would be premature because the level of public acceptance is low and the costs of implementation are substantial; and that parking pricing is the only TDM pricing strategy that would be cost-effective during the 20-year planning period.

TDM Policy #1: TDM Program Development

Expand existing TDM programs and develop new TDM programs. Establish TDM bench marks and if the benchmarks are not achieved, mandatory programs may be established.

Policy Definition/Intent: This policy supports expansion and development of a broad spectrum of local and regional TDM programs at varying levels of implementation. TDM programs will focus on reducing trips for nonwork purposes, as well as for work commutes. Voluntary participation in TDM programs will be encouraged through marketing and incentives to target audiences, including the general public, developers, employers, employees, school administrators, and students. An adequate funding program must be developed to support implementation of TDM programs. This policy also supports the exploration of opportunities to establish a market-based, user-oriented approach to TDM through the use of transportation pricing measures.

Reference: Based on *TransPlan* 1986, Policies AM3, AM7, TSM2; Decision Package, November 1996, Strategy 2; TPR 660-12-045(5)(b).

TDM Policy #2: Parking Management

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

Policy Definition/Intent: Parking management strategies address both the supply and demand for vehicle parking. They contribute to balancing travel demand within the region among the various modes of transportation available. To promote parking equity in the region, consideration should be given to applying parking management strategies at a region-wide level, in addition to downtown centers.

Reference: Based on *TransPlan* 1986 Parking Policy section; Decision Package, November 1996, Strategy 4; TPR 660-12-045(5)(c).

TDM Policy #3: Congestion Management

Implement TDM strategies to manage demand at congested locations.

Policy Definition/Intent: Encouraging the use of alternative modes will become more important as the region grows and traffic congestion levels increase. A variety of strategies can be employed to help maintain mobility in congested locations as the area develops. TDM strategies implemented to manage demand at congested locations will be coordinated with other types of congestion management strategies, such as access management. This policy supports selective application of mandatory TDM strategies to manage demand at congested locations. For example, local jurisdictions could be allowed to require employers to designate an employee transportation coordinator and to implement programs that encourage employees to use alternative modes.

Reference: Based on Decision Package, November 1996, Strategy 2.

Transportation System Improvements: System-Wide Policies

Transportation System Improvement System-Wide Policies contain policy direction that is applicable to planning and implementation for all transportation system modes in the Central Lane MPO area. In general, the transportation system improvement policies support choices in modes of travel and desired patterns of development through efficient use of the existing system infrastructure and design and implementation of appropriate system improvements.

TSI System-Wide Findings

1. The number of vehicles, VMT, and use of the automobile are all increasing while biking, walking, taking transit and carpooling is decreasing. Between 1970 and 2000, the number of vehicles in Lane County increased by 110 percent, while the number of households increased by 91 percent. Between 1980 and 1990, VMT grew at a rate seven times that of the population growth. The *Regional Travel Forecasting Model* projected that, by the year 2015, without implementation of proposed RTP projects, non-commercial VMT will increase 52% while the percentage who bike will drop from 3.7% to 3.3%, walk from 8.9% to 7.9%, and the percentage who bus will increase only slightly from 1.8% to 1.9%.
2. The OHP recognizes that access management strategies can be implemented to reduce trips and impacts to major transportation facilities, such as freeway interchanges, and that communities with compact urban designs that incorporate a transportation network of arterials and collectors will reduce traffic impacts on state highways, postponing the need for investments in capacity-increasing projects.
3. OHP policy supports investment in facilities that improve intermodal linkages as a cost-effective means to increase the efficient use of the existing transportation system.
4. Current literature and research speaks to the relationship between street design and travel behavior, finding that neighborhood impacts, such as through-traffic and speeding on neighborhood streets, are affected by street design. For example, research by Richard Dowling and Steven Colman reported in the article, *Effects of Increased Highway Capacity: Results of a Household Travel Behavior Survey*, 1998, found that drivers' number one preferred response to congestion was to find a faster route if the current one becomes congested; and Calthorpe and Duany/Platter-Zybecks and Anton Nelleson have found that the layout and design of buildings and streets will influence user behavior and that streets can be designed to reduce travel speeds and reduce cut-through trips.

TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management

Protect and manage existing and future transportation infrastructure.

Policy Definition/Intent: This policy calls for the protection and management of transportation facilities for all modes, within the limits of available funding, in a way that sustains their long-term capacity and function. Given the limited funding for future transportation projects and operations, maintenance and preservation activities, the need to protect and manage existing and future transportation investments and facilities is crucial. Strategies related to access management, TDM, and land use can be implemented to reduce trips and impacts to major transportation facilities, such as freeway interchanges, thereby postponing the need for investments in capacity-increasing projects.

Reference: Based on TPR 660-12-0045(2), TPR 660-12-0060 (Plan and Land Use Regulation Amendments); OTP 2006 Policy 2.1; ISTEA Section 450.316(a) Metropolitan Planning Organization (MPO) Planning Factor 4.

Consistent with TPR 660-12-0045(2), TPR 660-12-0060 (Plan and Land Use Regulation Amendments); OTP 2006 Policy 2.1; FAST Act Metropolitan Planning Organization Planning Factor 7.

TSI System-Wide Policy #2: Intermodal Connectivity

Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.

Policy Definition/Intent: An intermodal transportation system is one that includes all forms of transportation in a unified, connected manner. An intermodal trip is one that involves two or more modes between the trip origin and destination. Intermodal linkages are the transfer points along the way, such as Park-and-Ride lots. In transit, intermodal transfers allow providers to serve a greater segment of the population. For freight, intermodal transfers allow shippers to take advantage of the economies of each mode, such as truck and rail, to achieve the most cost-effective and timely deliveries of goods.

Reference: Based on OTP (1992) Policy 1F (currently OTP 2006 Policy 3.1).

Consistent with OTP 2006 Policy 3.1.

TSI System-Wide Policy #3: Corridor Preservation

Preserve corridors, such as rail rights-of-way, private roads, and easements of regional significance, that are identified for future transportation-related uses.

Policy Definition/Intent: This policy supports the preservation of corridors not in public ownership that connect existing streets or paths or provide alternate routes to existing streets or paths.

Reference: Based on OTP (1992) Action 1B.4; ISTEA Section 450.316(a) MPO Planning Factor 10.

Consistent with FAST Act Metropolitan Planning Organization Planning Factor 7.

TSI System-Wide Policy #4: Neighborhood Livability

Support transportation strategies that enhance neighborhood livability.

Definition/Intent: Transportation-related impacts on neighborhood livability include excessive intrusion of regional vehicle movement on local residential streets, excessive vehicle speeds, and excessive traffic noise. Strategies aimed at improving flow on arterials, such as access management measures, may draw traffic from neighborhood streets that, based on travel characteristics, should be properly using the arterial.

Local governments will implement strategies to address neighborhood traffic impacts, but personal attitudes and behavior are the major factors in determining how residents travel around the region and the impact this travel has on neighborhoods. Choosing to shop locally, walking or cycling children to school, riding the bus to work, combining trips, driving slowly on residential streets, and avoiding short cuts through neighborhoods are examples of how individuals can help to reduce neighborhood traffic impacts.

Reference: Based on *TransPlan* 1986 Policy LU5; OTP (1992) Policy 1D (currently.

Consistent with OTP 2006 Policy 4.3

Transportation System Improvements: Roadway Policies

Roadway Policies are relevant to the region's roadway system, which is comprised of arterial and collector streets. The policies refer to a multi-modal roadway system with infrastructure that serves the needs of all modes. The automobile continues to be the dominant form of passenger travel and much of the region's roadway system was designed to accommodate increasing automobile use. However, roadways serve the transit system and most modern roadways are built to serve bicycle and pedestrian travel. Roadways also play a role in the movement of freight and are the backbone of commerce in the region. In serving these varied needs, the region must continue to move towards a multi-modal roadway system that responds to the needs of all forms and purposes of travel.

TSI Roadway Findings

1. The *Regional Travel Forecasting Model* forecasted increased traffic congestion on roadways.

2. Level of service (LOS) standards are a nationally accepted means for measuring the performance of roadway facilities. LOS analysis methods are standardized through the Transportation Research Board's *Highway Capacity Manual*.
3. The OHP establishes performance standards for all state highways in Oregon. OAR 660-012-0015 requires coordination of transportation system plans with the state.

TSI Roadway Policy #1: Mobility and Safety for all Modes

Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency and freight vehicles when planning and constructing roadway system improvements.

Policy Definition/Intent: This policy supports the design and construction of systems and facilities that accommodate multiple modes. It also supports consideration of the needs of emergency and freight vehicles in the design and construction of system improvements.

Reference: Based on OTP (1992) Policy 1A; TEA 21 Metropolitan Planning Factors F and G.

Consistent with OTP 2006 Policy 1.2; FAST Act Metropolitan Planning Organization planning factors 2 and 4.

TSI Roadway Policy #2: Motor Vehicle Level of Service

1. Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system. These standards shall be used for:
 - a. Identifying capacity deficiencies on the roadway system.
 - b. Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the TPR (OAR 660-12-0060).
 - c. Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: Level of Service E within Eugene's Central Area Transportation Study (CATS) area, and Level of Service D elsewhere.
3. Performance standards from the OHP shall be applied on state facilities in the Eugene-Springfield metropolitan area.

In some cases, the level of service on a facility may be substandard. The local government jurisdiction may find that transportation system improvements to bring performance up to standard within the planning horizon may not be feasible, and safety will not be compromised, and broader community goals would be better served by allowing a substandard level of service. The limitation on the feasibility of a transportation system improvement may arise from severe constraints including but not limited to environmental conditions, lack of public agency financial resources, or land use constraint factors. It is not the intent of TSI Roadway Policy #2: Motor Vehicle Level of Service to require deferral of development in such cases. The intent is to defer motor vehicle capacity increasing transportation system improvements until existing constraints can be overcome or develop an alternative mix of strategies (such as: land use measures, TDM, short-term safety improvements) to address the constraint.

Policy Definition/Intent: *Motor vehicle level of service (LOS)* is a concept that is used to assess roadway system performance and to describe operational conditions from the perspective of motorists. Detailed descriptions of LOS and its application are provided in Appendix B.

The policy sets standards for acceptable LOS for roadway performance and supports maintaining a system of streets to meet those standards. By defining acceptable levels of service, the policy provides direction for identifying roadway system deficiencies. It does not, however, determine what actions should be taken to address deficiencies. Such actions are guided by the full range of RTP policies including policies on Land Use, TDM, Transportation System Improvements (TSI), and Transit.

For state highways, performance standards contained in the adopted Oregon Highway Plan are used to evaluate the need for roadway capacity improvements.

Reference: *TransPlan* (RTP) 1986 Plan Assumptions. Additions to policy based on advice from legal council.

Consistent with TPR 660-012-0020 (Elements of Transportation System Plans); TPR 660-12-0060 (Plan and Land Use Regulation Amendments).

TSI Roadway Policy #3: Coordinated Roadway Network

In conjunction with the overall transportation system, recognizing the needs of other transportation modes, promote or develop a regional roadway system that meets combined needs for travel through, within, and outside the region.

Policy Definition/Intent: The regional roadway system must meet the travel needs of motorists, transit users, bicyclists, pedestrians, and commercial vehicles. Characteristics of such a roadway system include adequate capacity and connections to roads entering the region. The RTP roadways will be coordinated with the Lane County, Eugene, Springfield, and Coburg Transportation System Plans (TSP), and ODOT corridor studies and facility plans. All roadway system improvements will also be consistent with other adopted policies in the RTP.

Reference: Based on TPR 660-12-020; FAST Act Metropolitan Planning Organization planning factor F.

Consistent with TPR 660-012-0020; FAST Act Metropolitan Planning Organization planning factor F.

TSI Roadway Policy #4: Access Management

Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system.

Policy Definition/Intent: Access management is balancing access to developed land while ensuring movement of traffic in a safe and efficient manner. This policy supports local access management ordinances called for in the TPR.

The TPR (OAR 660-012-0045 (2) states: “Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;”

These regulations are adopted by individual jurisdictions. ODOT has adopted Access Management policies and regulations in the adopted Oregon Highway Plan and OAR 734.051. To varying degrees, Eugene, Springfield, Coburg, and Lane County address access management in current land use codes.

Reference: Joint Adopting Official review; TPR 660-012-0045(2).

Transportation System Improvements: Transit Policies

Transit policies are designed to support improvement of the transit system to make it a more viable transportation alternative for a greater segment of the population. The policies focus on enhancements to the convenience of the transit system through improved facilities, more frequent service, and faster service. These policies are also intended to create a transit system that supports and is integrated with planned land use patterns.

TSI Transit Findings

1. The *2000 U.S. Census of Population* reported that about 9 percent of all households in the Eugene-Springfield area did not own a vehicle; these residents have limited transportation choices.
2. Transit services are particularly important to the transportation disadvantaged population: persons who are limited in meeting their travel needs because of age, income, location, physical or mental disability, or other reasons. The Americans with Disabilities Act (ADA) requires fixed-route systems like LTD to provide a comparable level of service to the elderly and persons with disabilities who are unable to successfully use the local bus service. LTD's *Americans with Disabilities Act Paratransit Plan, 1994-1995 Update*, January 18, 1995, was found to be in full compliance with the ADA by the Federal Transit Administration.
3. The role of urban public transit in meeting trip needs has increased within the metropolitan area since 1970. In 1971, there were 2,260 LTD passenger trips on a weekday and, in 2004, ridership had increased to 20,736 per day, or approximately 2% of all metropolitan trips.
4. The *Urban Rail Feasibility Study Eugene/Springfield Area* (July 1995) concluded that projected 2015 ridership for an urban rail system was too low to be competitive with other cities seeking federal rail transit funding; and that Bus Rapid Transit (BRT) could significantly improve transit service for substantially less capital investment and lower operational costs than urban rail.
5. OHP policy supports investment in Park-and-Ride facilities as a cost-effective means to increase the efficient use of the existing transportation system.

TSI Transit Policy #1: Transit Improvements

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

Policy Definition/Intent: Continued improvements to the transit system, including enhancements to the existing transit service, exploration of transit fare alternatives that increase ridership and new and improved transit facilities for passengers, will make transit a more attractive transportation alternative and encourage increased use of transit. This policy also supports maintaining existing facilities in good condition.

Reference: Based on TEA 21 Metropolitan Planning Factor C.

Consistent with FAST Act Metropolitan Planning Factor 4 and 8.

TSI Transit Policy #2: Bus Rapid Transit

Support and continue to expand the Bus Rapid Transit (BRT) system composed of frequent, fast transit service along major corridors and a neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.

Policy Definition/Intent: BRT is, in essence, the use of buses to emulate the positive characteristics of a rail system, but at a fraction of the cost of a rail system. The BRT system will continue to include:

- Exclusive busways along each corridor,
- Faster boarding through low-floor, multiple door vehicles, paired with platform stations
- Minimum ten minute frequency during peak hours,
- Increased convenience and comfort,
- Limited stops,
- Improved travel time through reduction of impact from normal traffic congestion through bus priority treatment
- A connected system of BRT corridor and neighborhood routes

BRT, when combined with other system improvement, land use, and demand management strategies, has been shown to increase the share of riders who use public transportation. BRT is also expected to help the region maintain conformity with federal air quality standards. The full system will include 61 miles of BRT corridor service. Each corridor will include exclusive busways. When funding, traffic conditions, or land use needs restrict implementation of exclusive busways within a corridor, priority should

be given to improvements providing the greatest benefit to travel timesavings. The BRT strategy will be implemented to the extent that planning and engineering studies show that the system would increase the use of transit, is supported by the community, and can be funded. As BRT is implemented, LTD, Springfield, Eugene, Lane County, and ODOT will consider neighborhood impacts when designing elements of specific segments.

Reference: Based on Decision Package, November 1996, Strategy 5; TEA 21 Metropolitan Planning Factor C.

Consistent with FAST Act Metropolitan Planning Factor 4.

TSI Transit Policy #3: Transit/High-Occupancy Vehicle Priority

Implement traffic management strategies and other actions, where appropriate and practical, that give priority to transit and other HOVs.

Policy Definition/Intent: Various traffic management techniques, such as transit signal priority, bus queue jumpers, exclusive bus lanes, and roundabouts, can be used to improve transit travel time, reduce operating costs, and make transit a more attractive transportation alternative. Implementation of priority treatment for transit and other HOVs must not impair bicycle and pedestrian mobility. Local jurisdictions will determine when and where it is appropriate to give priority to transit and HOVs.

Reference: Based on *TransPlan* 1986 Policy TSM3, AM2.

TSI Transit Policy #4: Park-and-Ride Facilities

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

Policy Definition/Intent: Park-and-Ride lots provide access to the transit system for people who cannot conveniently access the bus system on foot or by bicycle. Common reasons for using Park-and-Ride lots are that there is no bus service near a person's home, the nearby service is not convenient, or a car is needed before or after the bus trip (such as to drop a child off at day care). Regular Park-and-Ride users are almost always commuters (to work or to school) who use the service daily. The destination of Park-and-Ride customers is almost always to a location where parking is expensive and/or in short supply. Increased use of the Park-and-Ride system will reduce traffic congestion and parking demand in the city centers and other intensely developed areas. Expansion of the Park-and-Ride system in outlying communities will be consistent with the Lane County TSP and small city TSPs.

Reference: Based on *TransPlan* 1986 Policy AM5, IC2.

Transportation System Improvements: Bicycle Policies

Bicycle policies address the need to improve the region's bicycle system and associated facilities to increase the choice of modes available for travel in the region. The policies are focused on directing bicycle system improvements, such as expansion of the existing regional network, the provision of safety improvements, and the addition of adequate support facilities. Adequate support facilities include places to rent a bicycle (i.e. bikeshare), places to safely and securely lock bicycles, and wayfinding signage and markings consistent with the National Association of City Transportation Officials (NACTO) guidance, the latest edition Oregon Bicycle and Pedestrian Plan, and the local city and county engineering standards. The policies also respond to the region's need to comply with federal and state requirements that call for a greater emphasis on the use of active modes of transportation, including bicycles.

TSI Bicycle Findings

1. In 1995, there were 126 miles of bikeways in the metropolitan area. Implementation of proposed RTP projects would approximately double the lane miles for bicycles.

Over the past 30 years, Eugene and Springfield have built an extensive bikeway system. The focus over the next 20 years is on the construction of bikeway projects that are along an essential core route on which the overall system depends, fill in a critical gap in the existing bicycle system, or overcome a barrier where no other nearby existing or programmed bikeway alternatives exist, or significantly improve bicycle users safety in a given corridor.

2. OAR 660-012-0045 (3) requires local governments to adopt land use regulations to require bikeways along new and reconstructed arterial and major collector streets and to connect new development with nearby neighborhood activity centers and major destinations.

TSI Bicycle Policy #1: Bikeway System and Support Facilities

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

Policy Definition/Intent: Over the past 30 years, local jurisdictions have invested in a system of designated bikeways that provide access to many regional destinations. This policy supports the continued construction of bikeway facilities that provide regional connectivity and access to neighborhoods, schools, and parks, as well as recreational, retail, and employment areas. The bicycle projects included in the RTP are significant components of the regional bikeway system because they fill gaps in the existing system, provide access to neighborhoods or activity centers, improve overall system safety, or overcome significant barriers, such as rivers and highways.

Bikeways include multiple-use paths, physically separated bicycle facilities, shared roadway signing and pavement markings, striped lanes or shoulders, and signed and traffic calmed routes on local streets. In order to encourage walking and bicycling trips

by those not currently using those modes and an overall increase in trips and safety for those modes, it is preferable, when practical, that bicycles and pedestrians be as physically separated as possible from the flow of motorized traffic and separated from one another in high pedestrian and bicycle use area. All streets in the metropolitan area should be designed to safely accommodate bicyclists. If a street cannot safely accommodate bicycle travel and reconstruction is not feasible, an alternate parallel bikeway should be designated. This policy also supports the construction of multiple-use bicycle/pedestrian paths along the Willamette River within the Willamette River Greenway and along the McKenzie River and other major drainageways where practicable. Land use activities along these corridors should be done in a manner that allows the possibility of future bikeway construction.

In conjunction with bikeway system improvements, adequate bicycle system support facilities should be provided, including secure bicycle parking areas (e.g., covered racks, cages, and lockers), signage, and lighting. In particular, bicycle support facilities should be provided at government offices, downtowns, employment areas, shopping centers, parks, libraries, athletic stadiums, and schools, and along heavily used bikeways.

Reference: Based on TPR 660-12-045(3 and 6).

TSI Bicycle Policy #2: Bikeways on Arterials and Collectors

Require bikeways along new and reconstructed arterial and major collector streets.
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Policy Definition/Intent: This policy requires the provision of bikeways, normally bike lanes or physically separated bicycle facilities, on arterial and major collector streets. Bicycle lanes can be provided on existing streets through the reallocation of road space, including narrowing motor vehicle travel lanes and removing on-street parking. In special cases, circumstances such as safety issues or physical limitations may prevent the provision of on-street bike lanes. In these cases, alternate parallel routes shall be provided as part of the same project to ensure access to residences and services found on the collector and arterial streets.

The 1999 Eugene Arterial and Collector Street Plan (ACSP) describes the public involvement process in the design of Eugene projects, including adding bicycle lanes to existing streets (pp. 44-45). When bike lanes are proposed to be added to existing streets, staff would work with residents, property owners and the neighborhood association to conduct a design charrette or similar process for citizen input. Various options would be evaluated for implementing the bike lanes while enhancing the maximum amount of on-street parking, and addressing other city and neighborhood goals. Design standards in the ACSP would be used as desirable guidelines –for example, width of bicycle lanes and parking areas, etc. The process would focus on reaching consensus on optimum design for safety, mobility and livability.

Reference: Based on *TransPlan* (RTP) 1986 Policy I7; TPR 660-12-045(3)(b)(B); OTP (1992) Policy 2D, Action 2D.1, Eugene ACSP.

Consistent with TPR 660-12-045(3)(b)(B); OTP 2006 Policy 4.3.

TSI Bicycle Policy #3: Bikeway Connections to New Development

Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.

Policy Definition/Intent: This policy recognizes the importance of providing bicycle connectivity between new development, neighborhood activity centers, and major destinations. When new development occurs, connectivity to the regional bikeway system must be provided. In cases where the existing or planned street network does not adequately provide bicycle connectivity, paved bikeways should be provided within residential developments and should extend to neighborhood activity centers or to an existing bikeway system within one-half mile of residential developments. Major destinations may include, but are not limited to, activity centers, schools, shopping centers, employment centers, transit stations, medical facilities, and parks. This policy does not imply that a developer would be required to provide bikeways through undeveloped adjoining properties.

Reference: Based on TPR 660-12-045(3)(b).

TSI Bicycle Policy #4: Implementation of Bikeway Miles

Give funding priority to stand-alone bikeway projects that increase the use of bicycle, pedestrian, transit and other travel modes.

Policy Definition/Intent: This policy supports consideration and programming of stand-alone bikeway facilities.

Stand-alone bikeway projects consist of those projects that:

- ♦ Are along an essential core route on which the overall bicycle system depends; and
- ♦ Fill in a critical gap in the existing bicycle system; or
- ♦ Overcome a barrier where no other nearby existing or programmed bikeway alternatives exist (e.g., river, major street, highway); or
- ♦ Significantly improves bicycle users' safety in a given corridor.

The intent of this policy is to maximize the impact of bicycle projects in the RTP by implementing the most important bike projects early in the period following adoption of the RTP. This policy also provides additional policy direction in support of Finance Policy #5: Short-Term Project Priorities.

Reference: Based on TPR 660-12-0040(2)(d). Also see Finance Policy #5.

Transportation System Improvements: Pedestrian Policies

Walking is still the most important mode of travel. All trips, whether by car, bus, or bike, involve at least two pedestrian trips (whether using a mobility device or strolling): one at the beginning and one at the end. Without pedestrian facilities, the transportation system could not function. Pedestrian facilities are critical to provide access to neighborhood destinations, including schools, parks, recreation, and shopping. Pedestrian policies focus on closing gaps and improving the quality of the pedestrian system in the region. These policies are closely related to RTP land use policies that support pedestrian-oriented design.

TSI Pedestrian Findings

1. OAR 660-012-0045 (3) requires local governments to adopt land use regulations to provide for a pedestrian environment that is well integrated with adjacent land uses and designed to enhance the safety, comfort, and convenience of walking; a continuous pedestrian network with reasonably direct travel routes between destination points; and sidewalks along urban arterial and collector roadways, except freeways.

TSI Pedestrian Policy #1: Pedestrian Environment

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

Policy Definition/Intent: This policy supports the provision of pedestrian connections between adjacent land uses, improved pedestrian access to transit stops and stations, safe and convenient pedestrian street crossings, and pedestrian amenities, including lighting. In more developed areas, such as downtowns, pedestrian design features improve the accessibility of destinations.

Reference: Based on TPR 660-12-045.

TSI Pedestrian Policy #2: Continuous and Direct Routes

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

Policy Definition/Intent: This policy supports an active program to develop pedestrian pathways (e.g., sidewalks), especially in proximity to major activity centers. A continuous pedestrian network is free of gaps and deadends and overcomes physical barriers that inhibit walking. Direct routes between destination points are important because out-of-direction travel discourages walking. “Reasonably direct” means either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Reference: Based on TPR 660-12-045(3)(d)(B).

TSI Pedestrian Policy #3: Sidewalks

Construct sidewalks along urban area arterial and collector roadways, except freeways.

Policy Definition/Intent: This policy supports the construction of sidewalks during roadway construction or reconstruction, as well as the prioritized retrofitting of corner sidewalks with curb ramps, and infill of missing sidewalk sections. Specific sidewalk design standards, policies and requirements for sidewalks along collectors and arterials and local streets are established by local jurisdictions.

Reference: Based on TPR 660-12-045(3)(b)(B).

Transportation System Improvements: Goods Movement Policies

The RTP supports the integration of goods movement considerations into the regional transportation planning process. Goods movement of all types makes a significant contribution to the region's economy and wealth and contributes to residents' quality of life. Truck routes, rail corridors, aviation facilities, and pipelines must all function cohesively if the region's goods movement system is to operate efficiently. There are no maritime port or navigation facilities in the RTP study area. The region seeks to maintain and enhance its competitive advantage in freight distribution through efficient use of a flexible, seamless, and multi-modal transportation network that offers competitive choices for freight movement. Goods movement is directly supported by TSI System-Wide and TSI Roadway policies.

TSI Goods Movement Findings

1. The OTP recognizes that goods movement of all types makes a significant contribution to the region's economy and wealth and contributes to residents' quality of life. OTP Policy 3.1 promotes a balanced freight transportation system that takes advantage of the inherent efficiencies of each mode.
2. There are no maritime port or navigation facilities in the MPO area.
3. Goods movement is directly supported by system-wide and roadway transportation system improvements.

TSI Goods Movement Policy #1: Freight Efficiency

Support reasonable and reliable travel times for freight/goods movement in the Central Lane MPO region.

Policy Definition/Intent: This policy supports a high degree of mobility for goods movement within and through the region in freight transportation corridors and high-quality access between freight transportation corridors and the region's markets, inter-

modal facilities, and industrial developments. This policy supports the development of collaborative strategies between public agencies and freight transportation providers to improve the efficiency of roadway, rail, air, and pipeline goods movement.

Reference: Based on OTP (1992) Policy 3A; TEA 21 Metropolitan Planning Factor E.

Consistent with OTP 2006 Policy 3.1; *FAST Act* Metropolitan Planning Factor 1 and 6 D and F).

Transportation System Improvements: Other Modes Policies

This section sets forth policy for other modes, including air, rail, and inter-city bus service. Collaboration between the public and private sectors is imperative for effective implementation of policies that directly impacts private transportation providers. These other modes are supported by the TSI System-Wide policies.

TSI Other Modes Findings

1. The Eugene Airport is located outside the Eugene urban growth boundary (UGB) to protect it from incompatible development as well as to reduce airport-related impacts on development within the UGB. The area of the Airport designated Airport Operations in the *Eugene Airport Master Plan* receives municipal water, wastewater, fire, and police services.
2. The *Pacific Northwest High Speed Rail Southern Terminus Study*, Wilbur Smith Associates, 1995, found that rail-related infrastructure improvements needed along the corridor include improved signals, grade crossings, track, and depots. These improvements are important to the success of high speed rail because Eugene-Springfield is the southern terminus to the high speed rail corridor.
3. OTP 2006 Policy 1.3 provides for a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems.

TSI Other Modes Policy #1: Eugene Airport

Support public investment in the Eugene Airport as a regional facility and provide land use controls that limit incompatible development within the airport environs. Continue to use the *Eugene Airport Master Plan* as the guide for improvements of facilities and services at the airport.

Policy Definition/Intent: The Eugene Airport/Mahlon Sweet Field is the major airport that provides commercial passenger, cargo, mail, and general aviation services to the metropolitan area. This airport also provides major services to Lane County residents outside of the metropolitan area. The airport is located outside the urban growth

boundary (UGB), to protect the airport from incompatible development or development that would have incompatible operational characteristics, as well as to reduce airport-related impacts on development within the airport environs.

Reference: Based on TPR 660-12-045(2)(c); *Metro Plan* 1987 Transportation Element Policies 8-17.

Consistent with TPR 660-12-045(2)(c); *Metro Plan* 2015 Transportation Element Policy F.30.

TSI Other Modes Policy #2: High Speed Rail Corridor

Support provision of rail-related infrastructure improvements as part of the Cascadia High Speed Rail Corridor project.

Policy Definition/Intent: This policy demonstrates local jurisdiction support for improvements to the passenger rail system. High speed rail corridor development is a cooperative effort involving the states of Oregon and Washington, the Province of British Columbia, and Burlington Northern Railroad, Southern Pacific Railroad, and Amtrak. Rail-related infrastructure improvements needed along the corridor include improved signals, grade crossings, track, and depots. As the corridor's southern terminus, the provision of a station and train servicing facilities and connections to other transportation modes are issues for the Central Lane MPO region that contribute to the overall success of the corridor.

Reference: *Pacific Northwest High Speed Rail Southern Terminus Study*, July 1995.

TSI Other Modes Policy #3: Passenger Rail and Bus Facilities

Support improvements to the passenger rail station and inter-city bus terminals that enhance usability, convenience, and intermodal trips.

Policy Definition/Intent: This policy promotes the growth of inter-city bus and passenger rail facilities and services. Amtrak provides passenger rail service through the region and Greyhound, BoltBus, and Amtrak provide inter-city bus service. Intermodal connections play an important role in the usability and convenience of passenger rail and bus service.

Reference: Based on *TransPlan* 1986 Policy IC1; OTP (1992) Action 3B.2.

Consistent with OTP 2006 Policy 1.3

Finance Policies

The finance policies will guide the development and allocation of funding for transportation services, facilities, and projects. Characteristics of the desired transportation finance system include:

1. Incorporation of federal, state, local, and private funding;
2. Funding for operations and maintenance, preservation, and modernization of the transportation system for all transportation modes and jurisdictions;
3. Funding for the development, implementation, and operations of TDM programs;
4. Funding for efficient and effective system improvements (OTP Policy 6.1);
5. Funding for the improvement of collector and arterial streets within the Eugene, Springfield and Coburg UGBs to urban standards;
6. Expanding the beneficiary pay concept to reflect the costs and benefits of uses of the transportation system and reinforce the relationship between benefiting from transportation facilities and paying for their benefit, but to retain essential fairness including cost responsibility (OTP Policy 6.4); and
7. Developing a transportation finance system which consciously attempts to provide equity among competing users, payers, beneficiaries, transportation system providers and regions of the state OTP Policy 6.1, Strategy 6.1.3.

A cost-effective transportation system will provide adequate levels of accessibility and mobility to users, while minimizing the overall cost of the system and therefore reducing the need for public investment. Certain situations require increased investments in one area to save a greater amount of capital cost in another area. However, *TransPlan* places emphasis on the preservation and efficient use of existing facilities as the preferred approach to provide an adequate transportation system.

Finance Findings

1. Transportation costs are rising while revenues are shrinking and this trend is expected to continue. The *1999 Oregon Highway Plan* (as amended through January 2006) estimated total 20-year highway needs of about \$29 billion, but projected revenues of only about \$14 billion.
2. The RTP estimates that operations, maintenance, and preservation of the metropolitan transportation system will cost approximately \$1.77 billion in 2016 dollars to maintain at current levels to the year 2040, while revenues for this purpose, including a regularly increasing state gas tax or other comparable source of revenue at the state level, and federal forest receipts at current non-guaranteed levels after the guarantee expires, are estimated at

\$1.61 billion, leaving a conservative estimated shortfall of about \$160 million over the planning period before the implementation of fiscal constraint strategies.

3. The projects proposed in the RTP demonstrate that nearly all of the region's travel over the next 20+ years will rely on existing streets, highways, and bicycle and pedestrian facilities, emphasizing the importance of preservation and maintenance of these facilities.
4. Historically, the State Highway Trust Fund (SHTF) and Federal Forest Receipts, significant sources of transportation revenues, have funded operations and maintenance and preservation of the regional transportation system. Currently, SHTF revenues are not increasing with inflation and Federal Forest Receipts are declining.
5. Funding allocations of State cigarette tax revenues designated for special need transit services are guided by the Special Transportation Fund Advisory Committee per ORS 391.800-391.830 and OAR 732-05, 732-10, 732-20 governing the Special Transportation Fund Program.
6. Currently, systems development charge (SDC) methodologies charge new development only for the city's portion of the arterial-collector system; state and county facilities within the metropolitan area are excluded from the calculation of SDC rates; and assessments only partially fund projects that are improving existing facilities to urban standards and address identified capacity issues.
7. Under FAST Act, the Surface Transportation Block Grant (STBG) Program (formerly the Surface Transportation Program) contains a set-aside of funding for transportation alternatives. These set aside funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, regional trails, safe routes to school projects, community improvements such as historic preservation and vegetation management and environmental mitigation related to stormwater and habitat connectivity (Federal Highway Administration). State funding for bikeways is primarily limited to ODOT Highway Funds, which are used mainly for adding bicycle lanes to existing and new streets, but may be used for other bicycle projects in the right-of-way. Local jurisdictions may also fund bikeways through the local road construction and maintenance budget and from general funds, park district funds, special bond levies, grants and SDCs. Regarding transit, the RTP anticipates that discretionary federal grant funds will pay for up to 80 percent of the capital cost of the BRT system, based on trends in federal funding for LTD capital projects over the last ten years.

Finance Policy #1: Adequate Funding

Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the RTP.

Policy Definition/Intent: This policy supports development of a stable set of revenue sources to adequately fund the full range of regional transportation needs for all modes,

including operations and maintenance, preservation, and modernization. This policy also supports the creation of funding for incentives to implement mixed-use centers and funding for the development, implementation, and operation of TDM programs.

The current structure and level of transportation funding is inadequate to meet the needs of either the individual publicly funded modes of transportation or the system as a whole. Many transportation revenue sources are restricted to expenditure on particular types of projects either by mode or activity. Local jurisdictions may seek changes in current restrictions on transportation funding. The current shortfall in revenues available for road preservation activities is evidence of a mismatch between revenue availability and need.

Reference: Based on OTP (1992) Policy 4A; Decision Package, November 1996, Strategies 10, 13, and 14; *TransPlan* 1986 Policy I3 (Criteria C) and Street and Highway Element Category of Short-Range Need.

Consistent with OTP 2006 Policy 6.

Finance Policy #2: Operations, Maintenance, and Preservation

Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.

Policy Definition/Intent: This policy emphasizes the importance of adequate resources to operate and maintain the existing transportation system at a level that avoids more costly reconstruction. Preservation and efficient use of existing facilities is preferred versus expanding the transportation system when there is a choice. The impact of this policy is limited by the fact that some transportation revenue sources are dedicated to modernization activities.

Nearly all of the region's travel during the next 20+ years and beyond will rely on the existing system of streets, highways, and bicycle and pedestrian facilities. Therefore, it is critical to ensure that current and future funding and resource allocation decisions address the ongoing operation, maintenance, and preservation of this system. To minimize costs, it is important to maintain and preserve the system at a level such that at least 80 percent of the system's pavement condition is rated fair or better. If this happens, more expensive preservation activities, such as reconstruction of a facility, are postponed.

Reference: Based on *TransPlan* 1986 Policy I4; Decision Package, November 1996, Strategy 8; TEA 21 Metropolitan Planning Factor G.

Consistent with FAST Act Metropolitan Planning Factors 7 and 8.

Finance Policy #3: Prioritization of State and Federal Revenue

Set priorities for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Transportation Improvement Program (TIP) to address safety and major capacity problems on the region's transportation system.

Policy Definition/Intent: This policy supports the development and application of a process for prioritizing regional system improvements funded by state and federal revenues. Safety and major capacity issues will be emphasized in this process. Local jurisdiction funding sources, including federal payments to the County road fund, are allocated through local agency Capital Improvement Programs (CIPs) and are not subject to a regional prioritization process.

Reference: Based on *TransPlan* 1986 Policies I2, I3, and I13; TEA 21 Metropolitan Planning Factor F; Decision Package, November 1996, Strategy 11.

Consistent with FAST Act Metropolitan Planning Factors 2 and 4.

Finance Policy #4: New Development

Require that new development contribute to paying for its capacity impact on the transportation system.

Policy Definition/Intent: This policy supports expanding SDC methodologies to address new developments' impacts on state, county, and transit facilities. Currently, SDC methodologies adopted by the cities of Eugene and Springfield charge new development only for the City's portion of the arterial-collector system. Additional charges to mitigate onsite or adjacent impacts may be necessary.

Reference: Finance Committee.

Finance Policy #5: Short-Term Project Priorities

Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly development and increased use of bicycle, pedestrian, transit, carpool and other travel modes.

Policy Definition/Intent: This policy supports consideration and programming of facilities and improvements that support the increased use of bicycle, pedestrian, transit, carpool and other travel modes. Examples of such investments include funding incentives for implementation of mixed use development, funding of TDM programs, and improvements made to the pedestrian, transit and bike systems.

Reference: Based on TPR 660-12-0040(2)(d).

Finance Policy #6: Eugene-Specific Finance Policy

The City of Eugene will maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system under Eugene's jurisdiction.

Policy Definition/Intent: Use the following priorities for developing the Eugene Capital Improvement Program (CIP) and Eugene projects for the Metropolitan Transportation Improvement Program (MTIP). Implement higher priority measures unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the justification which supports using lower priority measures before higher priority measures. This policy does not apply to any other jurisdiction or agency.

1. Protect the existing system.
The highest priority is to preserve the functionality of the existing transportation system by means such as access management, comprehensive plans, transportation demand management, improved traffic operations, and alternative modes.
2. Improve the efficiency and capacity of existing transportation facilities.
The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. Add capacity to the existing system.
The third priority is to make major improvements to existing transportation facilities such as adding general purpose lanes and making alignment corrections to accommodate legal-sized vehicles.
4. Add new facilities to the system.
The lowest priority is to add new transportation facilities such as a new roadway.

Reference: Eugene City Council action.



CHAPTER THREE

PLAN IMPLEMENTATION

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.
- ♦ **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 RTP.
- ♦ **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 RTP 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. *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 RTP policies and implementation actions for transportation demand management (TDM), 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 RTP technical analysis that was conducted to identify existing and future transportation system needs. As a result, the Capital Investment Actions Project Lists reflect the RTP's balanced approach to long-range transportation planning. The projects selected for inclusion as Financially Constrained Capital Investment Actions establish a network of facilities that meet overall transportation needs for the planning period.

Summary of Needs Analysis

Transportation needs for the Central Lane area were assessed using standard methods typically employed in regional transportation planning. The analysis of needs was based on population and employment growth forecasts consistent with statewide forecasts. The population and employment forecasts were used to establish overall demand for transportation.

In the development of the 2001 TransPlan, 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 (TPR). These strategies are reflected in this Regional Transportation Plan.

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.

Transportation needs associated with the movement of goods and services were identified as part of the technical analysis and public involvement process. 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 MPO area were used as part of this analysis.

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 the Lane Council of Governments (LCOG), the Central Lane Metropolitan Planning Organization (MPO), and Lane Transit District (LTD). Strategies and recommendations in this plan are consistent with the RTP update. Implementation of this plan is carried out in coordination with implementation of the RTP through the Metropolitan Transportation Improvement Program (MTIP). The Paratransit plan provides strategies for improvements to the existing RideSource service. Amendments to the RTP will be made as necessary to maintain consistency between the two planning efforts.

Capital Investment Action Implementation Process

The Financially Constrained Capital Investment Action project lists will be adopted, making them legislatively

binding. However, the specific timing, design, and financing provisions of the RTP'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 MTIP, nor do they formally approve or commit any funding. Illustrative maps that illustrate the regional roadway, transit, and bicycle and pedestrian projects are included in Appendix A.

After a project has been identified as a Capital Investment Action in the RTP, the responsible agency begins the process of project refinement and programming. Programming refers to development of local agency capital improvement programs (CIPs), the Central Lane Metropolitan Transportation Improvement Program (MTIP) at the regional level, and the Oregon Department of Transportation's (ODOT) Four-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 MTIP and the STIP. Some funding sources in the RTP 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 the RTP.

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.

In the recent past, 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.

The formation of an ACT in Lane County was completed in November, 2010. Per the Bylaws, adopted by the OTC on November 9, 2010, the mission of the LaneACT is to:

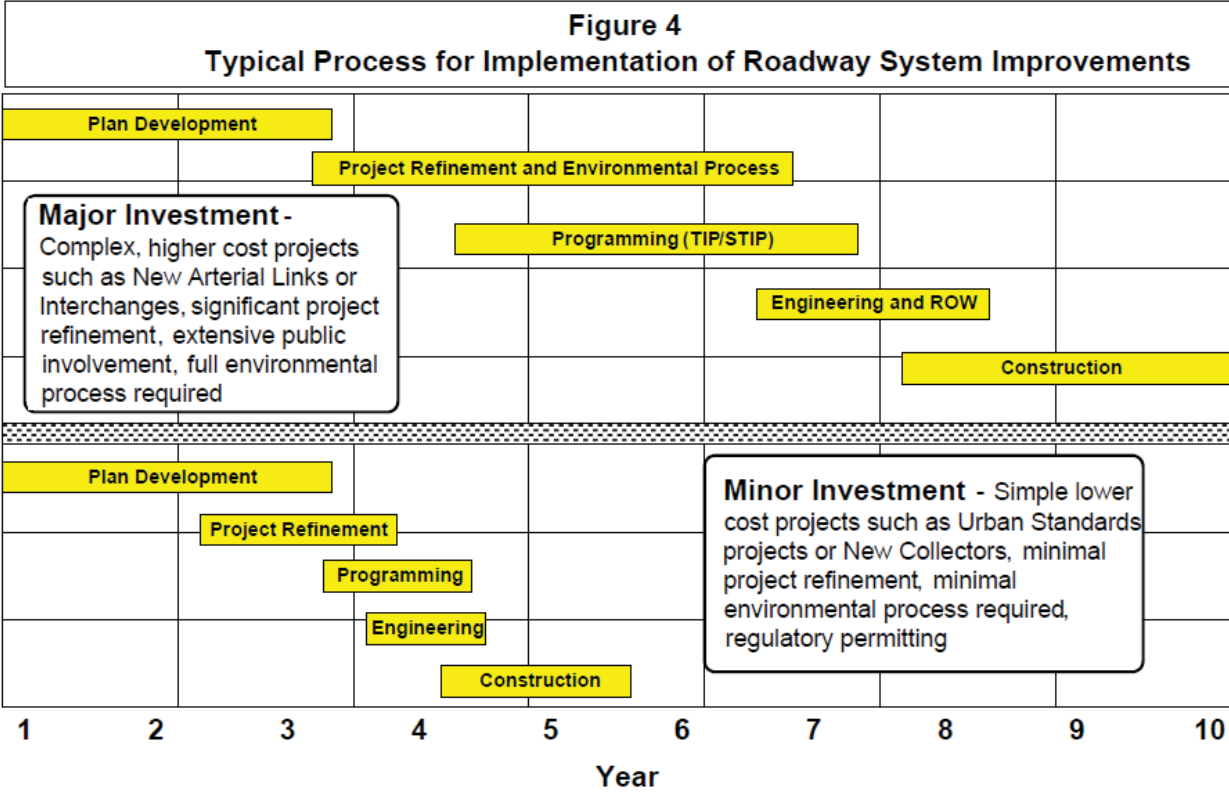
1. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding;
2. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
3. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;
4. Review and monitor the condition of the Area's transportation system, using appropriate benchmarks;
5. Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area's transportation system while balancing local, regional and statewide perspectives; and
6. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

MTIP projects were also prioritized by the Metropolitan Policy Committee 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 MTIP 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.

Projects proposed for amendment into the RTP from local jurisdictions through local agency TSP or CIP processes are subject to the decision-making and public involvement processes of the respective agencies, as required by applicable federal, state and local requirements. The allocation of locally-controlled funding is decided by the policymakers of the individual jurisdiction, and not at the MPO policy level.

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 4 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 Capital Investment Actions: Roadway Projects
- 1b. Illustrative Capital Investment Actions: Roadway Projects
2. Financially Constrained Capital Investment Actions: Transit Projects
- 2b. Illustrative Capital Investment Actions: Transit Projects
- 3a. Financially Constrained Capital Investment Actions: Bicycle/Pedestrian Projects
- 3b. Illustrative Capital Investment Actions: Bicycle/Pedestrian Projects

Projects are listed in the MPO's Regional Transportation Plan as part of a long-range planning effort. To meet state requirements, additional action by local agencies may be required prior to programming and proceeding with implementation of projects. Listing of projects in the RTP does not necessarily constitute fulfillment of the requirements of the Oregon Transportation Planning Rule.

Project Implementation Phases

The Roadway and Bicycle/Pedestrian project lists are subdivided into Financially Constrained and Illustrative implementation phases. Illustrative projects are projects for which a need has been identified but for which the funding, at this time, is not reasonably expected to be available. The illustrative projects may fall within the plan horizon, or they may be projects anticipated beyond the plan horizon. These projects are not part of the financially constrained plan. However, these projects could be implemented 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 the RTP identify the agency or agencies that presently have responsibility for the street, highway, bicycle, or pedestrian 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 if 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.

Columns 5, 6, 7: Estimated Cost and Estimated Year of Construction

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 2016 dollars, consistent with revenue estimates used in the plan. Cost estimates are also provided in 2040 dollars, based upon the estimated year of construction, illustrating the potential future cost of the projects should any be delayed to the plan horizon. Projects proposed for inclusion on a financially constrained project list must have up-to-date complete scope and cost estimate information available in order to be considered during the financial constraint process. ODOT cost estimates for the 2016 RTP update considered the project scope, current full-cost estimates for activities necessary to implement each project, adjusting cost estimates to reflect current 2016 dollars.

Column 6: Length

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

Column 7: RTP Number

The project number uniquely identifies each project. For roadway and bicycle/pedestrian projects, the project number facilitates locating the project on the maps for roadways and bicycles/pedestrian in Appendix A. The project numbers are based on eleven 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 9A (Central/East Springfield).
- ♦ Projects 0-99 are located in District 9B (East Springfield).
- ♦ Projects 1000-1099 are located in District 10 (Coburg).

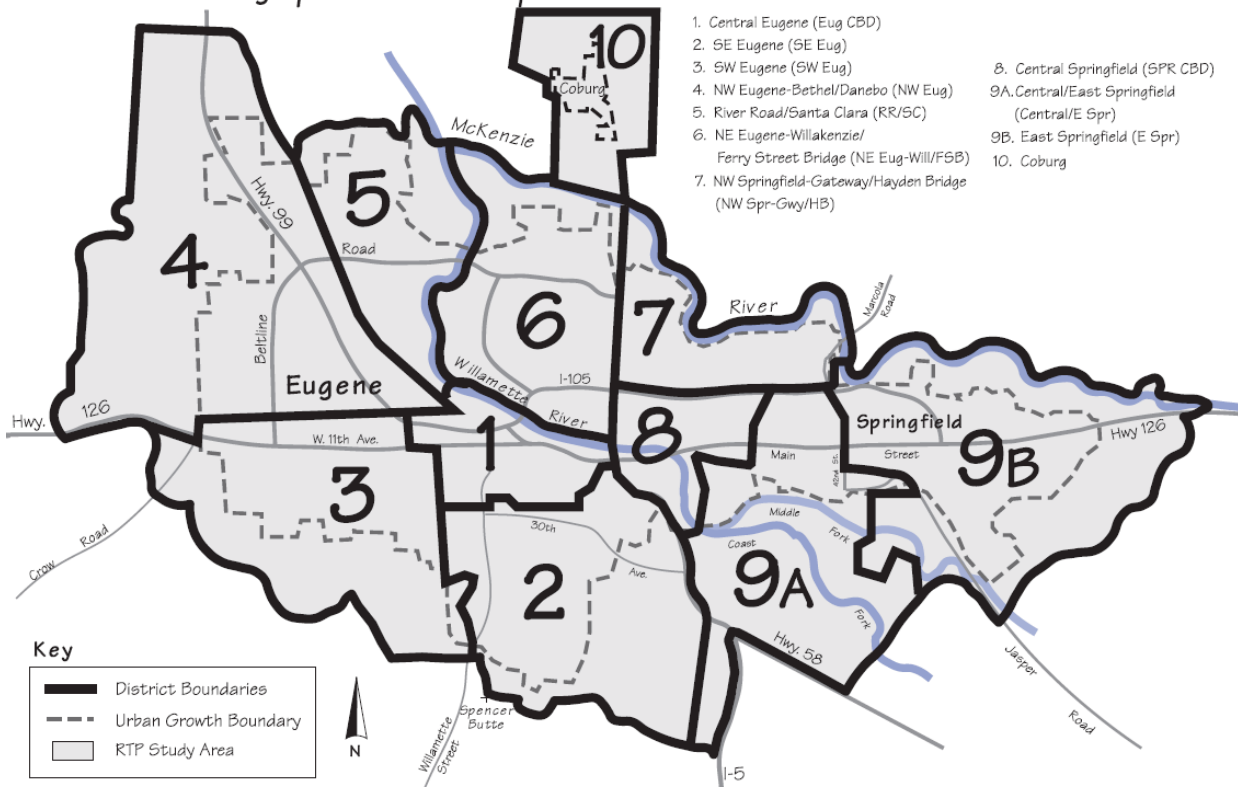
In some instances, a roadway project is coordinated with an on-street bicycle project. Where the roadway project and the bicycle project are contiguous, the project numbers are identical.

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

Figure 5

Coburg-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 RTP project list through the amendment process.

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 Central Lane MPO 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 the RTP 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:

- Interstate 5
- Interstate 105/Oregon 126 (Eugene-Springfield Highway)
- Beltline Road (Highway 99 to Interstate 5)
- Main Street/McKenzie Highway (20th Street to 70th Street)
- McVay Highway (Franklin Boulevard to 30th Avenue interchange)
- Franklin Boulevard (Glenwood section)
- West 11th Avenue (Beltline to Chambers)
- Coburg Road (Crescent to Oakway)
- 18th Avenue (Bertelsen to Agate)
- Southeast Eugene corridor (Willamette, Amazon Parkway, Patterson/Hilyard, from 13th to 33rd Avenue)
- Beltline Road/Pioneer Parkway (Beltline to Hayden Bridge Road)
- Ferry Street Bridge (long-range capacity needs)
- South Bank Street Improvements (Mill Street to Hilyard Street)
- 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 interchange with I-105 south to the interchange with Highway 58 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 and the Jasper Extension design study.

RTP Table 1a

Financially Constrained Capital Investment Actions: Roadway Projects

Project Category: Added Freeway Lanes or Major Interchange Improvements

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction	Year of Construction Cost Range		Length*	RTP #
Eugene-Springfield Highway (SR-126)	at Main Street	Construct interchange	ODOT	\$50,000,000	2030-2034	\$76,663,972	\$86,621,556	0	27
Eugene-Springfield Highway (SR-126)	at 52nd Street	Construct interchange	ODOT	\$40,000,000	2025-2029	\$52,648,740	\$59,487,078	0	30
Randy Pape Beltline Highway	River Road to Coburg Road: Phase 1	Improve facility consistent with the Beltline Highway Facility Plan – complete initial components of the project	ODOT, Lane County, City of Eugene	\$120,000,000	2020-2024	\$135,586,331	\$153,197,108	0.95	512
Project Category Subtotal				\$210,000,000		\$264,899,042	\$299,305,743		

* Length represented in miles on all RTP tables

Project Category: Added Freeway Lanes or Major Interchange Improvements

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Delta/ Beltline Interchange		Interim/safety improvements; replace/revise existing ramps; widen Delta Highway bridge to 5 lanes	ODOT	\$20,000,000	2020-2024	\$22,597,722	\$25,532,851	0.25	638
Randy Pape Beltline Highway	Roosevelt Boulevard to W. 11th Avenue	Add lanes on Randy Pape Beltline Highway and provide intersection improvements at the Randy Pape Beltline Highway/W. 11th Avenue and Randy Pape Beltline Highway/Roosevelt Boulevard intersections.	ODOT, Eugene	\$28,100,000	2030-2034	\$43,085,152	\$48,681,314	1.1	312
I-5	@ Beltline Highway	Unit 4. Reconstruct interchange and I-5, upgrade Beltline Road East to 5 lane urban facility.	ODOT	\$34,000,000	2016-2019	\$34,000,000	\$37,261,035	0	606

Project Category Subtotal

\$82,100,000

\$99,682,874

\$111,475,201

Project Category: Arterial Capacity Improvements

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Eugene-Springfield Highway (OR 126)	@ Mohawk Boulevard Interchange	Add lanes on ramps	ODOT	\$2,000,000	2025-2029	\$2,632,437	\$2,974,354	0.68	821
W. 11th Avenue	Green Hill Road to Terry Street	Upgrade to 5-lane urban facility	ODOT, Eugene	\$12,300,000	2020-2024	\$13,897,599	\$15,702,704	1	333
Main Street	@ 48th Street	Traffic control improvements	Springfield	\$300,000	2020-2024	\$338,966	\$382,993	0	69
Main Street	@ Mountaingate Drive	Traffic control improvements - signal	Springfield	\$900,000	2020-2024	\$1,016,897	\$1,148,978	0	75
42nd Street	@ Marcola Road	Roundabout	Springfield	\$2,800,000	2025-2029	\$3,685,412	\$4,164,095	0	712
Harlow Road	@ Pheasant Boulevard	Traffic control improvements	Springfield	\$500,000	2030-2034	\$766,640	\$866,216	0	744
Gateway Street	@ Harlow Road	Traffic control improvements	Springfield	\$2,910,000	2030-2034	\$4,461,843	\$5,041,375	0.5	785
Gateway/ Beltline Rd Intersection Improvements	International Way to Postal Way	Improve intersections and realign Gateway	Springfield	\$20,000,000	2020-2024	\$22,597,722	\$25,532,851	0.9	789
Q Street Intersection Improvements	Intersection of Q Street and 5th	Intersection improvements - Construct right turns to the eastbound and northbound approaches or a roundabout.	Springfield	\$550,000	2030-2034	\$843,304	\$952,837	0.5	828
Centennial Boulevard	@ 28th Street	Construct Roundabout	Springfield	\$1,800,000	2035-2040	\$3,215,046	\$3,745,247	0	924
Centennial Boulevard	@ 21st Street	Traffic control improvements	Springfield	\$290,000	2035-2040	\$517,980	\$603,401	0	927
S 42nd Street at Daisy Street	S. 42nd St/ Daisy Street	Traffic control improvements - Construct a traffic signal or a roundabout	Springfield	\$1,800,000	2016-2019	\$1,800,000	\$1,972,643	0	951
Gateway Street	International Way to UGB	Construct 5 lane cross section	Springfield	\$950,000	2025-2029	\$1,250,408	\$1,412,818	0.63	704
42nd Street	Marcola Road to RR Tracks	Modify to 3 lane cross section with traffic controls at Marcola Rd and the OR126 westbound ramps	Springfield	\$6,000,000	2020-2024	\$6,779,317	\$7,659,855	1.05	713
Daisy Street	@ Bob Straub Parkway	Traffic control improvements or undercrossing of Bob Straub Parkway	Springfield	\$3,000,000	2030-2034	\$4,599,838	\$5,197,293	0	32
Franklin Boulevard	I-5 to RR Tracks south of Franklin Blvd/McVay Hwy	Multimodal urban standards and intersection control improvements	Springfield	\$35,000,000	2020-2024	\$39,546,013	\$44,682,490	1.29	830

McVay Hwy	@ East 19th Ave	2 lane roundabout	Springfield	\$2,500,000	2025-2029	\$3,290,546	\$3,717,942	0	898
McVay Hwy	East 19th Avenue to I-5	Construct 2 or 3 lane cross-section as needed with sidewalks, bicycle facilities and transit facilities consistent with Main Street/McVay Hwy Transit Feasibility Study and Springfield TSP project T-3.	Springfield	\$47,000,000	2030-2034	\$72,064,134	\$81,424,262	1.34	899
Martin Luther King Jr. Blvd.	Leo Harris Parkway West to Centennial Loop	Add center turn lane.	Eugene	\$6,700,000	2024-2028	\$8,553,505	\$9,664,487	0.91	602
Barger Drive	West of Primrose Street to where the street widens to two lanes in each direction west of Randy Papé Beltline Highway	Widen Barger Drive to provide a second through lane in each direction.	Eugene	\$1,900,000	2024-2028	\$2,425,621	\$2,740,675	0.07	\$497
Franklin Blvd.	Alder Street to Walnut Street	Upgrade to multiway blvd with 2 vehicular lanes in each direction, two EmX lanes, and a planted median	Eugene	\$27,700,000	2020-2024	\$31,297,845	\$35,362,999	1	119
Marcola Road	@ 19th Street	Construct right-turn lane on westbound approach or a roundabout	Springfield	\$320,000	2020-2024	\$361,564	\$408,526	0	722
28th Street	@ Marcola Road	Construct a roundabout	Springfield	\$1,900,000	2030-2034	\$2,913,231	\$3,291,619	0	723

Project Category Subtotal

\$179,120,000

\$228,855,865

\$258,650,661

Project Category: New Collectors

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Riverbend Drive	Extend to International Way	Construct 3-lane cross section with sidewalks and bike lanes	Springfield	\$1,600,000	2016-2019	\$1,600,000	\$1,753,460	0.19	715
Improvements to serve Riverbend Area	Baldy View Lane, McKenzie-Gateway Loop and Off-Street Path Connections	Improve Baldy View Lane, construct a McKenzie- Gateway Loop connector/new collector and construct off-street path connections. See Springfield 2035 TSP Figure 6.	Springfield	\$10,200,000	2030-2034	\$15,639,450	\$17,670,797	0.86	756
79th Street	Thurston Road to Main Street	New 2 lane collector	Springfield	\$8,200,000	2035-2040	\$14,646,319	\$17,061,681	0.37	18
Improvements within Jasper-Natron Area	Jasper-Natron Area between Bob Straub Parkway, Jasper Road and Mt. Vernon Road	Construct multiple roadways to serve planned development. See Springfield 2035 TSP Figure 6.	Springfield	\$67,000,000	2030-2034	\$102,729,723	\$116,072,885	1.35	33,36, 39, 42, 45, 48, 51, 57
New Collector	Bob Straub Parkway - Mountaingate Drive	Construct new 3-lane collector	Springfield	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606	1.03	81
South 54th Street	Main Street to Daisy Street	New 2-lane collector	Springfield	\$960,000	2020-2024	\$1,084,691	\$1,225,577	0.28	87
19th Street	Hayden Bridge Road to Yolanda Avenue	Extend existing street as 2-lane collector	Springfield	\$2,400,000	2030-2034	\$3,679,871	\$4,157,835	0.33	703
V Street	31st Street to Marcola Road	New 2 to 3-lane collector	Springfield	\$9,000,000	2025-2029	\$11,845,966	\$13,384,593	0.65	777
Yolanda Avenue	31st Street to 33rd Street	Extend existing street as 2-lane collector	Springfield	\$9,400,000	2030-2034	\$14,412,827	\$16,284,852	0.2	783
North Gateway Collector	Maple Island Road/ Royal Caribbean Way to International	New 2-3 lane collector	Springfield	\$4,300,000	2025-2029	\$5,659,740	\$6,394,861	0.63	798
Franklin Riverfront Collector	Franklin Blvd/McVay to west portion of Franklin riverfront	Collector to serve Glenwood redevelopment area along riverfront north of Franklin Blvd.	Springfield	\$7,700,000	2020-2024	\$8,700,123	\$9,830,148	0.7	897
48th Street	Aster Street to Daisy Street	Extend existing street as 3 lane collector	Springfield	\$3,200,000	2025-2029	\$4,211,899	\$4,758,966	0.3	901
New Collector	Game Farm Road East, to International Way	Construct new 3-lane collector	Springfield	\$6,300,000	2020-2024	\$7,118,282	\$8,042,848	0.18	707

Maple Island Road	Game Farm Road/Deadmond Ferry Road to Beltline Road	Extend Maple Island Road with a 2-lane cross-section with sidewalk, bicycle facilities, intersection at Beltline	Springfield	\$3,100,000	2016-2019	\$3,100,000	\$3,397,330	0.11	706
New Collector	South of Kruse Way and east of Gateway Road	Construct new collector	Springfield	\$3,100,000	2025-2029	\$4,080,277	\$4,610,249	0.19	705
New Collector	Laura Street - Pioneer Parkway	Construct new 3-lane collector	Springfield	\$3,300,000	2030-2034	\$5,059,822	\$5,717,023	0.12	786
Centennial Boulevard/Industrial Avenue	28th Street to 35th Street	Extend with a 3-lane cross-section	Springfield	\$9,500,000	2030-2034	\$14,566,155	\$16,458,096	0.5	924
Commercial Avenue	Extend between 42nd Street and 48th Street and a north/south extension to serve development to the north between 42nd and 48th (see TSP map)	Extend with a 3-lane cross-section	Springfield	\$19,000,000	2035-2040	\$33,936,593	\$39,533,163	0.84	19
Glacier Drive	48th Street/Holly to South 55th Street	Construct new collector with 2-lane cross-section	Springfield	\$6,300,000	2030-2034	\$9,659,661	\$10,914,316	0.94	22
Mallard Avenue	Gateway Street to Oriole Street	Construct new 2-lane collector	Springfield	\$3,000,000	2035-2040	\$5,358,409	\$6,242,078	0.18	709
W. 13th Avenue (Future Collector E)	Bertelsen Road to Dani Street	New major collector	Eugene	\$3,600,000	2020-2024	\$4,067,590	\$4,595,913	1	318
Colton Way Extension (Future Collector F)	Royal Avenue to Legacy Extension	New major collector	Eugene	\$3,700,000	2025-2029	\$4,870,008	\$5,502,555	0.7	429
Legacy Extension (Future Collector H)	Avalon Street to Roosevelt Blvd	New major collector	Eugene	\$17,500,000	2025-2029	\$23,033,824	\$26,025,597	0.5	435
Future Collector J	Awbrey Lane to Enid Road	New major collector	Eugene	\$7,400,000	2030-2034	\$11,346,268	\$12,819,990	0.8	441
Hyacinth Street	Irrington to Lynnbrook	New neighborhood collector	Eugene	\$700,000	2020-2024	\$790,920	\$893,650	0.08	537
Gilham-County Farm Connection	Gilham to County Farm Road	New neighborhood collector	Eugene	\$2,800,000	2020-2024	\$3,163,681	\$3,574,599	0.7	651
Shadowview Road	Shadowview Road to Coburg Road via Spectrum Avenue	Extend neighborhood collector with two travel lanes and sidewalks on both sides	Eugene	\$3,200,000	2020-2024	\$3,615,635	\$4,085,256	0.3	603
Crow Road/West 11th Avenue/Pitchford area	Crow Road/West 11th Avenue/Pitchford area	Construct collectors and other facilities within Crow Road/West 11th Avenue/Pitchford area needed to serve future development	Eugene	\$21,300,000	2025-2029	\$28,035,454	\$31,676,869	1.3	333
Q Street	@ Laura Street	Interchange Area improvements	ODOT Springfield	\$1,600,000	2025-2029	\$2,105,950	\$2,379,483	0	717
Project Category Subtotal				\$241,860,000		\$350,943,853	\$398,256,277		

Project Category: Urban Standards

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year)	Year of Construction Cost Range		Length	RTP #
Awbrey Lane	Prairie Rd to Highway 99	improve to major collector standards	Lane County	\$1,225,000	2030-2034	\$1,878,267	\$2,122,228	1.57	499
E. 19th	Henerson - McVay	change to 2-lane cross- section with sidewalks and bike lanes	Lane County	\$3,550,000	2035-2040	\$6,340,785	\$7,386,459	0.49	828
McKenzie View Drive	Coburg Road to Hill Road	Improve to minor collector standards	Lane County	\$5,475,000	2035-2040	\$9,779,097	\$11,391,793	5.97	725
Beacon Drive East	River Road to Scenic Drive	construct to minor collector standards	Lane County	\$2,150,000	2035-2040	\$3,840,193	\$4,473,490	0.74	558
River Loop 1	River Road to Dalewood	construct to neighborhood collector standards	Lane County	\$1,400,000	2035-2040	\$2,500,591	\$2,912,970	0.24	562
River Loop 2	River Road to Burlwood	construct to neighborhood collector standards	Lane County	\$6,100,000	2035-2040	\$10,895,433	\$12,692,226	0.97	561
Scenic Drive	River Loop 2 to Beacon Drive	construct to neighborhood collector standards	Lane County	\$4,000,000	2035-2040	\$7,144,546	\$8,322,771	0.77	559
Spring Creek Drive	River Road to Scenic Drive	construct to neighborhood collector standards	Lane County	\$2,600,000	2035-2040	\$4,643,955	\$5,409,801	0.52	560
Thurston	Hwy 126 - Weaver Rd	improve to 3-lane cross- section with sidewalks and bike lanes	Lane County	\$5,000,000	2035-2040	\$8,930,682	\$10,403,464	2.02	32
Seavey Loop	Hwy 58 - Franklin Blvd East	construct to minor collector standards	Lane County	\$3,450,000	2030-2034	\$5,289,814	\$5,976,887	3.4	914
Yolanda Avenue	23rd Street to 31st Street	modify to a two lane cross section with sidewalks and bikelanes	Lane County	\$475,000	2020-2024	\$536,696	\$606,405	0.37	784
Franklin Bvd East	I-5 to Twin Buttes Rd	construct to freight standards	Lane County	\$2,050,000	2020-2024	\$2,316,266	\$2,617,117	1.11	915
Henderson Avenue	Franklin Blvd to E. 19th Ave.	modify to three-lane cross- section with sidewalks and bike lane	Lane County	\$3,550,000	2035-2040	\$6,340,785	\$7,386,459	0.45	827
Bertelsen Road	18th Avenue to Bailey Hill Road	Upgrade to minor arterial standards with two travel lanes, bike lanes, sidewalks on both sides, and planting strips	Eugene	\$3,900,000	2020-2024	\$4,406,556	\$4,978,906	0.6	315

Bailey Hill Road	Warren to UGB	Upgrade to urban facility	Eugene	\$9,200,000	2020-2024	\$10,394,952	\$11,745,112	1.6	343
Bethel Drive	Highway 99 to Roosevelt Blvd	Upgrade to 2-lane urban facility	Eugene	\$11,800,000	2025-2029	\$15,531,378	\$17,548,688	1.68	414
Royal Avenue	Green Hill Road to Terry Street	Upgrade to 3-lane urban facility	Eugene	\$11,200,000	2020-2024	\$12,654,724	\$14,298,397	1.01	481
Jeppesen Acres Road	Gilham Road to Providence Street	Upgrade to 2-lane urban facility	Eugene	\$3,900,000	2016-2019	\$3,900,000	\$4,274,060	0.7	670
Airport Road	Hwy 99 to Old Airport Road	Upgrade to urban facility to support freight movement	Eugene	\$537,000	2020-2024	\$606,749	\$685,557	0.6	487
Greenhill Rd/Northrop Dr/Lockheed Dr	Airport Road to Lockheed Dr	Upgrade to urban facility to support freight movement	Eugene	\$717,000	2020-2024	\$810,128	\$915,353	0.8	486
Irving Road	Hwy 99 to Prairie Rd	Upgrade to urban facility to support freight movement	Eugene	\$448,000	2020-2024	\$506,189	\$571,936	0.5	489
Prairie Rd	Irving Rd to Hwy 99	Upgrade to urban facility to support freight movement	Eugene	\$896,000	2020-2024	\$1,012,378	\$1,143,872	1	490
Hunsaker Lane / Beaver Street	River Road to Division Avenue	Upgrade to 2-lane urban facility	Lane County, Eugene	\$9,300,000	2020-2024	\$10,507,941	\$11,872,776	1.14	527
Wilkes Drive	River Road to River Loop 1	Upgrade to 3-lane urban facility	Lane County, Eugene	\$7,000,000	2025-2029	\$9,213,529	\$10,410,239	0.93	554
Game Farm Road South	Mallard Road to Harlow Road	Upgrade to 2-lane urban facility	Lane County, Springfield	\$4,100,000	2030-2034	\$6,286,446	\$7,102,968	0.93	737
Hayden Bridge Road / 23rd St	19th Street to Marcola Rd	Reconstruct to 2-lane urban facility	Lane County, Springfield	\$12,000,000	2030-2034	\$18,399,353	\$20,789,173	1.78	747
31st Street	Hayden Bridge Road to U Street	Upgrade to 2 lane urban facility	Lane County, Springfield	\$3,800,000	2030-2034	\$5,826,462	\$6,583,238	0.58	765
North Gilham Road	Ayres Road to Ashbury Drive	Upgrade to 2-lane urban facility	Eugene, Lane County	\$1,500,000	2020-2024	\$1,694,829	\$1,914,964	0.3	662
County Farm Road	North-to-South Section	Upgrade to 3-lane urban facility	Lane County, Eugene	\$4,400,000	2020-2024	\$4,971,499	\$5,617,227	0.62	631
County Farm Road	West-to-East Section	Upgrade to 2-lane urban facility	Eugene	\$3,200,000	2025-2029	\$4,211,899	\$4,758,966	0.53	632

Laura Street	Old Laura Street to Scotts Glen Drive	Widen to 3-lane urban facility	Lane County, Springfield	\$1,575,000	2035-2040	\$2,813,165	\$3,277,091	0.4	750
Aspen Street	Centennial Boulevard to West D Street	Reconstruct to 2-lane urban facility	Lane County, Springfield	\$2,800,000	2030-2034	\$4,293,182	\$4,850,807	0.44	809
48th Street	G Street to Main Street	Upgrade to 2-lane urban facility	Springfield	\$1,040,000	2025-2029	\$1,368,867	\$1,546,664	0.48	3
52nd Street	Eugene-Springfield Highway (SR 126) to G Street	Upgrade to 2-lane urban facility	Springfield	\$430,000	2020-2024	\$485,851	\$548,956	0.2	6
G Street	48th Street to 52nd Street	Upgrade to 2-lane urban facility	Springfield	\$670,000	2020-2024	\$757,024	\$855,351	0.31	54
Thurston Road	Weaver Road to UGB	Upgrade to 3-lane urban facility with bike facilities and sidewalks	Springfield	\$4,800,000	2035-2040	\$8,573,455	\$9,987,325	0.61	98
28th Street	Centennial Boulevard to Main Street	Widen to provide sidewalks and bike lanes; provide intersection and signal improvements at Main Street	Springfield	\$4,300,000	2030-2034	\$6,593,102	\$7,449,454	0.7	909
35th Street	Olympic Street to Commercial Avenue	Change 35th Street to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606	0.46	918
Commercial Avenue	35th Street to 42nd Street	Modify Commercial Avenue to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	\$2,500,000	2025-2029	\$3,290,546	\$3,717,942	0.81	933
S. 28th Street	Main Street to South M Street	Modify to 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$6,000,000	2020-2024	\$6,779,317	\$7,659,855	0.67	945
21st Street	D Street to Main Street	Modify 21st Street to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	\$2,300,000	2025-2029	\$3,027,303	\$3,420,507	0.2	962
36th Street	Commercial Avenue to Main Street	Change 36th Street to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$2,500,000	2035-2040	\$4,465,341	\$5,201,732	0.47	920
Clearwater Lane	South of Jasper road within UGB	Modify and expand Clearwater Lane with a cross-section to include sidewalks and bicycle facilities	Lane County Springfield	\$470,000	2025-2029	\$618,623	\$698,973	0.11	925
Mallard Avenue	Oriole St. to Game Farm Road	Change to a 2-lane cross section with sidewalks and bicycle facilities	Springfield	\$1,500,000	2020-2024	\$1,694,829	\$1,914,964	0.31	710
East 17th Avenue	Henderson Avenue to Franklin Boulevard	Change East 17th Avenue to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$1,900,000	2030-2034	\$2,913,231	\$3,291,619	0.52	826

Henderson Avenue	Franklin Boulevard to East 19th Avenue	Modify Henderson Avenue with a 3-lane cross-section with sidewalks and bicycle lanes	Springfield	\$3,400,000	2035-2040	\$6,072,864	\$7,074,356	0.39	827
East 19th Avenue	Henderson Avenue to McVay Hwy	Change East 19th Avenue to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$3,500,000	2030-2034	\$5,366,478	\$6,063,509	0.49	828
Yolanda Avenue	23rd Street to 31st Street	Modify Yolanda Avenue to a 2-lane cross-section with sidewalks and	Springfield	\$460,000	2025-2029	\$605,461	\$684,101		784
Goodpasture Island Road	Delta Highway to Happy Lane	Upgrade to 2-lane urban facility	Eugene	\$163,000	2030-2034	\$249,925	\$282,386	0.19	664

Project Category Subtotal

\$171,731,000

\$244,165,400

\$278,630,703

Project Category: Study

Name	Geographic Limits	Primary Jurisdiction	Estimated Cost	Estimated Year of Study (4-Year Window)	Year of Construction Cost Range		Length	RTP #
River Crossings	Along the Willamette River	Eugene	\$100,000	2025-2029	\$131,622	\$148,718		
Oak/Pearl and Hilyard/Patterson	Downtown to South Eugene	Eugene	\$100,000	2016-2019	\$100,000	\$109,591	5.49	210
I-105 off-ramp	I-105 at 6th Avenue	ODOT, Eugene	\$100,000	2020-2024	\$112,989	\$127,664	0.44	102
Northwest Expressway/Beltline		ODOT, Eugene, Lane County	\$100,000	2020-2024	\$112,989	\$127,664	0.35	557
Beltline Highway	River Rd to Coburg Rd	ODOT	\$2,000,000	2016-2019	\$2,000,000	\$2,191,826	3.46	555
Main St. and 52nd St./Hwy 126 Int.	52nd to Main	ODOT, Springfield	\$250,000	2020-2024	\$282,472	\$319,161	1.5	96
Eugene-Springfield Hwy.	I-5 to Main	ODOT, Springfield	\$750,000	2025-2029	\$987,164	\$1,115,383	6.5	835
Main Street/Highway 126	I-5 to UGB	Springfield, ODOT	\$150,000	2016-2019	\$150,000	\$164,387	6	838
Beltline Highway/Gateway	See TSP Map, Project S-1	Springfield, ODOT	\$800,000	2020-2024	\$903,909	\$1,021,314	0.36	608
Pioneer Parkway/Q Street/Laura Street	See TSP Map, Project S-3	Springfield, ODOT	\$300,000	2025-2029	\$394,866	\$446,153	0.35	718
OR 126	5th Street to 15th Street	Springfield, ODOT	\$200,000	2030-2034	\$306,656	\$346,486	0.79	823
Centennial Boulevard	Prescott Lane to Mill Street	Springfield	\$100,000	2030-2034	\$153,328	\$173,243	0.29	818
Pioneer Parkway	@ Centennial Boulevard	Springfield	\$75,000	2016-2019	\$75,000	\$82,193	0	849
Centennial Boulevard	Mohawk Boulevard to Pioneer Parkway	Springfield	\$75,000	2020-2024	\$84,741	\$95,748	1.08	819
Mohawk Boulevard/Olympic Street/18th Street/Centennial Triangle	Mohawk Boulevard/ Olympic Street/18th Street/Centennial	Springfield	\$100,000	2016-2019	\$100,000	\$109,591	0.9	916
Bridge Study	Walnut/W. D to Franklin Blvd	Springfield	\$750,000	2035-2040	\$1,339,602	\$1,560,520	0.28	815
Main Street/South A Street	Mill Street to 21st Street	Springfield	\$150,000	2016-2019	\$150,000	\$164,387	2.98	824
Glenwood Industrial Area	See TSP Map, Project S-11	Springfield	\$150,000	2030-2034	\$229,992	\$259,865	0.82	829
Pedestrian/Bicycle bridge	Between Glenwood and Dorris Ranch	Springfield	\$750,000	2035-2040	\$1,339,602	\$1,560,520	0.08	831
Main Street	20th Street to 70th Street	Springfield, ODOT	\$300,000	2016-2019	\$300,000	\$328,774	2.23	917
East/west connectivity	S. 28th Street to S. 32nd street	Springfield	\$100,000	2020-2024	\$112,989	\$127,664	0.33	918

OR 126	Near Thurston High School	Springfield, ODOT	\$200,000	2025-2029	\$263,244	\$297,435	0.32	26
South of OR 126 and Jessica Street	See TSP Map, Project S-16	Springfield	\$100,000	2030-2034	\$153,328	\$173,243	1.89	31
Green Hill Road	Airport Road to West 11th Avenue	Lane County, Eugene	\$500,000	2016-2019	\$500,000	\$547,956	4.27	485,454
30th Avenue	Hilyard - I-5	Lane County, Eugene	\$250,000	2016-2019	\$250,000	\$273,978	3.14	211

Project Category Subtotal

\$8,450,000

\$10,534,491

\$11,873,465

Project Category: Transit Oriented Development Implementation

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	
Eugene Key Corridor Infrastructure Funding	Various Locations	Differential Mixed-Use Development Infrastructure Cost	Eugene	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606
Planning	Various Locations	Planning for implementation of Key Corridor/Mixed Use development	Eugene, Springfield	\$6,200,000	2016-2019	\$6,200,000	\$6,794,659
8th Avenue	High Street to Jefferson Street	Convert 8th Avenue two two-way street with protected bike lanes and streetscape improvements.	Eugene	\$3,200,000	2016-2019	\$3,200,000	\$3,506,921
Project Category Subtotal				\$11,900,000		\$12,224,715	\$13,493,187
Financially Constrained Roadway Projects				\$896,711,000		\$1,200,771,751	\$1,359,811,772

RTP Table 1b
 Illustrative Capital Investment Actions: Roadway Projects

Project Category: New Arterial Link or Interchange

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
There are no Illustrative New Arterial Link or Interchange Projects				\$0					

Project Category Subtotal **\$ 0**

Project Category: Added Freeway Lanes or Major Interchange Improvements

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
I-5	@ Willamette River/ Franklin Boulevard Interchange @ Glenwood Interchange	Interchange reconstruction to create one full interchange to improve operations and safety, reconstruct ramps and	ODOT	\$45,000,000	2035-2040	\$80,376,142	\$93,631,177	0	150
I-105	Washington/ Jefferson Street Bridge	Add lane to 6th Ave. off- ramp	ODOT	\$6,200,000	2035-2040	\$11,074,046	\$12,900,295	0.25	151
I-105	Washington/ Jefferson Street Bridge	Extend third NB lane over bridge to Delta Highway exit ramp	ODOT	\$8,400,000	2035-2040	\$15,003,546	\$17,477,820	0.75	154
I-5	30th Avenue/McVay Highway I-105 to Highway 58 (Goshen)	Interchange reconstruction to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.	ODOT	\$65,000,000	2035-2040	\$116,098,871	\$135,245,033	5.66	257
Eugene-Springfield Highway (SR-126)	Pioneer Parkway/ Q Street	Interchange improvements	ODOT	\$21,700,000	2035-2040	\$38,759,162	\$45,151,034	0	727
Eugene-Springfield Highway (SR-126)	I-5 to Mohawk Boulevard	Widen to 6 lanes	ODOT	\$29,000,000	2035-2040	\$51,797,958	\$60,340,092	2.6	728
I-5	@ City of Coburg interchange (Phase 2)	Interchange improvements	ODOT	\$23,000,000	2035-2040	\$41,081,139	\$47,855,935	0	1004

Project Category Subtotal **\$198,300,000** **\$354,190,864 \$412,601,385**

Project Category: Arterial Capacity Improvements

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Randy Pape Beltline Highway	River Road to Coburg Road	Improve facility consistent with the Beltline Highway Facility Plan -- complete components of the project that are not covered by the project on the within 20-years list.	ODOT, Eugene	\$130,000,000	2035-2040	\$232,197,742	\$270,490,066	6.39	555
Northwest Expressway	River Road to Irvington Drive	Provide improvements to facilitate vehicular movement along the Northwest Expressway corridor	Eugene, Lane County	\$6,900,000	2035-2040	\$12,324,342	\$14,356,780	4.45	566
42nd Street at Highway 126 Westbound Ramp	42nd st/Hwy 126	Traffic control improvements	Springfield, ODOT	\$500,000	2035-2040	\$893,068	\$1,040,346	0	799
Glenwood Blvd	Franklin Blvd to I-5	Upgrade to 3 to 5 lane urban facility	Springfield	\$2,210,000	2035-2040	\$3,947,362	\$4,598,331	0.5	836
Bob Straub Parkway	Mt. Vernon Rd to Jasper	Three-lane cross-section	Lane County, Springfield	\$2,450,000	2035-2040	\$4,376,034	\$5,097,697	1.17	66
Main St. (OR 126)	72nd St. to UGB	Upgrade to three lane cross section with sidewalks and bike facilities	ODOT, Springfield	\$10,000,000	2035-2040	\$17,861,365	\$20,806,928	0.97	30

Project Category Subtotal **\$152,060,000** **\$271,599,913** **\$316,390,149**

Project Category: Urban Standards

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Jasper Road	S. 42nd Street to Springfield UGB	Modify to 3-lane cross- section with bikelane & sidewalk	Lane County, Springfield	\$6,663,525	2035-2040	\$11,901,965	\$13,864,749	1.01	60
Franklin Blvd.	Jenkins Drive to Mill St.	Upgrade to urban facility	ODOT	\$6,191,000	2035-2040	\$11,057,971	\$12,881,569	1.2	839

Project Category Subtotal **\$12,854,525** **\$22,959,936** **\$26,746,318**

Project Category: New Collector Link

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
New Collector	Pioneer Parkway to South 2nd Street	Construct a new collector between Pioneer Parkway and South 2nd Street	Springfield	\$700,000	2035-2040	\$1,250,296	\$1,456,485	0.14	910
South 14th Street	South A Street to south of the Union Pacific Railroad mainline	Extend South 14th Street south of the Union Pacific Railroad mainline with a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$1,300,000	2035-2040	\$2,321,977	\$2,704,901	0.13	825
New Collector	South 5th Street to South B Street	Extend South B Street with a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$7,500,000	2035-2040	\$13,396,024	\$15,605,196	0.55	913
South 28th Street	South M Street to UGB	Modify South 28th Street to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	\$5,300,000	2035-2040	\$9,466,523	\$11,027,672	0.55	919

Project Category Subtotal

\$14,800,000

\$26,434,820

\$30,794,254

Illustrative Roadway Projects

\$378,014,525

\$648,750,713

\$755,737,851

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 Capital Investment Action Transit Projects are integrated with the Planning and Program Actions for transit projects that implement the proposed BRT system. See page 75 for a description of the Bus Rapid Transit Implementation Process.

RTP Table 2a
Financially Constrained Capital Investment Actions: Transit Projects

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		RTP #
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Project Category:
Buses and Bus Maintenance

Bus Purchases		New & replacement buses	Lane Transit District	\$37,000,000	2016-2019	\$37,000,000	\$40,548,773	1110
Bus Purchases		New & replacement buses	Lane Transit District	\$42,000,000	2020-2024	\$47,455,216	\$53,618,988	1110
Bus Purchases		New & replacement buses	Lane Transit District	\$41,000,000	2025-2029	\$53,964,958	\$60,974,255	1110
Bus Purchases		New & replacement buses	Lane Transit District	\$30,000,000	2030-2034	\$45,998,383	\$51,972,933	1110
Bus Purchases		New & replacement buses	Lane Transit District	\$30,000,000	2035-2040	\$53,584,094	\$62,420,784	1110
Project Category Subtotal					\$180,000,000	\$238,002,652	\$269,535,734	

Project Category: Frequent Transit Network

Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$20,000,000	2020-2024	\$22,597,722	\$25,532,851	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$20,000,000	2025-2029	\$26,324,370	\$29,743,539	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$20,000,000	2030-2034	\$30,665,589	\$34,648,622	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$20,000,000	2035-2040	\$35,722,730	\$41,613,856	1117
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$60,000,000	2020-2024	\$67,793,165	\$76,598,554	1115
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$60,000,000	2025-2029	\$78,973,109	\$89,230,618	1115
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$60,000,000	2030-2034	\$91,996,767	\$103,945,867	1115

Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	\$60,000,000	2035-2040	\$107,168,189	\$124,841,569	1115
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Project Category Subtotal

\$320,000,000

\$461,241,640

\$526,155,477

Project Category:

General Stops and Stations

Passenger Boarding Improvements	Various	Pads, benches and shelters	Lane Transit District	\$15,480,000	2016-2019	\$15,480,000	\$16,964,730	1130
Passenger Boarding Improvements	Various	Pads, benches and shelters	Lane Transit District	\$10,960,000	2020-2024	\$12,383,552	\$13,992,003	1130
Passenger Boarding Improvements	Various	Pads, benches and shelters	Lane Transit District	\$14,080,000	2025-2029	\$18,532,356	\$20,939,452	1130
Passenger Boarding Improvements	Various	Pads, benches and shelters	Lane Transit District	\$5,480,000	2030-2034	\$8,402,371	\$9,493,723	1130
Passenger Boarding Improvements	Various	Pads, benches and shelters	Lane Transit District		2035-2040	\$0	\$0	1130

Project Category Subtotal

\$46,000,000

\$54,798,279

\$61,389,907

Financially Constrained Transit Projects

\$546,000,000

\$754,042,571

\$857,081,118

RTP Table 2b-Illustrative
Capital Investment Actions: Transit Projects

Name	Geographic Limits	Primary Jurisdiction	Air Quality Status	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		RTP #
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Project Category: Frequent Transit Network

Enhanced Corridor	TBD - see study corridors map for identified potential	Lane Transit District	non-exempt;	\$20,000,000	2035-2040	\$35,722,730	\$41,613,856	1116
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	Lane Transit District	non-exempt; regionally significant project	\$60,000,000	2035-2040	\$107,168,189	\$124,841,569	904

Project Category Subtotal **\$80,000,000** **\$142,890,918** **\$166,455,425**

Illustrative Transit Projects **\$80,000,000** **\$142,890,918** **\$166,455,425**

Capital Investment Actions: Bicycle/Pedestrian Projects

The Capital Investment Action Bicycle/Pedestrian 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.

RTP Table 3a
Financially Constrained Capital Investment Actions: Bicycle/Pedestrian Projects

Project Category: Multi-Use Paths Without Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Eugene UGB Path	Hunsaker to Admiral Street	Multi-Use Path	Lane County	\$2,400,000	2020-2024	\$2,711,727	\$3,063,942	0.45	563
Bob Straub Parkway	57th Street to Jasper	Multi-Use Path	Lane County	\$3,000,000	2020-2024	\$3,389,658	\$3,829,928	1.6	67
Fern Ridge West Connector	Royal Street to Fern Ridge Path	Multi-Use Path	Eugene, Lane County	\$125,000	2020-2024	\$141,236	\$159,580	0.8	426
McKenzie River Path	42nd Street to 52nd Street	Multi-Use Path and Striped Lane	Springfield	\$3,796,000	2025-2029	\$4,996,365	\$5,645,324	1.55	753
McKenzie Gateway Path	Extend existing Path to Maple Island Road	Construct a new multi-use 12-foot wide path from the end of the existing Riverbend Hospital path to Maple Island Road	Springfield	\$3,000,000	2030-2034	\$4,599,838	\$5,197,293	1.3	759
Booth Kelly Road	28th Street to South 49th Place	Construct a new multi-use 12-foot wide path	Springfield	\$2,817,000	2020-2024	\$3,182,889	\$3,596,302	2.14	921
Glenwood Area Willamette River Path	From end of existing path, east of I-5, to Willamette River bridges	Construct a new multi-use 12-foot wide path	Springfield, Willamalane	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606	1.22	851
Thurston Hills Ridgeline Trail	Potato Hill Loop to 79th	Multi-Use Path (Willamalane Thurston Hills Ridgeline Path Project #4.10)	Willamalane	\$1,310,000	2016-2019	\$1,310,000	\$1,435,646	1.12	794
Moe Mountain Path	Quarry Ridge Lane to Marcola Rd	Multi-Use Path	Willamalane	\$667,000	2020-2024	\$753,634	\$851,521	0.57	797
By Gully Extension	Pioneer Parkway to 5th Street	Multi-Use Path	Willamalane, Springfield	\$200,000	2035-2040	\$357,227	\$416,139	0.11	812
Springfield - Mt. Pisgah Connector	Middle Fork Path to Buford Park Road	Route, Multi-Use Path, Bridge	Willamalane, Lane County, Springfield	\$4,423,000	2030-2034	\$6,781,695	\$7,662,543	2.78	960
New multi-use path	Flamingo Avenue to Gateway Street south of Game Bird Park	Construct a 12-foot wide path	Springfield	\$70,000	2025-2029	\$92,135	\$104,102	0.23	711
Wayside Lane/Ann Court to Riverbend Path	Wayside Lane/Ann Court to existing Sacred Heart Medical Center-Riverbend Path	Construct new multi-use 12-foot wide path	Springfield	\$80,000	2025-2029	\$105,297	\$118,974	0.1	759

Anderson Lane	Anderson Lane to Quinalt Street	Construct 12-foot-wide multi-use path between Anderson Lane and Quinalt Street	Springfield	\$90,000	2030-2034	\$137,995	\$155,919	0.59	813
Glenwood Bicycle / Pedestrian Bridge	Downtown and Glenwood	Build bridge between Downtown and Glenwood or modify Willamette River Bridges	Springfield	\$10,300,000	2020-2024	\$11,637,827	\$13,149,418	0.22	804
Haul Road	Daisy Street to Booth Kelly Road	Construct a new multi-use 12-foot- wide path in the Haul Road right-of- way	Springfield	\$326,000	2020-2024	\$368,343	\$416,185	0.14	20
Haul Road Path	South 49th Place to UGB	Construct a new multi-use 12-foot- wide path	Springfield	\$3,600,000	2030-2034	\$5,519,806	\$6,236,752	3.32	21
Glenwood River Front Path (B)	Springfield Bridges to Seavey Loop	Multi-Use Path	Springfield	\$2,900,000	2025-2029	\$3,817,034	\$4,312,813	1.59	854
Spring Boulevard (B)	Central Boulevard to E. 30th Avenue	Multi-Use Path	Eugene	\$554,000	2025-2029	\$729,185	\$823,896	0.22	281
Avalon Street (A)	Candlelight Drive to N Danebo	Multi-Use Path/Route	Eugene	\$87,000	2030-2034	\$133,395	\$150,722	0.36	403
West Bank Path Completion	Formac to Owosso Bridge	Construct new concrete multi-use path for Riverbank trail system	Eugene	\$900,000	2020-2024	\$1,016,897	\$1,148,978	0.59	556
South Bank Path	Autzen Connector to Rail underpass	Multi-Use Path	Eugene	\$5,770,000	2020-2024	\$6,519,443	\$7,366,228	0.51	169
E. 30th Avenue Path	Hilyard to Spring	Multi-Use Path	Eugene	\$2,749,000	2025-2029	\$3,618,285	\$4,088,249	1.16	209
W. 7th Avenue Path	W. 5th Avenue to Garfield Street	Multi-Use Path	Eugene	\$951,000	2025-2029	\$1,251,724	\$1,414,305	0.4	101
I-5 Off-Ramp Path	South Bank Path to Riverview	Multi-Use Path	Eugene	\$639,000	2025-2029	\$841,064	\$950,306	0.32	189
W. Amazon Drive Path	Martin Street to southern section of W. Amazon Drive	Multi-Use Path	Eugene	\$709,000	2020-2024	\$801,089	\$905,140	0.36	212
Roosevelt Boulevard Path	Maple Street to Highway 99	Multi-Use Path	Eugene	\$448,000	2020-2024	\$506,189	\$571,936	0.28	498
Division Avenue Sidewalk Path	Lone Oak Ave. to Beaver Street	Multi-Use Path	Eugene	\$701,000	2025-2029	\$922,669	\$1,042,511	0.54	512
Franklin Boulevard Sidewalk Path	Alder Street to Millrace Park Path	Multi-Use Path	Eugene	\$273,000	2025-2029	\$359,328	\$405,999	0.18	122
West Bank Path Extension	Division Avenue (at Beaver Street) to Wilkes Drive	Construct new concrete multi-use path to extend Riverbank path system	Eugene	\$3,209,000	2020-2024	\$3,625,804	\$4,096,746	1.62	564

Coburg Loop Phase IV		Multi-Use Path	Coburg	\$800,000	2016-2019	\$800,000	\$876,730	475	1005
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Project Category Subtotal **\$59,394,000** **\$67,751,109** **\$76,491,865**

Project Category: Multi-Use Paths With Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Grove Street	Silver Lane to Howard Avenue	Striped Lane or Route	Lane County	\$150,000	2025-2029	\$197,433	\$223,077	0.16	515
Hilliard Lane	N. Park Avenue to W. Bank Trail	Striped Lane or Route	Lane County	\$1,000,000	2025-2029	\$1,316,218	\$1,487,177	1.09	518
Howard Avenue	River Road to N. Park Avenue	Striped Lane or Route	Lane County	\$900,000	2025-2029	\$1,184,597	\$1,338,459	0.96	524
Lake Drive / Horn Ln/ N. Park Avenue	Howard Road to Northwest Expressway	Striped Lane or Route	Lane County	\$850,000	2025-2029	\$1,118,786	\$1,264,100	0.91	536
N. Park Avenue	Maxwell Road to Horn Lane	Striped Lane or Route	Lane County	\$950,000	2025-2029	\$1,250,408	\$1,412,818	1.02	539
Anderson Lane	By-Gully Path to Centennial Blvd	Add signing and striping on Anderson Street and Quinalt Street for Bicycle facilities and construct 12-foot- wide multi-use path between Anderson Lane and Quinalt Street	Springfield	\$90,000	2030-2034	\$137,995	\$155,919	0.59	813

Project Category Subtotal **\$3,940,000** **\$5,205,436** **\$5,881,550**

Project Category: On-Street Lanes or Routes With Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
Bertelsen Road	18th Avenue to Bailey Hill Road	Striped Lane	Eugene	\$ -				0.6	315
Bethel Drive	Highway 99 to Roosevelt Blvd	Striped Lane or Route	Eugene	\$ -				1.69	414
Bailey Lane	Harlow Road to Willakenzie	Bicycle Boulevard	Eugene	\$107,000	2025-2029	\$140,835	\$159,128	0.85	696
Hunsaker Lane / Beaver Street	River Road to Division Avenue	Striped Lane	Lane County	\$ -				1.14	527
Wilkes Drive	River Road to River Loop 1	Striped Lane	Eugene	\$ -				0.93	554
County Farm Road	North-to-South section	Striped lane	Eugene	\$ -				0.62	631
W. 11th Avenue	Green Hill Road to Terry Street	Striped Lane	ODOT, Eugene	\$ -				1.06	333
Fox Hollow Road	Donald Street to Cline Road	Striped Lane, shoulders	Eugene, Lane County	\$68,000	2030-2034	\$104,263	\$117,805	0.5	245
Green Hill Road	Airport Road to Barger Drive	Shoulder	Lane County	\$ -				1.98	485
Game Farm Road South	Beltline Road to Harlow Road	Striped Lane	Lane County	\$ -				0.93	737
Hayden Bridge Road / 23rd St	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	\$ -				1.78	747
31st Street	Hayden Bridge to U Street	Striped Lane	Lane County	\$ -				0.58	765
Green Hill Road	Barger Drive to West 11th Avenue	Striped Lane	Lane County, Eugene	\$ -				2.27	454
County Farm Road	North-to-South section	Striped lane	Lane County, Eugene	\$ -				0.62	631
County Farm Road	West-to-East section	Striped Lane	Eugene	\$ -				0.53	632
Laura Street	Old Laura Street to Scotts Glen Drive	Striped Lane	Lane County, Springfield	\$ -				0.4	750
Aspen Street	Menlo Loop to West D Street	Striped Lane	Lane County, Springfield	\$ -				0.58	809

W. 11th Avenue	Green Hill Road to Terry Street	Striped Lane	ODOT, Eugene	\$ -				1.06	333
42nd Street	Marcola Road to Railroad Tracks	Striped Lane	Springfield	\$ -	2016-2019			1.1	713
19th Avenue	McVay Hwy to Henderson Avenue	Striped Lane	Springfield	\$ -	2025-2029			0.2	861
48th Street	Aster Street to Daisy Street	Striped Lane	Springfield	\$ -	2025-2029			0.3	901
28th Street	Centennial Boulevard to Main Street	Striped Lane	Springfield	\$ -	2020-2024			0.7	909
35th Street	Olympic Street to Commercial Avenue	Striped Lane	Springfield	\$ -	2035-2040			0.57	918
Commercial Street	35th Street to 42nd Street	Striped Lane	Springfield	\$ -	2035-2040			0.7	933
S. 28th Street	Main Street to Millrace	Striped Lane	Springfield	\$ -	2025-2029			0.51	945
21st Street	D Street to Main Street	Striped Lane	Springfield	\$ -	2020-2024			0.2	962

Project Category Subtotal

\$175,000

\$245,098

\$276,933

Project Category: On-Street Lanes or Routes Without Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #
13th Avenue	Washington to Lincoln	Striped Lane	Eugene	\$25,000	2020-2024	\$28,247	\$31,916	0.15	109
Oakway Road	Coburg Road to Cal Young Road	Protected Bike Lane	Eugene	\$2,184,000	2020-2024	\$2,467,671	\$2,788,187	0.96	604
Cal Young Road	Willakenzie Road to Oakway Road	Protected Bike Lane	Eugene	\$508,000	2020-2024	\$573,982	\$648,534	0.22	605
Willakenzie Road	I-5 Path to Cal Young Road	Protected Bike Lane	Eugene	\$3,141,000	2020-2024	\$3,548,972	\$4,009,934	1.38	607
River Road	Division Avenue to Northwest Expressway	Protected Bike Lane	Eugene	\$4,441,000	2020-2024	\$5,017,824	\$5,669,570	2.49	565
Garfield Street	Roosevelt Boulevard to W. 6th Avenue	Striped Lane	Eugene	\$93,000	2020-2024	\$105,079	\$118,728	0.68	145
Lincoln Street	W 5th Ave to W 13th Ave	Protected Bike Lane	Eugene	\$1,419,000	2020-2024	\$1,603,308	\$1,811,556	0.61	161
Lawrence Street	Cheshire Ave to W 13th Ave	Bicycle Boulevard	Eugene	\$152,000	2020-2024	\$171,743	\$194,050	1.5	160
McKinley Street	5th Avenue to 7th Avenue	Striped Lane	Eugene	\$26,000	2020-2024	\$29,377	\$33,193	0.19	163
Mill Street	10th Avenue to 15th Avenue	Striped Lane	Eugene	\$91,000	2020-2024	\$102,820	\$116,174	0.76	166
Polk Street	5th Avenue to 24th Avenue	Striped Lane	Eugene	\$121,000	2020-2024	\$136,716	\$154,474	1.14	175
High Street	Cheshire St to 4th Avenue	Bicycle Boulevard	Eugene	\$43,000	2020-2024	\$48,585	\$54,896	0.25	185
High Street	E 6th Avenue to E 19th Avenue	Protected Bike Lane	Eugene	\$2,267,000	2020-2024	\$2,561,452	\$2,894,149	0.99	187
High Street	E 4th Avenue to E 6th Avenue	Bike Lane	Eugene	\$16,500	2020-2024	\$18,643	\$21,065	0.15	186
13th Avenue	Kincaid Street to Lincoln Street	Protected Bike Lane	Eugene	\$2,121,000	2020-2024	\$2,396,488	\$2,707,759	0.93	188
8th Avenue	Lincoln St to E Broadway	Protected Bike Lane	Eugene	\$1,221,000	2020-2024	\$1,379,591	\$1,558,781	0.53	162
E 24th Avenue	Willamette Street to Alder Street	Protected Bike Lane	Eugene	\$1,189,000	2020-2024	\$1,343,435	\$1,517,928	0.52	201
Willamette Street	24th Ave to 30th Ave	Striped Lane	Eugene	\$115,000	2020-2024	\$129,937	\$146,814	0.85	296
7th Avenue	Bailey Hill Road to Garfield Street	Striped Lane	Eugene	\$136,000	2020-2024	\$153,665	\$173,623	1.26	306
Throne Drive / Danebo Avenue	Barger Avenue to Royal Avenue	Bicycle Boulevard	Eugene	\$139,000	2020-2024	\$157,054	\$177,453	1.01	417

Golden Gardens	Jessen Drive to Barger Drive	Bicycle Boulevard	Eugene	\$62,000	2020-2024	\$70,053	\$79,152	0.5	451
Prairie Road	Maxwell Road to Highway 99	Striped Lane	Eugene	\$19,000	2020-2024	\$21,468	\$24,256	0.15	495
Gilham Road	Ashbury to Ayers Road	Striped Lane	Eugene	\$83,000	2020-2024	\$93,781	\$105,961	0.61	662
Tandy Turn / Lariat Meadows	Oakway Road to Coburg Road	Bicycle Boulevard	Eugene	\$71,000	2020-2024	\$80,222	\$90,642	0.48	686
Valley River Way (A)	Valley River Drive to Valley River Connector	Sidewalk Path	Eugene	\$465,000	2020-2024	\$525,397	\$593,639	0.23	694
Van Duyn Road / Bogart Road	Willakenzie Road to Harlow Road	Bicycle Boulevard	Eugene	\$107,000	2020-2024	\$120,898	\$136,601	0.61	698
Grove Street	Silver Lane to Howard Avenue	Bicycle Boulevard	Eugene	\$66,000	2020-2024	\$74,572	\$84,258	0.16 0.53	515
Hilliard Lane	N. Park Avenue to W. Bank Trail	Bicycle Boulevard	Eugene	\$131,000	2020-2024	\$148,015	\$167,240	1.09	518
Horn Lane	Lake Drive to River Road	Bicycle Boulevard	Eugene	\$116,000	2020-2024	\$131,067	\$148,091	0.75	521
Howard Avenue	River Road to N. Park Avenue	Bicycle Boulevard	Eugene	\$120,000	2020-2024	\$135,586	\$153,197	0.96	524
Lake Drive / Horn Ln/ N. Park Avenue	Howard Road to Northwest Expressway	Bicycle Boulevard	Eugene	\$116,000	2020-2024	\$131,067	\$148,091	0.91	536
N. Park Avenue	Maxwell Road to Horn Lane	Bicycle Boulevard	Eugene	\$135,000	2020-2024	\$152,535	\$172,347	1.02	539
W. 11th Avenue	Danebo Avenue to Chambers Street	Striped Lane	Eugene, ODOT	\$406,000	2020-2024	\$458,734	\$518,317	3	334
Thurston Road	Billings Road to Highway 126	Route or Shoulder	Lane County	\$219,000	2020-2024	\$247,445	\$279,585	1.61	97
Green Hill Road	W. 11th Avenue to Crow Road	Striped Lane/Shoulder	Lane County	\$35,000	2020-2024	\$39,546	\$44,682	0.26	453
Horn Lane	Lake Drive to River Road	Striped Lane or Route	Lane County	\$102,000	2020-2024	\$115,248	\$130,218	0.75	521
Seavey Loop Road / Franklin Boulevard	Coast Fork of Willamette River to I-5	Route or Shoulder	Lane County	\$331,000	2020-2024	\$373,992	\$422,569	2.44	957
Franklin Blvd.	Brooklyn to Willamette River	Striped Lane or Multi- use Path	ODOT	\$34,000	2020-2024	\$38,416	\$43,406	0.25	807
McVay Highway	I-5 to 30th Avenue	Striped Lane	ODOT	\$96,000	2020-2024	\$108,469	\$122,558	0.71	834
66th Street	Thurston Road to Main Street	Striped Lane	Springfield	\$75,000	2020-2024	\$84,741	\$95,748	0.55	12

S. 67th Street	Ivy Street to Main Street	Striped Lane or Route	Springfield	\$160,000	2025-2029	\$210,595	\$237,948	0.3	92
S. 70th Street	Main Street to Ivy Street	Striped Lane	Springfield	\$50,000	2025-2029	\$65,811	\$74,359	0.6	94
Ivy Street	67th Street to 70th Street	Route	Springfield	\$20,000	2030-2034	\$30,666	\$34,649	0.3	99
Yolanda Avenue	23rd Street to 31st Street	Striped Lane	Springfield	\$20,000	2016-2019	\$20,000	\$21,918	0.8	784
5th Street	Centennial Boulevard to A Street	Striped Lane	Springfield	\$50,000	2016-2019	\$50,000	\$54,796	0.35	806
Mill Street	Centennial Boulevard to Main Street	Restripe for bicycle facilities with signing	Springfield	\$90,000	2020-2024	\$101,690	\$114,898	0.99	837
Nugget, 15th, 17th, 19th in Glenwood	Nugget, 15th, 17th, 19th in Glenwood	Route	Springfield	\$160,000	2020-2024	\$180,782	\$204,263	1.58	845
Rainbow Drive	Centennial Boulevard to West D Street	Striped Lane	Springfield	\$60,000	2016-2019	\$60,000	\$65,755	0.55	848
G Street	5th Street to 28th Street	Striped Lane or Route	Springfield	\$14,000	2020-2024	\$15,818	\$17,873	1.6	899
N. 36th Street	Commercial Street to Main Street	Striped Lane or Route	Springfield	\$145,000	2020-2024	\$163,833	\$185,113	0.3	939
48th/G/52nd	High Banks Road to Main Street	Route, Striped Lane	Springfield	\$140,000	2025-2029	\$184,271	\$208,205	1.2	6
Virginia / Daisy Bicycle Boulevard	S. 32nd Street to Bob Straub Parkway	Bicycle and traffic safety improvements	Springfield	\$1,000,000	2016-2019	\$1,000,000	\$1,095,913	2.58	903
D Street / E Street Bicycle Boulevard	D Street River Path to 28th Street	Bicycle and traffic safety improvements	Springfield	\$1,000,000	2016-2019	\$1,000,000	\$1,095,913	2.52	805
Hartman Lane/Don Street	South of Harlow Road to OR 126	Add signing and striping for bicycle facilities and construct sidewalks to fill gaps	Springfield	\$180,000	2020-2024	\$203,379	\$229,796	0.55	714
Oakdale Street/Pheasant Street/etc.	Game Farm Road to Gateway Road	Add signing and striping for bicycle facilities	Springfield	\$80,000	2016-2019	\$80,000	\$87,673	1.14	708
West D	Mill Street to D Street Path	Add bicycle facility signing and striping	Springfield	\$10,000	2016-2019	\$10,000	\$10,959	0.36	817
West D	Aspen Street to D Street Path	Add bicycle facility signing and striping; construct sidewalks to fill gaps	Springfield	\$190,000	2025-2029	\$250,082	\$282,564	0.49	816
A Street	5th Street to 10th Street	Restripe for bicycle facilities	Springfield	\$40,000	2020-2024	\$45,195	\$51,066	0.35	822

33rd Street	V Street to EWEB Path	Add shared-use signing and striping	Springfield	\$10,000	2020-2024	\$11,299	\$12,766	0.18	724
Mounaingate Drive	Mountaingate Entrance to Dogwood Street	Add shared-use signing and striping, construct sidewalks and drainage	Springfield	\$260,000	2016-2019	\$260,000	\$284,937	0.77	27
Hayden BridgeWay/Grovedale Drive	Hayden Bridge Way/3rd Street, Hayden Bridge	Add a crosswalk and RRFB	Springfield	\$260,000	2025-2029	\$342,217	\$386,666	0.01	721
EWEB Path	Path crossings of 2nd Street, 9th Street, 11th Street, Rose Blossom Drive, Deb?	Improve path crossings to emphasize path priority and improve safety	Springfield	\$50,000	2020-2024	\$56,494	\$63,832	0.76	720
2nd Street/Q Street	2nd Street/Q Street	Add a crosswalk with RRFB	Springfield	\$90,000	2020-2024	\$101,690	\$114,898	0	719
5th Street	At Centennial Boulevard	Add bicycle facilities through the intersection	Springfield	\$560,000	2020-2024	\$632,736	\$714,920	0	820
5th Street	@ D Street	Add bicycle facility signing and striping to improve visibility	Springfield	\$10,000	2016-2019	\$10,000	\$10,959	0	821
Main Street	35th Street to 35th Street	Add a crosswalk with RRFB	Springfield	\$90,000	2016-2019	\$90,000	\$98,632	0	922
Main Street	@ 38th Street	Add a crosswalk with RRFB	Springfield	\$90,000	2016-2019	\$90,000	\$98,632	0	923
Main Street	@ 57th Street	Add a crosswalk with RRFB	Springfield	\$90,000	2016-2019	\$90,000	\$98,632	0	25
Bob Straub Parkway	@ Daisy Street	Add a pedestrian/bicycle signal and crossing	Springfield	\$90,000	2020-2024	\$101,690	\$114,898	0	24
Mt. Vernon Road	@ Bob Straub Parkway	Add crosswalks at three or four approaches with signing and striping and install pedestrian hybrid beacon on the north-south leg	Springfield	\$390,000	2016-2019	\$390,000	\$427,406	0	23
Thurston Road	@ 66th Street	Add crosswalk with RRFB	Springfield	\$90,000	2025-2029	\$118,460	\$133,846	0	28
Thurston Road	69th Street	Add crosswalk with RRFB	Springfield	\$90,000	2016-2019	\$90,000	\$98,632	0	29
Citywide	Citywide	Install mid-block crossings City-wide with RRFBs	Springfield	\$4,400,000	2025-2029	\$5,791,361	\$6,543,579	0	

Project Category Subtotal	\$32,216,500	\$36,973,910	\$41,666,234
Financially Constrained Bicycle/Pedestrian Projects	\$95,725,500	\$110,175,555	\$124,316,582

Illustrative Capital Investment Actions: Bicycle/Pedestrian Projects

Project Category: Multi-Use Paths Without Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction	Year of Construction Cost Range		Length	RTP #
16th Avenue Connector	Fern Ridge Path to Jefferson Street	Multi-Use Path	Eugene	\$164,000	2035-2040	\$292,926	\$341,234	0.09	112
Augusta Street Path	Laurel Hill Park to 30th Avenue	Multi-Use Path	Eugene	\$1,441,000	2035-2040	\$2,573,823	\$2,998,278	0.79	221
West Bank Path (B)	Hileman Co. Park to Beltline Highway	Multi-Use Path	Lane County	\$6,800,000	2035-2040	\$12,145,728	\$14,148,711	3.75	551
Fern Ridge West Connector	Royal Street to Fern Ridge Path	Multi-Use Path	Eugene, Lane County	\$125,000	2035-2040	\$223,267	\$260,087	0.8	426
Willamette McKenzie Path	Beltline Road to Armitage Park	Multi-Use Path	Eugene, Lane County	\$9,000,000	2035-2040	\$16,075,228	\$18,726,235	4.99	699
Fern Ridge Path #3	Royal Avenue to Fern Ridge Reservoir	Multi-Use Path	Eugene, Lane County	\$1,600,000	2035-2040	\$2,857,818	\$3,329,108	0.91	426
SCS Channel Path	Guy Lee Park	Multi-Use Path	Willamalane	\$500,000	2035-2040	\$893,068	\$1,040,346	0.27	738
EWEB Path Extension West	East of Pioneer Parkway to Don Street Laura St	Multi-Use path	Willamalane	\$800,000	2035-2040	\$1,428,909	\$1,664,554	0.69	716
New multi-use path	South 3rd Street to South 5th Street	Construct a new multi-use 12-foot wide path	Springfield	\$100,000	2035-2040	\$178,614	\$208,069	0.16	911
New multi-use path	South 2nd Street to Island Park	Construct a new multi-use 12-foot wide path along the Mill Race	Springfield	\$3,100,000	2035-2040	\$5,537,023	\$6,450,148	0.18	912
I-5 Path	Willamette River Area Path to By-Gully Path	Construct a new multi-use 12-foot wide path	Springfield	\$200,000	2035-2040	\$357,227	\$416,139	0.95	814

Coburg Loop Path: Armitage Park Connector	McKenzie View Rd. Intersection at Coburg Rd. north (most likely) along former rail grade connecting adjacent to Roberts Rd. to Assessors Map 16-03-33-40, Tax Lot 00700	A 10' wide hardsurface, multiuse path extending approximately one mile between Southern end of Roberts Rd., Coburg and Armitage County Park, Eugene on the McKenzie River	Coburg	\$940,000	2035-2040	\$1,678,968	\$1,955,851	1.3	1001
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Project Category Subtotal

\$24,770,000

\$44,242,601

\$51,538,761

Project Category: Multi-Use Paths With Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction	Year of Construction Cost Range	Length	RTP #
There are no Illustrative Multi- Use Paths With Road Projects								

Project Category: On-Street Lanes or Routes With Road Project

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost	Estimated Year of Construction	Year of Construction Cost Range		Length	RTP #
Division Avenue	Loan Oak to Beaver Street	Striped Lane	Eugene	\$701,000	2035-2040	\$1,252,082	\$1,458,566	0.89	512
McVay Highway	I-5 to Franklin Boulevard	Striped Lane	ODOT	\$203,000	2035-2040	\$362,586	\$422,381	1.5	833
Franklin Blvd.	Jenkins Drive to Mill St.	Striped Lane	ODOT	\$163,000	2035-2040	\$291,140	\$339,153	1.2	839

Project Category Subtotal

\$1,067,000

\$1,905,808

\$2,220,099

Project Category: On-Street Lanes or Routes Without Road Project

<i>Name</i>	<i>Geographic Limits</i>	<i>Description</i>	<i>Primary Jurisdiction</i>	<i>Estimated Cost</i>	<i>Estimated Year of Construction</i>	<i>Year of Construction Cost Range</i>		<i>Length</i>	<i>RTP #</i>
Jefferson Street	5th Avenue to 28th Avenue	Striped Lane	Eugene	\$206,000	2035-2040	\$367,944	\$428,623	0.89	157
Washington Street	5th Avenue to 13th Avenue	Striped Lane	Eugene	\$83,000	2035-2040	\$148,249	\$172,698	0.53	266
Portland Street	24th Avenue to 27th Avenue	Bicycle Boulevard	Eugene	\$39,000	2035-2040	\$69,659	\$81,147	0.31	275
Spyglass Drive	Cal Young Road to Oakway Road	Route, Accessway	Eugene	\$151,000	2035-2040	\$269,707	\$314,185	1	684
Project Category Subtotal				\$479,000		\$855,559	\$996,652		
Illustrative Bicycle/Pedestrian Projects				\$26,316,000		\$47,003,968	\$54,755,512		

Part Two: Financial Plan

This section provides the Financial Plan for the RTP. It presents:

- A summary of the **federal 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**.

Much of the financial plan analysis presented here was conducted for the major update of the RTP completed in 2002. The following sections describe this prior work as well as the updates to the financial plan analysis implemented for the 2004, 2007, 2011 and 2016 RTP updates.

Forecasts of state and federal modernization revenue sources are developed cooperatively by a statewide working group consisting of ODOT staff and representatives from all Oregon MPOs. These forecasts have most recently been updated in 2010-2011 to reflect SAFETEA-LU and are the basis of the financial forecasts used in the 2016 update of the RTP.

Forecasts of local modernization (or “systems improvements”) and all operations, maintenance and preservation (OM&P) revenues for the 2016 RTP update are based on an extension of the financial model used for the 2002 RTP, adjusted for the new time frame and for inflation.

Federal Regulations for Financial Constraint

Federal legislation sets forth guidelines that seek to ensure that the needs identified in the RTP are balanced with resources expected to be available over the planning period. Guidelines in the federal FAST Act state that the RTP 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.

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 several sources. 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, 2006, and 2011), providing estimates of future federal and state revenues. ODOT is continuously working with a statewide task force of MPO representatives to develop updated revenue forecasts.

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 2016 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 for the 2002 TransPlan. For the 2004, 2007, and 2011 and 2016 RTP updates, the preservation estimate has been updated, adjusting for inflation and extending the planning horizon.

To estimate modernization costs, data from Eugene, Springfield, Coburg and Lane County public works departments and the ORFS were used as the bases for developing unit cost assumptions for roadway improvement projects. Specific project scope cost estimates were also developed for many individual projects – all of the ODOT projects on the financially constrained roadway capital improvements list have cost estimates developed specifically for each project as part of the 2016 update of the RTP. These ODOT cost estimates considered the project scope, current full-cost estimates for activities necessary to implement each project, adjusting cost estimates to reflect current 2016 dollars and more. In the future, projects proposed for inclusion on a financially constrained project list must have up-to-date complete scope and cost estimate information available in order to be considered during the financial constraint process.

Proposed projects have been 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. 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.

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 financially constrained roadway costs for the planning horizon through Fiscal Year 2040 are estimated to be approximately \$1.50 billion. For details about which capital projects have been included in this total, see the Capital Investment Action project lists in Part I of this Chapter.

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*. Most of the revenue projections of federal and state funds used in the RTP are based on the projections provided in this document. The RTP financial analysis is based on the latest ODOT and MPO projections available.

The estimate of **State Highway Trust Fund** revenues is based on the assumptions that the state gas tax would increase an average of 1.00¢ per gallon per year, or another equivalent revenue increase would occur in lieu of the state gas tax increase, and that the TPR requirements for reducing vehicle miles traveled (VMT) per capita would not be met.

Lane County staff provided the estimate of federal forest receipts in 2002. In the 2004 update, the revenue was assumed to continue at federal guarantee levels through 2007. For the 2007 update of the RTP, the scenario was a four year extension of the guarantee legislation, with declining funding percentages of 90, 80, 70, and 40 percent. Beyond that, it was assumed that the federal timber payment guarantee legislation would be eliminated. This RTP continues these assumptions from the 2035 RTP, with the recognition that there is extreme uncertainty about this revenue source. Lane County is experiencing upward pressure on expenses with flat or declining revenues. Major changes in County revenue strategies and spending priorities will likely be needed to re-balance County Road Fund finances. The County-City Partnership payments were terminated in fiscal year 2006-07. Lane County's budgets for OM&P, as well as modernization, will be revised at the next RTP update, when it is hoped that there will be better certainty regarding future revenue levels. For this update, text changes have been added that discuss the need for new revenues and reduced service levels.

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 BRT projects will proceed based on outcomes from LTD's current outreach efforts to determine its next 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 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 increase, that fare revenue will continue to increase as it has over the last two years, and that payroll tax receipts will increase over the planning horizon 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 downtown Eugene transit station (\$9 million), a new downtown Springfield transit station (\$5 million) and bus rapid transit planning and construction funds for the first two BRT corridors. 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, as evidenced in the proposed transportation reauthorization bill which includes a "Small Starts" funding category within the federal 5309 discretionary program. This new category is being proposed to allow smaller projects, like BRT, to better compete for federal discretionary funding. Therefore this revenue source meets the legal requirement that it is reasonably expected to exist.

Bicycle and Pedestrian System Costs and Revenues

The RTP bicycle and pedestrian element estimates costs for bicycle/pedestrian 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 the RTP 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

Approximately \$96 million in bike projects have been identified in the fiscally constrained RTP. 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 the RTP as being future projects, meaning that they are either strictly for recreational use, 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 RTP 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 (or transportation system maintenance fee) could be used to provide revenues for the OM&P of the off-street system.

Bicycle and Pedestrian System Revenues

Federal Funding

In the FAST Act, the Surface Transportation Block Grant Program (STBGP) (formerly the Surface Transportation Program) contains a set-aside of funding for transportation alternatives. These set aside funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, regional

trails, and safe routes to school projects (Federal Highway Administration) FAST Act's predecessors, SAFETEA-LU and TEA 21, have been the primary funding source for off-street projects built in the Eugene-Springfield area since TEA 21's authorization in 1998. 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 I-5 path and bike bridge. It is expected that ODOT will finance the construction of the bike paths associated with later phases of Beltline.

Other Funding

Although State Highway Fund and FAST Act 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 Block Grant Program Revenues

Federal STBGP 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.

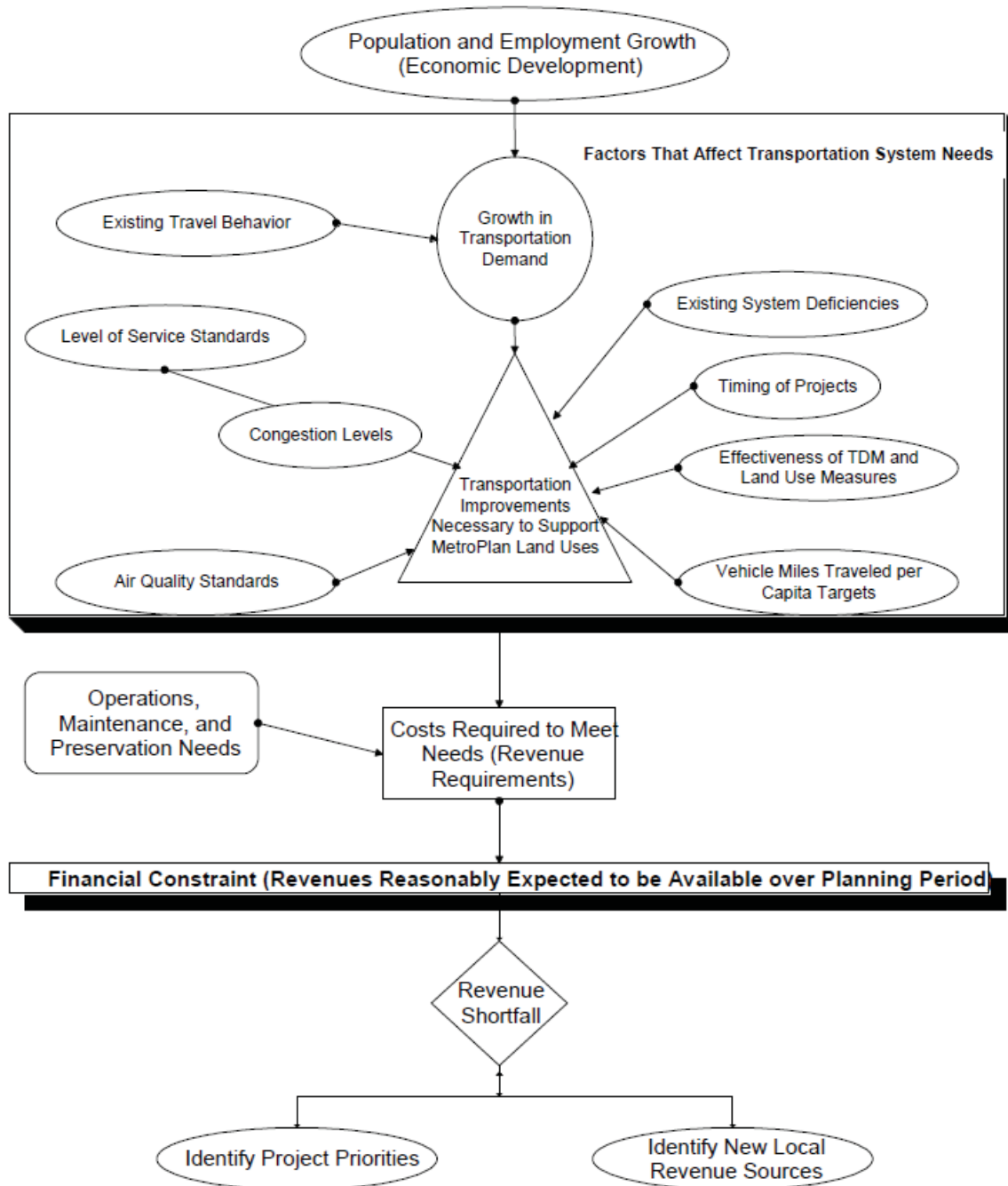
Assessment of Revenue Shortfall

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 6 illustrates some of the interrelationships among key factors contributing to the RTP's financial constraint. In the process of making decisions on the package of transportation investments contained in the RTP, 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 the RTP assumptions follows.

Factors That Affect the Revenue Shortfall

As presented, transportation improvements necessary to support the land use pattern established in the Springfield Comprehensive Plan, *Eugene-Springfield Metro Plan* and the Coburg comprehensive 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 6
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 Central Lane 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, and collector).

The level of roadway system preservation needs is affected by roadway preservation standards. The goal in the Central Lane 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., Booth Kelly Road).
- 3) The local cities 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, but reductions in federal timber guarantee funding (either immediate or delayed if continuing legislation is approved) will mean that a shortfall in OM&P will develop without increases in revenues or reduced service levels and costs.
- 5) Lane County has projected a shortfall in modernization funding. The Lane County Capital Improvement Program (CIP) has been reduced drastically in scope. Modernization funding levels will depend on congressional action on federal timber receipt issues, legislative action on the state-wide gas tax, development of local revenue sources, and priority-setting by the County Board of Commissioners. In this 2016 RTP update, Lane County has continued to place several large projects on the illustrative project list as a first response to a shortage of modernization funding.
- 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 implement the BRT system.
- 8) There are no existing transportation resources for the OM&P of the off-street bike/pedestrian 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/pedestrian path modernization projects.

Strategies to Address Revenue Shortfall

As described at the beginning of the financial plan, the RTP 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 the local comprehensive plans. 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), or transportation system maintenance fee, 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 Coburg, Eugene and Springfield SDC methodologies and rate structures that could be explored.

The transportation SDC methodologies 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. One estimate showed that such a revision in the Eugene-Springfield area 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 Coburg, Eugene and Springfield make to state roadway projects. These local expenditures on state projects are not currently included in the calculation of the SDCs.

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. Both Eugene and Springfield have recently included 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

Eugene and Springfield currently impose local gas tax equivalents of 5¢ and 3¢ per gallon, respectively. Coburg currently imposes a local gas tax equivalent of 3¢ per gallon (non-diesel). Additional local or regional gas taxes and/or vehicle registration fees, or an increase in the existing tax, 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 countywide. The current state tax is 30¢ 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.

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 \$86 per two-year period 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 \$5 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 Illustrative Projects List

Prioritize projects and postpone projects based on availability of revenue. Postponed projects would be moved to the appropriate illustrative project list within the RTP, pending availability of additional revenues.

Development of Constrained Plan

Table 4 shows that under current RTP assumptions about standards, priorities, and timing, the region faces a \$715-740 million revenue shortfall over the planning horizon through Fiscal year 2040. The majority of the 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. Lower PCR standards 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
RTP COSTS & REVENUES and STRATEGIES
(\$ Millions)

Local (Coburg, Eugene, Lane County, Springfield) Components	Cost	Revenue	Shortfall	Potential Strategies
<i>Operations, Maintenance & Preservation</i>				
Eugene Operations, Maintenance & Preservation	\$478	\$360	\$118	Implement New Local Revenue Source(s), Accept Lower Pavement Condition Rating(s) (PCR), Reduce Operations & Maintenance Service Levels
Springfield Operations, Maintenance & Preservation	\$147	\$117	\$30	Implement New Local Revenue Source(s), Accept Lower PCR, Reduce Operations & Maintenance Service Levels, Use Bonding for Preservation
Lane County Operations, Maintenance & Preservation	\$156	\$139	\$17	Increase in shortfall is expected as federal revenues decline and costs increase but has not been calculated in this update due to extreme uncertainty. Implement new local revenue sources, accept lower pavement condition ratings, reduce maintenance service levels.
<i>Subtotal</i>	<i>\$781</i>	<i>\$616</i>	<i>\$165</i>	
<i>System Improvements</i>				
City Arterial/Collector System Improvements	\$529	\$505	\$24	Postpone Projects to Illustrative List
Lane County System Improvements	\$98	\$89	\$9	Postpone Projects to Illustrative List
<i>Subtotal</i>	<i>\$627</i>	<i>\$594</i>	<i>\$33</i>	
<i>Bike System</i>				
Local Bike/Ped Operations, Maintenance & Preservation	\$7	\$7	\$ -	Include in New Local Revenue Source(s)
Local On-street (w/o Road) & Off-Street Bike System Improvements	\$122	\$95	\$27	Postpone Projects to Illustrative List or Do Not Build (note that additional Bike System Improvements are incorporated in Road Projects)
<i>Subtotal</i>	<i>\$129</i>	<i>\$102</i>	<i>\$27</i>	
Total	\$1,537	\$1,312	\$225	
Lane Transit District (LTD)				
LTD Operations, Maintenance & Preservation	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	
LTD System Improvements	\$626	\$546	\$80	Postpone Projects to Illustrative List and Pursue Additional Funding or Do Not Build
Total	\$626	\$546	\$80	<i>without pending OM&P figures</i>
Oregon Department of Transportation (ODOT)				
ODOT Operations, Maintenance & Preservation	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	
ODOT Facility Planning Studies*	\$3.2	\$3.2	\$ -	No Shortfall
ODOT System Improvements	\$652.5	\$295-320	\$229-254	Postpone Projects to Illustrative List or Do Not Build
Total	\$655.7	\$507-532	\$332-357	<i>without pending OM&P figures</i>
GRAND TOTAL	\$2,818.7	\$2,166-2,191	\$715-740	<i>without pending LTD and ODOT OM&P figures</i>

All figures are rounded and are shown in 2016 dollars and are for the planning horizon through FY 2040.

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

**TABLE 5
CONSTRAINED RTP COSTS & REVENUES**

(\$ Millions)

Local (Coburg, Eugene, Lane County, Springfield) Components	Cost	Revenue	Shortfall	Comments on Constraint(s)
<i>Operations, Maintenance & Preservation</i>				
Eugene Operations, Maintenance & Preservation	\$478	\$478	\$ -	Implement new locally controlled sources of revenue; Apply combination of other strategies
Springfield Operations, Maintenance & Preservation	\$144	\$144	\$ -	Apply Combination of Strategies
Lane County Operations, Maintenance & Preservation	\$156	\$156	\$ -	No Shortfall. Adjusted maintenance budget not calculated in this update, but budget will decline if revenues do not cover this amount or projected cost. Apply strategies shown in Table 4.
<i>Subtotal</i>	<i>\$778</i>	<i>\$778</i>	<i>\$ -</i>	
<i>System Improvements</i>				
City Arterial/Collector System Improvements	\$505	\$505	\$ -	Postpone Projects to Illustrative List or Do Not Build
Lane County System Improvements	\$89	\$89	\$ -	Postpone Projects to Illustrative List or Do Not Build
<i>Subtotal</i>	<i>\$594</i>	<i>\$594</i>	<i>\$ -</i>	
<i>Bike System</i>				
Local Bike/Ped Operations, Maintenance & Preservation	\$7	\$7	\$ -	Include in New Local Revenue Source(s)
Local Off-Street Bike System Improvements	\$59	\$59	\$ -	Postpone Projects to Illustrative List or Do Not Build
Local On-street Bike (w/o Road) System Improvements	\$36	\$36	\$ -	Postpone Projects to Illustrative List or Do Not Build
<i>Subtotal</i>	<i>\$102</i>	<i>\$102</i>	<i>\$ -</i>	
Total	\$1,474	\$1,474	\$ -	
Lane Transit District (LTD)				
LTD Operations, Maintenance & Preservation	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	No Shortfall
LTD System Improvements	\$546	\$546	\$ -	Postpone Projects to Illustrative List and Pursue Additional Funding or Do Not Build
Total	\$546	\$546	\$ -	
Oregon Department of Transportation (ODOT)				
ODOT Operations, Maintenance & Preservation	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	Accept Lower Metropolitan Area PCRs
ODOT Facility Planning Studies*	\$3.2	\$3.2	\$ -	No Shortfall
ODOT System Improvements	\$308	\$295-320	\$ -	Postpone Projects to Illustrative List or Do Not Build
Total	\$311	\$506-531	\$ -	
GRAND TOTAL	\$2,331	\$2,345-2,370	\$ -	

All figures are rounded and are shown in 2016 dollars and are for the planning horizon through FY 2040.

**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/pedestrian 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

- Implement a locally controlled source of revenue, such as a local option gas tax or motor vehicle registration fee, which 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.

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

- Decrease costs by postponing or not building projects, moving those projects to an illustrative project list. Consider implementation of transportation System Development Charges (SDC).

Transit

- Decrease costs by postponing or not building projects, moving those projects to an illustrative project list.

ODOT

- Decrease costs by postponing or not building projects, moving those projects to an illustrative project list.

Bike/pedestrian 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/pedestrian facilities

- Decrease costs by postponing or not building projects, moving those projects to an illustrative project list.

Local On-Street Bike w/o Road

- Decrease costs by postponing or not building projects, moving those projects to an illustrative project list.

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 \$12 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.

Lane County

- Overall maintenance service levels are assumed to decrease by an amount necessary to resolve the shortfall, once it is calculated.
- A new locally controlled source of revenue will be considered, and if implemented, will allow restoration of previous service levels for maintenance.

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 an illustrative project list. Pending additional revenues, these projects may be moved to a financially constrained project list in the future.

Bike/Pedestrian 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 RTP over the planning horizon through Fiscal year 2040. 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, and perhaps Lane County, 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: Regional Transportation Plan Amendment Process

This section outlines the process for amending the Regional Transportation Plan

Requirements

The Regional Transportation Plan (RTP) can be amended at any time consistent with CFR 450.322 – the federal guidelines on preparation of RTPs. Essentially, amendments must be shown to meet the same requirements as the original plan. These requirements include financial constraint, air quality conformity, and adequate public involvement.

In general, amendments would be processed by staff to assess financial constraint, air quality conformity, and establish appropriate public involvement. Draft amendments would be considered by the Transportation Planning Committee (TPC). Recommendations from the TPC would be forwarded to MPC for public hearing and final action. Typically, adoption of amendments would also require adoption of an updated air quality conformity determination. The existing state rule on air quality conformity requires that, with the exception of minor amendments, the Metropolitan Transportation Improvement Program (MTIP) be updated within six-months of updates to the RTP.

Categories of Amendments

Plan amendments would typically fall in to 4 categories:

- a. Changes to the existing Financially Constraint project list – these changes could entail either dropping a project off the list or adding or reducing the level of funding assigned to a given project,
- b. Addition of federally funded or regionally significant projects to the Financially Constraint project list – these changes would entail the addition of projects to the Constrained list from either the RTP Illustrative Project List or other sources,
- c. Changes required to meet federal requirements – these changes would be in response to changes in federal requirements or could result from changes in federal funding (typically at points of reauthorization of federal transportation legislation). These changes could entail either changes to policy or projects.
- d. Changes to local Transportation System Plans that need to be reflected in the RTP – these changes could be based upon changes in local comprehensive plans, or addition or deletion of federally-funded or regionally significant projects from the local TSP due to changes in local priorities.

Consistency between local Transportation System Plans and the Regional Transportation Plan

Local initiatives that prompt amendments to a local TSP commonly prompt amendments to the RTP. Changes in the RTP brought about by changes in federal or state requirements or by the addition of projects or policies can also lead to amendments to local TSPs. Differences between the federal and state requirements and timelines that govern the Regional Transportation Plan and the state and local requirements and timelines that govern local Transportation System Plans can sometimes lead to temporary inconsistencies between the RTP and the local TSPs.

With respect to RTP amendments, amendments that are not required to facilitate implementation of specific projects would normally be scheduled to take place as part of a regular 3-year update cycle. Amendments needed to facilitate the implementation of projects could be processed within the time it takes to conduct the required analyses (for financial constraint and air quality conformity) and public notice; typically 2-3 months.

Local TSPs are subject to the requirements of the Transportation Planning Rule and other state land use law. Amendments and the timing of those amendments would be in the context of meeting those requirements and

other local needs. For example, if a change was made to the Regional Transportation Plan in order to meet federal requirements, an assessment would have to be made to determine if a corresponding change to the local transportation system plans would have to be made shortly after the RTP amendment or whether it could wait until the next regular update of the local TSP.

The need to coordinate changes to the plans stems primarily from the need to move the implementation of specific projects forward. The specific federal or state requirements for the RTP and TSPs determine whether the plans need to be made consistent in the short run (to allow projects to proceed) or whether inconsistencies can wait to be resolved until points of regular update.

Part Four: 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 the RTP and the MTIP to ensure they conform to the SIP. The Federal Highway Administration and the Federal Transit Administration must also review the RTP and the MTIP 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* (depending on the pollutant). 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 *limited maintenance 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 or from performing PM₁₀ hot spot analysis within the air quality management region.

The federal EPA has adopted new standards for ozone and fine particulate (PM_{2.5}) and based upon the existing LRAPA monitoring of these pollutants, this area is currently in attainment with these standards. Therefore, the RTP will not need to address these new standards.

Analysis

The MPO area currently meets all federal clean air standards. PM₁₀ levels remain low, below the limited maintenance plan threshold. Of the other criteria pollutants that are monitored, carbon monoxide levels are extremely low and show no sign of rebounding. The area is in compliance with the standards for ozone and particulate pollution 2.5 microns and smaller, although vigilance is needed to ensure that this remains so.

Pursuant to federal regulations, the 2040 RTP air quality conformity determination meets the requirements under the conformity rule.

The formal conformity determination will be made as part of the MPO adoption process.

Part Five: 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 RTP 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. Transportation demand management,
2. 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 RTP 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 Coburg, 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.

Transportation Demand Management Planning and Program Actions

TDM actions encourage the use of travel options 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 TDM Advisory Committee. The committee's purpose includes regional TDM project development; monitoring the performance and providing guidance of the regional TDM program; and educating local agency staff on current TDM programs in the region, state, and nationwide. In addition, LCOG provides technical analysis of the impacts of various TDM actions as part of the planning process.

LTD initially formalized a TDM program in Fall 1994, when it started a new program called Commuter Solutions. Since that time, the Commuter Solutions program has grown to a regional program in scope extending beyond the LTD service boundary, and has changed its name to Point2point Solutions. Point2point Solutions offers the region's businesses, organizations, and educational institutions a comprehensive set of travel options programs and services for their employees, staff, and students. TDM strategies incorporated in the Point2point Solutions program include discounted group bus pass programs, parking management, a regional emergency ride home program, transit vouchers, ridesharing and vanpools, Park-and-Ride facilities, bicycling, walking, teleworking, and creative work scheduling. Point2point Solutions coordinates and implements these primary regional TDM programs, services, and projects. Point2point Solutions reports the progress and results of its work and effect on the region's travel to the TDM Advisory Committee. Regional TDM programs and services are described below.

Point2point Solutions Travel Options Programs and Services

Regional Outreach

The primary mission of the Point2point Solutions program is to offer the region viable travel options to single-occupancy vehicle travel. Its main audiences include employers, educational institutions, and organizations. Outreach methods include direct mail, business referrals, newsletter and media coverage, leads from local planning staff, public service campaigns, tax benefits and credits information, individualized marketing strategies, advertising, presentations, and telephone contact. The benefits, both to the individual and the business/organization, are magnified in the results the community receives from successful travel options programs. In addition, community wide use of travel options programs prolongs the public investment in the region's roadway infrastructure. For example, Point2point Solutions provides congestion mitigation strategies before, during, and after major regional transportation infrastructure construction projects.

Rideshare Services

When the Point2point Solutions program was created at LTD in 1994, funding was made available to install and operate a new carpool matching software program. In 2003, Point2point Solutions made a significant infrastructure investment and updated the rideshare services with RidePro3 software. With an on-line application, the software provides individual and group rideshare matching services. In addition, it has the capability to produce a comprehensive

regional summary of emissions and VMT reduction as a result of ridesharing. Still in its infancy, RidePro3 now has over 300 registrants.

Vanpool Matching Services and Support

Point2point Solutions provides assistance for any group of individuals or employers wishing to form a vanpool. Vanpool participants are matched through the RidePro3 software with assistance and guidelines 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. In addition, Point2point Solutions assists in the coordination of the Valley VanPool service between Salem to Eugene and all major jurisdictions in between. Currently, Valley VanPool has over 100 participants.

Regional Emergency Ride Home Program

Point2point Solutions offers a regional Emergency Ride Home (ERH) program that offers free 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. 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 Point2point Solutions for the taxi ride. Employers participating in an ERH program are provided with 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 ERH program provides an answer to the question of, “what if?”

School Trip Management

In 2003, Point2point Solutions began an intensive school transportation management program, Smart Ways to School. The Oregon Department of Energy provided seed money to research the effectiveness of travel option programs aimed at reducing the energy consumption associated with the school commute. Currently in the research phase, the pilot Smart Ways to School program works with the region’s three largest school districts: Eugene 4J, Springfield, and Bethel. At present, participation includes *approximately 11,000 students* representing elementary, middle and high school populations. Interventions included promotion of escorted walking and cycling school groups, carpool matching service (SchoolPool), and a trial regional youth bus pass program aimed at high school students. Future direction of the program will include involvement of the region’s traffic engineering for improved school pedestrian access and the health community to promote benefits of exercise for youth.

Marketing

Marketing the services provided by the Point2point Solutions program is critical to the success of the program. The region’s trip attractors and generators (e.g., the U of O, PeaceHealth, Gateway area) need to be informed of the services provided by Point2point Solutions and of the benefits received by participating; personally, locally, and globally. Marketing efforts include

workshops, conferences, direct mail, telephone contact, news releases, newsletter articles, site visits, paid print advertising, group presentations, referrals, and public service announcements (television, radio, and print). Internal research, marketing, and incentive programs are conducted at participating work sites.

Creative Work Weeks

Point2point 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 flextime. Encouraging an employer to consider on-site day care, food services, and shopping services also is promoted by Point2point Solutions program.

Teleworking

Teleworking is using telephones, computers, and other equipment to work at home, usually one to three days a week. Point2point Solutions offers information and referral services to businesses and individuals inquiring about telecommuting. Business and individual tax credit information also is available.

Coordination with Transit

Group Pass Program

Point2point Solutions program advertises LTD's Group Bus Pass program that offers employers with at least 10 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 41,000.

Commuter Club Program

point2point 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 adult bus passes are only \$50 (prices effective June 2016); therefore, an employer can purchase bus passes for employees and not reach the maximum allowable expenditure under federal law.

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. Point2point Solutions 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. In addition, coordination with state bicycle safety groups, such as the Bicycle Transportation Alliance, with the Smart Ways to School program assists in promotion of youth bicycling.

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 20, 464 bicycles monthly.

Bicycle Lockers Available

LTD has prototype bicycle lockers available at the Amazon Station. Bicycle riders need to supply their own locks. Analysis will determine additional placement of lockers at other locations. The current lockers are well used by bicyclists using transit.

Parking

Parking Management

Parking Management and Transportation Management staff from the cities of Eugene and Springfield and Point2point Solutions work closely on transportation management strategies to encourage the use of alternative modes of transportation in our metropolitan area. Point2point Solutions 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 & Ride Program

LTD operates more than 25 Park & Ride locations throughout the area. Park & Ride lots are conveniently located along 44 minor and major bus routes, and many locations are served by express or direct bus service, limiting the travel time to destinations. Park & Ride lots also are popular meeting places for carpools and vanpools.

TDM Implementation Process

Funding for the Point2point Solutions program described above is primarily provided through two funding processes, the STIP and local MPO STP allocation with local match is provided by the jurisdictions of LTD, cities of Eugene and Springfield, Lane County, and LCOG. It is important to note that any rideshare activity does not require any local match. Point2point Solutions has STIP dollars programmed through 2017. Point2point Solutions currently receives an annual allocation of \$300,000 in STP dollars through the local MPO STP allocation process.

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 and Services

- 1.1. Require large employers (25 or more).
- 1.2. Require state and local government agencies to implement TDM programs for their employees.
- 1.3. Require employers of a certain size (25 or more) 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. Reduce required number of employees necessary for a group bus pass program to expand program.
- 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's) in mixed-use developments, along BRT corridors, and highly congested areas. TMA's 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 Point2point Solutions to develop viable travel option programs. Point2point Solutions would promote and provide travel options strategies in that area.
- 1.9. Develop regional policies in partnership with public school districts, private educational institutions, and youth recreational programs to reduce VMT's associated with school commute or after-school activities.
- 1.10. Implement traffic calming measures on roads to encourage the use of alternative modes.
- 1.11. Implement dialog marketing (e.g., TravelSmart) throughout region's appropriate neighborhood.
- 1.12. Build ridesharing program within region and target commuters outside the MPO with vanpooling.

2. Education and Awareness

- 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. Implement a public awareness campaign to alert people that they must yield to buses re-entering traffic.
- 2.3. Provide multi-modal information at LTD stations, Amtrak, and large regional trip generators and attractors.
- 2.4. Reinforce public understanding of the law concerning pedestrian rights-of-way, transit yield law, and school zone speed laws.
- 2.5. Promote enforcement of traffic laws that prohibit unlicensed and uninsured motorists from driving to increase safety and use of alternative modes.
- 2.6. Promote school trip management through education and monthly pass programs. Point2point Solution's Smart Ways to School program developed a pilot regional youth bus pass program with assistance from LTD. LTD has a current reduced youth bus pass rate.
- 2.7. 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.
- 2.8. Develop a comprehensive congestion mitigation program to assist public agencies and the public to reduce congestion during large infrastructure projects.

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 the Parking Management Section of this Chapter.

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 3.)
- 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 was an east/west line between Springfield and Eugene along Main Street, Franklin Boulevard, and West 11th. This corridor was selected based on an analysis of several factors, including transit ridership, car and bus travel times, population and employment. The second corridor extended that line from the Springfield Transit Station to the Gateway area, serving several regional facilities including the regional hospital at RiverBend and the Gateway Mall.

The research and analysis process for determining future BRT corridors 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 TSP 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 FAST Act 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 Six: 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 mixed-use, pedestrian-friendly 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.

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

RTP 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.

- 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.)

Part Seven: Intelligent Transportation System Operations and Implementation Plan

In early 2003, ODOT commissioned the development of the *Regional Intelligent Transportation System (ITS) Operations & Implementation Plan for the Eugene-Springfield Metropolitan Area*. The final plan was presented to MPC in November 2003 and represents a collective effort by the Oregon Department of Transportation (ODOT), Lane County, the City of Eugene, the City of Springfield, the Lane Council of Governments (LCOG), and the Lane Transit District (LTD). This plan outlines the deployment of ITS projects, which include advanced technologies and management techniques, to improve the safety and efficiency of the transportation system over the long term. It is also consistent with similar efforts in other regions and statewide to ensure the ITS strategies utilized are integrated and complementary. The Executive Summary of the Final Report is provided in Appendix E.

Overview of Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) involve the application of advanced technologies and proven management techniques to solve transportation problems, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable traffic management strategies. ITS focuses on increasing the efficiency of existing transportation infrastructure, which enhances the overall system performance and reduces the need to add capacity (e.g., travel lanes). Efficiency is achieved by providing services and information to travelers so they can (and will) make better travel decisions and to transportation system operators so they can better manage the system.

ITS applications provide a viable opportunity for improving the safety and efficiency of the surface transportation system in the Eugene-Springfield metropolitan area. These applications help improve transportation system operations by performing a function more quickly or reliably or by providing a service that was not previously available. In effect, ITS improves the mobility of people and goods on the existing roadways and also provides the potential for substantial savings on future construction, particularly of highways. It is often easy to overlook the importance of investing in operations, but it is necessary to ensure that the traveling public makes safe and efficient use of existing roadways.

ITS Projects

The ITS Operations and Implementation Plan identified several potential ITS projects. Table 5 in Appendix E summarizes the details for each of the proposed ITS projects. Figure 1 in Appendix E provides the location of proposed projects. These projects would be implemented primarily as part of existing projects or as funding becomes available.

The following information is provided for each project:

- Project Number (for reference)
- Project Title
- Project Description
- Priority (High, Medium, or Low)

- Relativity to Planned Projects
- Project Dependencies
- Capital Costs/O&M Costs
- Expected Benefits
- Technical and Institutional Feasibility

The project numbers are used for reference purposes only and do not indicate any type of priority. Within this table, the projects are described under one of the following six applicable categories:

- | | |
|--|--|
| ■ Travel & Traffic Management (TM) | ■ Emergency Management (EM) |
| ■ Communications (CO) | ■ Information Management (IM) |
| ■ Public Transportation Management (PTM) | ■ Maintenance & Construction Management (MC) |

ITS Planning and Program Actions

To successfully implement the proposed ITS plan, the following steps are necessary:

ITS Program Continuation

The continuation of the ITS steering committee is possibly the most important item for the successful implementation of the ITS plan. This group should include the key stakeholders from the planning process and should be organized as a new subcommittee to the Transportation Planning Committee (TPC). This group will initiate the steps outlined in this plan, plan projects that fit agencies' needs, pursue Federal funding opportunities, and monitor/report progress and effectiveness. In addition, a representative from this ITS subcommittee should report current status of the plan implementation at least annually at the Metropolitan Policy Committee (MPC).

Deploy “Early Winner” Projects

Another key to the success of ITS in Eugene-Springfield will depend on the deployment of “early winner” projects. A potential “early winner” project includes the deployment of field devices (closed circuit television cameras, count stations, variable message signs, and ramp meters) on Beltline Highway to support regional freeway management and traveler information. This project would also support the current Statewide implementation of the 511 traveler information telephone number by providing real-time information from these field devices.

Incorporate the ITS Plan in the RTP Update Process

The ITS Steering Committee plans to incorporate this ITS Plan in the upcoming Regional Transportation Plan (RTP) update process. The ITS devices and communications infrastructure identified in this plan should be installed on corridors concurrently with traditional transportation construction and maintenance projects. This approach will minimize reconstruction, save time and money, and result in the modernization of the regional transportation system. Where applicable, relationships to currently planned regional projects have been identified in Table 5.

In addition, the data collection, analysis, operational techniques and information sharing developed through the projects in this plan can become key elements of other regional efforts.

Do Not Overlook Future Needs if They Fit With Current Opportunities

The region should pursue a flexible approach to implementing the plan. Opportunities may become present in early years to implement elements of the plan identified for later deployment. These opportunities may be possible due to other funding sources, coordination with roadway construction, coordination with local agency/private initiatives and/or transit priorities. These opportunities should be seized when appropriate.

Define a Revenue Stream

The Central Lane MPO Area will need to define a revenue stream for construction, operations and maintenance. The ITS Operations and Implementation Plan provides the basis for the funding and identifies opportunities for regional coordination and cost-sharing. The region must dedicate funding sources to implement each increment of the 20-year plan. In addition to the traditional funding sources, other non-traditional sources for funding such as grants from non-profit agencies should be considered. The Central Lane MPO Area will need an on-going commitment to operations and maintenance of the equipment and software to maximize the benefits of the ITS program. The ITS elements proposed within this program require consistent staffing for effective system operation, as well as requiring trained staff to do routine maintenance.



CHAPTER FOUR

PLAN PERFORMANCE AND IMPLEMENTATION MONITORING

Chapter 4: Congestion Management System and Implementation Monitoring

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Introduction

This chapter describes how the RTP is projected to perform and sets forth a monitoring program to assess how the plan performs over time. The monitoring program ties plan goals, objectives, and policies presented in Chapter Two to the implementation of actions presented in Chapter Three. The program also aids in tracking the plan’s performance in meeting federal requirements.

Findings that result from analysis of these performance measures will allow for informed decisions to be made as to how best implement the plan. For example, priorities or emphasis for implementation actions may be adjusted, policies may be amended and additional policies or implementation actions may be recommended due to performance measure outcomes. Findings may also influence budgeting and the type and phasing of capital projects included in the region’s TIP.

At the time of this 2040 RTP update, the City of Springfield has completed its 2035 TSP adoption. Eugene, Coburg and Lane County are all in the midst of updates. The cities’ TSPs contain the performance measures needed to comply with the Transportation Planning Rule. In order to facilitate the adoption of the Eugene TSP, the 2040 federal RTP will maintain only a minimum set of performance measures. The next RTP update, the 2040 RTP, will consider adoption of a new set of regional performance measures in compliance with FAST Act.

The remainder of this chapter provides a context for the performance assessment, a presentation of the performance of the plan, and an overview of the proposed program for monitoring the impacts of plan implementation.

Part One: Congestion Management Process

Federal regulations require urbanized areas with over 200,000 populations to develop and maintain a Congestion Management Process. A Congestion Management Process, or CMP, is a systematic approach to considering congestion in the long-term planning for a regional transportation system.

The Central Lane MPO's full Congestion Management Process is documented in Appendix G. The following provides context and background for the CMP.

A CMP provides a structure and a process for:

- evaluating the performance of the region's transportation system,
- implementing a wide range of strategies to address congestion, and
- monitoring results over time to improve long-term performance.

A Congestion Management System (CMS) Baseline Report was developed in September 2004 and represents the region's initial product within the overall CMP. The purpose of a Congestion Management Process is to provide a framework for addressing congestion on the regional transportation system. While in some cases congestion may be eliminated or significantly reduced, a more realistic goal is to improve the way we *manage* congestion, now and in the future. A CMP is meant to aid in better understanding where the worst congestion is located and what the best mix of strategies is likely to be for each situation.

The 2004 Baseline CMS report is structured around three main concepts:

- Build on existing plans and capabilities: the CMS makes use of the adopted Regional Transportation Plan and the regional traffic forecasting model to define the level of congestion on the system and evaluate alternative congestion management strategies.
- Focus on major corridors, and a range of strategies: the CMS identifies major congested corridors and a preliminary set of strategies for each congested corridor. The strategies include both short range and longer term actions, and a wide array of options including operations, TDM, access management, and adding new capacity.
- Improve the techniques for obtaining and analyzing information: the CMS incorporates a process for monitoring and evaluating transportation system performance on a more systematic basis. Future efforts will need to focus on improved data collection and analysis, better modeling tools, and ongoing coordination among individual agencies that operate different pieces of the overall system.

The CMS collects and organizes various pieces of the RTP that are related to congestion—in effect, providing a view of the RTP through a “congestion filter” to better define the different components and their connections with one another.

Congestion Management Corridors

Using the most up-to-date inputs for land use allocation and network assumptions, the model was used to simulate traffic flow on the major roadway network and compare each roadway section with the level of service or volume-to-capacity measures discussed earlier. Based on a review of this information, nine roadways have been identified as congestion management corridors for the initial CMS:

1. Interstate 5, from OR 58 interchange at Goshen to north boundary of the TMA at Coburg
2. OR 126/I-105, from Garfield Street in Eugene to Main Street/McKenzie Highway in Springfield
 - a. 6th-7th couplet from Garfield to Jefferson
 - b. Washington-Jefferson Bridge (I-105) from 7th to Delta Highway
 - c. I-105 from Delta Highway to Interstate 5
 - d. Eugene-Springfield Highway from I-5 to Main Street/McKenzie Highway
3. Beltline Highway, from Highway 99 to Interstate 5
4. Main Street/McKenzie Highway, from Mill Street (downtown Springfield) to 70th Street
5. Broadway/Franklin Boulevard, from Mill St. (Eugene) to Springfield Bridge
 - a. Broadway from Mill St. to Alder St.
 - b. Franklin Blvd. from Alder St. to I-5
 - c. Franklin Blvd. from I-5 to Springfield Bridge
6. West 11th Avenue, from Terry Street to Chambers Street
7. Ferry Street Bridge/Coburg Road, from Broadway to Crescent Avenue
8. Southeast Eugene corridor (Hilyard-Patterson-Am. Pkwy-Willamette) from 13th to 33rd Ave.
9. 18th Avenue, from Bertelsen Road to Agate Street

While the MPO is still in the process of developing a complete Congestion Management Process, this update of the RTP shows updated current and projected area-wide congestion performance measures in Table 7. (The initial model output for the corridors shown in Table 6, *Corridor Descriptions and Estimated 2004 and Forecasted 2031 Daily Traffic*, has not yet been updated for this RTP.)

Table 6 is a shorter version of a more comprehensive set of model output in the full 2004 CMS report. The primary indicator of congestion is the *Weighted PM Peak Average V/C Ratio* for each corridor or segment of a corridor, shown for both the base year of 2002 and the horizon year of 2021. (The volume- to-capacity ratio for the corridor is calculated by weighting the different sections within the corridor by vehicle-miles of travel.) Along with this overall V/C figure for each corridor, the *Maximum PM Peak V/C Ratio* is also important. In some cases the maximum congestion level occurs at only one or two intersections along the corridor, while in other cases the model shows very high congestion over a long section of corridor—for example, Beltline from Delta to River Road.

The full 2004 CMS report discusses a set of strategies for addressing congestion within each corridor, including land use strategies; transportation demand management (TDM); intelligent transportation system (ITS) techniques and operational tools; roadway projects to add capacity; transit strategies; and bicycle/pedestrian strategies. For each corridor, the list includes projects and actions from the adopted *TransPlan* as well as additional work being done in ongoing efforts, such as the ITS plan for the area.

Congestion on the Major Roadway Network

In addition to specific corridors, the CMS also serves the purpose of monitoring congestion on the overall network of major roadways. For the 2031 RTP update, the regional travel model was run to produce updated values for four of the Key Performance Measures: congested miles of travel, roadway congestion index, network vehicle hours of delay, and percent transit mode share on congested corridors. Table 7, Area-Wide Performance Measures, shows the model output for each of these four measures, for the base year at the time of 2004 and the RTP plan horizon year at the time of 2031.

PM 1: Congested Miles of Travel (per cent of total VMT) — The model forecasted a five-fold increase in congested miles of travel on the major roadway network, assuming construction of the financially-constrained roadway projects in the RTP. The 2031 forecast of 21.3 percent of daily VMT as congested is still relatively small, but represents major congestion at a number of key locations on the roadway system.

PM 2: Roadway Congestion Index (RCI) — The model forecasted an increase in the RCI from 0.92 in the 2004 base year to 1.26 in 2031. This measure defines any value over 1.0 as “congested.” The RCI is useful for comparing relative congestion over time, as well as providing a quick comparison of our TMA’s congestion level with that of other urban areas.

PM 3: Network Vehicle Hours of Delay (VHD) — On a daily basis, the model forecasted the hours of delay due to congestion in 2031 will be about two and a half to three times the 2004 level.

PM 4: Percent Transit Mode Share on Congested Corridors — Unlike the other three measures, higher values for this measure are desirable. The overall share of travel by transit on the congested corridors is forecasted to increase from 7.1 percent to 8.6 percent over the 24-year period. Some corridors will experience significantly more of an increase in transit ridership, based on planned implementation of BRT service.

The values in Table 7 can be viewed as a set of baseline measures of congestion on the overall roadway network in the Central Lane TMA. Over time, as the CMP corridor strategies are applied and better modeling tools are developed, one of the ongoing purposes of the CMP will be to provide a central framework for monitoring congestion on the region’s major roadways. This should help technical staff, policy makers and the general public gain a better understanding of where and how congestion is occurring and how best to manage it, throughout the Central Lane TMA.

Table 6

Corridor Descriptions and Estimated* 2002 and Forecasted 2021 Daily Traffic

Corridor	S/W Limit	N/E Limit	Approximate Length (mi)	Direction	2002 Maximum PM		2021 Weighted PM	
					Peak V/C Ratio (Peak Dir)	Peak Avg V/C Ratio	Peak V/C Ratio (Peak Dir)	Peak Avg V/C Ratio
Interstate 5	Highway 58 Interchange	North Boundary of TMA	13.1	Northbound Southbound		0.71 0.71		0.92 0.90
Oregon Hwy 126 Corridor								
6th - 7th Couplet	Garfield Street	Jefferson Street	1.1	Eastbound Westbound		0.76 0.72	0.92	0.87 0.95
Washington-Jefferson Bridge	7th Ave	Delta Highway	1.0	Northbound Southbound		0.91 0.75	1.09	1.04 0.94
Interstate 105	Delta Highway	Interstate 5 Interchange	2.6	Eastbound Westbound		0.82 0.60	1.22	0.90 0.76
Eugene-Springfield Highway	Interstate 5 Interchange	Main Street / 58th	6.4	Eastbound Westbound		0.73 0.49	0.88	0.92 0.66
Beltline Highway	Highway 99 Interchange	Interstate 5 Interchange	6.3	Northbound Southbound		0.82 0.80	1.16	0.93 0.96
McKenzie Highway (Main/SA St)	Mill Street (Springfield)	70th Street	6.1	Eastbound Westbound		0.65 0.48	0.94	0.91 0.67
Broadway / Franklin Corridor								
Broadway	Mill Street (Eugene)	Alder Street	0.3	Eastbound Westbound		0.66 0.64	0.78	0.79 0.87
Franklin Boulevard (Eugene)	Alder Street	Interstate 5 Interchange	1.3	Eastbound Westbound		0.62 0.42	0.71	0.79 0.65
Franklin Boulevard (Glenwood)	Interstate 5 Interchange	Springfield Bridges	1.6	Eastbound Westbound		0.59 0.33	0.81	0.80 0.49
West 11th Avenue	Terry Street	Chambers Street	3.4	Eastbound Westbound		0.72 0.72	1.00	0.72 0.71
Ferry St Bridge / Coburg Rd	Broadway	Crescent Avenue	3.3	Northbound Southbound		0.88 0.76	1.3+	1.01 0.90
Southeast Eugene Corridor								
Willamette / Oak	33rd Ave	13th Street	1.7	Northbound Southbound		0.62 0.74	1.02	0.65 0.80
Pearl / High / Amazon	33rd Ave	14th Street	1.7	Northbound Southbound		0.38 0.61	0.93	0.44 0.71
Patterson / Hilyard	33rd Ave	15th Street	1.7	Northbound Southbound		0.51 0.71	0.77	0.57 0.85
18th Avenue	Bertelsen Road	Agate Street	4.6	Eastbound Westbound		0.67 0.72	1.01	0.72 0.80

*Based on Adjusted EMME/2 Model Results

Table 7
Area-Wide Performance Measures

	2004	2031
PM 1: Congested Miles of Travel (Percent of Weekday VMT)	4.1%	21.3%
PM 2: Roadway Congestion Index (RCI)	0.92	1.26
PM 3: Network Vehicle Hours of Delay (VHD)	14,140	40,460
PM 4: Peak Hour Transit Mode Shares on Congested Corridors	7.1%	8.6%
McKenzie Hwy	6.9%	9.2%
Broadway / Franklin	9.4%	16.7%
W. 11th Ave	4.1%	4.9%
Ferry St Bridge / Coburg Rd	9.3%	8.7%
Southeast Eugene	7.5%	9.0%
18th Ave	5.1%	5.5%

<p>Table 2 Notes:</p> <p>PM1: % of Weekday VMT at v/c = .87 or greater</p> <p>PM2: Calculated on Freeways and Principal Arterials, per TTI Urban Mobility Study methodology</p> <p>PM3: Vehicle Hours difference between congested speed and posted speed</p> <p>PM4: EMME/2 Model Estimates: Percent Transit Person-Miles-Traveled (PMT) of total PMT in corridor segments where transit service is available</p>
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Part Two: Plan Implementation Monitoring

Plan implementation monitoring is an ongoing program of data collection and analyses for providing feedback to policy makers and the public on the progress of the policies and actions in the RTP. Monitoring allows local jurisdictions to assess how well the plan is performing and complying with federal and state requirements and to determine when steps need to be taken to keep the plan on course. Monitoring examines the effectiveness of policy implementation efforts through the collection and analysis of data for various performance measures. LCOG will coordinate the plan implementation monitoring program in cooperation with implementing agencies.

Plan Monitoring Process

The ongoing plan monitoring process includes the following components:

1. Review of trends, assumptions, and new opportunities;
2. Inventory of actions taken to implement RTP policies;
3. Analysis of transportation system performance using the performance measures presented above; and
4. Recommended actions and corrective steps, including potential plan amendments during the next update cycle.

The second component of the plan monitoring process involves tracking how local jurisdictions and regional and state agencies are applying RTP policies. Implementation of Planning and Program Actions and Capital Investment Actions from Chapter 3 will be summarized.

The third component of the plan monitoring process involves collecting data to assess transportation system performance in relation to the performance measures. This analysis will provide a comprehensive view of how the transportation system as a whole is performing. The analysis will indicate when additional actions need to be taken. The need may become apparent to identify different performance measures.

The fourth component of the plan monitoring process involves identifying actions and making recommendations as to how the plan can be implemented most effectively. In many cases, these actions will involve increased or decreased emphasis on existing policies and implementation actions. In other cases, plan monitoring will indicate that new or modified policies and implementation actions are necessary. Modifications to the plan will most often be made during the regular plan update process, occurring every three years. Should modifications need to be made to the plan between updates, the plan amendment process will be used. The RTP amendment and update processes are described in Chapter 3 Part Three Regional Transportation Plan Amendment Process.