APPENDIX A:

CORE AREA REPORT: TRANSPORTATION

Executive Summary

The following Transportation Core Area Report provides an overview of the guiding plans, involved agencies, and policy drivers of transportation issues in the Eugene-Springfield metropolitan area.

This report is part of a Baseline Assessment of Plans (Baseline Assessment) initiated by the Lane Livability Consortium and conducted by the Community Planning Workshop (CPW) at the University of Oregon. The overall purpose of the Baseline Assessment is to establish a common understanding of existing community and regional plans, identify opportunities to create stronger synergies among plans and agency efforts, and develop more efficient planning processes and methods in a time of scarce resources. The Baseline Assessment focused on four core planning areas including Economic Development, Housing, Public Health, and Transportation.

Each Core Area Report is informed by two components. First, CPW collected and reviewed regional and agency plans related to the four core planning areas. Second, a Core Area Team was formed which included the staff of agencies and organizations involved in the development or implementation of local economic development plans (see table 7 at the end of this document for a full list of individuals who participated in one or more of the core area meetings). A summary of key themes and outcomes from the review of plans and team meetings are outlined below. These themes are unique to the transportation field but explore gaps, challenges, and opportunities for coordinated development and implementation of plans within the transportation core area and across multiple core areas.

Transportation policy in the region is largely developed as a requirement of both state and federal policies. At the federal level, policies are guided by Moving Ahead for Progress in the 21st Century (MAP-21) (formerly SAFEETEA-LU). MAP-21 is the national transportation legislation that requires urbanized areas with 50,000 or more people to develop a Regional Transportation Plan that demonstrates system preservation and efficiency, energy conservation, and congestion relief. At the state level, transportation planning is guided and directed by several Oregon Administrative Rules (OAR) and Oregon Revised Statutes (ORS). These include goals for transportation planning, coordination with other state agencies, and coordination with local governments. Transportation goals and policies are reinforced with the cities' Comprehensive Plans, local refinement plans, and other regional plans.

Key Transportation Plans

- Coburg Transportation System Plan
- Eugene Transportation System Plan

- Lane Coordinated Public Transit Human Services Transportation Plan
- Lane County Transportation System Plan
- Regional Transportation Plan
- Springfield Transportation System Plan
- TransPlan
- Eugene Pedestrian and Bike Master Plan

Agencies and Organizations Involved in Transportation

- City of Eugene
- City of Springfield
- Lane County
- Lane Council of Governments (LCOG)
- Lane Transit District
- Oregon Department of Transportation
- The Central Lane Metropolitan Planning Organization (MPO)
- Federal Highway Administration
- Federal Transit Administration

Key Themes

- **Transportation is inherently linked to the other core areas.** Transportation is important to economic development, housing, and public health. Transportation helps shape the area's economic health and quality of life, and also influences patterns of growth.

- **Transportation planning is increasingly addressing how transportation actions influence livability and quality of life.** The quality, location, and type of transportation facilities and services available have an effect on broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets. Transportation planning decisions can also affect an area's visual quality, level of traffic noise, local air quality, community cohesion, and social interaction, all of which are important influences to quality of life. Transportation planners in the region are increasingly looking at these broader community livability and quality of life goals when planning transportation projects.

- **There is an increasing desire for accountability.** At all levels of transportation planning there is an increasing desire to demonstrate performance in order to ensure that spending on transportation will improve conditions, build the system we need, and achieved desired outcomes.

Gaps and Challenges

- **Funding obstacles and fiscal sustainability.** There are a number of funding challenges that affect our ability to make sustainable transportation investments. Revenues from gasoline taxes no longer cover the expenditures needed to maintain and construct roads. Maintenance costs are rapidly outstripping capital budgets. There is flat or decreased local, regional, and/or state funding for transit operations. There are limitations on the use of the state fuel tax fund. Also, since the

fuel tax is based upon the amount of gasoline used, improved fuel economy or less driving results in declining state fuel tax revenue. Inflation also decreases purchasing power. There are changes underway in the federal and state transportation funding process that seek to address some of these issues.

- **The connection between areas of affordable housing and transportation should be better recognized**. There is a need to find more ways to provide affordable housing, but this should also include transportation options that decrease household transportation costs, and which provide reliable and timely access to jobs, education, and services. New tools such as the *Housing+Transportation Affordability Index*[1] provide opportunities to analyze these issues in an integrated way.

- **Inadequate consideration of the health impacts of transportation investments and strategies.** Increasingly, health, transportation, and housing planners are recognizing the influence that transportation and community development can have on community health indicators. The urban form plays a critical role in influencing physical activity, particularly walking and cycling for transport. Active transport includes travel by foot, bicycle, and other non-motorized vehicles and has been identified as a strategy that could increase community physical activity levels while producing other environmental and social benefits. Several different modes of transportation also emit criteria air pollutants, greenhouse gases, and create noise, which can affect physical and mental health. However, there has been limited coordination across these planning fields. In particular, members of the Public Health Core Area have been limited by constrained resources (staff and funding) and are not aware of how these issues are being addressed in the broader community planning activities that are occurring in the region.

Opportunities

- **Development of new tools.** There are a number of new tools that are being developed that seek to consider transportation's influence on livability factors and quality of life. For example, the Oregon Department of Transportation is developing a Least Cost Planning tool (MOSAIC) that will help transportation planners and policy makers consider whether projects or programs would foster efficient development patterns that optimize travel, housing, employment, and infrastructure investment decisions. Other tools are under development as part of the Lane Livability Consortium work, including development of a triple bottom line assessment tool for use in evaluating transportation projects and programs, as well as development of the Sustainable Transportation Analysis and Rating System for local and regional transportation plans.

- **Development of new models for interaction.** Participants in the process recognize the value of working more cooperatively. There are some

[1] http://htaindex.cnt.org/

models that have been used in the region that provide examples of more integrated planning, such as work on the Regional Transportation Options Plan. In this planning process, there were a series of focused discussions with different stakeholders from recreation, employment, education, human services, and health and insurance interests that explored ways to leverage programs, strategies, and outline implementation possibilities to address specific transportation option perspectives and needs.

- **Linking all core areas**. There are a number of opportunities with significant planning processes to link all of the four core areas. In particular, the Scenario Planning Project to be completed for the region provides an excellent opportunity to evaluate how these issues can be linked in the planning process.

I. Introduction

A group of local agencies formed the Lane Livability Consortium (LLC) in 2010 to apply for and manage a Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development. The LLC provides a forum for community agencies and leaders to develop new approaches to issues of livability and sustainability in the Eugene-Springfield Metropolitan Area. These issues cross a variety of planning fields including economic development, public health, higher education, transportation, affordable housing, water and energy, infrastructure investments, and social equity.

This report is part of a Baseline Assessment of Plans commissioned by the Lane Livability Consortium and conducted by the Community Planning Workshop at the University of Oregon. The overall purpose of the Baseline Assessment of Plans is to establish a common understanding of existing community and regional plans, identify opportunities to create stronger synergies among plans and agency efforts, and develop more efficient planning processes and methods in a time of scarce resources. The Baseline Assessment focused on four core planning areas including Economic Development, Housing, Public Health, and Transportation.

The following report includes: (1) a description of the methods used to gather information from available plans and identify agency and staff perspectives; (2) identification of the major policy drivers for the transportation area; (3) descriptions of the primary transportation agencies; (4) summary descriptions of the guiding transportation plans; and (5) a summary of gap, challenges and opportunities for the transportation core area.

Purpose and Methods

The four Core Area Reports (Economic Development, Housing, Public Health, and Transportation) are intended to identify shared planning elements within each of the core areas. The reports also intend to reveal areas to improve linkages across core areas by identifying areas for integrating related planning policies and processes where applicable. Each core area report can be thought of as "vertical" components within the overall regional plan assessment effort. Subsequently, each report's analysis focuses on the breadth of a single planning function ranging from a broad regional scale to local implementation strategies.

Key Informant Interviews

The initial step in developing the Core Area Reports was to conduct key informant interviews with agencies participating in the LLC. This step allowed CPW to develop baseline information on existing regional planning processes and current planning efforts. The key informant interviews also identified additional plans to be included in the overall analysis.

Nine meetings were conducted with ten different agencies and CPW and included a total of 49 participants. Interviewees represented the following jurisdictions, organizations and agencies: Lane County and the cities of Eugene and Springfield, Eugene Water and Electric Board, Housing and Community Service Agency of Lane County, Lane Council of Governments, Lane Transit District, Springfield Utility

Board, St. Vincent de Paul Society of Lane County, Oregon Department of Transportation and the Oregon Regional Solutions Team.

Analysis of plans related to Transportation

Following the key informant interviews, CPW developed three preliminary tools to inform the analysis of gaps and opportunities across regional planning documents and processes. These tools include: (1) plan summaries that detail federal, state and local plan influencers, implementation processes, origins and relevance of data, and plan goals and objectives (Appendix B); (2) a set of timelines reflecting the creation, adoption, maintenance and lifespan of core area planning documents (Section III and Appendix B); and (3) a visual representation of core area relationships (Appendix C). Each tool informs the development of this core area report by offering CPW a means to dissect plans into logical segments and view relationships across plan goals, objectives, strategies, policies and actions.

Core Area Team meetings

Third, CPW worked with LLC members to form a Transportation Core Area Team (CAT) to review the plan summaries, identify relationships among plans, and discuss crossover issues. Each of the three meetings ranged in attendance from 10-20 people and consisted of LLC agency staff and additional participants from related community organizations. After reviewing the products developed from key informant interview meetings, members responded to the following three questions:

1. Do logical connections exist among the plan goals?
2. Do opportunities exist to improve connections between these existing plan goals?
3. What opportunities exist for connecting specific plan goals in one core area to plans in another core area?

The meetings focused on evaluating relationships between core area planning document goals. The meetings also informed CPW of current regional planning and collaboration efforts existing within each core area. Lastly, the CAT meetings exposed shared elements in these core areas tied to local planning documents and to improving the integration of planning policies and processes.

Fourth, CPW hosted a crossover “integration” meeting. This meeting was an opportunity for professionals from all agencies and core areas to discuss relatable crossover areas for future integration. CPW asked the group the following questions:

1. What crossover issues exist between core areas? And,
2. What are the greatest gaps, opportunities and challenges relevant to linking regional efforts across core areas?

Each core area met in a series of three grouped 30-minute discussions. Nearly 35 LLC stakeholders participated in the round table discussions. Members began identifying the degree to which the four core areas are connected and also identified specific areas in which further integration may be possible. The

outcomes and findings from this meeting inform this Core Area Report and generate ideas for increasing opportunities for regional collaboration.

II. Transportation Policy Drivers and Influencers

The Transportation Core Area is influenced by a number of factors and policies. These policies range from federal-level requirements, down to specific policies or requirements at the local level. This section describes the policies that determine transportation policy and funding, the specific agencies within the Eugene-Springfield area that are involved with transportation planning, and the regional forums and organizations that support regional transportation planning.

This section also briefly touches upon changes that are occurring at the state and federal level to modify the funding allocation process to be more flexible in the way in which agencies deliver projects. Transportation planning has evolved into a cooperative process as a result of many different influencing factors, but primarily because of the interconnected nature of the system. For instance, no single agency has responsibility for the entire transportation system. Some roads in our region may be part of the Interstate Highway System (IHS), but the road may be subject to certain standards and are maintained by the Oregon Department of Transportation (ODOT). Similarly, roadways located within cities may be maintained by Lane County or ODOT. In our region, the transit system is operated by Lane Transit District, but runs on roadways that are maintained by the local cities, Lane County, and ODOT. Roadways also do not end at traditional jurisdictional boundaries – they are systems and therefore rely on a more integrated, systems planning approach. As a result, there are a number of different plans that work together to provide the overall framework for transportation planning. U.S. DOT and its modal agencies oversee federal policies and programs.

As required by Oregon and federal legislation, The Oregon Transportation Plan provides an overall policy direction and framework for the state's transportation projects and improvements. The Plan includes an evaluation of the transportation needs and potential funding sources in order to help determine funding priorities and investment strategies for the Oregon transportation system. The Plan does not identify specific projects for development.

In accordance with federal regulations, the region's Metropolitan Planning Organization (MPO) is required to carry out metropolitan transportation planning in cooperation with the local cities, the state, and with operators of publicly owned transit services. The MPO approves the Regional Transportation Plan, which is a statement of the ways the region plans to invest in the transportation system. The Regional Transportation Plan (RTP) and the Oregon Transportation Plan must be consistent with each other. Under State law, the region must also develop a Regional Transportation System Plan (RTSP) to guide transportation system planning and development in the metropolitan area and establish transportation policies in support of the Metro Plan, the region's comprehensive land use plan. The RTSP also acts as a "bridge" between the local transportation system plans and the RTP.

At the local level, cities are required under the Oregon State Planning Goals and administrative rules to conduct transportation planning and develop a transportation system plan.

Similarly, funding for transportation programs occurs at various levels and tends to be cooperative. The funding for transportation plans and projects comes from a variety of sources including the federal government, state governments, special authorities, local assessment districts, local government general fund contributions (such as local property taxes), impact fees, and taxes. Federal funding, transferred to the state and later distributed to metropolitan areas, is typically the primary funding source for development of? major plans and projects. Most transit funds for urban areas are sent directly from the Federal Transit Administration (FTA) to the transit operator.

In order to receive funding for projects, the local transportation agencies have to go through a process of getting their project approved at the regional and state level[2]. When an agency or organization develops a project idea, the proposal must be compatible with the region's long-range plan, or Regional Transportation Plan. The proposal is added to local jurisdiction's priority list, which is later adopted by the Metropolitan Policy Committee. Following the local actions, the Oregon Transportation Commission is responsible for approving the priority list. Once approved, money to construct the project goes to the local jurisdiction where the project is to be built.

Despite this cooperative approach, there are a number of emerging issues that policymakers and transportation planners are trying to address. One key issue that is being addressed is the funding environment for transportation. There is presently a greater need for investment in transportation infrastructure and programs than the available funding can support. Generally, two kinds of funding are needed: initial, upfront money to build projects (often referred to as capital projects) and ongoing funds for operations and maintenance. The need for funding to support operations and maintenance is very high and, as a result, the ability to construct new projects to meet the demands of growth is challenged. Funding traditionally has been distributed through a system of different programs, which have created silos and did not allow for flexibility to address different types of improvements on a system through one coordinated project.

To address these issues, the State is trying to strategically integrate programs and funding sources and become a truly multimodal transportation agency that delivers sustainable transportation solutions which address a variety of state and community needs and objectives.

Transportation planning agencies are also working to improve the transportation system in a cost- effective way by adding bus rapid transit, improving existing roads, building 20-minute and/or transit oriented neighborhoods, and making traffic flow on existing roads more efficient.

[2] Lane Central MPO, "It's How we Get There That Matters – A Citizen's Guide to Transportation Planning", 2007. http://www.thempo.org/how_to_help/get_involved.cfm

This section reviews the federal enabling legislation that directs transportation, as well as the state and local influencers that guide the management of transportation investments and strategies.

Federal

At the federal level, Moving Ahead for Progress in the 21st Century (MAP-21) is the national transportation legislation that reauthorizes the Federal-aid highway program. The legislation requires urbanized areas with 50,000 or more people to develop a Regional Transportation Plan that demonstrates system preservation and efficiency, energy conservation and congestion relief. MAP-21 replaces SAFETEA-LU as the national transportation legislation. MAP-21 creates a streamlined, performance-based, and multimodal program to address the U.S. transportation system. The goal of the legislation is to improve safety, maintain infrastructure, reduce congestion, improve efficiency of the system, improve freight movement, and protect the environment. MAP-21 authorizes $82 billion in federal funding for fiscal years 2013 and 2014 for road, bridge, cycling, and walking improvements. The legislation is intended to simplify the complex array of existing programs by consolidating program structures into a smaller number of core programs[3]. The Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (known as SAFETEA-LU) is the national transportation legislation. Created in 2004, SAFETEA-LU also provides funding for federal surface transportation investments; this legislation will expire at the end of 2012 and be replaced with MAP-21.[4]

Title 23 of the Code of Federal Regulations, Part 450.3 requires each urban area to have a Metropolitan Planning Organization (or MPO). The MPO is designated to carry out the regional transportation planning process, in coordination with the State and transit agencies in the region. The MPO and these partners are expected to "cooperatively develop the unified planning work program, transportation, and transportation improvement program."[5] Funding is allocated to states and MPOs to complete transportation investments.

[3] Federal Highway Administration. "Summary of Moving Ahead for Progress in the 21st Century." . Accessed 3 July 2012.

[4] USDOT Federal Highway Administration. "SAFETEA-LU." http://www.fhwa.dot.gov/safetealu. Accessed 20 May 2012.

[5] Federal Highway Administration. "Code of Federal Regulations: 23 CFR." http://www.fhwa.dot.gov/hep/23cfr450.htm. Accessed 21 May 2012.

Table 1. Federal Policy Drivers and Influencer

Policy Driver/ Influencer	Description
Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)	SAFEETEA-LU is national transportation legislation that will expire at the end of fiscal year 2012. Between 2004 and 2012, it was the guiding national policy that impacted local transportation planning during that time. This law requires urbanized areas with 50,000 or more people to develop a Regional Transportation Plan that demonstrates system preservation and efficiency, energy conservation and congestion relief. SAFETEA-LU also provides funding for federal surface transportation investments[6].
Moving Ahead for Progress in the 21st Century (MAP-21)	MAP-21 replaces SAFETEA-LU as the national transportation legislation. MAP-21 reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation for two fiscal years[7]. MAP-21 creates a streamlined, performance-based, and multimodal program to address the U.S. transportation system. The goal of the legislation is to improve safety, maintain infrastructure, reduce congestion, improve efficiency of the system, enhance freight movement, and protect the environment. MAP-21 authorizes $82 billion in federal funding for fiscal years 2013 and 2014 for road, bridge, cycling, and walking improvements. The legislation is intended to simplify the complex array of existing programs by consolidating program structures into a smaller number of core programs.
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[6] USDOT Federal Highway Administration. "SAFETEA-LU." http://www.fhwa.dot.gov/safetealu. Accessed 20 May 2012.

[7] Federal Highway Administration. "Summary of Moving Ahead for Progress in the 21st Century." . Accessed 3 July 2012.

[8] Federal Highway Administration. "Code of Federal Regulations: 23 CFR." http://www.fhwa.dot.gov/hep/23cfr450.htm. Accessed 21 May 2012.

State

In Oregon, there are three important policy guides for transportation: State Land Use Planning Goal 12 – Transportation; the Transportation Planning Rule (OAR 660-012); and the Oregon Transportation Plan. In 1973, Oregon established the Statewide Planning Goals and Guidelines. Goal 12 was established to "provide and encourage a safe, convenient, and economic transportation system" and is mandated by an Oregon Administrative Rule. This law requires cities to include transportation planning in their comprehensive land use plans, as well as following a number of other requirements.[9] The Transportation Planning Rule (TPR) is the implementation tool for Goal 12. The purpose is to coordinate transportation and land use planning to facilitate movement of people and goods through a variety of modes. The TPR requires any changes in a comprehensive plan to be supported by adequate transportation facilities.[10] The third important guiding element of transportation planning in Oregon is the Oregon Transportation Plan. It is the overarching policy document for the state's airports, bicycle and pedestrian facilities, highways and roadways, ports and waterway facilities, pipelines, public transportation, and railroads.[11]

[9] LCDC. "Oregon's Statewide Planning Goals & Guidelines." http://www.oregon.gov/LCD/docs/goals/goals12.pdf. Accessed 20 May 2012.

[10] Oregon State Archives. "Division 12: Transportation Planning." http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html. Accessed 20 May 2012.

[11] Oregon Department of Transportation. "Oregon Transportation Plan." http://www.oregon.gov/ODOT/TD/TP/docs/OTP/OTPvol1.pdf. Accessed 20 May 2012.

Table 2. State Policy Drivers and Influencers

Policy Driver/ Influencer	Description
State Land Use Planning Goal 12 – Transportation	In 1973, Oregon established the Statewide Planning Goals and Guidelines. Goal 12 was established to "provide and encourage a safe, convenient and economic transportation system" and is mandated by an Oregon Administrative Rule. This law requires cities to include transportation planning in their comprehensive land use plans, and to follow a number of other requirements."[12]
The Transportation Planning Rule (OAR 660-012)	The Transportation Planning Rule (TPR) is the implementation tool for Goal 12. The purpose is to coordinate transportation and land use planning to facilitate movement of people and goods through a variety of modes. The TPR requires any changes in a comprehensive plan to be supported by adequate transportation facilities[13].
The Oregon Transportation Plan	The Oregon Transportation Plan is the overarching policy document for the state's airports, bicycle and pedestrian facilities, highways and roadways, ports and waterway facilities, pipelines, public transportation and railroads[14].
2015-2018 STIP	The Oregon Department of Transportation is proposing a new way to fund statewide projects and move away from the current method of modally-based programs. The proposed system creates two funding categories: enhancements and preservations. Enhancement projects are ones that improve safety while repairing transportation infrastructure. These are selected by ODOT based on highest priority. Preservation projects are selected through the Area Commissions on Transportation, and will be more responsive to local needs. This proposed system is meant to strategically select projects that are priorities for communities, rather than selecting project that "fit into prescribed programs." [15]
House Bill 2001 (The Jobs and Transportation Act)	House Bill 2001 is the transportation funding plan adopted by the 2009 Legislature. The legislation prioritizes accountability, innovation, and environmental stewardship. The plan includes highway, road and street funding, as well as multimodal funding. HB 2001

[12] LCDC. "Oregon's Statewide Planning Goals & Guidelines." http://www.oregon.gov/LCD/docs/goals/goals12.pdf. Accessed 20 May 2012.

[13] Oregon State Archives. "Division 12: Transportation Planning." http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html. Accessed 20 May 2012.

[14] Oregon Department of Transportation. "Oregon Transportation Plan." http://www.oregon.gov/ODOT/TD/TP/docs/OTP/OTPvol1.pdf. Accessed 20 May 2012.

[15] State of Oregon Government Relations. "Changing the way Oregon funds transportation projects." http://cms.oregon.gov/ODOT/GOVREL/Pages/news/090512b.aspx. Accessed 7 September 2012.

	includes 37 specific highway projects around Oregon.
House Bill 3337 (ORS 197.304)	In 2007, House Bill 3337 required the cities of Eugene and Springfield to create individual urban growth boundaries. In accordance with the State's land use law, each city was then required to establish their own Transportation System Plans. The City of Eugene is developing Envision Eugene, and Springfield is developing Springfield 2030 as refinement plan to the Metro Plan. These plans may be used to provide the framework for the next generation of comprehensive land use plans for the region, replacing the Metro Plan.

Regional

At the regional level, transportation planning is based upon two key documents: the Regional Transportation Plan (RTP) and the Regional Transportation System Plan (RTSP).

The Regional Transportation Plan (RTP) is required by the federal government for all metropolitan areas with populations over 50,000. It is a 20-year planning document covering jurisdictions within the MPO area including Coburg, Eugene, Springfield, and Lane County. The RTP includes a list of all regionally significant projects and is updated every four years.

TransPlan is the local transportation system plan (RTSP) required by the State of Oregon. It guides transportation system planning and development in the metropolitan area and establishes transportation policies in support of the Metro Plan, the region's comprehensive land use plan. The RTSP also acts as a "bridge" between the local transportation system plans and the RTP.

Funding for projects at the regional level is outlined in the Metropolitan Transportation Improvement Plan (MTIP). In the MTIP, the MPO identifies the transportation projects and strategies from the RTP that it plans to undertake over the next four years. All projects receiving federal funding must be in the MTIP. The MTIP is the region's way of allocating its limited transportation resources among the various capital and operating needs of the area, based on a clear set of short-term transportation priorities. After the MTIP is developed by the MPO, it is incorporated into a similar document developed at the state level, called the Statewide Transportation Improvement Plan (STIP).

Local

At the local and regional levels, transportation planning in the Eugene-Springfield area is based upon the Metro Plan, Envision Eugene, and Springfield 2030; the latter documents are currently under development. Metro Plan Element F provides the framework for a regional transportation system.[16]

At the local level, Lane County and the cities of Coburg, Eugene, and Springfield have developed (or are completing) Transportation System Plans. Local jurisdictions may also create specialized elements, specific to particular modes, within their TSPs. For example, the City of Eugene recently completed a Pedestrian and Bike Master Plan. This plan includes projects that the city wants to complete related to pedestrian and bicycle infrastructure. Additionally, Springfield is currently drafting a pedestrian bicycle master plan as part of the Springfield Transportation System Plan.

At the city level, there are various ways to fund street improvements. The City of Eugene implemented a 5-cent local gas tax in 2003 in order to adequately fund local street preservation needs. Also, the city passed a voter-approved 2008 bond

[16] Lane County, LCOG, City of Eugene and City of Springfield. "Metro Plan." http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_295163_0_0_18/2004MetroPlan.pdf. Accessed 20 May 2012.

measure to help with road repair and preservation. The fuel tax stipulates that no revenue shall be used for capacity-enhancing street improvements[17].

Funding can also come from a number of other sources, including system development charges, local general fund (from property taxes), grants, and payroll tax (for transit).

[17] City of Eugene. "Local Gas Tax." http://www.eugene-or.gov/index.aspx?NID=1085. Accessed 6 September 2012.

Table 3. Local and Regional Policy Drivers and Influencers

Policy Driver/ Influencer	Description
Metro Plan	Element F provides the framework for a regional transportation system.[18] The Metro Plan has been the comprehensive land use plan for the Eugene-Springfield Metropolitan Area. Under the Metro Plan, the Cities of Eugene and Springfield shared a common Urban Growth Boundary (UGB) and Transportation System Plan.
TransPlan	The TransPlan guides transportation system planning in the Eugene-Springfield metropolitan area, serves as both the Transportation System Plan and Regional Transportation System Plan for Eugene and Springfield, and is intended to meet the region's transportation demand through the year 2021[19].
Regional Transportation Plan (RTP)	The RTP guides regional transportation system planning and development in the Central Lane MPO. The RTP includes provisions for meeting the transportation demand of the region over a 20-year planning horizon[20].
Eugene Transportation System Plan (Eugene TSP)	The Eugene TSP serves as the Transportation Element to Envision Eugene and supports the update of the Regional Transportation System Plan (RTP). The City of Eugene is developing the Eugene TSP with expected approval by the end of 2013. The Eugene TSP will replace the Eugene component of TransPlan[21].
Springfield Transportation System Plan (Springfield TSP)	The Springfield Transportation System Plan (Springfield TSP) guides the development of and prioritizes Springfield's transportation system and serves as the blueprint for future multi-modal transportation improvements and investments in Springfield. The City of Springfield is developing the Springfield TSP with expected approval in 2013; with adoption this plan will replace the Springfield component of the existing TransPlan[22].
Lane County Transportation System	The Lane County Transportation System Plan (Lane County TSP, 2004) updates the first

[18] Lane County, LCOG, City of Eugene and City of Springfield. "Metro Plan." http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_295163_0_0_18/2004MetroPlan.pdf. Accessed 20 May 2012.

[19] LCOG. "TransPlan." http://www.lcog.org/transplan.cfm. Accessed 21 June 2012.

[20] LCOG. "Regional Transportation System Plan." http://www.thempo.org/what_we_do/planning/rtp.cfm. Accessed 21 June 2012.

[21] Central Lane Metropolitan Planning Organization. "City of Eugene Transportation System Plan." http://www.centrallanertsp.org/EugeneTSP/Home. Accessed 20 May 2012.

[22] Central Lane Metropolitan Planning Organization. "City of Springfield Transportation System Plan." http://www.centrallanertsp.org/SpringfieldTSP/Home. Accessed 20 May 2012.

Plan (Lane County TSP)	Transportation Plan adopted by Lane County in 1980. It is a 20-year planning document with an overall purpose to facilitate orderly and efficient management of the County's transportation system. More specifically, the purpose of adopting a new Lane County TSP and associated code amendments is to comply with Oregon Revised Statutes (ORS 197.175) and the Transportation Planning Rule (TPR, OAR 660- 012) [23].
Envision Eugene and Springfield 2030	The City of Eugene is developing Envision Eugene, and Springfield is developing Springfield 2030 as refinement plans to the Metro Plan. In 2007, House Bill 3337 required the cities of Eugene and Springfield to create individual urban growth boundaries and transportation system plans. These plans may be used to provide the framework for the next generation of comprehensive land use plans for the region, replacing the Metro Plan.

[23] Lane County, Oregon. "Lane County Transportation System Plan." http://www.lanecounty.org/departments/pw/transplanning/pages/tspmain.aspxme. Accessed 20 May 2012.

Agencies and Organizations involved in Transportation

Multiple agencies and community providers make up the region's transportation field. The following agencies are Core Area Team participants and play influential roles in the region's transportation planning process.

Table 4. Agencies involved in regional transportation.

Participant	Role in Transportation
City of Coburg	The City of Coburg plans and maintains the local transportation system within city limits. Coburg plans its own transportation decisions, and coordinates with other regional agencies for funding and regional transportation issues.
City of Eugene	The City of Eugene plans and maintains the local transportation system within city limits. The city maintains roads, operates the regional Eugene Airport, and the Amtrak Train Station. Eugene prioritizes and plans its own transportation decisions, but coordinates with other regional agencies for funding and regional transportation issues.
City of Springfield	The City of Springfield plans and maintains the local transportation systems within city limits. Springfield prioritizes and plans its own transportation decisions, but coordinates with other regional agencies for funding and regional transportation issues.
Lane County	Lane County's transportation system includes railroads, the Port of Siuslaw, two regional pipelines transporting petroleum and natural gas, transit, roads, and bicycle and pedestrian facilities. The County ensures that individuals have access to a well-functioning, inter-connected system. The County's primary transportation document is the Lane County Transportation System Plan.
Lane Transit District	Lane Transit District (LTD) is the regional provider of public transportation in the Eugene-Springfield area, surrounding communities and parts of rural Lane County. LTD provides an array of transportation services including bus, bus rapid transit (EmX), local and rural transit services, paratransit and information on alternative modes through its point2point Solutions program.
Oregon Department of Transportation	The Oregon Department of Transportation (ODOT) manages the state-owned roadways in the Eugene-Springfield area. Additionally, ODOT coordinates regional transportation decisions and investments with the State government and helps to distribute State and federal funding to the region and individual cities.

Table 5. Policy forums and organizational structures that support regional transportation planning

Participant	Role in Transportation
The Central Lane Metropolitan Planning Organization (MPO)	The Central Lane MPO is the lead agency for regional transportation planning and distributing federal transportation dollars for the Central Lane County area. They work cooperatively with local governments and transit providers to set priorities for transportation needs. The MPO's planning area goes beyond the urban growth boundaries of Eugene, Springfield, and Coburg to include a small area of Lane County adjacent to these urban areas. Partners in the MPO are the cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation.
Lane Council of Governments (LCOG)	The Lane Council of Governments (LCOG) is an association of local governments and agencies in Lane County. LCOG's 28 members include cities, utility districts, school districts, and transit agencies.[24] LCOG is also the federally designated Metropolitan Planning Organization (MPO) for the Eugene-Springfield area. Known as the Central Lane MPO, it includes city and county lands adjacent to Eugene-Springfield (including Coburg). LCOG is responsible for coordinating regional transportation work, and for providing data, support and project development to regional agencies and bodies on transportation projects[25].
The Metropolitan Policy Committee (MPC)	The MPC is the Policy Board for the Central Lane MPO[26]. The MPC is an intergovernmental committee created to promote problem solving and to restore intergovernmental disagreements among the cities and the county. Their function is to promote intergovernmental cooperation and coordination between and among local governments.
Lane Area Commission on Transportation (Lane ACT)	Lane ACT is an advisory body authorized by the Oregon Transportation Commission and provides a forum for the region to collaborate on regional transportation issues and to strengthen state-local partnerships[27].

[24] Lane Council of Governments. "Member agencies." http://lcog.org/members.cfm. Accessed 15 June 2012.

[25] Lane Council of Governments. "LCOG - Transportation." http://lcog.org/transportation.cfm. Accessed 1 June 2012.

[26] Central Lane MPO. "Metropolitan Policy Committee Meetings & Agenda." http://www.thempo.org/committees/mpc.cfm. Accessed 1 June 2012.

[27] Lane Council of Governments. "LCOG - Transportation." http://lcog.org/transportation.cfm. Accessed 1 June 2012.

Lane Transit District Board of Directors	Lane Transit District's (LTD) Board of Directors consists of seven members who are residents of seven specific subdistricts served by Lane Transit District. Each member of the Board has been appointed by a governor of Oregon and confirmed by the Oregon State Senate. LTD's Board of Directors acts on all policy matters necessary to the safe and efficient delivery of public transportation service to the LTD service area. [28]

III. Summary of key planning documents

This section summarizes the key planning documents for transportation in the Eugene-Springfield area. A brief review of the plans is included. For more detailed information about each plan, including a synopsis of plan themes, goals, actions and strategies for implementation, data inputs, and public engagement processes, please see the Plan Summaries in Appendix B. For details about when the plans were drafted, adopted, and updated, see the timeline of regional planning documents at the end of this section.

Coburg Transportation System Plan

The Coburg Transportation System Plan (Coburg TSP) is under development. It outlines the goals and objectives for Coburg's future transportation infrastructure. These goals include safe and efficient transportation, a street hierarchy that evenly distributes traffic, connectivity for all modes between activity centers, alleviation of traffic congestion, support for community vitality, minimizing adverse environmental impacts from transportation infrastructure, and creating cost efficiency. The Coburg TSP is being developed with input from city officials, stakeholders and businesspeople.

City of Eugene Pedestrian and Bicycle Master Plan

The City of Eugene recently completed a Pedestrian and Bike Master Plan. This plan includes projects that the city wants to complete related to pedestrian and bicycle infrastructure. This plan is a subset of the city's Transportation System Plan.

Eugene Transportation System Plan

The Eugene Transportation System Plan (Eugene TSP) serves as the Transportation Element to Envision Eugene and supports the update of the Regional Transportation System Plan (RTP). The City of Eugene is developing the Eugene TSP with expected approval by the end of 2013; with adoption this plan will replace the existing TransPlan. It is based on regional traffic models, community input, and technical analysis. The Eugene TSP has four draft goals: the creation of an integrated multimodal transportation system that supports land use and economic development plans; the advancement of economic, environmental health, and social equity; strengthening of community resilience to

[28] http://www.ltd.org/search/showresult.html?versionthread=064c2c2409ceee9e19fe152eb2cea708

climate or economic changes through changes in the transportation network; and distribution of transportation's externalities and benefits fairly and among all users.

Lane Coordinated Public Transit Human Services Transportation Plan

The Lane Coordinated Public Transit Human Services Transportation Plan (Lane Coordinated Transportation Plan) was developed by the Lane Transit District (LTD) in 2006 and updated in 2009. It is meant to broaden the dialogue of, and support for coordination between transportation and human services. The 2009 update incorporates expectations and requirements of the FTA and ODOT.

The plan reviews existing transit and human services, provides context to expand the coordination of these services, and is a tool to educate human service agencies and transportation providers on how to identify opportunities for coordination. Plan goals are broad and seek to maintain existing services for people who depend on public transportation at levels that have been shown to be effective, to respond to growth within existing services, and to respond to emerging community needs.

Lane County Transportation System Plan

The Lane County Transportation System Plan (Lane County TSP, 2004) updates the first Transportation Plan adopted by Lane County in 1980. It is a 20-year planning document with an overall purpose to facilitate orderly and efficient management of the County's transportation system. More specifically, the purpose of adopting a new Lane County TSP and associated code amendments is to comply with Oregon Revised Statutes (ORS 197.175) and the Transportation Planning Rule (TPR, OAR 660- 012), which require the county to adopt an updated Lane County TSP to comply with new state requirements and changing circumstances. The Lane County TSP describes the existing transportation systems and identifies present and future transportation needs, and how these needs will be prioritized and paid for given the current and anticipated financial outlook. The Lane County TSP promotes coordination between transportation system improvements and land use requirements, facilitates the multi-modal transportation needs of county residents, and promotes consistency and coordination between agencies.

Regional Transportation Plan

The Regional Transportation Plan (RTP) guides regional transportation system planning and development in the Central Lane MPO. The RTP includes provisions for meeting the transportation demand of residents over a 20-year planning horizon. An update of the RTP is required at least every four years and must include participation by citizens of the region. The plan was last updated and adopted in December of 2011. The RTP addresses the need for transportation systems as the region grows. The plan identifies ways to reduce reliance on the automobile by increasing transportation choices and ways to improve safety on the transportation system. The plan also considers the interrelationships among the region's land use and transportation. Federal, state, regional, and local requirements comprise the regulatory framework that shapes the region's

transportation planning process. The two most influential pieces of regulatory guidance are the federal Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and the Oregon Transportation Planning Rule (TPR).

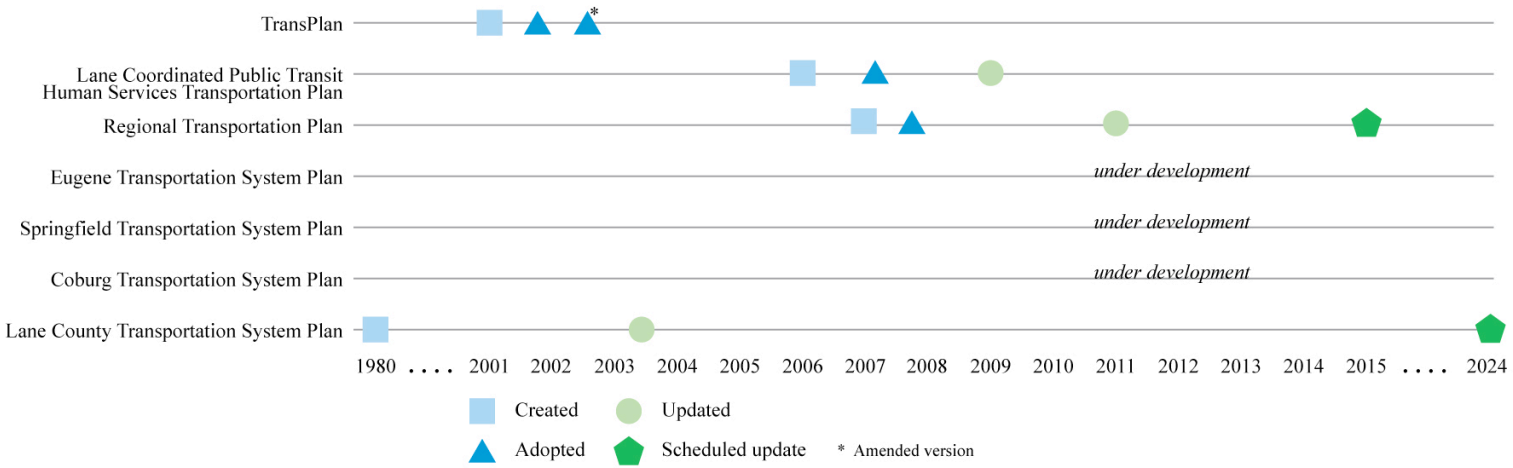
Springfield Transportation System Plan

The Springfield Transportation System Plan (Springfield TSP) guides the development of and prioritizes Springfield's transportation system and serves as the blueprint for future multi-modal transportation improvements and investments in Springfield. The City of Springfield is developing the Springfield TSP with expected approval in 2013; adoption of this plan will replace the existing TransPlan. The Springfield TSP has four goals: to provide a transportation system that supports the economy and land use patterns; use efficient and cost-effective techniques to preserve, maintain, and enhance the transportation system; enhance transportation system design to provide a range of mode choices; and to create a funding plan to help meet the community's vision.

TransPlan

The TransPlan guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. The plan includes provisions for meeting the transportation demand of residents and through-travelers through the year 2021 while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. The plan identifies ways to reduce reliance on the automobile by increasing transportation choices, by considering the interrelationship between land use and transportation, as well as identifying the financial, environmental, and neighborhood impacts of future plans. The plan is based on projected population growth in the region and the resulting increases in vehicle miles traveled and traffic congestion. As a result of House Bill 3337, Eugene and Springfield are developing individual Transportation System Plans (discussed above). Once adopted, the plans will replace the TransPlan.

Timeline of regional planning documents



IV. Findings Identified through meetings of the Transportation Core Area Team

Transportation has a strong connection to all of the other core areas. It both directly and indirectly impacts the areas of Economic Development, Housing, and Public Health. Transportation is an important driver for the region, and an area that naturally links all of the core areas.

The CAT meetings established a baseline for CPW and the Lane Livability Consortium to further understand the working relationships between Transportation and the other core areas. During the process, CPW asked CAT members if identified transportation plans are currently used, and whether goals within each plan accurately reflected agency work. CPW's findings identify overarching themes and initial gaps, challenges and opportunities for connecting with other core areas.

The findings are organized around themes that emerged from the meetings and interviews and are categorized into four areas:

1. Overarching themes
2. Planning process
3. Data
4. Plan content

The discussion within each of these areas provides an overview of the area, then describes opportunities, gaps, and challenges.

Overarching Themes

Several overarching themes emerged during the core area meetings. First, all of the groups identified that there are opportunities and a need to connect among all of the core areas. The groups identified infrastructure as a piece that fits in with all of the core areas. The groups identified Economic Development as a piece that is inherently tied to all of the other core areas. Land use and land supply was identified as an input to the success of each core area. Finally, the groups expressed concern regarding the future of regional planning now that the guiding regional document, the Metro Plan, is coming to a close. The following are overarching themes identified by the core area groups:

- **Transportation is inherently linked to the other core areas**. Transportation is a natural link among economic development, housing and public health. Transportation helps shape the area's economic health and quality of life, and also influences patterns of growth.

- **Development requirements impact transportation and housing.** Many development requirements are transportation-related: parking requirements for cars and bicycles, street widths, transportation SDCs, and street connectivity. Some individuals expressed concern that excessive parking standards have direct impacts on the cost of developing affordable housing, and that this is a limiting factor to developing cost-effective affordable units.

- **Housing and transportation costs are inherently linked.** Housing costs tend to be less in the satellite cities surrounding Eugene and Springfield. However, transportation costs may increase as rural residents tend to travel further to reach jobs and services. This indicates a need for transportation, economic development, and housing to be planned concurrently and with deeper collaboration between core areas with a regional (countywide) view.

- **Density has a direct impact on the transportation system.** As density increases, there is more of a need for public transportation infrastructure to meet the increasing demand. Additionally, density is viewed as a benefit to public transportation because it tends to increase public transit ridership. Compact, dense developments should be concentrated in areas that can be effectively served by public transportation.

- **The cost of developing transportation infrastructure connects to housing development practices.** As density increases, the cost of paving and maintaining roads, as well as improving transit service, decreases (on a per unit basis). This shows that denser developments are correlated with increased financial efficiency of all infrastructures.

- **Transportation decisions have an effect on public health issues.** Core Area Teams discussed how transportation issues have a direct effect on public health. Transportation affects public health because of road congestion and the subsequent effect on the region's air quality, and noise. Also, the movement of freight was identified as the greatest generator of air pollutants. Furthermore, the placement of housing to major transportation facilities can cause further health risks.

- **Access to services has a direct connection to the transportation system.** Members expressed that transportation impacts the public's ability to access health facilities, grocery stores, and healthy foods. The groups identified the challenge between connecting transportation to medical services, especially for residents who live in rural areas. There is also a challenge to provide access to healthy, quality food choices.

- **Transportation decisions impact economic development.** Transportation is a major influencer for economic development. Because transportation moves goods and people, it was identified as a fundamental component of economic development, and transportation investments potentially serve as an economic stimulus. Participants expressed the need to understand that different transportation infrastructure serves completely different needs for different businesses.

- **The region has an ideal proximity to key freight infrastructure**. The Eugene airport and the proximity to Interstate-5 were identified as important infrastructure elements needed for future economic development objectives. The geographic location of the region can be further leveraged to more effectively connect to the international economy.

GAPS

- **Relationship to the airport and freight industries.** The Eugene airport was identified as an important tool for economic development. The airport should be leveraged to more effectively support and attract economic development. The region has the transportation infrastructure and the geographic position to connect to the international economy. Technology and real-time data was identified as a way to assist the shipment of goods through congested areas. For example, a network analyst with up-to-date information on traffic conditions could suggest alternative routes to ensure the on-time delivery of goods and services.

- **The connection between areas of affordable housing and transportation costs should be better recognized**. There is a need to find more ways to provide affordable housing, but this should also include inexpensive transportation options. New tools such as the *Housing+Transportation Affordability Index* provide opportunities to analyze these issues in an integrated way.

- **Inadequate consideration of the health impacts of transportation investments and strategies.** The impacts on public health and the community are considered when land is designated within the comprehensive plan and later developed with a strong emphasis placed upon active transportation (pedestrian, bicycling, and transit) that have public health benefits. A challenge is the lack of public health resources (staff, funding), or awareness of established mechanisms, to enhance collaborative efforts. Representatives of the Public Health Core Area noted that they are very interested in increased communication with transportation officials, but have difficulty participating given limited staff resources.

OPPORTUNITIES

- **Eugene-Springfield's central location.** The region has the potential to be a focal point for trade and distribution to the coast and between San Francisco and Seattle. Another opportunity is supporting and maximizing the benefits of pedestrian-scale business districts as a way to help make those areas more economically competitive.

- **Linking all core areas**. There are opportunities with new developments to link all of the four core areas. Members mentioned a proposed project in Glenwood on the existing Roaring Rapids/Camp Putt site transit-oriented housing development that has access to public transit, housing options, storefront commercial space, all within a walkable setting. This project will link transportation because it will be on an EmX line. It will include economic development and housing because it will be a mixed-use development with commercial space and housing. Lastly, it will integrate public health because it will be walkable and have access to public transportation so people will have access to services.

- **The Eugene-Springfield area is a potential focal point for trade and distribution to the Coast and between San Francisco and Seattle**. Another opportunity is supporting and maximizing the benefits of pedestrian-scale business districts as a way to help make those areas more economically competitive.

- **The practice of car sharing can reduce the need for large parking requirements in housing developments**. It can also provide mobility for individuals who cannot afford to own a car, or even reduce the costs of car ownership. Another opportunity between housing and transportation is the design and layout of neighborhoods. By designing neighborhoods to allow for connectivity and permeability, active transportation is more easily encouraged. Lastly, transportation participants noted that neighborhoods with low vehicle ownership and higher poverty should be prioritized for investments in active transportation.

- **Recognize the link between active transportation and the impacts on individual health and quality of life**. These opportunities are multi-faceted as active transportation can decrease risk of chronic diseases and create a more active lifestyle.

- **Housing and transportation development standards create barriers to some desired housing types.** Many banks are resistant to lend money for housing projects where there is not adequate parking, including in areas where the community is encouraging alternative modes of transportation. Also, there is uncertainty about how to successfully complete the cycle of envisioning a transit-oriented development, planning it and successfully implementing it. Lastly, representatives from Housing said that many transportation standards and requirements for new developments were too rigid. This inflexibility increases costs of development and can, at times, prevent the development of housing.

- **Better linking transportation and housing.** Members mentioned the development of housing, and transportation's role in that process. The overall impression is that banks are resistant to support vertical mixed-use projects for a variety of reasons within the local market, especially when parking requirements are reduced in order to encourage alternative modes of transportation. Also expressed was uncertainty about how to develop the transit-oriented development vision; participants were not certain what elements were crucial and in what locations. Developers were also concerned that parking requirements were too inflexible and did not provide opportunities to provide for multimodal options that would support the unique character and resident demographics of projects that support non-automobile travel modes (particularly in areas around the university).

Planning Process

The transportation planning process for the region is conducted in accordance with the current federal and state administrative rules. Together, these establish a framework for the region's planning process. For transportation planning, the

agencies expressed that they do have a cooperative planning process. They are action oriented, and the plans drive much of their daily work. Members expressed that the groups do work with other agencies on transportation issues.

GAPS

- **Public health professionals have limited input in the transportation planning process.** Public health traditionally has fallen outside of the traditional planning silos and processes. The public health professionals expressed that they lack financial resources and time to participate in multiple planning processes. However, transportation and public health are inherently linked. The decisions that occur in transportation can have a direct effect on public health. The core area groups agreed that public health should be included in transportation planning. Likewise, transportation officials should be involved in the public health planning process.

OPPORTUNITIES

- **Identifying common goals and mutually beneficial outcomes across core areas.** Through the review of plans and assessment meetings, participating staff began to identify common or complementary goals and desired outcomes across issues areas. Co-benefits are opportunity areas to link planning efforts by evaluating outcomes across planning priorities. Core Area team members shared an interest in developing a set of co-benefits that other core areas and transportation planners can use to evaluate planning decisions. Co-benefits link desired transportation outcomes with other regional planning activities by identifying opportunities for cross collaboration.

CHALLENGES

- **Insufficient linkages between transportation planning and economic development planning.** Many participants identified a need to have more specific conversations about how transportation investments can advance and support economic prosperity. Currently public transportation is largely funded through the payroll tax, which is dependent upon a healthy economy. Diversifying the funding base is important in order to provide a variety of transportation options for different types of employment and different economic clusters.

Data

Data is an important element of transportation planning. Data helps transportation planners assess the needs of the community, understand the changing conditions of the community, and make resource decisions for the community. Data is essential for the implementation of transportation demand models. Data supports policy and planning recommendations as well as many of the strategies for transportation. CPW's review of the regional and citywide plans suggest that it would be useful to have a better understanding of the data used in the planning process. Moreover, the core area groups expressed an interest in

looking into how data is analyzed and how it helps to inform the planning process in the region. Data gathering and analysis is carried out by multiple agencies and multiple parts of each agency, yet collectively many staff are unaware of what data has been collected and analyzed. An inventory of key data sources would be useful to get a better understanding of how the agencies manage their data.

The data that informs the region's transportation planning documents comes from a variety of sources. The plans use data effectively, with both qualitative and quantitative data to inform their plans. The transportation groups tended to use a lot of the same data. However, groups mentioned that interpretation of data tends to be different from agency to agency. Below is a list of data sources used to inform the development of the region's transportation plans:

- The United States Census Bureau
- American Association of State Highway and Transportation Officials
- The Oregon Administrative Services Office of Economic Analysis
- The Oregon Employment Department
- The State' Population Research Center
- The Oregon Blue Book
- LCOG
- ODOT Commuting Data
- Regional Land Information Database (RLID)

The Plan Summaries include an analysis of the data used in the individual planning documents (Appendix B).

GAPS

- **Lack of uniform data sets among agencies and Core Areas.** The data metrics used in transportation vary greatly across the different agencies that work on transportation issues. Furthermore, there is greater variation in the metrics among the different core areas.

OPPORTUNITIES

- **Seek ways to further coordinate the collection and analysis of data.** Collection and analysis of community data is carried out by multiple agencies and multiple parts of each agency. The Lane Livability Consortium has an opportunity to examine how data is used and interpreted in the region. Community data and outcomes development cuts across multiple LLC tasks.

CHALLENGES

- **Variation in data interpretation**. The way data is interpreted varies from different agencies that work on transportation, and across other core areas. Even though they might have the same data source, the interpretation of the data can vary.

Plan Content

During discussions about transportation plans, and ways to make the connections stronger, several important themes were brought up. Planning documents are an important component of regional transportation planning. Groups expressed that the plans drive their daily work. Transportation plans generally connect with all of the other core areas through their strategies and actions.

GAPS

- **Transportation planning and public health input.** The field of Public Health lies outside of the traditional planning silos. In order to better understand transportation plans, Public Health team members expressed a desire to have greater communication and information exchange with transportation planners.

OPPORTUNITIES

- **Collaborating with public health professionals to incorporate public health considerations into plans.** Members of all core area teams expressed an interest in working closer with public health professionals. Increased collaboration will help to incorporate public health considerations into plans.

- **Transportation plans are consistent.** All of the goals among the plans were consistent and addressed similar issues. This uniformity provides and opportunity to address common regional goals across agencies.

- **Transportation plans drive the daily work of the transportation agencies.** The groups expressed that the projects they work on adhere to the plans, and fulfill the strategies of the planning documents.

- **Further integrate collaborative planning efforts with other core areas.** All of the core area groups expressed an interest in building opportunities to forge stronger ties with other core planning agencies. The groups mentioned the desire to work on projects with common objectives that link core areas.

CHALLENGES

- **Incorporating public health considerations into plans.** Incorporating public health considerations into plans is a great challenge in this time of limited resources. Departments are forced to do more with less, which means that collaborating across agencies may be difficult. With limited time and resources, it will be difficult for public health professionals to provide valuable input into plans.

Table 7. Individuals Involved in Core Area Team Meetings

Name	Agency
Theresa Brand	Lane Transit District (LTD)
Savannah Crawford	Oregon Department of Transportation (ODOT)
Reed Dunbar	City of Eugene
John Evans	Lane Transit District (LTD)
David Helton	Oregon Department of Transportation (ODOT)
Robin Hostick	City of Eugene
Greg Hyde	Willamalane Parks and Recreation District
Rob Inerfeld	City of Eugene
Shane MacRhodes	Eugene School District 4J – Safe Routes to Schools
Lydia McKinney	Lane County
Greg Mott	City of Springfield
Dave Reesor	City of Springfield
Paul Thompson	Lane Council of Governments (LCOG)
Kurt Yeiter	City of Eugene