



COUNCIL RESOLUTION NO. 5253

**A RESOLUTION ADOPTING THE TRANSPORTATION SDC PROJECT
PLAN.**

PASSED: 6

REJECTED:

OPPOSED: 1

ABSENT: Evans

CONSIDERED: November 26, 2018

EFFECTIVE DATE: January 1, 2019

RESOLUTION NO. 5253

A RESOLUTION ADOPTING THE TRANSPORTATION SDC PROJECT PLAN.

The City Council of the City of Eugene finds that:

A. The City of Eugene's Transportation System Development Charge Project Plan ("the Plan") attached as Exhibit A to this Resolution includes a list of the transportation capital improvements that the City intends to fund with revenues from a System Development Charge ("SDC") improvement fee, and the estimated costs, timing and percentage of costs eligible to be funded with revenues from improvement fees for those capital improvements, as provided in ORS 223.309.

B. Public involvement was a major component of the Plan preparation process, culminating with a public hearing on June 18, 2018.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. Based on the above findings which are adopted, and the public hearing held on this matter, the City of Eugene's Transportation System Development Charge Project Plan attached as Exhibit A to this Resolution is approved.

Section 2. This Resolution shall become effective on January 1, 2019.

The foregoing Resolution adopted the 26th day of November, 2018.



Deputy City Recorder



CITY OF EUGENE
**TRANSPORTATION
SDC
PROJECT PLAN**





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INTRODUCTION



INTRODUCTION

The City's recently adopted *2035 Transportation System Plan* (TSP) and the *Envision Eugene* Comprehensive Plan provide the foundation for the transportation infrastructure, goals, and policies that support an economically vital, healthy, and equitable community. Per the visions articulated in these documents, our transportation systems affect nearly every aspect of city life. We import the basic necessities of life – food, clothing, and building materials – to our homes. A constant flow of freight supplies many aspects of our lives.

We travel to work and school, and move about to socialize and play. Streets, rail lines, rivers, and airports create the framework around which our cities are built and help define a city's livability. Our personal choices about how we travel affect our daily lives and our physical and mental well-being. Transportation is truly the backbone that supports a community as it grows and evolves.

The 20-year list of multimodal projects included in the TSP reflects a future transportation system that is designed and operated with the needs and safety of all travelers in mind, including people of all ages and abilities, especially the most vulnerable, who are walking, driving, bicycling, using transit, or traveling with mobility aids, some out of necessity. By making streets more inviting to pedestrians and bicyclists, especially for short trips, the City will gain more efficient use of limited available space within the street rights-of-way, provide a healthier environment in neighborhoods, and support higher density, mixed-use corridors. In furtherance of the goal to increase the number of people choosing active transportation as their travel option, there are 245 bicycle, pedestrian and transit projects planned for the next 20 years; these projects represent over 51% of the total transportation dollars that the City plans to spend over the next 20 years.

Within this context, it is important to recognize that today's fiscal environment is beset by uncertainty about future federal, state and local funding for transportation projects. This uncertainty provides challenges to accurately forecast the amount of funding available for transportation investments, and what projects or programs will receive funding. As such, the TSP provides a prudent and conservative list of capital construction projects, an emphasis on lower cost methods of improving personal mobility within the City, and an increased reliance on technologies that can improve the efficiencies of our streets. Providing an updated Transportation System Development Charge (TSDC) methodology and rate structure is one of the key implementation items associated with helping to achieve the TSP vision within this funding environment.

To address the requirement of ORS223.309, this Project Plan includes a list of the capital improvements that the City intends to fund, in whole or in part, with revenues from improvement fees collected through transportation system development charges. The City will update this plan as it updates the prioritization of projects in recognition of unforeseen opportunities associated with changes in policies or funding at the federal, state or local level as well as changes in local economic development priorities and public-private partnerships.



ACKNOWLEDGEMENTS

PROJECT STEERING COMMITTEE

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TRANSPORTATION PRIORITIES



TSP PRIORITIES AND PROJECT CATEGORIES

The 2035 *Transportation System Plan (TSP)* includes five categories of transportation programs and infrastructure improvements to fulfill the plan's goals and policies. These categories suggest timeframes for implementation based on complexity, likely available funding (including potential funding sources), and assessment of need, and include:

- ▶ Projects to be completed within 20 years;
- ▶ Operational projects (on-going);
- ▶ Projects to be completed upon development;
- ▶ Projects to be completed beyond 20 years; and
- ▶ Study projects.

PROJECTS TO BE COMPLETED WITHIN 20 YEARS

These projects represent the City's current priorities for implementation in the next 20 years (up to the year 2035). Projects in this category may be funded through a variety of sources including federal, state, or local transportation funds, Transportation System Development Charges (TSDCs), partnerships with private developers, or a combination of these sources. Roadway, multimodal, transit, and rail projects to be completed within 20 years are listed in the tables in Appendix A and shown on the maps in Appendix B.



OPERATIONAL PROJECTS

These projects are typically related to modifications to intersections that are lower in cost than a typical roadway project and are ones that generally do not require right-of-way acquisition. The operational projects generally include: new traffic signals, adding accessible pedestrian signals at intersections, and upgrading the existing traffic signal communications infrastructure to increase the capacity and overall efficiency of the transportation system. The funding of operational projects is included within the TSDC. This is reflected in the tables in Appendix A.

UPON-DEVELOPMENT PROJECTS

As properties develop or redevelop, a number of projects will be completed to serve new development. The timing of these projects is uncertain and they are unlikely to be advanced by the City in the absence of specific private development activities. Typically, these projects address only localized transportation needs associated with newly developing or redeveloping areas.

The list of projects to be completed upon development reflects the City's current understanding of likely priorities in these areas. At the time that development or land use applications are submitted, additional or different provisions may be required as conditions of approval based on the specifics of the actual development application and the applicable land use regulations. The projects in this category may also be funded through a variety of sources, such as urban renewal, private funds, TSDCs, or proportionate sharing (based on the level of anticipated impact of a specific development). These projects are provided in the tables in Appendix A and shown on the maps in Appendix B.

PROJECTS BEYOND 20 YEARS

Projects that will be implemented after 20 years are still important to consider because they could be needed to address future transportation issues, or are simply not able to be funded within the 20 year planning horizon of the TSP. Inclusion of projects in the Beyond 20 Years category provides the City flexibility to re-evaluate priorities and to pursue a variety of funding opportunities that may arise over the life of the TSP. The City has not identified cost estimates for these long term projects and they are not included in the TSDC.

PROJECT COSTS

Costs for each of the TSDC-eligible projects are shown in Appendix A. These costs were included in the TSP and reflect order-of-magnitude or planning-level estimates of right-of-way, design engineering and construction, and they generally include a 30 percent contingency. All costs are rounded and provided in 2014 dollars. The City will annually adjust the TSDC-eligible project costs using a Construction Cost Index to derive the TSDC trip rate

INCENTIVES FOR COMPACT DEVELOPMENT

As part of the City's strategies to promote compact development and the goals of Envision Eugene, certain types of compact development may qualify for a reduction to their calculated TSDC. Some of these reductions are available only within the specific geographic areas generally displayed in the "Incentive Area Map" in Appendix B.



Amazon Park
1.6 miles 10 min by bicycle

Spencer Butte
3.4 miles 47 min by bicycle

U of O
1.8 miles 10 min

Hult Center
.4 miles 3 min by bicycle

Alton Baker Park
1.8 miles 10 min

U of O Community College
1.5 miles 42 min by bicycle

Image source: Wikimedia Commons

Appendix A Tables



SDC SUMMARY: IMPROVEMENT FEE COMPONENT

(a) Project Type	(b) Total Cost ¹	(c) Existing Capacity Replacement Cost	(d) (b-c) Net New Capacity Costs ²	Growth Share of Net New Capacity			(h) SDC per Vehicle Trip ⁴	(i) Potential Assessable ⁵	(j) Grants ⁶	(k) (g + i + j) SDC Plus Grants & Assessable
				(e) (d x f) \$	(f) %	(g) Net of Other Funding ³				
Multimodal Projects										
Street Projects	\$118,600,000	\$21,100,000	\$97,500,000	\$28,824,569	30%	\$26,624,569	\$650	\$19,800,000		\$46,424,569
Upon Development Projects	\$134,200,000	\$12,200,000	\$122,000,000	\$80,114,483	66%	\$47,929,992	\$1,170	\$64,100,000		\$112,029,992
Operational Projects										
New Signals	\$8,750,000		\$8,750,000	\$2,147,843	25%	\$2,147,843	\$52			
Accessible Pedestrian Signals	\$7,490,000		\$7,490,000	\$1,838,554	25%	\$1,838,554	\$45			
Master Traffic Communications Plan	\$9,500,000		\$9,500,000	\$2,331,944	25%	\$2,331,944	\$57			
Active Modes (20-Year Projects)										
Shared Use Paths ⁷	\$24,529,000	\$0	\$24,529,000	\$24,529,000	100%	\$21,354,321	\$521		\$3,174,679	\$24,529,000
Bike Facilities	\$29,010,282	\$0	\$29,010,282	\$11,634,752	40%	\$10,721,547	\$262		\$4,592,661	\$15,314,208
Pedestrian Facilities ⁸	\$9,781,000	\$0	\$9,781,000	\$810,000	8%	\$772,519	\$19	\$8,971,000	\$37,481	\$9,781,000
Subtotal	\$63,320,282		\$63,320,282	\$36,973,752	58%	\$32,848,387	\$802	\$8,971,000	\$7,804,821	\$49,624,208
Subtotal Improvement	\$341,860,282	\$33,300,000	\$308,560,282	\$152,231,146	37%	\$113,721,290	\$2,776	\$92,871,000	\$7,804,821	\$208,078,769

¹ Net of multimodal corridor bundle costs

² Net of rail-related project costs

³ Reflects application of other funding on a project-specific basis

⁴ Column (g) divided by PM Peak Hour Trip Ends through 2035: 40,972

⁵ Average assessable cost of new roadway construction

⁶ Reflects estimated existing commitments

⁷ Includes "Shared Use Path," "Grade Separated Path," and "Sidewalk Path" projects.

⁸ Includes "Accessways" projects and sidewalk projects not funded with SDC revenue.



2035 TRANSPORTATION SYSTEM PLAN (TSP) PROJECT LIST

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Multimodal Projects										
MM-16	Upgrade Bertelsen from 18th Ave. to Bailey Hill Rd.	20-yr	\$3,900,000	\$500,000	\$3,400,000	40%	\$1,375,511	\$0	\$1,375,511	35%
MM-13	Upgrade Bethel from Highway 99 to Roosevelt	20-yr	\$11,800,000	\$1,800,000	\$10,000,000	37%	\$3,653,925	\$0	\$3,653,925	31%
MM-12	Upgrade the North/South section of County Farm Loop	20-yr	\$4,400,000	\$400,000	\$4,000,000	23%	\$929,455	\$0	\$929,455	21%
MM-14	Upgrade W 11th from Terry to Green Hill	20-yr	\$12,300,000	\$1,100,000	\$11,200,000	23%	\$2,527,280	\$0	\$2,527,280	21%
MM-11	Upgrade Hunsaker Ln/Beaver St.	20-yr	\$9,300,000	\$1,100,000	\$8,200,000	33%	\$2,668,191	\$0	\$2,668,191	29%
MM-15	Upgrade Jeppesen Acres (Gilham to Providence)	20-yr	\$3,900,000	\$400,000	\$3,500,000	26%	\$900,000	\$0	\$900,000	23%
Multimodal—Other Projects										
MM-19	Reconstruct Franklin Blvd. as a multi-way boulevard between Walnut and Onyx	20-yr	\$27,700,000	\$2,100,000	\$25,600,000	23%	\$5,893,142	\$0	\$5,893,142	21%
MM-20	Add lanes on the Randy Pape Beltline from Roosevelt to W 11th, intersection improvements	20-yr	\$28,100,000	\$7,500,000	\$20,600,000	34%	\$6,923,236	\$0	\$6,923,236	25%
MM-21	Widen Barger Dr. to provide a second through lane in each direction	20-yr	\$1,900,000	\$700,000	\$1,200,000	4%	\$48,336	\$0	\$48,336	3%
MM-22	Convert 8th Ave. to 2-way street	20-yr	\$3,900,000	\$1,800,000	\$2,100,000	4%	\$87,027	\$0	\$87,027	2%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
MM-8	Add center turn lane on Martin Luther King Jr. Blvd. between Parkway W & Centennial Loop W	20-yr	\$6,700,000	\$3,500,000	\$3,200,000	9%	\$284,181	\$0	\$284,181	4%
MM-27	North Gilham Rd.		\$1,500,000	\$200,000	\$1,300,000	26%	\$334,285.71	\$0	\$334,286	22%
MM-28	Collector in Crescent Village		\$3,200,000	\$0	\$3,200,000	100%	\$3,200,000	\$2,200,000	\$1,000,000	31%
Subtotal Multimodal Projects			\$118,600,000	\$21,100,000	\$97,500,000	30%	\$28,824,569	\$2,200,000	\$26,624,569	
Development-Driven Projects										
UD-1	Connector, Enid to Awbrey Hyacinth from 140' south of Brotherton to Argon		\$7,400,000	\$0	\$7,400,000	100%	\$7,400,000	\$2,300,000	\$5,100,000	69%
UD-2	Avalon from 870-feet east of Walton to County Farm		\$700,000	\$0	\$700,000	100%	\$700,000	\$500,000	\$200,000	29%
UD-3	Legacy from 250-feet south of Avalon to Roosevelt		\$2,800,000	\$0	\$2,800,000	92%	\$2,570,400	\$2,270,400	\$300,000	11%
UD-5	Colton Way from 140-feet south of Donohoe to Legacy Ext.		\$17,500,000	\$0	\$17,500,000	99%	\$17,325,000	\$7,125,000	\$10,200,000	58%
UD-6	Construct Collectors & other facilities in the Crow Rd. Area		\$3,700,000	\$0	\$3,700,000	100%	\$3,700,000	\$2,600,000	\$1,100,000	30%
UD-7	13th Ave. from 640-feet east of Bertelsen to Dani		\$21,300,000	\$200,000	\$21,100,000	99%	\$20,952,300	\$12,352,300	\$8,600,000	40%
UD-8	Awbrey Ln., HWY99 to 850-feet west of Prairie Rd.		\$3,600,000	\$0	\$3,600,000	100%	\$3,600,000	\$2,400,000	\$1,200,000	33%
UD-9	Beacon Drive East, 440' east of River Road to Scenic Drive		\$8,700,000	\$2,700,000	\$6,000,000	44%	\$2,652,175	-	\$2,652,175	30%
UD-10	Scenic Drive, River Loop #2 to Beacon Drive		\$3,500,000	\$700,000	\$2,800,000	20%	\$573,913	-	\$573,913	16%
UD-11			\$4,300,000	\$300,000	\$4,000,000	13%	\$539,326	-	\$539,326	13%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
UD-12	Spring Creek Dr., River Rd. to Scenic Dr.		\$2,600,000	\$200,000	\$2,400,000	15%	\$351,648	-	\$351,648	14%
UD-13	River Loop #2, River Rd. to Burlwood		\$6,400,000	\$500,000	\$5,900,000	21%	\$1,221,115	-	\$1,221,115	19%
UD-14	Wilkes Dr., River Rd. to River Loop #1		\$7,000,000	\$1,200,000	\$5,800,000	11%	\$651,685	-	\$651,685	9%
UD-15	River Loop #1, River Rd. to Dalewood		\$1,500,000	\$200,000	\$1,300,000	26%	\$337,709	-	\$337,709	23%
UD-19	County Farm Rd. (east-west segment)		\$3,200,000	\$300,000	\$2,900,000	64%	\$1,867,031	\$567,031	\$1,300,000	41%
UD-20	Royal Ave., Terry St. to Greenhill Rd.		\$11,200,000	\$2,400,000	\$8,800,000	45%	\$3,947,398	-	\$3,947,398	35%
UD-21	Willow Creek Rd., W. 18th Ave. to UGB		\$5,100,000	\$400,000	\$4,700,000	78%	\$3,669,760	\$2,069,760	\$1,600,000	31%
UD-22	Bailey Hill Rd., Warren to UGB		\$9,900,000	\$1,800,000	\$8,100,000	49%	\$3,970,573	-	\$3,970,573	40%
UD-23	Dillard Rd., 43rd Ave. to UGB		\$8,100,000	\$900,000	\$7,200,000	37%	\$2,679,864	-	\$2,679,864	33%
UD-24	Fox Hollow Rd. from Donald to UGB		\$5,700,000	\$400,000	\$5,300,000	27%	\$1,404,586	-	\$1,404,586	25%
Subtotal Development Driven Projects			\$134,200,000	\$12,200,000	\$122,000,000		\$80,114,483	\$32,184,491	\$47,929,992	
Greenways										
53	Grove St.	20-yr	\$66,000	\$0	\$66,000	40%	\$26,470	\$0	\$26,470	40%
60	W Amazon Dr.	20-yr	\$47,000	\$0	\$47,000	40%	\$18,850	\$0	\$18,850	40%
73	N Danebo Ave.	20-yr	\$63,000	\$0	\$63,000	40%	\$25,267	\$0	\$25,267	40%
74	Golden Garden St.	20-yr	\$62,000	\$0	\$62,000	40%	\$24,865	\$0	\$24,865	40%
75	Avalon St.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$0	\$12,834	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
77	Spyglass Dr.	20-yr	\$87,000	\$0	\$87,000	40%	\$34,892	\$1,748	\$33,144	38%
85	Honeywood St.	20-yr	\$34,000	\$0	\$34,000	40%	\$13,636	\$794	\$12,842	38%
86	Honeywood St.	20-yr	\$7,200	\$0	\$7,200	40%	\$2,888	\$176	\$2,712	38%
95	Monroe St.	20-yr	\$124,000	\$0	\$124,000	40%	\$49,731	\$0	\$49,731	40%
105	University St.	20-yr	\$104,000	\$0	\$104,000	40%	\$41,710	\$0	\$41,710	40%
107	W 15th Ave.	20-yr	\$117,000	\$0	\$117,000	40%	\$46,924	\$0	\$46,924	40%
109	Willamette St.	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$0	\$7,219	40%
110	W Broadway	20-yr	\$170,000	\$0	\$170,000	40%	\$68,180	\$0	\$68,180	40%
111	Broadway	20-yr	\$47,000	\$0	\$47,000	40%	\$18,850	\$0	\$18,850	40%
114	Lawrence St.	20-yr	\$151,000	\$0	\$151,000	40%	\$60,559	\$0	\$60,559	40%
124	Greenview St.	20-yr	\$23,000	\$0	\$23,000	40%	\$9,224	\$329	\$8,895	39%
125	Fairoaks Dr.	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$422	\$3,589	36%
126	Lariat Dr.	20-yr	\$34,000	\$0	\$34,000	40%	\$13,636	\$0	\$13,636	40%
127	Tandy Turn	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
128	Tandy Turn	20-yr	\$33,000	\$0	\$33,000	40%	\$13,235	\$752	\$12,483	38%
129	Firwood Way	20-yr	\$11,000	\$0	\$11,000	40%	\$4,412	\$465	\$3,947	36%
130	Palomino Dr.	20-yr	\$45,000	\$0	\$45,000	40%	\$18,048	\$1,258	\$16,790	37%



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TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
131	Bailey Ln.	20-yr	\$106,000	\$0	\$106,000	40%	\$42,512	\$2,549	\$39,963	38%
134	Delta Oaks Dr.	20-yr	\$12,000	\$0	\$12,000	40%	\$4,813	\$507	\$4,306	36%
135	Holly Ave.	20-yr	\$66,000	\$0	\$66,000	40%	\$26,470	\$1,503	\$24,967	38%
136	Snelling Dr.	20-yr	\$46,400	\$0	\$46,400	40%	\$18,609	\$1,060	\$17,549	38%
137	Erin Way	20-yr	\$8,200	\$0	\$8,200	40%	\$3,289	\$218	\$3,071	37%
138	Chad Dr.	20-yr	\$21,000	\$0	\$21,000	40%	\$8,422	\$245	\$8,177	39%
139	Jeppesen Acres Rd.	20-yr	\$86,000	\$0	\$86,000	40%	\$34,491	\$1,705	\$32,786	38%
141	Bond Ln.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$912	\$19,943	38%
146	Copping St.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$0	\$14,037	40%
153	Ruby Ave.	20-yr	\$111,000	\$0	\$111,000	40%	\$44,517	\$0	\$44,517	40%
155	N Park Ave.	20-yr	\$61,000	\$0	\$61,000	40%	\$24,464	\$0	\$24,464	40%
157	N Park Ave.	20-yr	\$134,000	\$0	\$134,000	40%	\$53,742	\$0	\$53,742	40%
159	Lake Dr.	20-yr	\$54,000	\$0	\$54,000	40%	\$21,657	\$0	\$21,657	40%
161	Horn Ln.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
162	Arbor Dr.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
163	Hillard Ln.	20-yr	\$131,000	\$0	\$131,000	40%	\$52,538	\$0	\$52,538	40%
167	Berntzen Rd.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$0	\$12,834	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
168	Waite St.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
374	Robin Hood Ave.	20-yr	\$32,000	\$0	\$32,000	40%	\$12,834	\$709	\$12,125	38%
381	E 13th Ave.	20-yr	\$26,000	\$0	\$26,000	40%	\$10,427	\$0	\$10,427	40%
386	Adkins St.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$912	\$19,943	38%
387	N Clarey St.	20-yr	\$93,000	\$0	\$93,000	40%	\$37,298	\$0	\$37,298	40%
388	Gay St.	20-yr	\$16,000	\$0	\$16,000	40%	\$6,417	\$0	\$6,417	40%
389	Sarah Ln.	20-yr	\$46,000	\$0	\$46,000	40%	\$18,449	\$0	\$18,449	40%
397	Portland St.	20-yr	\$38,000	\$0	\$38,000	40%	\$15,240	\$0	\$15,240	40%
398	W 24th Ave.	20-yr	\$9,000	\$0	\$9,000	40%	\$3,610	\$0	\$3,610	40%
446	W 12th Ave.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
449	Ascot Dr.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
451	Fair Oaks Dr.	20-yr	\$70,000	\$0	\$70,000	40%	\$28,074	\$1,672	\$26,402	38%
452	Dapple Way	20-yr	\$105,000	\$0	\$105,000	40%	\$42,111	\$2,507	\$39,604	38%
453	Westward Ho Ave./Sunshine Acres	20-yr	\$98,000	\$0	\$98,000	40%	\$39,304	\$2,212	\$37,092	38%
458	E 27th/28th/29th Ave./High St.	20-yr	\$60,000	\$0	\$60,000	40%	\$24,063	\$0	\$24,063	40%
459	South Pearl St.	20-yr	\$59,000	\$0	\$59,000	40%	\$23,662	\$0	\$23,662	40%
460	Alder St.	20-yr	\$80,000	\$0	\$80,000	40%	\$32,084	\$0	\$32,084	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
461	Park Ave.	20-yr	\$98,000	\$0	\$98,000	40%	\$39,304	\$0	\$39,304	40%
486	Willamette St.	20-yr	\$58,000	\$0	\$58,000	40%	\$23,261	\$0	\$23,261	40%
488	Mill Street/E 10th Ave.	20-yr	\$91,000	\$0	\$91,000	40%	\$36,496	\$0	\$36,496	40%
492	W 22nd Ave.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
503	High St.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
505	Stephens Dr.	20-yr	\$11,000	\$0	\$11,000	40%	\$4,412	\$0	\$4,412	40%
528	W 27th Pl., Washington St.	20-yr	\$24,000	\$0	\$24,000	40%	\$9,625	\$0	\$9,625	40%
542	Fair Oaks Dr.	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$118	\$7,101	39%
544	Calvin St.	20-yr	\$25,000	\$0	\$25,000	40%	\$10,026	\$413	\$9,613	38%
545	Monterey Ln. (Larkspur Lp. to Long Island Dr.)	20-yr	\$9,000	\$0	\$9,000	40%	\$3,610	\$380	\$3,230	36%
546	Monterey Ln. (Norkenzie Rd. to Larkspur Lp.)	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$422	\$3,589	36%
547	Long Island Dr.	20-yr	\$35,000	\$0	\$35,000	40%	\$14,037	\$836	\$13,201	38%
548	Shadow View Dr.	20-yr	\$27,000	\$0	\$27,000	40%	\$10,829	\$0	\$10,829	40%
576	Westleigh St.	20-yr	\$14,000	\$0	\$14,000	40%	\$5,615	\$0	\$5,615	40%
577	Jay St.	20-yr	\$39,000	\$0	\$39,000	40%	\$15,641	\$0	\$15,641	40%
578	Cubit St.	20-yr	\$46,000	\$0	\$46,000	40%	\$18,449	\$0	\$18,449	40%
579	Western Dr.	20-yr	\$31,000	\$0	\$31,000	40%	\$12,433	\$667	\$11,766	38%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
587	Rio Glen Dr.	20-yr	\$29,000	\$0	\$29,000	40%	\$11,631	\$583	\$11,048	38%
588	17th Ave.	20-yr	\$104,000	\$0	\$104,000	40%	\$41,710	\$0	\$41,710	40%
591	Garden Ave.	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$0	\$20,855	40%
593	Alder St.	20-yr	\$108,000	\$0	\$108,000	40%	\$43,314	\$0	\$43,314	40%
595	Grant St. (W 5th Ave. to W 15th Ave.)	20-yr	\$100,000	\$0	\$100,000	40%	\$40,106	\$0	\$40,106	40%
597	Grant St. (W 17th Ave. to W. 22nd Ave.)	20-yr	\$49,000	\$0	\$49,000	40%	\$19,652	\$0	\$19,652	40%
598	W 22nd Ave. (Grant – Chambers)	20-yr	\$18,000	\$0	\$18,000	40%	\$7,219	\$0	\$7,219	40%
599	W 22nd Ave. (Grant – City View)	20-yr	\$52,000	\$0	\$52,000	40%	\$20,855	\$0	\$20,855	40%
600	City View St.	20-yr	\$10,000	\$0	\$10,000	40%	\$4,011	\$0	\$4,011	40%
601	W 21st Ave.	20-yr	\$42,000	\$0	\$42,000	40%	\$16,844	\$0	\$16,844	40%
605	Hyacinth St.	20-yr	\$135,000	\$0	\$135,000	40%	\$54,143	\$0	\$54,143	40%
606	Spring Creek Dr.	20-yr	\$68,000	\$0	\$68,000	40%	\$27,272	\$0	\$27,272	40%
607	Scenic Dr. (City Limits – Spring Creek)	20-yr	\$55,000	\$0	\$55,000	40%	\$22,058	\$0	\$22,058	40%
608	Scenic Dr. (Spring Creek – Wilkes)	20-yr	\$89,000	\$0	\$89,000	40%	\$35,694	\$0	\$35,694	40%
609	Throne Dr.	20-yr	\$75,000	\$0	\$75,000	40%	\$30,079	\$0	\$30,079	40%
614	Hyacinth St.	20-yr	\$113,000	\$0	\$113,000	40%	\$45,319	\$0	\$45,319	40%
Subtotal Greenways			\$5,097,800	\$0	\$5,097,800		\$2,044,504	\$27,741	\$2,016,763	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Protected Bike Lanes										
18	High St.	20-yr	\$2,267,000	\$0	\$2,267,000	40%	\$909,194	\$0	\$909,194	40%
46	E Amazon Dr.	20-yr	\$2,209,000	\$0	\$2,209,000	40%	\$885,933	\$0	\$885,933	40%
391	Oakway Rd.	20-yr	\$2,184,000	\$0	\$2,184,000	40%	\$875,907	\$0	\$875,907	40%
392	Cal Young Rd.	20-yr	\$508,000	\$0	\$508,000	40%	\$203,737	\$0	\$203,737	40%
393	Willakenzie Rd.	20-yr	\$3,141,000	\$0	\$3,141,000	40%	\$1,259,717	\$0	\$1,259,717	40%
526	River Rd.	20-yr	\$4,441,000	\$0	\$4,441,000	40%	\$1,781,090	\$0	\$1,781,090	40%
556	13th Avenue	20-yr	\$3,280,000	\$0	\$3,280,000	40%	\$1,315,464	\$885,464	\$430,000	13%
571	Lincoln St.	20-yr	\$1,419,000	\$0	\$1,419,000	40%	\$569,099	\$0	\$569,099	40%
580	Hilyard St.	20-yr	\$330,000	\$0	\$330,000	40%	\$132,349	\$0	\$132,349	40%
582	E Broadway	20-yr	\$265,000	\$0	\$265,000	40%	\$106,280	\$0	\$106,280	40%
583	8th Ave.	20-yr	\$1,221,000	\$0	\$1,221,000	40%	\$489,690	\$0	\$489,690	40%
589	E 24th Ave.	20-yr	\$1,189,000	\$0	\$1,189,000	40%	\$476,856	\$0	\$476,856	40%
Subtotal Protected Bike Lanes			\$22,454,000	\$0	\$22,454,000		\$9,005,315	\$885,464	\$8,119,851	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Bike Lanes										
31	Willamette St.	20-yr	\$115,000	\$0	\$115,000	40%	\$46,121	\$0	\$46,121	40%
38	Fox Hollow Rd.	20-yr	Urban*	\$0						
39	W 11th Ave.	20-yr	Urban*	\$0						
41	Garfield St.	20-yr	\$93,000	\$0	\$93,000	40%	\$37,298	\$0	\$37,298	40%
42	Beaver St.	20-yr	Urban*	\$0						
43	Hunsaker Ln.	20-yr	Urban*	\$0						
44	Wilkes Dr.	20-yr	\$126,000	\$0	\$126,000	40%	\$50,533	\$0	\$50,533	40%
45	S Bertelsen Rd.	20-yr	Urban*	\$0						
54	W 7th Pl.	20-yr	\$136,000	\$0	\$136,000	40%	\$54,544	\$0	\$54,544	40%
59	Prairie Rd.	20-yr	\$19,000	\$0	\$19,000	40%	\$7,620	\$0	\$7,620	40%
61	Bethel Dr.	20-yr	Urban*	\$0						
63	Highway 99	20-yr	\$72,000	\$0	\$72,000	40%	\$28,876	\$0	\$28,876	40%
66	Dillard Rd.	20-yr	Urban*	\$0						
71	Bailey Hill Rd.	20-yr	\$20,000	\$0	\$20,000	40%	\$8,021	\$0	\$8,021	40%
158	N Park Ave.	20-yr	\$26,000	\$0	\$26,000	40%	\$10,427	\$0	\$10,427	40%
226	W 13th Ave.	20-yr	\$24,747	\$0	\$24,747	40%	\$9,925	\$0	\$9,925	40%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
229	County Farm Rd.	20-yr	\$107,235	\$0	\$107,235	40%	\$43,007	\$0	\$43,007	40%
400	Royal Ave.	20-yr	Urban*	\$0						
445	City View St.	20-yr	\$68,000	\$0	\$68,000	40%	\$27,272	\$0	\$27,272	40%
447	Highway 99	20-yr	\$44,000	\$0	\$44,000	40%	\$17,646	\$0	\$17,646	40%
455	Oak Patch Rd.	20-yr	\$63,000	\$0	\$63,000	40%	\$25,267	\$0	\$25,267	40%
482	Gilham Rd.	20-yr	Urban*	\$0						
523	Polk St.	20-yr	\$200,000	\$0	\$200,000	40%	\$80,211	\$0	\$80,211	40%
554	W 2nd Ave.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
561	W 13th Ave.	20-yr	\$133,000	\$0	\$133,000	40%	\$53,340	\$0	\$53,340	40%
564	Commerce St.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
568	Roosevelt Blvd.	20-yr	\$20,000	\$0	\$20,000	40%	\$8,021	\$0	\$8,021	40%
572	W 5th Ave.	20-yr	\$8,000	\$0	\$8,000	40%	\$3,208	\$0	\$3,208	40%
574	High St.	20-yr	\$16,500	\$0	\$16,500	40%	\$6,617	\$0	\$6,617	40%
575	County Farm Rd.	20-yr	\$59,000	\$0	\$59,000	40%	\$23,662	\$0	\$23,662	40%
592	E 40th Ave.	20-yr	\$36,000	\$0	\$36,000	40%	\$14,438	\$0	\$14,438	40%
Subtotal Bike Lane			\$1,458,482	\$0	\$1,458,482		\$584,933	\$0	\$584,933	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Shared Use Path										
21	E 30th Ave.	20-yr	\$2,749,000	\$0	\$2,749,000	100%	\$2,749,000	\$0	\$2,749,000	100%
211	Spring Boulevard Accessway	20-yr	\$554,000	\$0	\$554,000	100%	\$554,000	\$0	\$554,000	100%
222	W 7th Ave.	20-yr	\$951,000	\$0	\$951,000	100%	\$951,000	\$0	\$951,000	100%
223	Jessen Path	20-yr	\$3,350,000	\$0	\$3,350,000	100%	\$3,350,000	\$1,898,662	\$1,451,338	43%
231	Wilson Street Path	20-yr	\$298,000	\$0	\$298,000	100%	\$298,000	\$0	\$298,000	100%
243	Bellline Path	20-yr	\$2,016,000	\$0	\$2,016,000	100%	\$2,016,000	\$0	\$2,016,000	100%
376	Franklin Boulevard Path	20-yr	\$639,000	\$0	\$639,000	100%	\$639,000	\$0	\$639,000	100%
394	Amazon Roosevelt Connector	20-yr	\$261,000	\$0	\$261,000	100%	\$261,000	\$0	\$261,000	100%
395	Fern Ridge West Connector	20-yr	\$125,000	\$0	\$125,000	100%	\$125,000	\$0	\$125,000	100%
459	Hilyard St.	20-yr	\$866,000	\$0	\$866,000	100%	\$866,000	\$460,039	\$405,961	47%
475	W Amazon Dr.	20-yr	\$709,000	\$0	\$709,000	100%	\$709,000	\$0	\$709,000	100%
494	Amazon Park East-West Path	20-yr	\$816,000	\$0	\$816,000	100%	\$816,000	\$0	\$816,000	100%
552	UGB Path	20-yr	\$3,209,000	\$0	\$3,209,000	100%	\$3,209,000	\$0	\$3,209,000	100%
555	Kincaid St Path	20-yr	\$209,000	\$0	\$209,000	100%	\$209,000	\$0	\$209,000	100%
610	Roosevelt Blvd.	20-yr	\$805,000	\$0	\$805,000	100%	\$805,000	\$716,450	\$88,550	11%
Subtotal Shared Use Path			\$17,557,000	\$0	\$17,557,000		\$17,557,000	\$3,075,151	\$14,481,849	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Sidewalk Path										
481	Division Ave. Sidewalk Path	20-yr	\$701,000	\$0	\$701,000	100%	\$701,000	\$0	\$701,000	100%
508	Franklin Blvd. Sidewalk Path	20-yr	\$273,000	\$0	\$273,000	100%	\$273,000	\$0	\$273,000	100%
565	Commerce St.	20-yr	\$157,000	\$0	\$157,000	100%	\$157,000	\$0	\$157,000	100%
615	W 7th Ave.	20-yr	\$207,000	\$0	\$207,000	100%	\$207,000	\$0	\$207,000	100%
495	W 5th Ave.	20-yr	\$74,000	\$0	\$74,000	100%	\$74,000	\$0	\$74,000	100%
Subtotal Sidewalk Path			\$1,412,000	\$0	\$1,412,000		\$1,412,000	\$0	\$1,412,000	
Accessways										
196	Avalon St. Accessway	20-yr	\$87,000	\$0	\$87,000	100%	\$87,000	\$0	\$87,000	100%
197	Lane County Fairgrounds Accessway	20-yr	\$186,000	\$0	\$186,000	100%	\$186,000	\$0	\$186,000	100%
218	Hansen Ln. Accessway	20-yr	\$98,000	\$0	\$98,000	100%	\$98,000	\$0	\$98,000	100%
220	McClure Ln. Accessway	20-yr	\$45,000	\$0	\$45,000	100%	\$45,000	\$0	\$45,000	100%
221	Arbor Dr. Accessway	20-yr	\$46,000	\$0	\$46,000	100%	\$46,000	\$0	\$46,000	100%
230	Murin St. Accessway	20-yr	\$16,000	\$0	\$16,000	100%	\$16,000	\$0	\$16,000	100%
250	W 11th Ave. Accessway	20-yr	\$53,000	\$0	\$53,000	100%	\$53,000	\$0	\$53,000	100%
255	W 27th Ave. Accessway	20-yr	\$61,000	\$0	\$61,000	100%	\$61,000	\$0	\$61,000	100%
256	Lincoln St. Accessway	20-yr	\$66,000	\$0	\$66,000	100%	\$66,000	\$0	\$66,000	100%



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
258	Spyglass Accessway	20-yr	\$64,000	\$0	\$64,000	100%	\$64,000	\$25,259	\$38,741	61%
259	Holly Ave. Accessway	20-yr	\$31,000	\$0	\$31,000	100%	\$31,000	\$12,222	\$18,778	61%
472	E 25th Ave. Accessway	20-yr	\$9,000	\$0	\$9,000	100%	\$9,000	\$0	\$9,000	100%
560	Wallis St. Path	20-yr	\$48,000	\$0	\$48,000	100%	\$48,000	\$0	\$48,000	100%
Subtotal Accessways			\$810,000	\$0	\$810,000		\$810,000	\$37,481	\$772,519	
Grade Separated										
12	Park Ave. Overpass	20-yr	\$4,110,000	\$0	\$4,110,000	100%	\$4,110,000	\$0	\$4,110,000	100%
249	Amazon Dr. Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
390	Jay St. Bridge	20-yr	\$125,000	\$0	\$125,000	100%	\$125,000	\$0	\$125,000	100%
596	Grant St.	20-yr	\$900,000	\$0	\$900,000	100%	\$900,000	\$0	\$900,000	100%
612	Amazon and 36th Dr. Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
613	Amazon and Dillard Footbridge	20-yr	\$75,000	\$0	\$75,000	100%	\$75,000	\$33,176	\$41,824	56%
219	Amazon and 34th Ave. Footbridge	20-yr	\$200,000	\$0	\$200,000	100%	\$200,000	\$0	\$200,000	100%
Subtotal Grade Separated			\$5,560,000	\$0	\$5,560,000		\$5,560,000	\$99,528	\$5,460,472	



CITY OF EUGENE TRANSPORTATION SDC PROJECT PLAN, 2018

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Traffic Signals										
	New Signals		\$8,750,000		\$8,750,000	25%	\$2,147,843	\$0	\$2,147,843	25%
	Accessible Pedestrian Signals		\$7,490,000		\$7,490,000	25%	\$1,838,554	\$0	\$1,838,554	25%
	Master Traffic Communications Plan		\$9,500,000		\$9,500,000	25%	\$2,331,944	\$0	\$2,331,944	25%
Subtotal Traffic Signals			\$25,740,000	\$0	\$25,740,000		\$6,318,342	\$0	\$6,318,342	
TOTAL			\$332,889,282	\$33,300,000	\$299,589,282		\$152,231,146	\$38,509,856	\$113,721,290	34%



Image Source: Ben Garney via Wikimedia Commons

Appendix B

Maps

City of Eugene Transportation SDC Projects



Street Projects Funded
by Transportation SDCs

Legend to Map Symbols

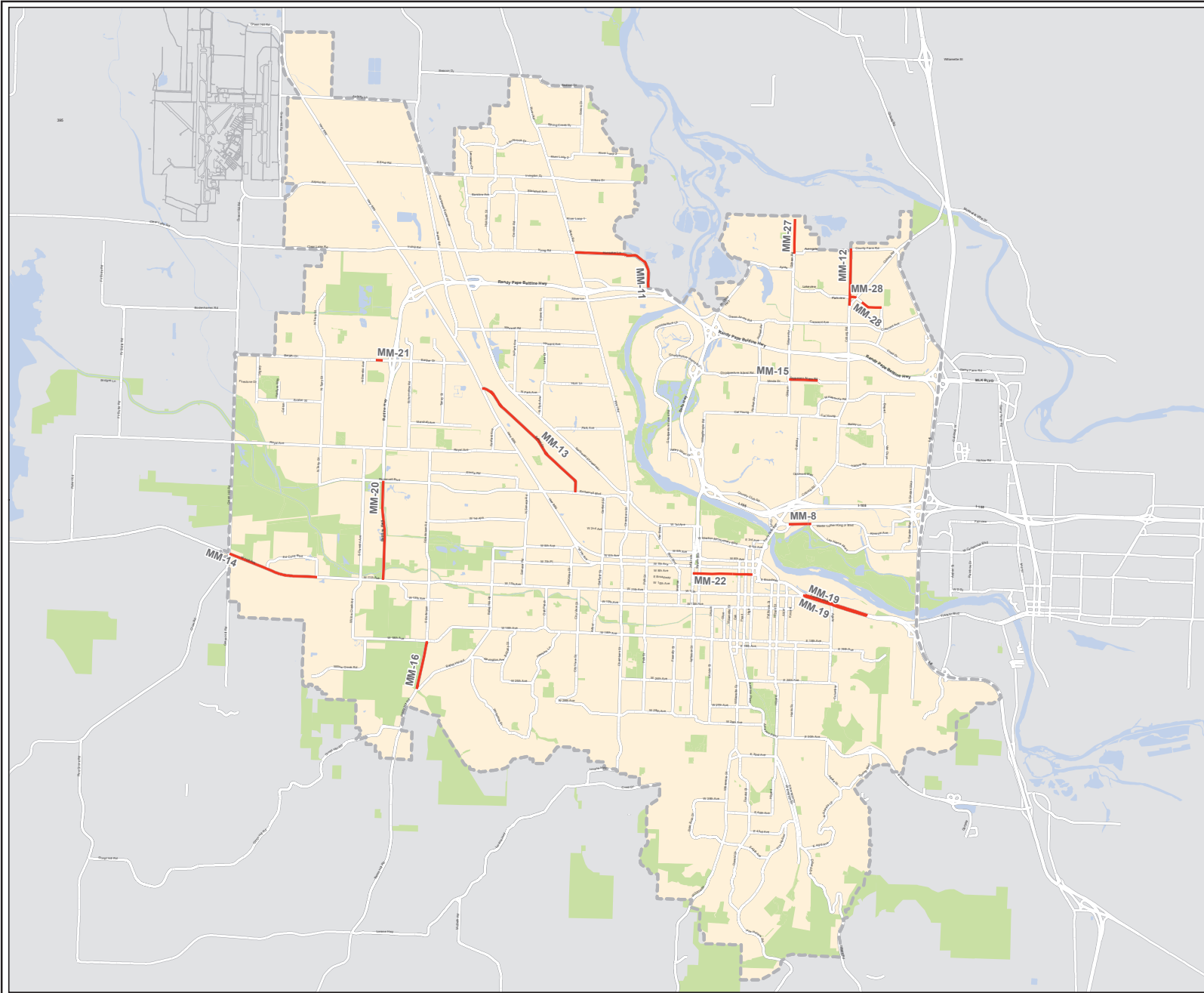
- Future Street Projects Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

1 inch = 1.07 miles



**These capital infrastructure projects
to be constructed in the future
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)



City of Eugene Transportation SDC Projects



Pedestrian Facilities Funded by Transportation SDCs

Legend to Map Symbols

Proposed Pedestrian Improvements

Shared Use Path

Sidewalk Path

Accessways

*** Grade Separated Crossing

Streets

Railroad

Water

Parks & Open Space

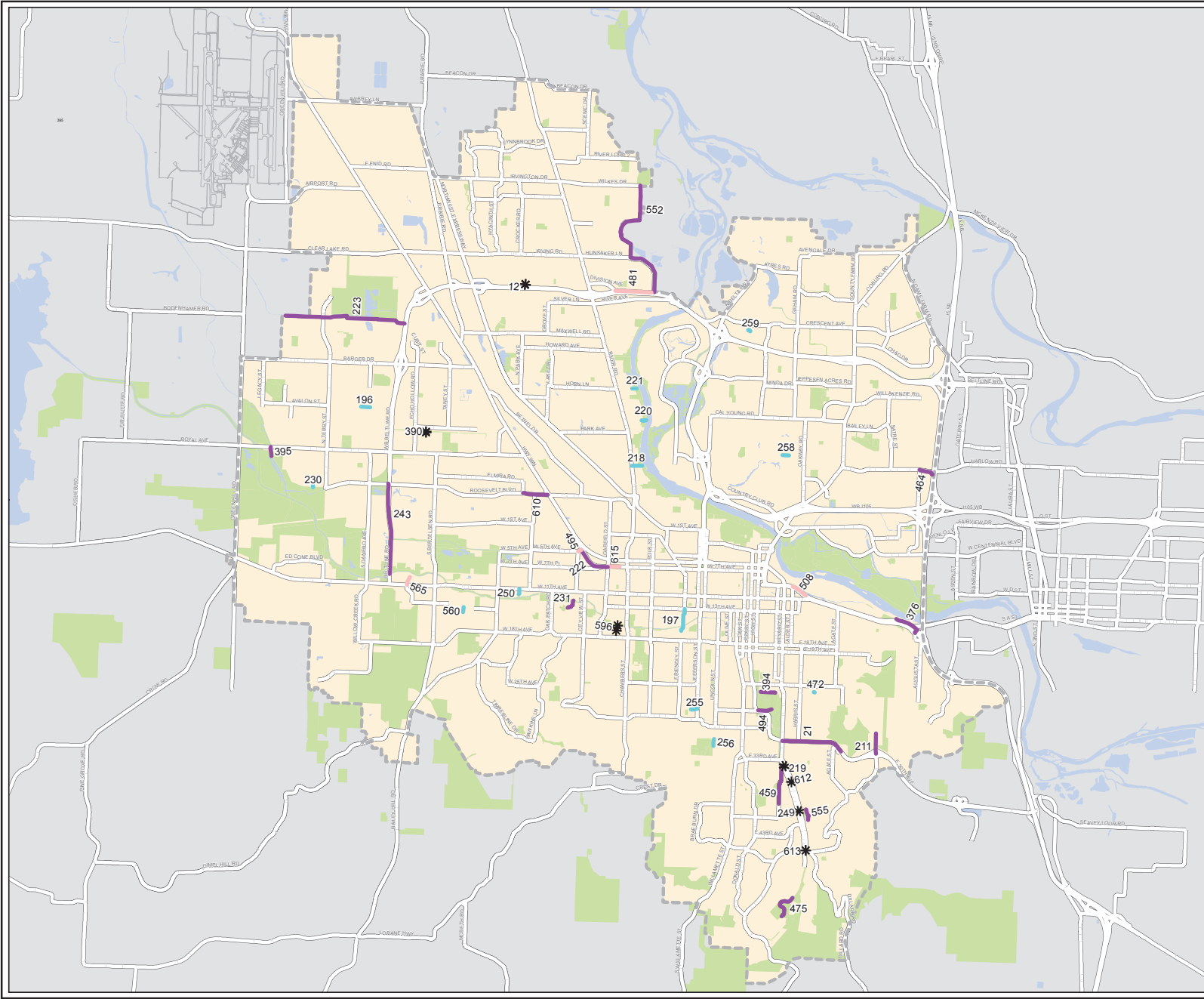
Urban Growth Boundary

1 inch = 1.07 miles



**These capital infrastructure projects
to be constructed within the next 20 years
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)















City of Eugene Transportation SDC Projects



Bicycle Facilities Funded by Transportation SDCs

Legend to Map Symbols

Proposed Bicycle Improvements

-  Bike Lane
-  Protected Bike Lane
-  Shared Use Path
-  Sidewalk Path
-  Neighborhood Greenways
-  Accessways
-  Grade Separated Crossing
-  Streets
-  Railroad
-  Waterbodies
-  Parks & Open Space
-  Urban Growth Boundary

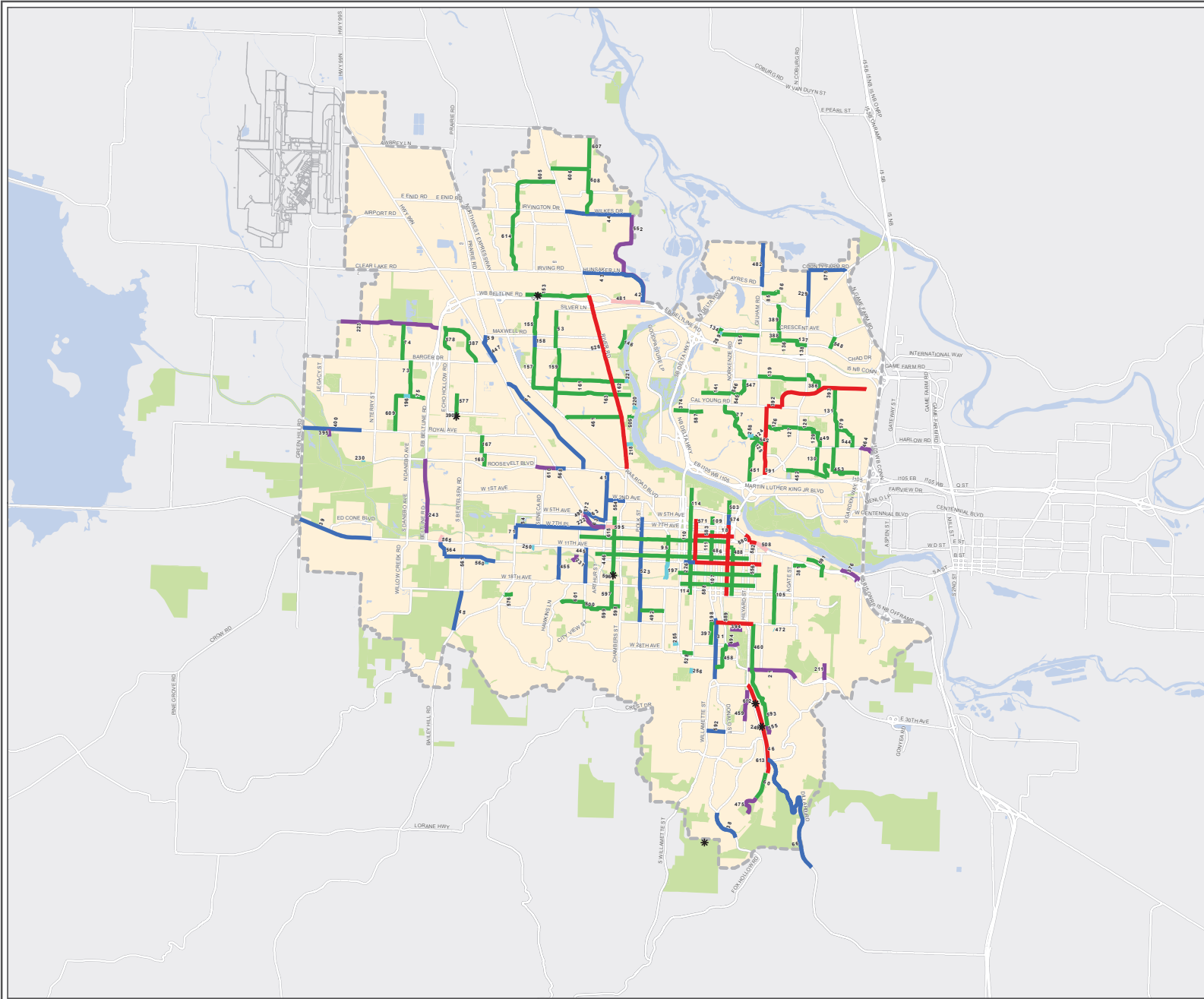


1 inch = 1.32 miles



**These capital infrastructure projects
to be constructed within the next 20 years
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)



City of Eugene Transportation SDC Projects



Street Projects Funded
by Transportation SDCs

Legend to Map Symbols

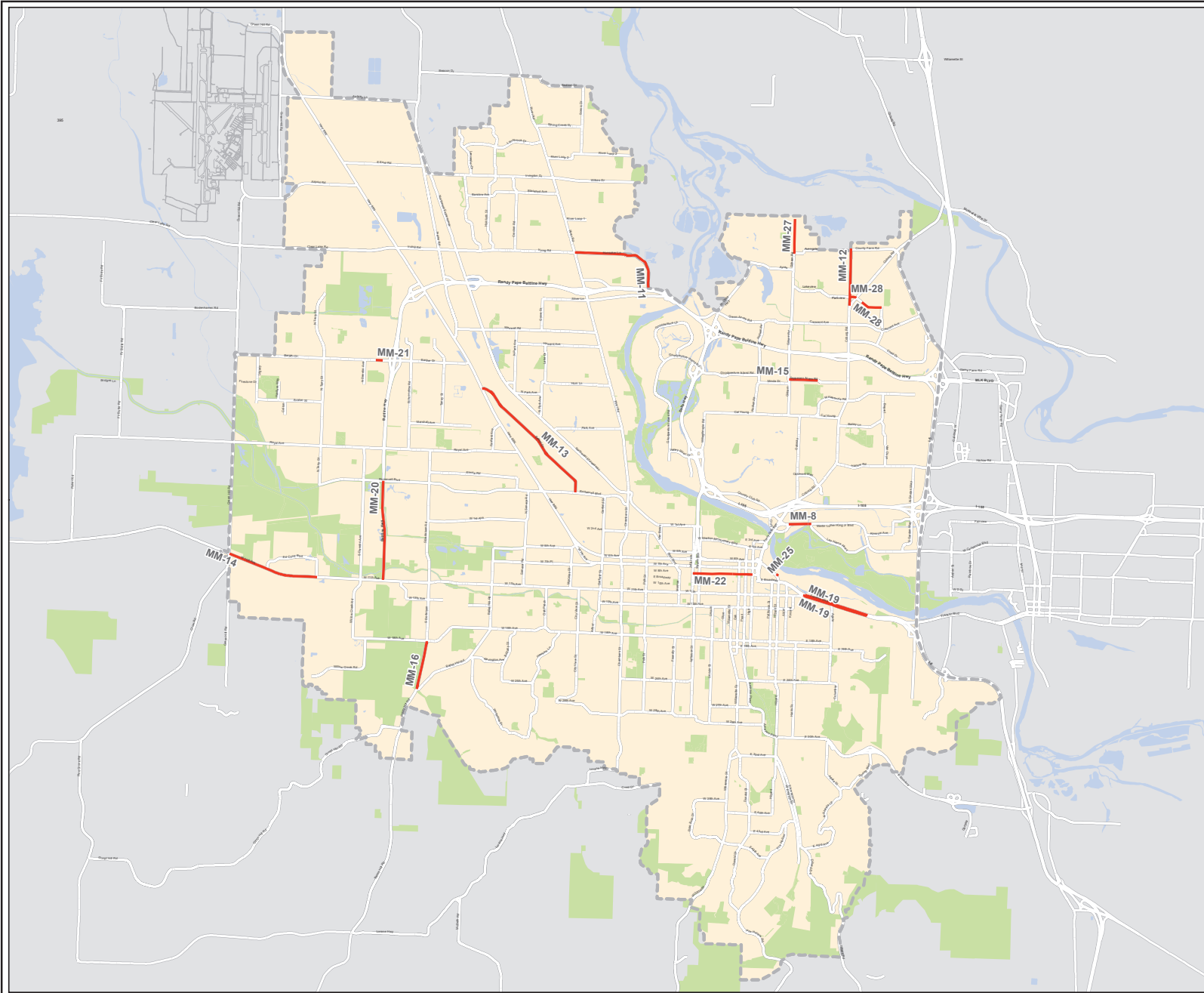
- Future Street Projects Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

1 inch = 1.07 miles

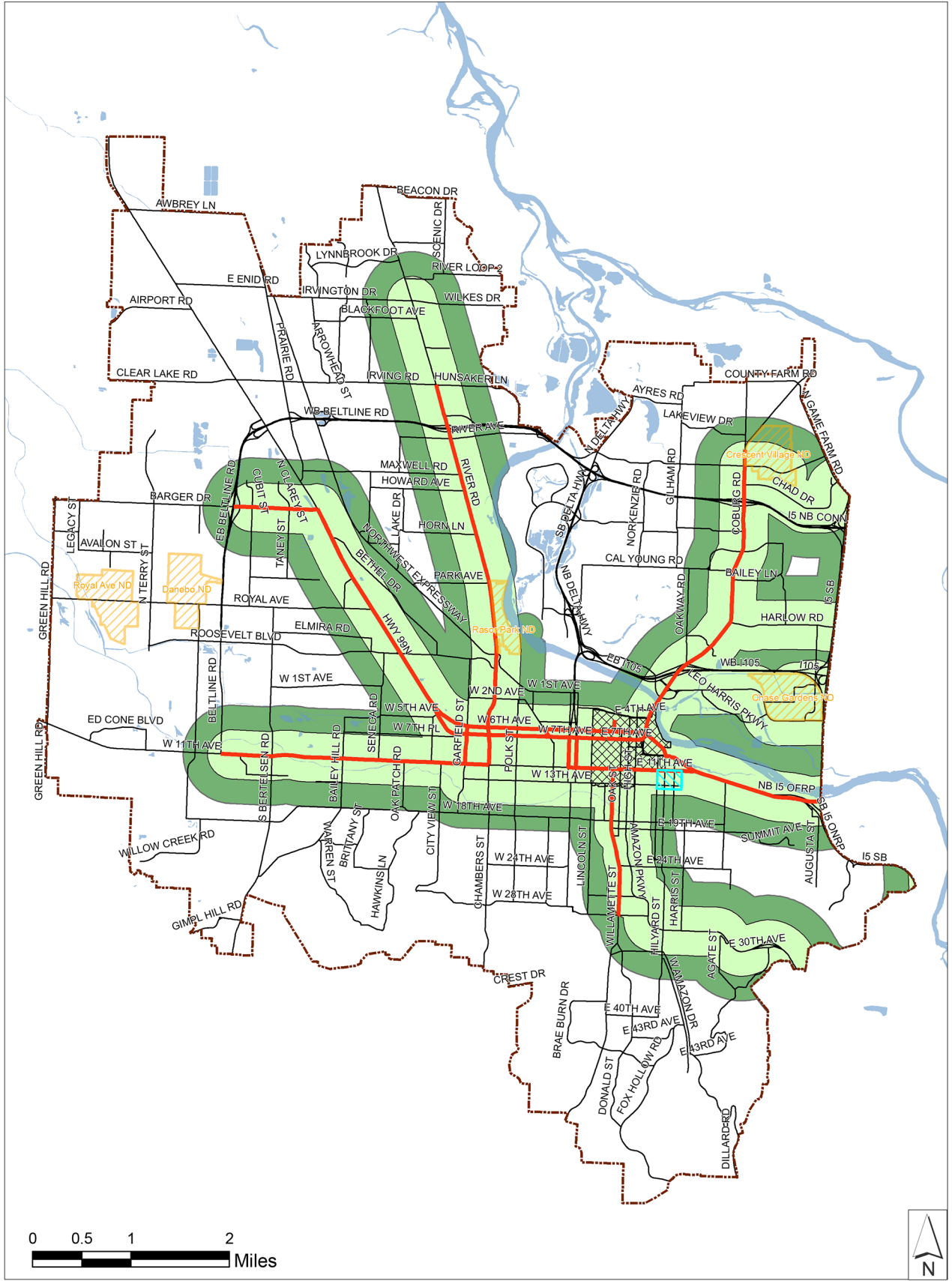


**These capital infrastructure projects
to be constructed in the future
will be financed using Transportation SDC funds.**

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)



Transportation SDC Incentive Areas



Legend

- Frequent Transit Network (0.25 mile buffer)
- Frequent Transit Network (0.5 mile buffer)
- West University Commercial District
- Nodal Development Areas (ND)
- Downtown Planning Boundary
- Eugene UGB
- Key Transportation Corridors
- Water Bodies
- Major Streets

Note:
The incentive area boundaries depicted on this map are intended for general reference. More precise boundaries are available in the City of Eugene GeoDart application or as a GIS file from the City of Eugene Public Works Engineering Division.

