

Appendix H: Past and Present TO Policy Framework

PAST AND PRESENT TO POLICY FRAMEWORK

TO strategies have been used throughout the region since 1995, but a regional plan to strategically direct TO activities has never been created. With increasing congestion and demand, a growing population, changing demographics, and limited transportation funding, there is greater need to coordinate established TO programs and articulate a regional vision. This Plan will help facilitate collaboration, support, and further establish TO throughout the regional transportation planning process.

Despite the many benefits of TO programs and services, they will likely continue to face diminishing state and federal transportation dollars. While many TO programs and services, such as rideshare, are relatively inexpensive and others, such as car sharing offer unique private partnerships.

TO programs and services are in general cost-effective strategies to maximize existing infrastructure investment. Programs such as dynamic rideshare and car sharing offer unique opportunities for public/private partnerships to inexpensively expand the scope and reach of transportation options.

This Plan is designed to ensure TO program and services have a larger and more noticeable place at the funding table. It is an acknowledgement that TO programs and services hold significant promise towards helping local, regional, and state governments meet transportation needs in sustainable, efficient and more cost-effective ways.

The following is an overview of existing federal, state, regional, and local transportation options planning and policy framework.

Federal Framework

Recent federal transportation laws have transitioned away from a traditional focus on highway construction and automobile travel towards multimodal and more comprehensive transportation planning. It is a goal of the United States to develop a national intermodal transportation system that moves people and goods in an energy-efficient manner. The nation's future economic direction is dependent on its ability to confront directly the enormous challenges of the global economy, declining productivity growth, energy vulnerability, air pollution, and the need to rebuild the Nation's infrastructure.

Federal legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which became federal law in August 2005, preserved key features of the two previous authorization acts (ISTEA and TEA-21) emphasizing multimodal solutions to major transportation challenges. SAFETEA-LU also provided funding for non-motorized alternative transportation, including a Safe Routes to School program.

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SAFETEA-LU also required the metropolitan planning process to promote consistency between transportation improvements and State and local planned growth and economic development patterns, emphasizing land use and transportation coordination.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced SAFETEA-LU in 2012. It is the first long-term highway authorization enacted since 2005. MAP-21 established a performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

State Framework

Oregon State laws have a long history of addressing transportation and mobility options. In 1971, the Oregon Legislature passed the landmark “Bike Bill” that requires ODOT, cities and counties to provide funding for walkways and bikeways as part of road construction projects. In 2006 Oregon revised the Employee Commute Options (ECO) Rule, which requires Portland metro employers with more than 100 employees to reduce drive-alone trips.

The state has also provided key planning rules that require the integration of transportation options into transportation and land use planning. The state land use program is the state’s framework for growth management, a key measure to achieving livable communities. The program promotes orderly growth through comprehensive planning, urban growth boundaries, and other provisions to encourage compact growth. As a result of the 30-year old program, Oregon is generally more compact than other states. Oregon’s land use program Goal 12 (Transportation) and the Transportation Planning Rule require that local, regional, and state transportation system plans are developed to “avoid principal reliance upon any one mode of transportation.”

In addition to these policies, ODOT provides funding to seven cities/regions in Oregon which have developed Transportation Options Programs, i.e. Point2point. Each region of ODOT determines funding levels for TO programs within the region. The process varies but typically involves a funding request by the responsible entity for inclusion in the State Transportation Improvement Program (STIP). In recent years, the state funding for TO reached a plateau and more recently has been reduced.

The statewide vision for transportation systems planning is guided by the Oregon Transportation Plan (OTP). The OTP plans for future mobility concerns, and anticipates ways in which those changes could best be handled. The OTP emphasizes the implementation of TO strategies that promote mixed-use compact development, improving bicycle and pedestrian facilities, and encouraging use of alternative modes of travel.

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Oregon Transportation Options Plan

The Oregon Department of Transportation (ODOT) is developing Oregon's first Transportation Options Plan (TO Plan). The TO Plan is one of several statewide transportation mode and topic plans that further refine and implement the Oregon Transportation Plan's (OTP) goals, policies, strategies, and key initiatives.

The purpose of the Plan is to establish a vision and policy guidance that integrates transportation options in local, regional, and state transportation planning, programming, and investment. The TO Plan will be grounded in an examination of existing programs, investments, and unmet transportation needs in the state. The Plan will include policies and recommendations that support and advance TO program activities, suggest ways to integrate TO into transportation planning and investments, and support TO program activities and integration with capital investment planning at the local and regional level.

Regional and Local Framework

Integrating TO strategies can take place not only at the state level, but also at the Metropolitan Planning Organization (MPO) level, corridor/regional level or local level. TO policies and strategies include multi-modal transportation systems, transit supportive land-use patterns, new and expanded TO programs, and Frequent Transit Network, in addition to roadway projects that benefit pedestrians, bicyclists, and motorists.

Each entity within the CLMPO, including the cities of Eugene, Springfield and Coburg, Lane County, and Lane Transit District, develops, manages and implements independent long-range transportation planning efforts. These efforts specifically address TO policies and strategies adapted to their unique conditions and community objectives. Regional planning efforts include, but are not limited to, the following:

- Coburg Transportation System Plan
- Eugene Transportation System Plan
- Springfield Transportation System Plan, adopted 2014
- Lane Transit District Long-Range Transit Plan, adopted 2014
- Regional Transportation System Plan
- Regional Transportation Plan

In addition to long-range regional transportation planning, other efforts directly related to TO are occurring in the area, including; the City of Eugene's Bicycle and Pedestrian Program, Safe Routes to School, and Lane Coalition for Healthy Active Youth (LCHAY) programs. These examples provide valuable and parallel services related to TO.

How does the RTOP Relate to Other Plans?

TO can encompass a suite of programs and services, and because many plans do not specifically refer to TO, it was necessary to establish distinct ways that a plan might support TO:

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- **Directly supports TO efforts:** Goals or recommendations that support education, encouragement, incentives or other types of programs for:
 - Ridesharing;
 - Education and Encouragement;
 - Transit;
 - Non-motorized travel;
 - Flexible work; etc

- **Indirectly supports TO and related efforts:** Goals or recommendations that support other related efforts that improve the chances of success of a TO program, such as:
 - Compact communities
 - Road connectivity or design
 - Transit facilities
 - Non-motorized facilities
 - Multi-modal transfers

There are many plans in the region that promote enhanced use of transportation options. The following table overviews these plans and how they relate to the RTOP:

Plan	Relationship to RTOP
20 Minute Neighborhood	<p>Directly supports TO: The 20 Minute Neighborhood assessment is an effort to better understand the connections between walkability and livability throughout the City of Eugene; and helps citizens, planners, and policymakers better understand what areas of Eugene are most walkable and why.</p> <p>The assessment will help inform priority actions that can improve walkability and access to services throughout Eugene. Local efforts aim to achieve 90% of Eugene residents living in 20 Minute Neighborhoods by 2030. Likewise, the draft Pillars of Envision Eugene include 20 Minute Neighborhoods as a vital part of our community's growth strategy with the added benefit of improving livability and reducing our need for expansion.</p>
A Community Climate and Energy Action Plan for Eugene	<p>Directly supports TO: The Community Climate and Energy Action Plan sets goals to reduce greenhouse gas emissions, fossil fuel use, and identifies strategies that will help the community adapt to a changing climate and increasing fossil fuel prices.</p>
A Community Health Improvement Plan for Lane County, Oregon	<p>Directly supports TO: The Lane County Health Improvement Plan establishes priorities to improve lifelong health, advance health equity and promote equal access to conditions that allow people to be healthy. The Plan identifies transportation as a key health determinant and establishes improvement strategies to raise awareness of health impacts at the community and organizational level.</p>
City of Coburg Comprehensive Plan	<p>Indirectly supports TO related efforts: The City of Coburg Comprehensive Plan contains goals, objective, policies; the Plan diagram; and other supporting materials. The intent of the plan is to provide the community and other agencies and districts with a coordinated guide for change over a long period of time.</p>
City of Coburg Transportation System Plan	<p>Directly supports TO: The City of Coburg Transportation System Plan (TSP) looks at how the transportation system, including all modes, can be improved to meet the long-term needs of</p>

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Coburg's residents, businesses, and visitors.

City of Eugene Transportation System Plan	Directly supports TO: The City of Eugene Transportation System Plan (TSP) seeks to improve the current transportation system over the next 20 years. This plan will include improvements to meet the long-term transportation needs of Eugene's residents, businesses, and visitors.
City of Springfield Transportation System Plan	Directly supports TO: The City of Springfield Transportation System Plan (TSP) looks at how the transportation system is currently used and how it should change to meet the long-term needs of Springfield's residents, businesses, and visitors.
Envision Eugene	Indirectly supports TO related efforts: Envision Eugene is the community's process for determining the best way to manage the next twenty years of growth in our community; and create a future that is livable, sustainable, beautiful and prosperous. Envision Eugene recommendations include a proposed urban growth boundary and strategies to accommodate our needed jobs, homes, parks, and schools.
Eugene Pedestrian and Bicycle Master Plan	Directly supports TO: The Eugene Pedestrian and Bicycle Master Plan serves as the basis for the Pedestrian and Bicycle elements of the City's Transportation System Plan (TSP). City of Eugene TO staff were active in the development of the plan's policy guidance and continue to implement elements of the plan to enhance bicycling and walking, reduce overall carbon emissions, and provide for a well-designed, integrated, safe, and efficient multi-modal transportation system.
Eugene Pedestrian and Bicycle Strategic Plan	Directly Supports TO: The Eugene Pedestrian and Bicycle Strategic Plan is a five-year plan that guides City staff, community members, and organizations towards becoming a more walkable and bikeable city. This plan supports the community's efforts toward addressing sustainability and the challenges of global climate change. It furthers the community's goals of equity - a truly walkable and bikeable city is more equitable because senior citizens, people with disabilities, and children and youth will have the same mobility opportunities as the driving population. Moreover, a walkable and bikeable city supports active lifestyles and will improve overall community health.
Eugene-Springfield Consolidated Plan 2010	Indirectly supports TO related efforts: The Consolidated Plan assesses the needs of low and moderate income persons in the Eugene-Springfield area, establishes goals, and identifies housing and community development strategies to meet those needs.
Lane Coalition for Healthy and Active Youth (LCHAY) Strategic Plan 201-2017	Directly supports TO: The LCHAY Strategic Plan identifies initiatives designed to use policy, system, and environmental changes to support healthy eating and active living using evidence-based, public health best practices. The Plan will serve to guide and focus our efforts to achieve our vision of building a community, in which all youth lead healthy active lives fueled by nutritious food.
Lane Coordinated Public Transit Human Services Plan	Indirectly supports TO related efforts: The Lane Coordinated Public Transit Human Services Plan seeks to enhance coordination between public transportation and human services transportation. Efforts of this Plan address transportation needs of older adults, people with disabilities, veterans, and persons of low income. Improving access to TO and TO information will address many of the transportation needs identified in the Plan and will supplement the existing transit and para transit system.
Lane County Rural Comprehensive Plan	Indirectly supports TO related efforts: The Lane County Rural Comprehensive Plan applies to all unincorporated lands within the County beyond the Urban Growth Boundaries of incorporated cities in the County and beyond the boundary of the Eugene-Springfield Metropolitan Area Plan. The Plan lays out approaches for interpretation of County Planning needs and means of complying with State of Oregon planning law, and includes all adopted general and detailed plans within the geography.
Lane County Transportation System Plan	Directly supports TO: The Lane County Transportation System Plan (TSP) is a 20-year planning document that provides greater clarity for planning and managing the County transportation system in terms of coordination with new development, targeted transportation improvements, fiscal management, and cooperation with local and state agencies on

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transportation issues.

Lane Transit District Long-Range Transit Plan	Directly supports TO: The Long-Range Transit Plan (LRTP) establishes goals, policies, and strategies to meet the long-term transit service needs of the community. The LRTP emphasizes the importance of regional coordination, connectivity and availability of information to improve and enhance the inter-connection of transit, bicycle, and pedestrian modes.
Metro Plan: Eugene-Springfield Metropolitan Area General Plan	Directly supports TO: The 2004 Metro Plan is the official long-range comprehensive plan of the metropolitan Lane County and the cities of Eugene and Springfield. The Metro Plan sets forth general planning policies and land use allocations and serves as the basis for the coordinated development of programs concerning the use and conservation of physical resources, furtherance of assets, and development or redevelopment of the metropolitan area.
Regional ITS Operations & Implementation Plan for The Eugene-Springfield Metropolitan Area	Directly supports TO: The Regional Intelligent Transportation System (ITS) Operations and Implementation Plan for the Eugene-Springfield Metropolitan Area strives to deploy ITS projects, which include advanced technologies and management techniques, to improve the safety and efficiency of the transportation system over the long term.
Regional Transportation Plan	Directly supports TO: The 2035 Regional Transportation Plan (RTP) guides regional transportation system planning and development in the Central Lane metropolitan area over a 20-year planning horizon.
Scenario Planning	Directly supports TO: The Oregon Legislature has established greenhouse gas emissions reduction goals relating to all sectors, including energy, residential, commercial, transportation, and industrial lane used. There is an existing statewide goal to reduce emissions to at least 75% below 1990 levels by the year 2050. The Central Lane Metropolitan Planning Organization is required to plan to reduce Transportation Sector GHG emissions, and develop scenarios showing land use and transportation alternatives that result in this reduction.
Springfield 2030	Indirectly supports TO related efforts: Springfield 2030 is the community's process for determining how the community should grow over the next 20 years. The Springfield 2030 Refinement Plan updates the Comprehensive Plan to guide and support attainment of the community's livability and economic prosperity goals and redevelopment priorities.
TransPlan: The Eugene-Springfield Metropolitan Area Transportation Plan	Directly supports TO: The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) serves as both the federally required Regional Transportation Plan (RTP) for the Eugene-Springfield area and as the Transportation Functional Plan for the Metro Plan. TransPlan focuses on providing citizens with a range of safe, convenient, and efficient transportation options; and supports the diversification of transportation choices, avoiding reliance on any one transportation mode.