



# UPWP

Unified Planning Work Program  
FY 2018 and 2019  
Interim Review and Update

## **ADDENDUM TO THE UPWP**

**May 2018**

Prepared by:  
**Lane Council of Governments**  
859 Willamette Street  
Eugene, OR 97401  
541-682-4283  
[www.lcog.org](http://www.lcog.org)

**RESOLUTION 2018-02**

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY18/FY19 UNIFIED PLANNING WORK PROGRAM (UPWP) ADDENDUM  
and  
PROGRAMMING FY2019 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

**WHEREAS**, the Lane Council of Governments (LCOG) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

**WHEREAS**, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

**WHEREAS**, the development of a Unified Planning Work Program that delineates the MPO's planning and programming activities over one or more fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

**WHEREAS**, the Central Lane Metropolitan Planning Organization has developed a FY2018/2019 Unified Planning Work Program Addendum, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

**WHEREAS**, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2018 and FY2019; and

**WHEREAS**, the draft UPWP document has been published or otherwise made readily available for public review including in an electronically accessible format on the MPO's website; and

**WHEREAS**, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process; and

**WHEREAS**, the proposed funding in the UPWP has been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination or affect fiscal constraint of the MTIP;

**NOW, THEREFORE, BE IT RESOLVED:**

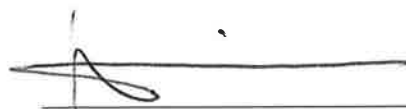
**THAT**, the Metropolitan Policy Committee adopts the Central Lane MPO Unified Planning Work Program as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

**THAT**, the Metropolitan Policy Committee amends the Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 3<sup>rd</sup> DAY OF MAY, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Sid Leiken, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

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## INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2017, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two year period. The UPWP for Fiscal Years 2018 and 2019 contains the following:

- Planning tasks in seven program areas authorized over the two-year period;
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds;
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

*The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.*

## **UPDATES TO THE ADOPTED UPWP**

The following addendum to the adopted 2018 and 2019 UPWP describes changes to action items, additional action items that are anticipated to occur within the FY 2018 and 2019 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

## **LOOKING FORWARD: CENTRAL LANE MPO PRIORITIES**

In the FFY2019 UPWP, the MPO will continue to develop and implement performance based planning in response to Fixing America's Surface Transportation (FAST) Act, further establish opportunities for local, regional and statewide coordination, and improve transportation connectivity in an effort to provide equitable and accessible travel choices for all.

The following outlines some of the key priorities:

### **Performance Based Planning and Programming**

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting cost-effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process – to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support a number of specific activities, including the Congestion Management Process, development of the RTP, the implementation of the FAST Act performance measures and tracking of progress, and an update to the Regional Intelligent Transportation System Plan.
- The federal transportation legislation, FASTAct continues support of performance measures to guide future transportation investments. The MPO has traditionally used a number of performance measures to monitor plan performance, and will be working closely with federal and state officials to incorporate any new performance measures into the planning and programming efforts.

### **Local, Regional and Statewide Coordination**

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: Oregon Department of Transportation (ODOT), the Cities of Eugene, Springfield, Coburg, Lane County, Lane Transit District (LTD) and Point2point Solutions; in planning, management of funding, and infrastructure investment. The MPO also has the opportunity to coordinate efforts with the Lane Area Commission on Transportation (LaneACT) and to influence transportation decision-making at a larger scale.

- The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore the two bodies have established protocols to ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.
- MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest including:
  - Oregon MPO Consortium (OMPOC)
  - Statewide Transportation Options (TO) Meeting
  - Oregon Freight Advisory Committee
  - Oregon Transportation Safety Advisory Committee
  - Oregon Modeling Steering Committee
  - ODOT-MPO-Transit Provider Meetings
  - ODOT -Performance Measures Working Group
  - Statewide Transportation Improvement Program (STIP) Coordination Group
  - STIP/ODOT/MPO Meetings

Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region's issues are considered in decision-making.

- The Regional Safety and Security Plan was adopted in FY 2017. The planning process brought together stakeholders from multiple disciplines including planning, engineering, law enforcement, emergency services, health, and education, to understand the current safety conditions in the region and develop actions and strategies to mitigate these outcomes. A Safety Coordinator position has been created to ensure these actions and strategies are implemented.
  - The coordinated effort is providing both the MPO and Lane County an opportunity to collect data, analyze and understand multi-modal safety conditions in the region, develop recommended countermeasures to reduce fatal and serious injury crashes, and establish safety performance measures. Data collected will be integrated into the "Data Portal".
  - In early FY 18, MPC adopted into the plan targets for the federal safety performance measures.

## **UPWP WORK ELEMENTS**

### **A. Regional Transportation Plan and Long-Range Planning**

#### **UPDATE AND REVISED TIMELINE**

##### **I. RTP**

Update of the RTP began in FY 2018. However, Year 1 Tasks are now moved to Year 2 so they may be finalized. Work to date includes:

- Discussing the project with partners.
- Initiating a travel survey as an early outreach effort.

- Work with Metro and CH2M to develop a regional 4-step travel model.
- Solicitation and selection of UrbanSim to develop a regional land use allocation model.
- Drafting a white paper identifying FAST Act requirements.
- Drafting a project framework and timeline.

### **Tasks Year (FY 19) 2**

- Distribute white paper identifying FAST Act requirements for RTPs (including performance measures and targets), exploring potential framework options for our area's new plan, as well as outlining a process and timeline, among other pertinent elements.
- Draft Strategic Framework for update of RTP with goals, emphasis areas and strategies.
- Develop RTP Framework with refinements to policy/project elements consistent with direction from elected officials and input from the public, as needed.
- Address 2015 Federal Certification Review comments pertaining to the RTP.
- Evaluate RTP policy and performance measures with respect to greenhouse gas planning, safety, security, health, equity and resiliency.
- Conduct strategic assessment analysis with support from ODOT using the Regional Strategic Planning Model to inform RTP development.
- Fully integrate and reflect the Visions, Goals, and Strategies of the Regional Transportation Safety and Security Plan into the work plan for the update of the RTP. Look for opportunities to further integrate safety-related elements in all regional planning efforts.
- Evaluate the RTP for consistency with local planning documents and other statewide plans as well as with Federal and state requirements.
- Determine data needs to analyze existing and future conditions.
- Develop updated draft financial forecasts for the anticipated RTP plan horizon, including forecasts for roadway capital improvements, transit, bicycle and pedestrian improvements, operations and maintenance, and more.
- Draft modifications to the Congestion Management Process (CMP) to include:
  - Defined objectives for each CMP corridor;
  - Include a greater array of multi-modal performance measures to achieve stated objectives; and
  - Include a plan for periodic assessment of the effectiveness of implementation actions.
- Regional Stakeholder Committee meetings and follow-up.
- Interim/draft update products, including technical memorandums and reports, forecasts, scenarios, modeling results and other products, as appropriate.
- Public involvement, meetings, focus groups, workshops, as appropriate.

**Products Year 2**

- White paper to share with regional partners and serve as a blueprint for development of the new RTP.
- Draft “current conditions” report.
- Draft RTP Framework.

**2. Regional Intelligent Transportation System (ITS) Plan**

The Regional ITS planning process will now begin in FY19 and be integrated into the new RTP, creation of which will commence in FY19. Year 1 Tasks are now moved to Year 2 (FY19).

**Year 2 (FY19) Tasks**

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Develop a Plan framework that addresses priority issues and carryout the ITS Plan Update. Address recommendations and feedback from the Regional ITS Architecture Assessment and Architecture Feedback Report to strengthen the quality of the Plan update.
- Educate MPO Policy Board and regional staff on the effectiveness of ITS.
- Coordinate development of the ITS Plan with the Regional Transportation Safety Plan, and consider how ITS solutions may benefit safety.
- Leverage public involvement of the Regional Transportation Safety Plan and RTP with the ITS Plan.
- Conduct review of the Draft ITS Plan with local, state and federal partners,
- Coordinate the ITS Deployment Plan with investment strategies of regional partners.
- Integrate the ITS Plan into the RTP.
- Continue to collect, analyze and maintain the data collected via ITS projects: look for opportunities to streamline the transfer of data, incorporate data into a database, and address performances measure requirements and report to FHWA, as necessary.

ITS Plan tasks will require assistance from a consultant. The estimated cost of the consultant work is shown in the UPWP Financial Plan table.

**Year 2 Products**

- Regional ITS Committee meetings
- Draft ITS Plan

**3. Transportation Planning Performance Measures**

One task has been added:

- Coordinate with LTD through development of their Transit Asset Management Plan (TAMP) and integrate TAMP into RTP and MTIP.



One Product has been amended:

- “Benchmarks and performance measures” is amended to read “Accepted federal performance measures and targets.”

### RTP and Long-Range Planning REVISED ESTIMATED TIMELINE

Action Item Number/Title	Q1 and Q2 FY 2018	Q3 and Q4 FY 2018	Q1 and Q2 FY 2019	Q3 and Q4 FY 2019
1 RTP		Q4 Discuss and Formulate Proposed Framework for new RTP	Q1 Commence Development of new RTP	Q3 and Q4 Continue to Develop new RTP
2 Regional ITS Plan (part of RTP update)			Q1 Commence Draft ITS Plan Update	Q3 and Q4 Continue ITS Plan Update
3 Transportation Planning Performance Measures		Q3 adopt Federal Safety targets Q4 adopt Federal PM2 and PM3 targets	Q1 adopt transit targets from TAMP	Q3 and Q4 integrate PBPP into RTP and TIP
4 Safety Planning	Commence MPO's Safe Communities Program through the Work of the Safe Communities Coordinator; Data collection and analysis; Stakeholder Committee Meetings and public involvement; Strategic Framework development	Continue MPO's Safe Communities Program through the Work of the Safe Communities Coordinator; Draft Performance Monitoring Dashboard, Draft Collision Database; Implement Strategies	Continue MPO's Safe Communities Program through the Work of the Safe Communities Coordinator; ongoing maintenance of the Performance Monitoring Dashboard and Collision Database	Continue MPO's Safe Communities Program through the Work of the Safe Communities Coordinator; ongoing maintenance of the Performance Monitoring Dashboard and Collision Database
5 Major Facility Studies	See Special Projects Section			

## B. Programming and Implementation

### 1. Statewide Transportation Improvement Program (STIP)

#### Tasks Year 2

- Assist ODOT with development of FY 21-24 STIP
- Participate in the statewide TIP managers' working group.

### 2. Metropolitan Transportation Improvement Program (MTIP)

#### Tasks Year 2

- Coordinate with regional partners to begin development FY 21-24 MTIP.

#### FY 21-24 MTIP project entry REVISED ESTIMATED TIMELINE

Action Item Number/Title		Q1 and Q2	Q3 and Q4	Q1 and Q2	Q3 and Q4
		FY 2018	FY 2018	FY 2019	FY 2019
1	STIP				Begin FY 21-24 STIP Development
2	MTIP				Begin FY 21-24 MTIP Development

## C. Public Participation

*One Action Item has been added to this section:*

### 2. Americans with Disabilities Act (ADA) of 1990

The MPO will maintain its current ADA program and will ensure continued compliance with the requirements of the ADA of 1990.

As part of our program the MPO assures that no person shall on the grounds of race, color, national origin, disability, age, gender, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The MPO further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

In accordance with the requirements of the ADA of 1990, the The MPO will not discriminate against individuals with disabilities on the basis of disability in its services, programs, or activities. The MPO does not discriminate on the basis of disability in its

hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

The MPO will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities. The MPO will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the MPO's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

The MPO's ADA Coordinator is Paul Thompson, MPO Program Manager. Additional information is found on our website: <http://www.lcog.org/375/Report-a-Concern>

**Tasks Year 1 and 2**

- Maintain commitment to and compliance with the ADA of 1990.
- Update program as needed.

**Products Year 1 and 2**

- Maintain a fully compliant ADA program.

This action item is ongoing over throughout the FY2018-2019 UPWP.

**D. Air Quality Planning**

**REVISED ESTIMATED TIMELINE**

Action Item Number/Title	Q1 and Q2 FY 2018	Q3 and Q4 FY 2018	Q1 and Q2 FY 2019	Q3 and Q4 FY 2019
I Air Quality Performance Measures		Coordinate with ODOT regarding baseline values and targets for CMAQ On-Road Mobile Source Emissions PM	Adopt local targets or support state targets	Report on targets
Core Activities	On-going			

**E. Transportation System Modeling and Data Maintenance**

**REVISED ACTION ITEMS (LCOG)**

## 5. RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION

Metro is contracted to complete the MPO's new 4-step travel model within Fiscal Year 18. Tasks and Products identified in the UPWP will still occur in the iterative process described.

### F. Transportation Options

#### POINT2POINT Solutions Action Items and Tasks

##### I. Program Enhancements

- Develop and report on TO performance metrics, as directed by the regional partner agencies and through the Oregon Transportation Options Plan
- Develop enhanced marketing and outreach materials for local employers and employees with direction from the MPO partner agencies.
- Implement 'SmartTrips' Regional Residential Program:
  - Implement 'SmartTrips' individualized marketing in the region in partnership with the City of Eugene. Develop a regional SmartTrips New Resident Program along with a SmartTrips Revisit Program as funded is secured.
- Continue to collaborate on regional SmartTrips efforts including an annual strategy meeting and maintenance of the Lane SmartTrips regional website.
- Assist in the leadership and coordination of the regional SRTS program:
  - Coordinate planning, metrics documentation and outreach.
  - Coordinate with ODOT's statewide SRTS coordinator for potential collaborative efforts.
  - Analyze and report on data received from SRTS programs to regional partners as collected in the SRTS National database.
  - Develop, secure and manage grants for the program.
  - Enhance school and parent outreach and education efforts
  - Continually update walking route maps for the region's targeted public elementary, middle schools and high schools (55).
  - Assist the SRTS Coordinators and the local jurisdictions with identifying, documenting and prioritizing infrastructure improvements near schools. Work with partner agencies to review documentation and address these problems.
  - Assist with site action plan processes to maximize the number of completed action plans at local schools.
  - Provide ongoing staff support to the SRTS Coordinators in order to accomplish the goals and strategies identified in the SRTS 2016-2021 Regional Strategy document.
- Write small and large scale grants to support enhanced programs or pilot projects.

- Develop pilot project ideas that support new TO program ideas or projects, ideas include enhanced website features, targeted carshare marketing, digital marketing program pilots, vanpool or safety targeting mini campaigns

#### **Additional Products**

- Develop an Annual Report of program outcomes and report to ODOT and regional partners meeting the metrics as outlined by both.
- Distribute the annual ODOT TO Survey as directed by ODOT to the Lane MPO region.
- Grant writing, then securing of funds for pilot program ideas or projects.

## **2. Public Outreach Program Enhancements**

### **Tasks**

- Enhance the level of general outreach and awareness activities.
- Implement Rideshare Campaign for areas affected by transit service reductions, if needed.
- Increase volume of Drive Less Connect database registrants and user groups (businesses, higher education institutions, social services) using online ridesharing.
- Expand services for employers and their employees region-wide through an enhanced Emergency Ride Home program and Employer Transportation Coordinator efforts.
- Enhance the level of general outreach and awareness activities. Add new market niches to annual outreach contact efforts and revise annually.
- Enhance the level of employer program efforts including business outreach and ETC (Employer Transportation Coordinator) support.
- Continue enhanced vanpool outreach
- Develop a Process and Corresponding Strategies to communicate travel options for new, relocating or non-participating regional businesses
- Continue the roll out and expansion of the Train the Trainer outreach program
- Enhance the level of engagement with the UO campus through collaboration with UO Parking and Transportation.

### **Products**

- Rideshare Campaign marketing materials
- Drive Less Connect campaign marketing materials
- Database Quarterly Report
- ETC Marketing Materials
- ETC Resource Web Page
- Employer Marketing Materials
- Develop general TO messaging materials for regional staff use.
- Online Downloadable Employer Forms and Product Requests
- TO Checklists for new, relocating or non TO participating businesses
- Develop and timeline and action list for the Train the Trainer program.

- ❑ Development of an annual goal setting with targeted milestones for the UO TO collaborative effort. Work with City of Eugene throughout the process.

## **POINT2POINT SOLUTIONS ONGOING OPERATIONS**

### *Employer/Employee Transportation Benefits Program Activities*

- Increase awareness of discounted transit benefits through LTD's Group Pass Programs.
- Provide Parking Management services and strategies for employers/developers of projects in the MPO.
- Administer and monitor Vanpool Subsidy Fund from National Transit Database (NTD) revenues reflecting vanpool VMT.
- Coordinate the regional Business Commute Challenge event.
- Coordinate ongoing outreach and education efforts in the region to increase awareness and use of TO by the regional traveling public.
- Coordinate Emergency Ride Home (ERH) incentive program services through area employers.
- Promote awareness and use of carsharing programs.
- Promote TO services as available travel options to employees/employers in the region.
- Provide technical assistance to employers in the region with Employee Transportation Coordinators (ETC) which provides a designated coordinator of employer transportation benefits.
- Develop employer surveys, as needed, to enhance employer awareness of employee travel.
- Continue to offer ride-matching services for commuters in the region through Ridesharing Program Activities such as carpool matching.
- Continue marketing to increase the number of commuters and ERH worksites in the rideshare database.
- Work with statewide TO partners to continue support for the statewide web-based ride matching system.
- Continue to promote and provide management support of vanpools in the service areas of the Valley VanPool consortium, a partnership with Cherriots (Salem area) and Oregon Cascades West Council of Governments (Benton, Linn and Lincoln Counties).
- Continue to promote TO through the Business Commute Challenge and the Oregon Drive Less Challenge. Provide information and incentives to participating employers to help encourage participation of their employees.
- Continue to attend employer tabling opportunities to enhance awareness of employer travel options.
- Maximize partnerships with health and social services providers by developing more formalized partnerships.

### *School Solutions/Safe Routes to School K-12 Program Activities*

- Continue promoting alternative ways to school for students through the Smart Ways to School Program. This program partners with K-12 schools throughout the region to improve school safety while reducing energy consumption and traffic congestion.
- Continue to promote and provide free carpool match services through the Carpool Activities programs for families of K-12 students.
- Continue to promote and provide assistance to parents interested in forming groups of students to walk and bike to/from school Walk and Bike Activities: (Families of K-12 students)
- Assist schools seeking and using Safe Routes to School funding to increase the number of students who walk or bike to/from school and reduce school-related vehicle trips for families of K-8 students.
- Help foster collaborative community efforts that increase walking and biking while reducing school-related traffic.
- Market LTD's School Transit Pass Programs to schools that will provide transit service to students in grades 6-12.
- Work with LTD staff to seek reinstatement of funding for the Student Transit Pass Program as part of the agency's Transit Activities for families of grade 6-12 students. Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes.
- Provide leadership and technical assistance for the Regional Safe Routes to School (SRTS) Program that leverages existing success and expands SRTS involvement among schools, parents, students, jurisdictions, and community groups. Seek ways to fully fund the Regional SRTS activities on a sustainable basis.
- Work with school coordinators to assist with program documentation, coordination of joint programs, and scheduling of staffing events.
- Work with coordinators to conduct outreach and awareness for to families for all their trips as outlined in the Point2point 2015-2020 Strategic Plan.

#### *Congestion Mitigation Program Activities*

- Continue targeted outreach of Point2point programs and services in areas along key congested corridors in partnership with other jurisdictions. Areas may include corridors that exceed or are expected to exceed an established level of service (LOS) or areas experiencing or projected to have high levels of congestion due to new development, major road construction, events, or defined EmX corridors or other transit corridors that may experience reduction in service.
- Collaborate with MPO regarding KeepUsMoving.Info website providing commuter information of TO.
- Participate in Regional Construction Coordination annual meeting and present Point2point service opportunities.
- Help increase awareness and use of the MPO's KeepUsMoving.Info website providing commuter information of TO.

- Update and market carpool awareness signage on the major highways in the region in coordination with ODOT.

#### *Park & Ride Activities*

- Continue to promote Park & Ride locations and make recommendations to LTD regarding additional locations as demand dictates.
- When necessary, recommend improvements and enhancements for Park & Ride wayfinding.
- Maintain and expand bike locker rental and long-term storage programs.

#### *Community Awareness and Outreach Efforts*

- Develop and maintain robust community education and outreach programs that target diverse community groups.
- Develop education and outreach materials that enhance general TO awareness.
- Implement coordinated campaigns with ODOT and other statewide TO agencies, i.e. Be Seen Be Safe Safety Campaign.
- Support recommendations of the Regional Transportation Options Plan.
- Continue to support marketing and outreach efforts of the MPO Regional Carsharing Program.
- Assist ODOT and statewide stakeholder teams with the development of the Statewide Transportation Options Implementation Plan.
- Promote programs and services through targeted social media outlets.
- Increase awareness of regional TO services by enhancing the Point2point website.
- Develop and maintain a Train the Trainer program to increase awareness of TO throughout social service agencies.
- Continue to work with local media to create opportunities for earned media on TO related events or general awareness.

## **City of Eugene Action Items and Tasks**

### **I. SmartTrips Eugene**

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all of their TO including transit, walking, bicycling, carpooling, and combining trips. Key components feature biking and walking maps and organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. SmartTrips program funding has been secured for programs in west Eugene in 2018 This location was chosen to promote usage of EmX West which was open for service in September 2017.



**Tasks**

- Schedule events and decide upon quantities of specific materials and incentives needed.
- Review existing materials and determine amounts needed based on targeted number of households to reach.
- Address gaps in content and materials by developing and producing existing or new, bilingual materials as warranted.
- Conduct individualized outreach and marketing, including staff time and project implementation.
- Focus on vulnerable populations including elementary and middle school students, older adults, and Latinos.
- After campaign, measure changes in residents' travel behavior. Analyze trends using secondary data sources.

**Products**

- Schedule of events, list of materials and quantities, plan to create new materials.
- Development of pre-and post-campaign questionnaires. Survey data provided in spreadsheet format or other useable electronic format.
- Preliminary report on households reached, materials delivered and any anecdotal or qualitative information gathered during the project through this point.
- Final report, documenting project implementation steps, methods, analysis of results and lessons learned.

**2. Eugene Sunday Streets**

Eugene Sunday Streets is a free community event that premiered in Eugene in summer 2011. Since 2013, the city has held two Sunday Streets events each summer and plans to continue to hold two each summer. Eugene Sunday Streets features a car-free route that opens the streets for people to walk, bike and roll. Activity centers at our local parks host free healthy and active activities such as fitness classes, dancing, yoga, slacklining, live music and more. These events are working to get more people to use active modes of transportation thus improving our community's livability and health.

**Tasks**

- Recruit and coordinate over 200 volunteers to support the event.
- Select the route and work with the community and internal city staff on the logistics of the event and the route. This includes the traffic control plan, vendor coordination, resident information and day of logistics like signage and bathrooms.
- Promote the event widely through advertising and outreach.
- Secure and coordinate sponsors to fund the event.

**Products**

- ☐ Two Eugene Sunday Streets events in FY19

**3. Parties in the Park**

To reach new neighborhoods with the education and encouragement messaging that we provide through Sunday Streets and SmartTrips, the City of Eugene piloted a new program in 2016 called Party in the Park. This is a partnership between the City of Eugene's TO group and our Recreation and Cultural Services Division. We target neighborhoods with disadvantaged populations that are harder to reach with our Sunday Streets events. The City of Eugene is holding 7 Parties in the Park events in 2018 and each event will have the following elements:

- Traffic Garden/Bike Rodeo
- Helmet Giveaways
- Basic Bike Tune-Ups
- Outreach for our Crosswalk Education Campaign
- Information about upcoming transportation projects in the neighborhood

**CITY OF EUGENE ONGOING OPERATIONS**

- Contribute to regional TO activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide in both English and Spanish. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 2,000 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.
- Participate in the multi-jurisdictional Eugene Safe Routes to School Team to guide the implementation actions contained in the Eugene Pedestrian and Bicycle Strategic Plan to increase the number of students who walk or bike to school. Attend team meetings, develop team goals and measures, meet with school officials, provide safety education, examine traffic safety around schools, develop walk and bike routes to school, and develop grants to fund education and infrastructure improvements.

- Implement high priority actions identified in the Pedestrian and Bicycle Strategic Plan.
- Conduct Breakfast at the Bridges events one Friday each month in the late spring, summer and early fall to encourage walking and biking along the shared use path system.
- Coordinate the City’s traffic safety education program. This includes creating online and print materials as well as developing videos when necessary. We also support any regional safety campaigns when needed.

### **OTHER PARTNER AGENCY TASKS**

*Partner Agencies: City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Plan Options/Transportation Demand Management strategic plan.
- Contribute to regional TO activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Implement the Business Commute Challenge along with local partners, including point2point Solutions.
- Coordinate with point2point Solutions on the “Wheels by the Willamette” bike promotional event (Springfield).

## **G. Intergovernmental Coordination**

**NOTE: No changes to this section.**

## SPECIAL PROJECTS

Coordination throughout the life of the transportation projects is vital to their success. The list below contains the special projects scheduled within this UPWP's timeframe.

### ***Comprehensive Operations Analysis (COA)***

The COA will involve a comprehensive, objective examination of LTD's range of mobility services. The primary goal of the project is to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that the Lane Transit District can use to guide future transit planning and investment. In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide LTD service development moving forward, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making.

A specific task included in the COA is the Pedestrian Network Analysis funded using STBG funds. Through the Pedestrian Network Analysis Project, LTD and its regional partners are developing an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit.

Lead Agency: Lane Transit District

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Underway

Estimated Completion: 2019

Estimated Project Cost: \$297,000

Funding Source: STBG, Local

### ***Santa Clara Community Transit Center***

The Santa Clara Community Transit Center/Park-and-Ride project will provide a multi-bay transit station, park-and-ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the city's growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking.

Lead Agency: LTD

Partner Agencies: ODOT, Lane County, City of Eugene

Current Status: in progress

Estimated Completion: 2021

Estimated Project Cost: \$10,000,000

Funding Source: FTA 5307, State ConnectOregon grant, Local

### ***Main Street/McVay Transit Study***

The purpose of the Main-McVay Transit Study is to analyze Main Street and McVay Highway transit improvements with respect to need, technical viability, and public support. Existing transit service on Main Street is hindered by overcrowded buses and traffic congestion. Both Main Street and McVay transit service also have safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings. If not addressed, these issues will worsen in the future as the corridor's population, employment, and transit ridership increase.

To date, the Project has completed screening of potential transit solutions along the corridor. The Stakeholder Advisory Committee has made final recommendations to the Governance Team, which will then make its final recommendations to the Springfield City Council and LTD Board in 2015 about transit solutions which hold the most promise for resolving transportation problems in the Corridor. Potential transit solutions may then be forwarded for further study and analysis as part of a (National Environmental Policy Act (NEPA) process.

A NEPA process would involve additional evaluation and refinement of the Most Promising Solutions and selection of a Locally Preferred Alternative either as part of, or prior to completion of the appropriate NEPA document.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Working with ODOT and Springfield to establish a process for coordination between this effort and the Main Street Safety Project.

Estimated Completion: 2019/2020

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

### ***Safe Communities Program***

The regional Safe Communities Program is a project that will focus on implementing recent regional safety planning efforts across jurisdictions. This collaborative program will focus on reducing fatal and severe injuries as a result of traffic collisions in Lane County.

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD

Current Status:

Estimated Completion: TBD

Estimated Project Cost: \$95,000

Funding Source: ODOT TSD Funds

### **Franklin Boulevard Project, Phase 1 Design and Construction**

The Franklin Boulevard Redevelopment Phase I Project is underway, with expected completion in late 2018. The project provides modern urban standard improvements on the old Hwy 99 section, currently known as Franklin Boulevard, in the Glenwood area between the Union Pacific rail overcrossing and Mississippi Ave. Project design, right of way and utility work are complete. Phase I includes modern safety improvements for pedestrians, bicyclists and drivers such as lighting, sidewalks on both sides of the street, pedestrian islands, separated bike facilities and roundabouts

Lead Agency: City of Springfield  
 Partner Agencies: ODOT, LTD  
 Current Status: Construction in progress.  
 Estimated Completion: Phase I construction, Fall 2018  
 Estimated Project Cost: \$13,900,000  
 Funding Source: STP-U, STIP, Other

### **Franklin Boulevard Project, Phase 2 Design and Construction**

As funding becomes available the City of Springfield intends to complete the remaining phase(s) of Franklin Blvd. improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave. to Glenwood Blvd.

Lead Agency: City of Springfield  
 Partner Agencies: ODOT, LTD  
 Current Status: 15% design complete, NEPA complete, remainder TBD  
 Estimated Completion: TBD  
 Estimated Project Cost: TBD  
 Funding Source: TBD

### **Glenwood Riverfront Path**

Glenwood Refinement Plan policies identify the Glenwood Riverfront Path project—a proposed multi-use path alignment along the Willamette River in Glenwood from I-5 to the southern tip of Springfield’s Urban Growth Boundary—as envisioned in adopted regional and local transportation, open space, and recreation plans. As part of the I-5 Willamette River Bridge project, a viaduct has been constructed and a temporary wide sidewalk path extension along Franklin Boulevard to Glenwood Boulevard was constructed to create the western link to the regional system on the south bank. Given the complex requirements and interdependencies associated with effectively delivering multiple public open space-related projects along the Willamette River in Glenwood (floodplain mapping updates, establishing Greenway Setback, water quality/storm water management projects, habitat and riparian protection/restoration/mitigation projects, developing linear park and multi-use path, etc.), the project management plan will assist the City in proceeding to NEPA, design and construction of the riverfront path in an efficient and effective manner.

Lead Agency: City of Springfield  
 Partner Agencies: ODOT and Willamalane  
 Current Status: Viaduct construction & project management plan complete. NEPA, design & construction to follow.  
 Estimated Completion: TBD  
 Estimated Project Cost: TBD

Funding Source: STP-U, Other

### ***Springfield Downtown Demonstration Project***

This catalytic project will install pedestrian scale decorative street lights with LED light fixtures in Springfield's downtown. Decorative lights have been installed in portions of Springfield's downtown to improve safety, visibility, and aesthetics in the area and additional phases are planned as funding becomes available.

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Future phases pending funding.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: Urban Renewal

### ***Gateway/Kruse – Hutton/Beltline***

The City of Springfield anticipates studying near and long term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections.

Local Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: TBD

Estimated Completion: 2019

Estimated Project Cost: \$100,000

Funding Source: TBD

### ***Beltline Highway: Delta Highway to River Road Project***

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. In 2018 ODOT will begin developing more detailed designs for the conceptual improvements recommended in the facility plan. This will include additional public involvement, identifying preferred and priority projects, and preparing environmental documentation. The limits and name of the project have changed, because improvements to the Coburg Rd interchange have already been completed.

Lead Agency: ODOT

Partner Agencies: ODOT, Lane County, City of Eugene, LTD

Current Status: The previously established Steering Committee reconvened in Nov. 2017. Several public open houses and Citizen Advisory Committee meetings will be held in 2018.

Estimated Completion: 2020

Estimated Project Cost: \$5 M

Funding Source: Various state and federal funds.

### ***Main Street Pedestrian Crossings***

In a collaborative effort between the City of Springfield, ODOT and LTD, six pedestrian crossing improvements recommended by the 2010 Main Street Pedestrian Safety Study have

been constructed to provide safer crossing opportunities along the Main Street corridor. An additional pedestrian crossing is planned to be constructed on Main Street between 66<sup>th</sup> Street and 67<sup>th</sup> Street.

Local Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Six crossings are completed, one pending construction in 2018

Estimated Completion: 2018

Estimated Project Cost: \$900,000

Fund Source: S080

### **Main Street Safety Project**

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126 East) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The project will assess existing and future transportation safety and mobility conditions within the study area for all modes of travel and identify solutions for adoption into state and local plans. This will include an analysis of the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised safety median treatments and roundabouts. The plan will consider future Bus Rapid Transit (BRT) along the corridor and develop alternative solutions in coordination with Lane Transit District (LTD).

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Work will begin in Spring 2018. The contract between ODOT and the consultant (DKS) is currently being reviewed.

Estimated Completion: 2020

Estimated Project Cost: \$715,000 (plus \$200,000 city staff time, reimbursed by ODOT)

Funding Source: ODOT SPR (state planning research)

### **Virginia-Daisy Bikeway Project**

The City of Springfield conducted a bikeway analysis on this parallel route to Main St./OR 126B between Bob Straub Parkway and 32<sup>nd</sup> St. The City Council selected the final design concept in November 2016. The project is in the design engineering phase, with construction of the bikeway project in coordination with the overlay of the corridor and storm water treatment facilities expected in 2018 and 2019.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Final design concept selected. Design engineering 2017 and early 2018. Construction expected 2018 and 2019.

Estimated Completion: 2019

Estimated Project Cost: \$800,000

Funding Source: ODOT Bike/Ped Program

Funding Source: Other

### **Franklin Boulevard Design Refinement Study (Eugene)**

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented



arterial to a multiway boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. This project entails refining the street design including determining whether the multiway boulevard is still the best design approach for achieving the city's objectives for this street. The final product will be a refined and more detailed conceptual design and cost estimate.

Lead Agency: City of Eugene  
 Partner Agencies: LTD, ODOT  
 Current Status: Issuing RFP to retain design and engineering firms  
 Estimated Completion: 2019  
 Estimated Project Cost: \$650,000  
 Funding Source: STP-U

### ***MovingAhead***

The City of Eugene and Lane Transit District will look at possibilities for increasing walkability and bicycle access, desired levels of transit services, station area requirements, and right of way needs. This project builds upon the vast Envision Eugene/TSP public discourse and preliminary market research with new stakeholder participation to create context-sensitive, realistic objectives and metrics for success.

Lead Agencies: City of Eugene, LTD  
 Partner Agencies: City of Springfield, ODOT, Lane County, LCOG  
 Current Status: Scoping Estimated Cost: \$651,730 (additional funding may be needed)  
 Estimated Completion: 2018  
 Funding Source: STP-U

### ***MovingAhead (NEPA)***

The City of Eugene and Lane Transit District will identify alternatives for multi-modal corridor development that will be evaluated through a programmatic alternatives analysis. Required environmental documentation and preliminary engineering will be completed for one or more corridors. The original project name was *NW Eugene LCC Transit Corridors Plan*, and has since been revised to better suit the project.

Lead Agencies: City of Eugene, LTD  
 Partner Agencies: ODOT, Lane County, LCOG  
 Current Status: Scoping Estimated Cost: \$2,225,000  
 Estimated Completion: 2019  
 Funding Source: STP-FLX

### ***Eugene Street Design Standards***

The document guiding the design of street features in the City of Eugene is currently the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways. It provides specific direction on transportation policies as they apply to Eugene's major streets

and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the Design Standards and Guidelines has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. An update to this plan, tentatively renamed Eugene Street Design Standards, will focus on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene  
 Partner Agencies: ODOT, Lane County, LTD  
 Current Status: Scoping  
 Estimated Completion: 2018  
 Estimated Project Cost: \$112,000  
 Funding Source: STP-U

### ***Springfield Street Design Standards***

Springfield's street design standards are outdated and outmoded. Based on the policies and implementation actions in the 2035 Transportation System Plan, this project will modernize the city's street standards, moving to a complete streets approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield  
 Partner Agencies: ODOT, Lane County  
 Current Status: TBD  
 Estimated Completion: 2019  
 Estimated Project Cost: \$100,000  
 Funding Source: TBD

### ***River Road Transit Community Implementation Plan (Eugene)***

The Federal Transit Administration (FTA) awarded Lane Transit District and the City of Eugene a \$450,000 grant to conduct a transit-oriented development planning project along the River Road corridor. The planning initiative will (1) analyze the housing affordability issues that may follow the construction of major transit infrastructure in the corridor, (2) convene public design workshops (i.e., charrettes) to create a future vision of the built environment, and (3) conduct a 'Triple Transit Analysis' to address the financial feasibility of the vision, its effect on transit service, and compatibility with the existing development pattern. The final deliverables are amendments to the comprehensive plan and land use code to adopt development standards that implement the publically preferred vision.

Lead Agency: City of Eugene (project management lead)  
 Partner Agencies: LTD (lead grant recipient)  
 Current Status: Issuing RFP to retain planning, urban design, real estate/ economics firms  
 Estimated Completion: 2019  
 Grant award (total Project budget): \$450,000 (in-kind services are provided as a local match)  
 Funding Source: FTA Transit-Oriented Development Planning Pilot Program Grant

### ***Eugene-Springfield Safe Routes to School Planning***

City of Eugene, City of Springfield, Lane County, Point2Point, LTD and ODOT staff work with the Safe Routes to School (SRTS) coordinators with the Bethel, Eugene 4J and Springfield school districts to develop Safe Routes to School infrastructure plans for elementary and middle schools.

Lead Agency: City of Eugene

Partner Agencies: City of Springfield, Lane County, Point2Point, LTD, ODOT, Eugene 4J School District, Bethel School District and Springfield Public Schools

Current Status: ongoing

Estimated Project Cost: no definite cost; this is an ongoing program to develop SRTS plans for area schools

Funding Source: STP-U, City of Eugene Road Fund, Springfield Public Schools funding and CMAQ will pay for staff time; separate funds will be sought to implement capital projects that are called for in the SRTS plans.

### ***City of Eugene Bike Share***

The City of Eugene is developing a bike share system. The first phase will be in downtown Eugene, the Whiteaker neighborhoods and on and around the University of Oregon campus. The City has contracted with Social Bikes to provide the equipment and operate a system of 300 bikes and around 35 stations.

Lead Agency: City of Eugene

Partner Agencies: LTD, University of Oregon

Current Status: System will launch in April 2018

Estimated Project Cost: \$1,136,333

Funding Source: ConnectOregon V, University of Oregon, City of Eugene Riverfront Urban Renewal District

### ***City of Eugene Vision Zero Action Plan***

In November, 2015, the Eugene City Council adopted a Vision Zero policy with a goal of zero fatalities and serious injuries on the city's transportation system. The City Council tasked staff with forming a Vision Zero Task Force and working with this group and community stakeholders to develop a Vision Zero Action Plan. It is expected that the Action Plan will be adopted in late winter 2018.

Lead Agency: City of Eugene

Partner Agencies: ODOT, LTD, Lane County

Estimated Project Cost: \$80,000

Funding Source: ODOT Safety Program, internal city funds

### ***ORI26: Eugene to Veneta NEPA study***

ODOT prepared the Highway 126 Fern Ridge Corridor Plan in 2012 to identify improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions include turn lanes, bus pullouts, and widening the roadway to four lanes. The next step in the process (Phase 2) is to prepare documentation to comply with the NEPA. This includes refining design concepts, evaluating potential impacts, and selecting a locally preferred alternative.

Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, and Veneta will be consulted.

Current Status: Project is currently being scoped. Work will begin in 2018.  
 Estimated Completion: 2020  
 Estimated Project Cost: \$3 M  
 Funding Source: State and federal funds specified in Oregon HB 2017.

### ***City of Springfield TSP Code Implementation***

The Springfield TSP was adopted in March 2014. In order to realize plan implementation, certain amendments are necessary to the Springfield Development code to bring this code up to date with respect to policies and actions identified in the TSP. Additionally, the implementation project will adopt a Conceptual Street Map and several refinements to the TSP project list and figures to support implementation of the TSP policies.

Lead Agency: City of Springfield  
 Partner Agencies: ODOT, Lane County, LTD  
 Current Status: Draft Springfield Development Code Conceptual Street Map and TSP Project List and Figures changes developed. Adoption expected by summer 2018.  
 Estimated Completion: 2018  
 Estimated Project Cost: \$100,000  
 Funding Source: Other

### ***Springfield Bicycle and Pedestrian Master Plan***

One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield as an alternative to auto usage for many trips.

Lead Agency: City of Springfield  
 Partner Agencies: Point2Point, LTD  
 Current Status: Unprogrammed  
 Estimated Completion: TBD  
 Estimated Project Cost: TBD  
 Funding Source: TBD

### ***Regional Bike Hub Design Standards***

This regional project will help establish design and amenity standards for regional bicycle hubs all around the MPO area. In a collaborative effort this project also includes a pilot bicycle hub located in the City of Coburg. This pilot location connects to the 127 mile Willamette Valley Scenic Bikeway.

Lead Agency: City of Coburg  
 Partner Agencies: Point2Point, LCOG  
 Current Status: Project scoping and estimating in progress  
 Estimated Completion: TBD  
 Estimated Project Cost: \$TBD  
 Funding Source: TBD

## RELATED PLANNING EFFORTS

### ***Gateway Refinement Plan Update***

The City is currently working on a modest urban growth boundary expansion for employment lands within the larger 2030 Comprehensive Plan project that will adopt a new UGB, and new Economic and Urbanization elements to the City's Comprehensive Plan. Once the 2030 Plan update is acknowledged by the State of Oregon, the City will need to amend the Gateway Refinement Plan to bring in the new area and plan for urban level of land uses and infrastructure.

Lead Agency: City of Springfield  
 Partner Agencies: ODOT, DLCD, LTD  
 Current Status: TBD  
 Estimated Completion: TBD  
 Estimated Project Cost: TBD  
 Funding Source: TBD

### ***Lane County ADA Transition Plan***

Lane County seeks to develop a pedestrian system that is accessible to everyone. In alignment with this goal, the ADA Transition Plan will focus specifically on Lane County's public right-of-way, including with Lane County facilities in the Central Lane Metropolitan Planning Area. This Transition Plan is not just about meeting a regulatory requirement, although the desired outcome of the Plan is to bring Lane County's intersections within the public ROW up-to-date with current ADA standards. As Lane County's first-ever ADA Transition Plan, this planning effort is intended to shift the focus of ADA compliance from not just another design requirement but also view ADA compliance as a major customer service priority. This planning process will include an assessment of current practices and a focus on fulfilling Lane County's overall mission. The Lane County ADA Transition Plan will align with the ODOT ADA Transition Plan's commitment to safe movement and access to all ODOT-managed programs and public rights of way without discrimination and enable this scope to extend to the Lane County managed facilities and public rights-of-way.

Lead Agency: Lane County  
 Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG  
 Current Status: Initial inventory completed; public outreach to occur in 2018.  
 Estimated Completion: December 2018  
 Estimated Project Cost: TBD  
 Funding Source: Other

### ***Lane County Bicycle and Pedestrian Plan / Safe Routes to School Plan***

The objective of this new plan is to establish a comprehensive guide for supporting active transportation throughout Lane County, including within the Central Lane Metropolitan Planning Area. The guidance provided by this plan will include mapping networks (existing and visionary), identify infrastructure needs, and recommend actions to create safe, efficient and convenient opportunities for people to get where they need to go with human-powered transportation. This Bike and Pedestrian Plan will have a SRTS emphasis by prioritizing walking and bicycling connections between student populations and schools.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG  
 Current Status: Not yet started  
 Estimated Completion: TBD  
 Estimated Project Cost: TBD  
 Funding Source: TBD

### ***CLMPO Alternate mobility target and performance measure analysis***

ODOT, with the help of a consultant, will be compiling all of the of alternative mobility targets identified in the recently completed Transportation System Plans (TSPs) for the local governments within the MPO, preparing documentation, and bringing them to the Oregon Transportation Commission (OTC) for adoption as amendments to the Oregon Highway Plan. The consultant will also assist the local governments within the MPO in developing regional performance measures. The measures will support the collective goals identified in the individual TSPs adopted by each jurisdiction.

Lead Agency: ODOT  
 Partner Agencies: Coburg, Eugene, Lane County, Springfield  
 Current Status: A contract with the consultant is currently being prepared. Work will begin in 2018.  
 Estimated Completion: 2018  
 Estimated Project Cost: \$98,000  
 Funding Source: ODOT SPR (state planning research)

## **TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM**

### **TGM Projects Inside the MPO**

#### ***Springfield Downtown Mixed-Use Plan District Design Standards***

This project will update design standards (Springfield Development Code, Engineering Design Standards Manual and Municipal Code) — to support the revitalization of the downtown mixed use node.

Lead Agency: City of Springfield  
 Partner Agencies: ODOT TGM Code Assistance Program  
 Current Status: Project planning underway  
 Estimated Completion: Summer, 2018  
 Estimated Project Cost: TBD  
 Funding Source: TGM, City

# FY 2019 FUNDING

Work Element	Source of Funds					TOTALS			
	1	2	3						
	FTA Sec 5303	LTD 5303 Match	FHWA PL & ODOT Match	Central Lane MPO STP-U	Local STP-U Match	LCOG Total	Local Match Total	Estimated Consultant Total	UPWP Total
A Regional Transportation Plan (RTP) and Long-Range Planning	\$ 11,394	\$ 1,304	\$ 87,739	\$ 105,000	\$ 12,018	\$ 204,133	\$ 13,322	\$	\$ 217,454
B Programming and Implementation	\$ 13,673	\$ 1,565	\$ 33,746	\$ 50,000	\$ 5,723	\$ 97,419	\$ 7,288	\$	\$ 104,706
C Public Participation	\$ 13,673	\$ 1,565	\$ 60,742	\$ 10,000	\$ 1,145	\$ 84,415	\$ 2,709	\$	\$ 87,124
D Air Quality Planning	\$ 6,836	\$ 782	\$ 13,498	\$ 10,000	\$ 1,145	\$ 30,335	\$ 1,927	\$	\$ 32,262
E Transportation System Modeling and Data Maintenance	\$ 11,394	\$ 1,304	\$ 134,983	\$ 80,000	\$ 9,156	\$ 126,377	\$ 10,460	\$ 100,000	\$ 236,837
F Transportation Options	\$ 7,602	\$ 870	\$ 26,997	\$ 25,000	\$ 2,861	\$ 59,599	\$ 3,731	\$	\$ 63,330
G Intergovernmental Coordination	\$ 17,091	\$ 1,956	\$ 138,222	\$ 100,000	\$ 11,445	\$ 255,313	\$ 13,401	\$	\$ 268,715
H Direct Costs			\$ 25,000	\$ 50,000	\$ 5,723	\$ 75,000	\$ 5,723	\$	\$ 80,723
I MPO Partner Regional Transportation Planning				\$ 170,000	\$ 19,457		\$ 19,457		\$ 189,457
J Point2Point Regional Transportation Options Funding				\$ 300,000	\$ 34,336		\$ 34,336		\$ 334,336
L Intelligent Transportation Systems (ITS) Plan				\$ 50,000	\$ 5,723	\$ -	\$ 5,723	\$ 50,000	\$ 55,723
M Land Use Model				\$ 80,000	\$ 9,156		\$ 9,156	\$ 80,000	\$ 89,156
N Traffic Counts				\$ 20,000	\$ 2,289	\$ -	\$ 2,289	\$ 20,000	\$ 22,289
O LTD Data	\$ 50,000	\$ 5,723				\$ 50,000	\$ 5,723		\$ 55,723
P Member Services (minimum)	\$ 20,000	\$ 2,289	\$ 20,000	\$ 20,000	\$ 2,289	\$ 60,000	\$ 4,578		\$ 64,578
<b>TOTALS</b>	\$ 151,663	\$ 17,359	\$ 540,927	\$ 1,070,000	\$ 122,465	\$ 1,042,590	\$ 139,823	\$ 250,000	\$ 1,902,413

Funding amounts are estimates only, based on anticipated amounts.