



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

February 28, 2022

**5:30 p.m. JOINT WORK SESSION OF THE EUGENE CITY COUNCIL
AND THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS**

As the state and community recover from the COVID-19 pandemic, City Council meetings will continue to be held remotely using virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

**Meeting of February 28, 2022;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Claire Syrett, President
Mike Clark
Randy Groves
Jennifer Yeh

Matt Keating, Vice President
Greg Evans
Emily Semple
Alan Zelenka

**5:30 p.m. JOINT WORK SESSION OF THE EUGENE CITY COUNCIL AND THE
LANE TRANSIT DISTRICT BOARD OF DIRECTORS**

1. WORK SESSION: MovingAhead Project Update

For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

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Feb. 28, 2022 Work Session



AGENDA ITEM SUMMARY

Joint Work Session: MovingAhead Project Update

Meeting Date: February 28, 2022
Department: Public Works, Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Rob Inerfeld
Contact Telephone Number: 541-682-5343

ISSUE STATEMENT

The City of Eugene and Lane Transit District, with the help of other regional partners, are collaborating on the MovingAhead project to determine how best to redesign major streets in Eugene to make them work better for taking the bus, walking and biking. Building on years of long-range planning in the community, MovingAhead is an implementation effort that will result in prioritized investments in transit, walking and biking projects on five corridors identified in Envision Eugene, LTD's Long-Range Transit Plan, and the Eugene 2035 Transportation System Plan.

This work session is an opportunity for the Eugene City Council and LTD Board of Directors to receive a project update, receive recommendations from staff and project committees, and deliberate on the alternatives for each corridor.

BACKGROUND

MovingAhead is a partnership between the City of Eugene and Lane Transit District. The project is designed to take a system-level look at some of Eugene's major streets with the aim of making investments that support the City's and LTD's goals. Investments are necessary to:

- accommodate growth described in Envision Eugene;
- work towards the safety outcomes of the Vision Zero Action plan;
- lower greenhouse gases to meet goals in the Climate Action Plan;
- provide options that will work towards meeting the Transportation System Plan's goal of tripling trips by walking, biking, or transit;
- and implement a frequent transit network as outlined in LTD's Long Range Transit Plan.

The partnership approach recognizes that coordinated investments for people walking, biking, rolling, and riding transit will result in more sustainable, livable, and vibrant corridors with opportunities for housing and employment. By looking at five corridors at once, the project intended to take a coordinated approach to the system and reduce the time to deliver important transportation services to the community.

In 2015, MovingAhead kicked off with public workshops held along the corridors under consideration. At each workshop, local residents were asked to design their ideal street to accommodate people walking, biking, using mobility devices, driving and using transit. After gathering that public input, the project team developed conceptual designs and performed technical analyses on the concepts. These conceptual designs include Enhanced Corridor and EmX alternatives, as well as a No-Build alternative.

EmX is the version of bus rapid transit that has been developed for the Eugene-Springfield area and it includes specialized articulated buses that can open on either side, high quality bus stations, and dedicated bus lanes where there is the opportunity or need to reallocate street space for buses. Enhanced Corridors would be served by regular buses running at a high frequency of around 15 minutes and stopping at enhanced bus stops; some Enhanced Corridors would also have bus lanes to help buses get through traffic. For the purposes of federal grant programs, Enhanced Corridors may also be considered to be bus rapid transit.

EmX Alternatives are the highest level of investment on each corridor, with the Enhanced Corridors being a moderate level of investment. Both EmX and Enhanced Corridor options include pedestrian and bicycle improvements such as protected bike lanes and safe pedestrian crossings of busy streets.

No Build, Enhanced Corridor, and EmX are being considered on:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue/Lane Community College Corridor

No Build and Enhanced Corridor are also being considered on Martin Luther King, Jr. Boulevard.

Multifaceted Public Involvement

Using the designs developed collaboratively with the community, staff engaged in technical work that resulted in the publication of an Alternatives Analysis in September 2018. Results from the Alternatives Analysis are included in the Executive Summary (Attachment B) and in full at <http://www.movingahead.org>.

The technical analysis evaluated the different corridor design options according to a wide range of different criteria including the following:

- Potential ridership gains on both the individual corridor and overall LTD system;
- Travel time savings on each corridor;
- Potential land use changes due to MovingAhead implementation;
- Impacts to public and private properties along the corridor; and
- Impacts to street trees and trees outside of the right of way.

When the technical analysis was complete, the project shifted into a more intense period of public involvement, comprised of several activities. First, letters were distributed to all property owners whose properties are potentially affected by the concept designs, with an invitation to meet and

discuss. The project team also attended community events to inform people of the process schedule, opportunities to review, and ways to provide feedback on the technical analysis.

The public review period was divided into two phases. The initial public review period in September and October 2018 allowed community members to provide corridor-specific feedback on the investments in their neighborhood, near their business or place of employment, or the streets where they travel most. This review period included four large open houses as well as listening sessions with under-represented stakeholder groups. A concurrent online open house was also available (on the project website at www.MovingAhead.org). In total, staff attended more than 27 community meetings and spoke with more than 866 people. An additional 611 people visited the online open house and 241 provided comments. Staff also met with 21 property owners who may be impacted by the project. The corridor-specific feedback allowed the project team to correct any inaccuracies in the technical analysis and compile several investment package options for the next phase of public review.

In spring 2019, during the second round of public review, residents provided feedback on revised packages that contained different combinations of proposed alternatives. With five corridors under evaluation, there are abundant options for aligning different corridor investments in a package. Ideally, one of the three alternatives will be advanced for each corridor, either EmX, Enhanced Corridor, or No-Build. Each combination was evaluated based on (1) the MovingAhead project criteria and (2) comprehensive benefits across the LTD system. This second public review period included one large open house as well as an online open house. Staff participated in many public meetings and the overall level of outreach was similar to the first public engagement period.

On October 21, 2019 Eugene City Council and LTD's Board of Directors held a joint public hearing. Prior to the public hearing, staff held an open house for interested community members in the lobby of Harris Hall. A total of 120 comments were received. Comments were generally more positive than negative. Though many commenters spoke about individual corridors, few provided comment on specific packages. Many commenters indicated that they wished to support options that improved safety or congestion or build for the future. Other commenters expressed concern about project costs and impacts to the community.

The City Council and LTD's Board held a joint work session on May 26, 2021 to receive a report on the feedback heard during the public hearing and public comment period and to receive an updated timeline for the project. Both bodies discussed potentially prioritizing corridors and expressed interest in seeing the project continue to advance

Staff and Committee Recommendations

Staff have developed a recommendation using feedback received from each public outreach period and the public hearing, as well as information gathered during the technical analysis. The recommendation includes an alternative on each corridor that staff believes best meets the project's goals and objectives. The full staff recommendation and considerations are included in Attachment A. Staff have also developed an interactive, online tool called a [Story Map](#) that explains some of the considerations that informed the staff recommendation.

MovingAhead has two committees that provide recommendations to the City Council and LTD's Board: the Strategic Planning Committee is an LTD Board sub-committee composed of community members who are selected to represent various interests; the MovingAhead Oversight Committee is composed of elected and appointed officials and staff from Lane County, City of Eugene, and Lane Transit District. The staff recommendation was presented to the LTD Strategic Planning Committee on December 7, 2021. The Strategic Planning Committee was asked to make a recommendation on their preferred alternative for each corridor. The Strategic Planning Committee unanimously passed a motion to adopt the staff recommendation as their recommendation.

On December 10, 2021 the staff recommendation was presented to the MovingAhead Oversight Committee. The Oversight Committee was also asked for a recommendation on a preferred alternative for each corridor. The Oversight Committee also unanimously passed a motion to adopt the staff recommendation as their recommendation.

Recommendation on Preferred Alternatives from Staff, Strategic Planning Committee and MovingAhead Oversight Committee

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [<i>reconsider this corridor after other agency studies and projects are completed</i>]
Coburg Road	Enhanced Corridor [<i>requiring additional study and community engagement</i>]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

Next Steps

MovingAhead will return to the City Council and LTD's Board at separate meetings in March to ask for the adoption of a Locally Preferred Alternative. A locally preferred alternative is a key milestone in the environmental review process that provides staff with direction on which alternative to pursue on each corridor. Next steps include creating more detailed designs for the selected alternatives, engaging with the community as we refine the designs, seeking funding, and completing the environmental review process. The locally preferred alternative will allow staff to take the next steps in the process to improve these streets for people walking, biking, using mobility devices, and riding transit over the next 10 years. Next steps include creating more detailed designs for the selected alternatives, engaging with the community as we refine the designs, seeking funding, and completing the environmental review process.

The City Council and LTD's Board will also be asked to provide direction on prioritizing the corridors for implementation. By prioritizing corridors, the agencies will be better positioned to pursue funding and focus on design details. Staff recommend focusing on River Road and Highway 99 before moving forward on other corridors, with the understanding that work will

occur on other corridors to advance planning concepts or to take advantage of funding opportunities.

PREVIOUS COUNCIL DIRECTION

The MovingAhead project is in alignment and consistent with policy direction contained in Envision Eugene, the Eugene 2035 Transportation System Plan, Eugene's Climate Recovery Ordinance, LTD's Long-Range Transit Plan, and the Regional Transportation Plan. Additionally, the project structure has embraced a triple bottom line approach that considers the environmental, equity and economic impacts and benefits of different alternatives. This approach is part of the NEPA-required technical analysis. By focusing on the corridors identified in Envision Eugene, the MovingAhead alternatives provide opportunities for more compact housing along these corridors, helping to achieve the goals of both Envision Eugene and the Housing Implementation Pipeline.

[October 12, 2015, Meeting](#)

Move to direct the City Manager to advance the following MovingAhead corridors for further study to evaluate an EmX alternative, an Enhanced Corridor alternative and a no-build alternative during the Level 2 alternative analysis:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue-Lane Community College Corridor

And, direct the City Manager to advance the Martin Luther King Jr. Boulevard Corridor as an Enhanced Corridor as part of the Level 2 alternative analysis. (Motion Passed)

The Lane Transit District Board passed a similar motion.

[April 25, 2016, Work Session](#)

Move to recommend action to further study the following MovingAhead corridor alternatives for evaluation of an alternative for the Alternative Analysis:

- Highway 99 Corridor
- River Road
- 30th Avenue/Lane Community College Corridor
- Coburg Road Corridor

And, recommend that the Martin Luther King Jr. Boulevard Corridor alternative advance as an Enhanced Corridor and a No-Build alternative for the Alternative Analysis. (Motion Passed)

The Lane Transit District Board passed a similar motion.

[February 19, 2019, Work Session](#)

Move to direct staff to provide the MovingAhead Proposed Investment Packages (these have been updated and may be reviewed as new Attachments B and C) for public review. (Motion Passed)

The Lane Transit District Board passed a similar motion.

July 15, 2019, Work Session

Move to direct staff to amend the package and include a fifth package of EmX on Highway 99, River Road and Coburg Road. Move to direct staff to present the MovingAhead Proposed Investment Packages as amended for a Public Hearing. (Both motions passed)

COUNCIL AND BOARD OPTIONS

This is an informational item. No action is requested.

ATTACHMENTS

- A. MovingAhead Technical Team Recommendation on a Locally Preferred Alternative
- B. MovingAhead Alternatives Analysis Executive Summary

FOR MORE INFORMATION

Please visit the project website at www.MovingAhead.org.

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MEMORANDUM

To: Eugene City Council and LTD Board of Directors
From: Rob Inerfeld, Transportation Planning Manager, City of Eugene
 Andrew Martin, Development Planner, Lane Transit District
Date: February 28, 2022
Subject: MovingAhead Technical Team Recommendation on a Locally Preferred Alternative

Following the October 21, 2019 public hearing, MovingAhead project staff published a summary of the comments received and responses to those comments organized by topics raised in the comments. After the review and consideration of comments, staff worked together to incorporate feedback from the public into a technical team recommendation. People providing public comments found it challenging to provide input on the different investment packages and instead focused more on individual corridors.

Recognizing that it is easier for people to understand approaches to individual corridors, staff focused the recommendation on a Locally Preferred Alternative for each corridor that incorporates technical work, community feedback throughout the process, and public comments received at the 2019 public hearing. The resulting recommendation does not use the concept of investment packages and instead recommends a mode and alignment for each corridor.

Staff recommend the following as the Locally Preferred Alternative:

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [reconsider this corridor after other agency studies and projects are completed]
Coburg Road	Enhanced Corridor [requiring additional study and community engagement]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

This memo outlines the process to arrive at a recommendation and the considerations that led to this recommendation.

Background

MovingAhead began in 2015 as a partnership between the City of Eugene and Lane Transit District (LTD). The purpose of the project has been to determine what transportation investments are needed on some of our most important streets to meet our community's long-term land use, transportation and sustainability goals. Initial community engagement in 2015 and 2016 led to conceptual designs that were analyzed for effectiveness in meeting the project's goals and potential impacts to the built and natural environment. This technical analysis was the basis for the publication of the MovingAhead Alternatives Analysis (AA) in 2018.

Following the publication of the AA, staff reached out to the community for feedback on the alternatives. The results of that public outreach showed that, in general, the community wanted transportation investments in all five corridors but not everyone agreed on which investments would be best. This feedback led to the development of a range of investment packages that offered different combinations of transit mode alternatives on each of the five corridors. The community was surveyed to determine what criteria were most important in determining the benefits of the packages and each of the packages was evaluated against these criteria. This approach was designed to help community members and decision makers to more easily review and comment on the options and eventually select a Locally Preferred Alternative. Staff conducted outreach on the refined investment packages in 2019 and then used that feedback to further refine the packages for a public hearing on October 21, 2019. The results of those public involvement processes and the public hearing were published as the *Investment Packages Alternatives Supplemental Refinement Report (2019)*, *Refined Investment Packages for Fall 2019 Public Hearing (2019)*, and *Comment Response Report Community Feedback Summer and Fall 2019 on Preferred Investment Package (2021)*, respectively.

The feedback received at the public hearing was largely consistent with feedback from prior rounds of public engagement. The most common areas of comment were:

- expressions of support for the project,
- expressions of opinions about public policy issues that are not NEPA issues,
- comments related to improving congestion and/or safety,
- comments related to improving fixed-route service instead of building MovingAhead,
- expressions of concerns about project costs,
- and assertions that the project is not consistent with other adopted plans.

Staff were preparing to release responses to the comments received at the 2019 public hearing when the addressing the coronavirus pandemic became the top community priority. MovingAhead was paused to allow the community to focus on the pandemic response.

Recommendation

Staff have developed a recommendation based on the project's Purpose and Need and Goals and Objectives as adopted by the MovingAhead Oversight Committee and published in the *Alternatives Analysis* (2018). Staff considered technical information and feedback from public comment periods during 2018 and 2019.

Staff believe these investments best meet the Purpose and Need and Goals and Objectives and respond to community and committee feedback:

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [reconsider after other agency studies and projects are completed]
Coburg Road	Enhanced Corridor [requiring additional study and community engagement]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

Key considerations for each corridor include:

Enhanced Corridor on Highway 99

- The Enhanced Corridor alternative provides a 34% transit travel time improvement compared to the No Build alternative and increases ridership along the corridor.
- Safety investments in the Enhanced Corridor alternative are comparable to those in the EmX alternative.
- The Enhanced Corridor will increase transit frequency without increasing system-wide operations and maintenance costs.
- Capital costs are 43% lower for the Enhanced Corridor alternative compared to EmX.
- The Enhanced Corridor is projected to have fewer impacts than EmX to the community through property acquisition, parking space removal, street tree impacts, and other environmental factors.
- Feedback from the public was supportive of investments along the corridor, with safety being a key consideration.
- Could be expanded to EmX in the future.

EmX on River Road

- The EmX alternative provides the greatest travel time savings, with an improvement of 31% compared to No-Build. Travel time savings will be protected because 58% of the corridor will be comprised of priority/exclusive lanes.
- Ridership projections show an increase seven times greater for EmX than Enhanced Corridor, compared to No-Build.
- The EmX alternative contains much greater safety investment for people walking and biking.
- EmX has the potential to support much more redevelopment along the corridor.
- The River Road and Santa Clara neighborhoods recently completed a neighborhood refinement planning process that proposes to use transit investment to improve livability and economic development.
- The River Road and Santa Clara neighborhoods also recently completed an FTA sponsored transit-oriented development study that assessed market feasibility for redevelopment and suggested code changes that can be adopted by the city. These code changes are intended to support redevelopment around transit stations.
- River Road EmX had the highest amount of support during public engagement. River Road No-Build had the lowest amount of support during public engagement.

No-Build on 30th Avenue to LCC

- Enhanced Corridor and EmX provided minimal travel time savings compared to No-Build.
- The Enhanced Corridor alternative would not provide an increase in ridership.
- Safety investments are being made or planned in the corridor through other projects such as Eugene's Central Eugene in Motion and Lane County's 30th Avenue Active Transportation Plan.
- Other studies have indicated that transit may be more appropriate on streets parallel to Amazon Parkway, rather than the alignment analyzed in the MovingAhead process.
- Any recommended investment option for this corridor should occur after the city, county, and LTD complete other studies and transportation investment projects.

Enhanced Corridor on Coburg Road

- The conceptual designs for the Enhanced Corridor alternative provide a 28% reduction in transit travel time. The EmX designs did not save additional transit travel time beyond that.
- The Enhanced Corridor alternative provides many of the safety benefits found in the EmX alternative.
- Compared to EmX, Enhanced Corridor requires significantly fewer impacts to the community, including to street trees, parking spaces, and property acquisition.
- During public engagement, EmX on Coburg Road was the most polarizing alternative with high levels of support and concerns. Enhanced Corridor had the highest average rating of alternatives on the corridor. The No-Build alternative had the lowest average rating for the corridor.
- The City of Eugene is interested in investigating design changes for all users on the portion of the corridor from Ferry Street Bridge to Oakway Road. This portion of the roadway does not currently work well for any mode and any changes that benefit automobiles may also provide some benefit to transit.
- Based on the challenging design conditions and differences in public opinion, further process to refine designs and define the community vision on the corridor will be necessary regardless of which alternative is selected.

Enhanced Corridor on Martin Luther King Jr., Boulevard

- The Enhanced Corridor alternative provides a 15% transit travel time savings and an increase in ridership compared to the No-Build alternative.
- The City of Eugene has received grant funding through the state's All Roads Transportation Safety Grant program to make some of the safety investments along the corridor, irrespective of the outcome of the MovingAhead process.
- Taking a coordinated and flexible approach to funding could allow for an incremental implementation that achieves a high level of coordination and financial efficiency between the City of Eugene and LTD.



MovingAhead

STREETS AND PLACES REIMAGINED

Alternatives Analysis Report **EXECUTIVE SUMMARY**

A joint project of the City of Eugene and Lane Transit District
SEPTEMBER 2018

Acknowledgments

The City of Eugene and Lane Transit District gratefully acknowledge the efforts of every agency, committee, community organization, business and citizen who assisted in the development and evaluation of the MovingAhead project alternatives. A detailed list is included in the Alternative Analysis Report.

Partners



The City of Eugene



Lane Transit District

Agency Partners

Federal Transit Administration

Lane Council of Governments

Lane County

Oregon Department of Transportation

City of Springfield

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What is an Alternatives Analysis?

An Alternatives Analysis is a part of established transportation planning practice that uses in-depth analyses to understand the trade-offs behind different options and how they compare on a variety of criteria. It is also an important first step in securing federal funding for local projects.

An effective analysis answers critical project questions about each investment option, such as:

- What are the current and anticipated problems and opportunities that need to be addressed?
- What are the underlying causes of the problems?
- What changes are needed to achieve future goals?
- What are options for addressing the problems?
- What are the costs, impacts, and benefits of each potential solution?
- How can impacts be avoided or minimized?

The purpose of this alternatives analysis is to:

- Help select the best investments for each corridor that support local plans;
- Prioritize which corridor investments should occur first; and
- Identify realistic funding options.

Locally, the City of Eugene and Lane Transit District have a commitment to a public engagement process that supports informed decision-making that considers effects on people, our planet, and economic prosperity (the triple-bottom-line). Collectively, these efforts are a comprehensive approach to decision-making that support our community now and as we grow into the future.

A man wearing a grey cap and a dark jacket is working on a bicycle. The bicycle has a large mesh basket on the front. The image is overlaid with a large white triangle that points towards the top right corner. The background shows a building with windows.

WHAT IS MOVING AHEAD?



MovingAhead

BUILDING A BETTER

TRANSPORTATION FUTURE

Eugene is growing – we expect 34,000 new people and 37,000 new jobs in our community by 2032. MovingAhead will help manage growth in a way that enhances our quality of life and reflects our shared community values.

MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project was to determine what transportation investments are needed on some of our most important streets.

Driven by community needs and values, MovingAhead is built on community feedback and existing plans. MovingAhead is focused on creating active, vibrant places that are safe and accessible, that serve the community and economy, and that will accommodate future growth.

MovingAhead is about more than just transit: it considers a range of options for getting us where we need to go, whether we ride the bus, bike, drive, use mobility devices, or walk.

This document summarizes the Alternatives Analysis, a key step in the planning process. Based on previous community feedback, the MovingAhead team focused on five key corridors and identified the costs and benefits of various transportation investments for each. This analysis is a tool to help our community determine when and where to focus our investments over the next 10 years.

A funding plan will be developed that outlines how to implement these corridor investments and will consider all potential funding options and the timing of each to deliver the most efficient solution for each corridor.

At the conclusion of the project, the Eugene City Council and LTD Board of Directors will select a package of transit, walking, and biking investments across the five corridors that can be funded and built over the next 10 years. This list of prioritized investments will become a powerful tool for implementing local and regional land use, transportation, and community plans.

Project Goals

MovingAhead's ultimate goal is to create a 10-year investment plan for five key corridors in Eugene that will improve safety and accessibility for all modes of transportation - whether walking, biking, using a mobility device, taking the bus, or driving.

The project is also dedicated to ensuring that these investments help improve the overall quality of life of our community. To achieve this purpose and meet our community's needs and values, the work has been guided by a set of overall Goals and Objectives.

The Purpose, Needs, Goals, and Objectives for MovingAhead were developed based upon community values that were articulated in existing local policies and previous planning efforts and refined through initial project outreach.

Goal 1 Improve multimodal transit corridor service



Improve transit travel time and reliability, minimize transfers, increase ridership, and improve access and safety for people walking, bicycling, and using mobility devices.

Goal 2 Meet current and future transit demand in a cost-effective and sustainable manner



Control costs while increasing transit capacity to meet demand. Leverage funding opportunities that provide a maximum return on investment. Minimize impacts to the environment.

Goal 3 Support economic development, revitalization, and land use opportunities for the corridor



Support and coordinate with other planned development and transportation projects and provide high-capacity transit that is consistent with the community vision. Minimize impacts to businesses and industry and improve transit so as to provide benefits to vehicles, freight, and emergency services.

Built on Past Planning

Envision Eugene is a community-based plan for accommodating new residents and jobs while protecting our quality of life and reflecting our shared values. A key element of Envision Eugene is a multimodal transportation system that provides mobility and transportation options while supporting compact urban development, sustainability, and affordable housing.

MovingAhead supports Envision Eugene by identifying the most important and cost-effective investments in multimodal transportation along our major streets.

MovingAhead also builds on the hard work of past planning efforts, including: Lane Transit District's Long-Range Transit Plan; the Eugene 2035 Transportation System Plan (Eugene 2035 TSP); and the Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP).



Community Involvement

MovingAhead continues a tradition of proactive public engagement that supported the City's Envision Eugene process.

MovingAhead aspires to implement the collective vision and ideas included in several existing plans, such as Envision Eugene and LTD's Long-Range Transit Plan. These plans are the culmination of decades of community engagement and input. MovingAhead builds off these plans and continues the community conversation set forth from these earlier efforts.

Community involvement for MovingAhead got underway in 2015 with workshops to solicit input that informed the evaluation criteria and explored and identified which corridors should be advanced for further evaluation. During these meetings, the public shared what they knew about important destinations, barriers, desired transportation investments, and the importance of corridor features such as parking, trees, and sidewalks.

Feedback from these workshops, an online open house, and other public comments determined the five corridors and the three levels of investment options that have been evaluated in the Alternatives Analysis.

For more information about public feedback, refer to Chapter 2 of the Alternative Analysis report: "Outreach and Involvement."

*"There should be **more separation of bike lanes and transit** all over to improve safety for all users."*

*"I have concerns about **how access to business will be affected** by transit changes."*

*"I would like to see **improved connectivity** between bike lanes and paved paths."*

*"The **addition of EmX lanes** is good for Eugene and use will increase with growth."*

What we heard

Public comments have generally encouraged further investment to support walking, bicycling, and taking transit. Corridor-specific comments provided detailed information on safety concerns and facility needs within each corridor that were incorporated into the development of each corridor option.



Investment Options

Public feedback and community conversations helped define three investment options that were considered within four of the five corridors (only two options were explored for MLK, Jr. Boulevard).

A low and high investment option looked at varying degrees of improvements, such as pedestrian and bicycle facilities, and transit enhancements, as well as improvements along the street like sidewalks, trees, and lighting. These were compared to what would happen without the MovingAhead project, referred to here as a “No-Build” option.

The “build options” refer to the Enhanced Corridor and EmX Alternatives that would provide for infrastructure or facility upgrades along the corridor. The No-Build Alternative would leave the corridor as it is.

No-Build Alternative

(No new investments at this time)



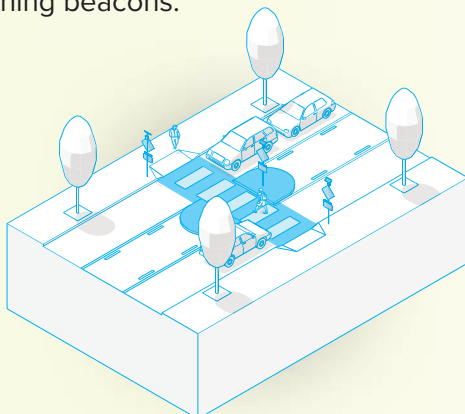
This option is helpful as a reference point to measure the relative benefits, costs, and impacts of the build alternatives. Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the MovingAhead project.



Toolbox for Enhanced Corridor and EmX Options

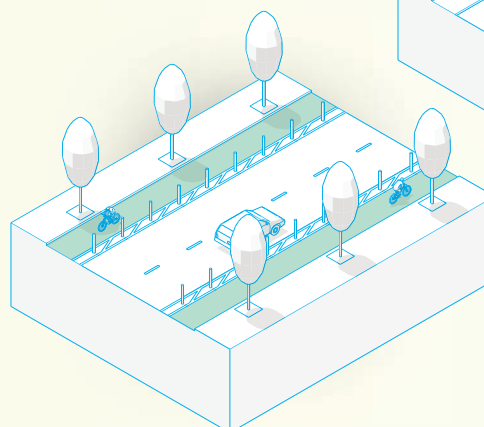
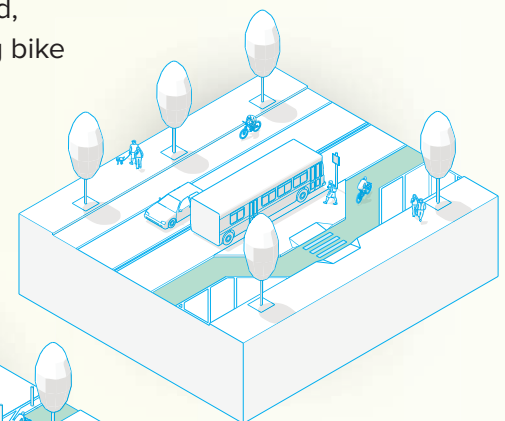
Upgraded and Enhanced Crossings

New crossings would generally be located at mid-block locations away from intersections and may include accessible ramps, pedestrian islands, striping, or flashing beacons.



Bicycle Improvements

Upgrades may include separated, protected bike lanes and routing bike lanes behind transit stations.



Enhanced Corridor Alternative

(Lower investment option)



Enhanced Corridor is a new concept for the Eugene-Springfield region and is intended to improve safety, access, and transit service without requiring major capital investments.

Key features include:

- Typically a bus every 15 minutes
- Consolidating the number of transit stops
- Transit signal priority at intersections
- Enhancing some bus stops
- Improving or building new pedestrian crossings
- Filling in gaps in the sidewalk network
- Adding accessible sidewalk ramps at intersections
- Improving or building new bicycle facilities
- Streetscape investments such as lighting and landscaping

EmX Alternative

(Higher investment option)



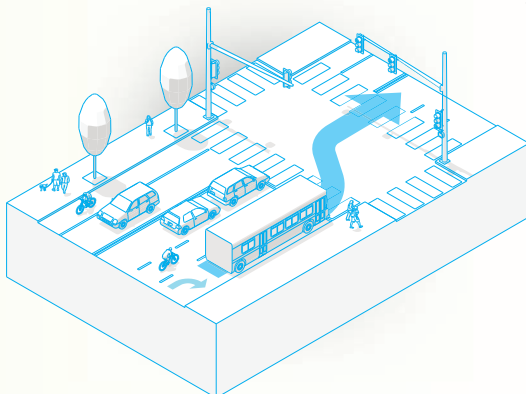
EmX is short for Emerald Express and is LTD's branded Bus Rapid Transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, downtown Eugene, and the University of Oregon.

Key features include:

- Typically a bus every 10 minutes
- Bus-only lanes in key locations
- Higher capacity multi-door transit vehicles
- Enhanced stations with raised platforms
- Off-board fare collection to allow multi-door boarding
- Transit signal priority at intersections
- Longer distances between stops
- More frequent and redesigned service to improve cross-town connectivity
- Greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements than with the Enhanced Corridor options

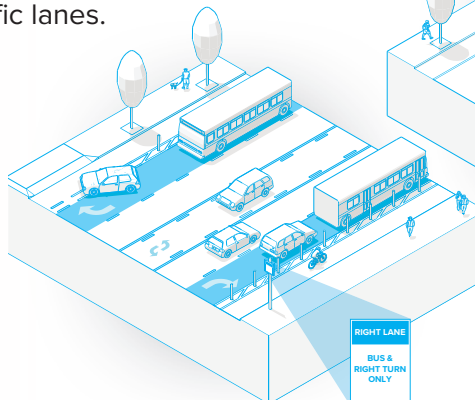
Transit Queue Jumps

Queue jumps reduce transit delay at signals and improve the efficiency of the transit system by allowing buses to proceed through signals ahead of other vehicles.



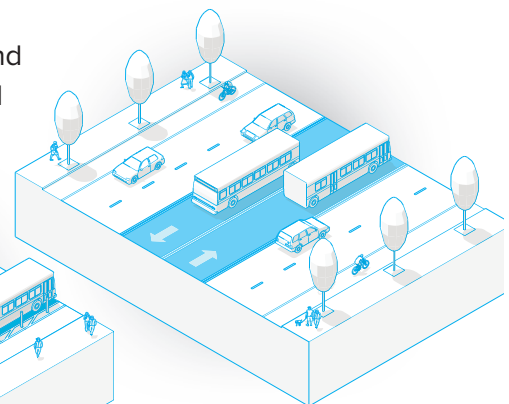
Business Access and Transit (BAT) Lanes

BAT lanes are reserved for buses and turning vehicles. These lanes allow access to businesses, improve transit reliability, reduce travel time, and remove buses and turning vehicles from the general traffic lanes.



Bus-Only Lanes

Bus-only lanes are reserved for transit and may be located in the middle of the street or adjacent to the curb.



Corridor Findings

MovingAhead takes a unique approach by comparing investment options within five corridors at once.

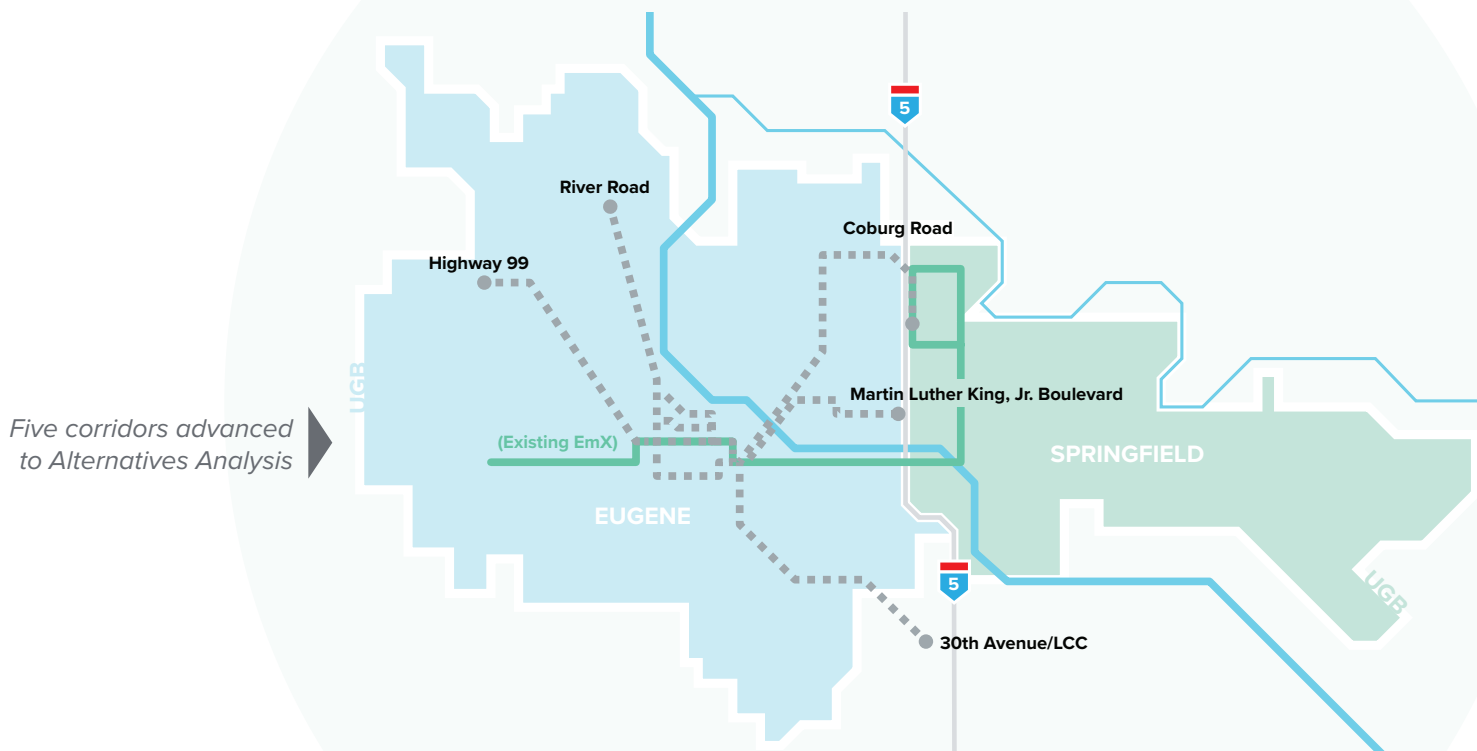
The project started with a list of 10 potential corridors that were then subject to an evaluation process to determine the best options for near-term investment.

An initial review, called a **Fatal Flaw Screening**, removed alternatives that were not a priority for capital investments over the next 10 years. This was followed by a **Level 1 Screening** that more thoroughly evaluated the corridors based on public support and the project's Purpose, Need, Goals, and Objectives.

Based on community input and technical analysis, five corridors and alternatives were deemed the most promising for near-term investment, and were advanced to the **Level 2 Screening** (Alternatives Analysis) described here.

Corridors Considered	Fatal Flaw Screening	Level 1 Screening	Level 2 Screening (Alt. Analysis)	
			Enhanced	EmX
Highway 99	✓	✓	✓	✓
River Road	✓	✓	✓	✓
Coburg Road	✓	✓	✓	✓
30th Avenue to LCC	✓	✓	✓	✓
MLK, Jr. Blvd/Centennial Blvd.	✓	✓*	✓	
Main Street-McVay Hwy	✓	✓*		
Valley River Center	✓	✗		
Randy Papé Beltline	✗			
18th Avenue	✗			
Bob Straub Parkway	✗			

* The Main Street-McVay Highway Corridor and the extension of the Martin Luther King, Jr. Blvd. corridor along Centennial Blvd. were advanced for consideration, but have been deferred pending completion of a separate study of safety improvements on Main Street.



Evaluation Criteria

The alternatives within each of the five corridors were evaluated using various performance measures. The following criteria were determined to be most useful in differentiating between the alternatives.

Environmental Analysis

Seventeen environmental topics were evaluated as part of the Alternatives Analysis, including impacts and benefits to air quality, water quality, and natural resources. Generally, the studies found minimal differences between the corridor alternatives. (For more detail refer to the AA report Chapters 3-8.)

Cost

-  **Capital Cost** → Capital cost includes estimated costs for vehicles, design, construction, right of way, and project management.
-  **Operating Cost** → This is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.

Transit Performance

- +  **In Vehicle Transit Travel Time Savings** → This measure estimates how long it would take for someone to travel from the end of the line to Eugene Station during the afternoon peak hour.
- +  **Ridership Increase** → Annual transit ridership as projected for the year 2035 using the regional transportation model.

Bicycling & Walking

- +  **New Bicycle/Pedestrian Access & Safety Improvements** → This criterion is based on the amount of proposed investment in bicycle and pedestrian improvements in each corridor.

Property & Development Impacts

- +  **Support Development & Redevelopment** → This is an assessment of how well the alternative supports development and redevelopment as identified in adopted plans.
-  **Tree Impacts** → This criterion is based on the number of medium and large trees which may need to be removed.
-  **Number/Acreage of Acquisitions** → This criterion is based on the number and total acreage of properties that would potentially need to be purchased.
-  **Potential Property Displacements** → This measure indicates the number of residences or businesses that may be displaced as a result of constructing the project.
-  **Parking Impacts** → This criterion considers the amount of on-street and off-street parking that may need to be removed.

Jobs & Population

- +  **Existing Jobs & Population Served** → These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within ¼ mile of the corridor and the EmX Alternative serving people working and living within ½ mile of the corridor.

Ratings are coded by color to indicate how well they support project criteria.

▲ Supports Project Criteria

▲ Does not Support Project Criteria

Highway 99 Corridor

The Highway 99 Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown, then extends northwest along Highway 99 to Barger Drive, turning west at Barger Drive to terminate north of the intersection of Barger Drive and Cubit Street, east of the Randy Papé Beltline Highway.

Overview

Compared to the No-Build Alternative, the Enhanced Corridor and EmX Alternatives significantly decrease transit travel time (by 10 and 12 minutes, respectively) and would increase ridership more than any other corridor (by 111,000 and 267,000 annual trips, respectively). Both build alternatives would provide more frequent transit service.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

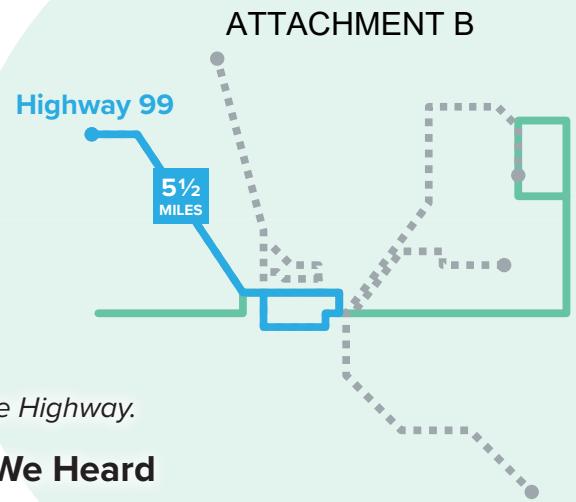
What We Heard

- Pedestrian and bicycle crossings are presently unsafe, make the environment safer.
- Good Enhanced Corridor candidate because of anticipated long-term changes .
- Railroad yards are a major obstacle - Maxwell Road to Roosevelt Boulevard.
- Bus service is not frequent enough.
- Highway 99 is hard to cross for pedestrian/bikes.
- Lack of bike lanes north of Bethel Drive.
- Opposition to EmX Investments within the boundary of the Jefferson Westside Neighborhood (JWN).

Addressing Community Concerns

Both build alternatives provide new investments in bicycle and pedestrian connectivity and safety, including a bicycle and pedestrian bridge connecting the Trainsong Neighborhood to the Highway 99 Corridor. Both build alternatives would also represent an increase in the frequency of transit service along the Highway 99 Corridor.

To address JWN concerns, the EmX Alternative would be routed along 6th and 7th Street and no infrastructure improvements are proposed along 11th and 13th Street as part of the Enhanced Corridor Alternative.



Highway 99 Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$38.0M	\$67.0M
Systemwide Annual Operating Cost (Change from No-Build)	\$0.0M	-\$0.1M	\$2.8M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase (Compared to No-Build)	0	111,000	267,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements (1-5 rating)	★	★★★★★	★★★★★★
 Property & Development Impacts			
Support Development and Redevelopment (1-5 rating)	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	14	40
Number/Acreage of Acquisitions	0/0	44/1.3	38/1.6
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street (number of spaces)	0/0	0/50	0/53
 Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts

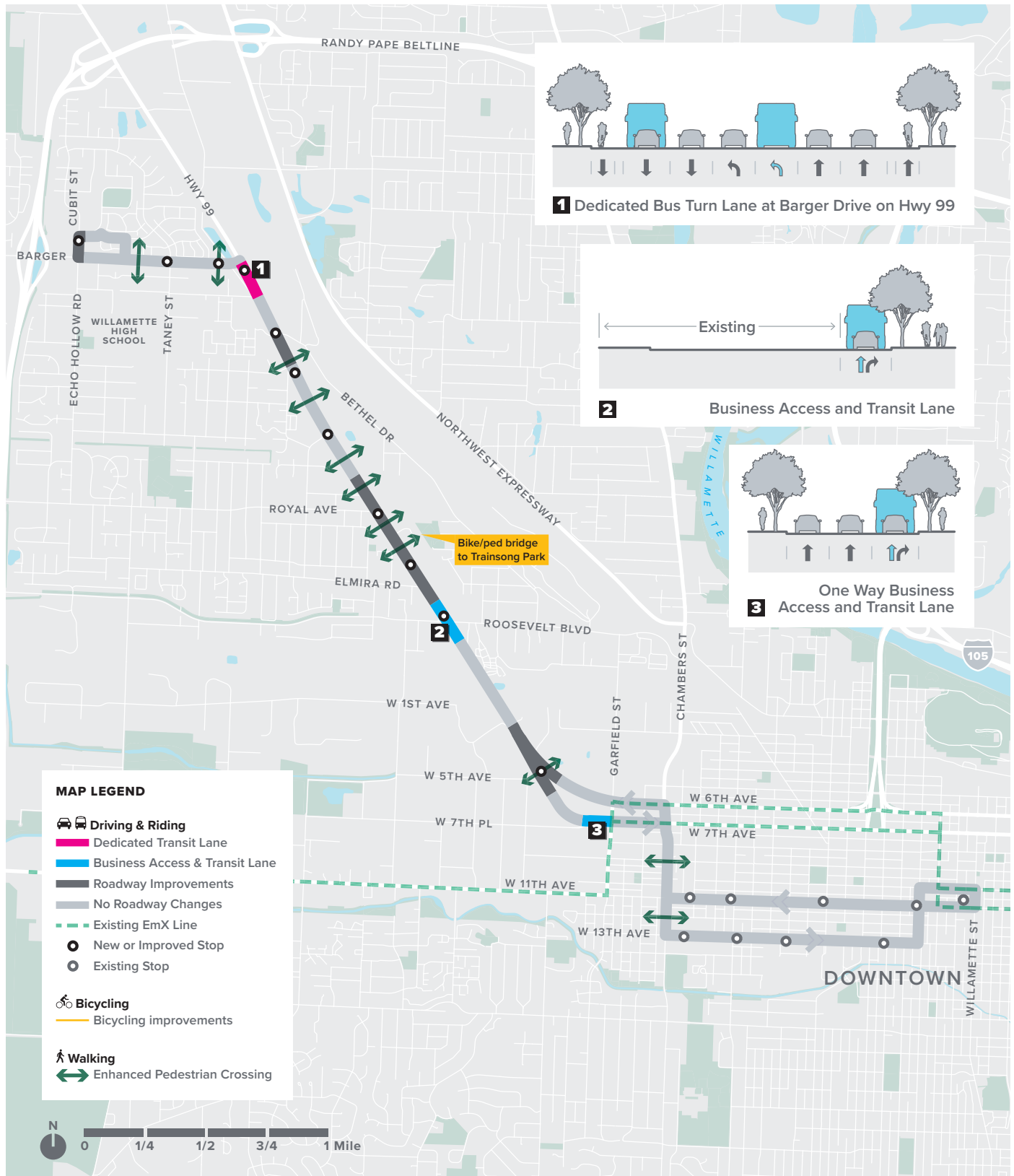
Supports Project
Criteria

Does not Support
Project Criteria

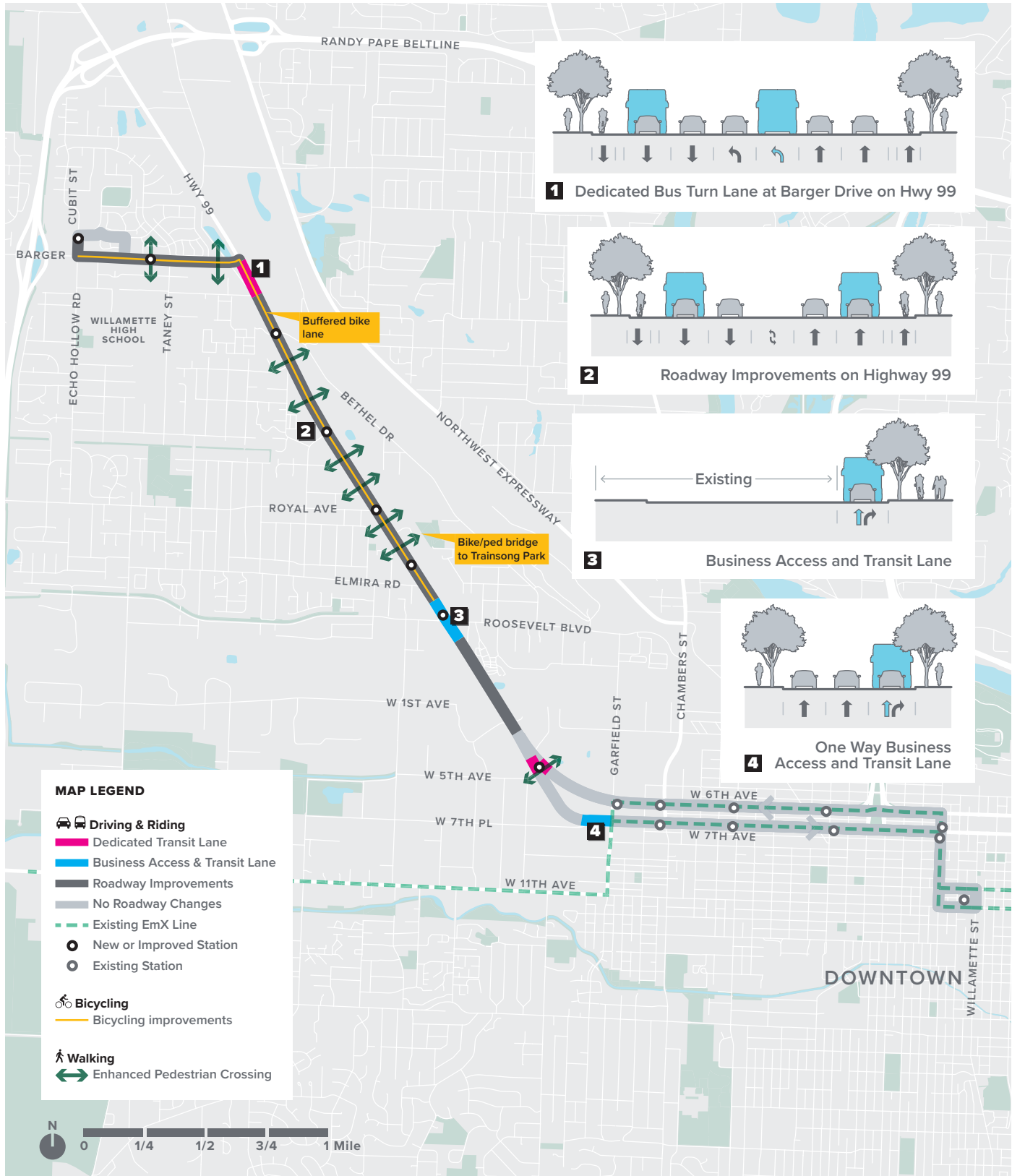
Highway 99 Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Highway 99 build alternatives.

Enhanced Corridor Alternative



EmX Alternative



River Road Corridor

The River Road Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown and the Whiteaker Neighborhood, and then north to the Santa Clara Community Transit Center (southeast of the intersection of Hunsaker Lane and River Road).

Overview

Of the two build alternatives, the EmX Alternative offers the greatest benefit to bicycle and pedestrian connectivity and safety, as well as the most improved transit service frequency because of repurposed travel lanes to Business Access and Transit (BAT) lanes. The Enhanced Corridor Alternative also provides transit benefits and improvement to bicycle and pedestrian facilities, but to a lesser extent than the EmX Alternative, and would result in a smaller increase in transit ridership.

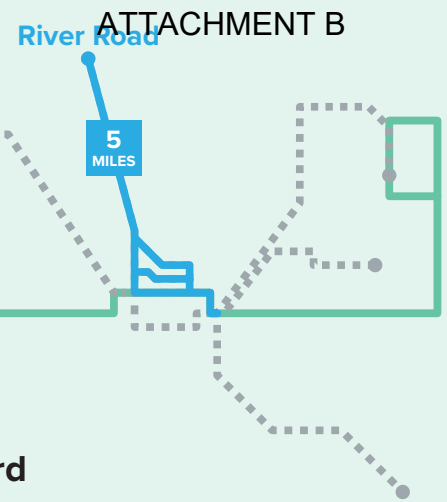
The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

What We Heard

- Dedicated transit and cycling lanes are needed
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern
- Consider safety of all road users in design for River Road
- Avoid tree removal with any transit option
- EmX option 2 [Business Access and Transit Lanes] is preferred because of turn lane in the middle
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here

Addressing Community Concerns

The build alternatives would increase transit frequency while providing new investments in bicycle and pedestrian connectivity and safety. Both build alternatives aimed to work within the existing right of way where feasible, to preserve trees along the corridor as much as possible.



River Road Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$24.0M	\$78.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.6M	\$2.0M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	8 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	33,000	246,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Number/Acreage of Acquisitions	0/0	5/1.3	40/2.2
Potential Property Displacements ¹	0	4	6
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/2	0/31
 Existing Jobs & Population Served			
Jobs	≈19,000	≈19,000	≈28,000
Population	≈35,000	≈35,000	≈44,000

¹ Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project
Criteria

▲ Does not Support
Project Criteria

River Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the River Road build alternatives.

Enhanced Corridor Alternative



EmX Alternative



30th Avenue (Downtown) to LCC Corridor

The 30th Avenue to LCC Corridor begins at Eugene Station and travels south along Pearl Street to Amazon Parkway, then on E. 30th Avenue to the LCC Station. The return trip travels on Oak Street (inbound).

Overview

Of the two build alternatives, the EmX Alternative offers the greatest potential ridership increase as well as the most bicycle and pedestrian connectivity and safety improvements. The Enhanced Corridor Alternative would provide a lower level of bicycle and pedestrian investment, and fewer transit benefits, including a possible reduction in transit ridership due to the elimination of service on Harris Street and a direct transit connection between LCC and the University of Oregon.

The No-Build Alternative, which would retain existing service, avoids impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal) and costs, and offers transit travel times that are similar to the two build alternatives.

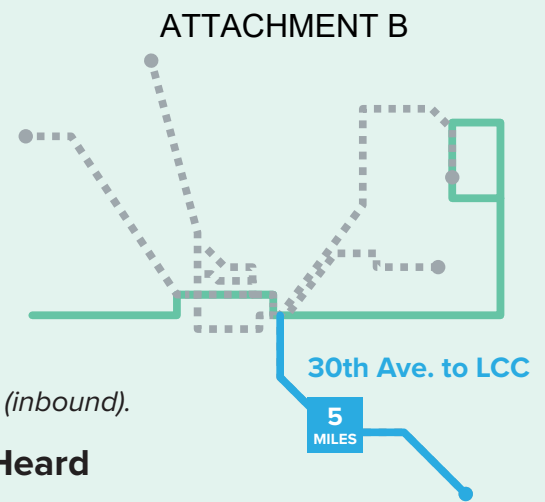
Additionally, ridership for the No-Build Alternative is better than estimated ridership for the Enhanced Corridor Alternative due to the assumed elimination of Route 81 service.

What We Heard

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Oak and Pearl should be for buses along 30th/ LCC and High Street should be a cycle track
- Corridor would complement changes occurring in the South Willamette area
- Crossings along 30th are difficult
- Need more details about how bicycles will be accommodated

Addressing Community Concerns

The build alternatives both provide new investments in bicycle and pedestrian connectivity and safety. Either of the build alternatives or the No-Build (which retains existing service) could extend service hours in the future.



30th Avenue to LCC Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$21.0M	\$53.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.5M	\$0.5M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	1 min	2 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	-30,000	198,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	58	102
Number/Acreage of Acquisitions	0/0	13/0.4	20/0.5
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	69/0	140/16
 Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈30,000
Population	≈30,000	≈30,000	≈45,000

¹ Mitigation measures would be used to avoid or reduce impacts

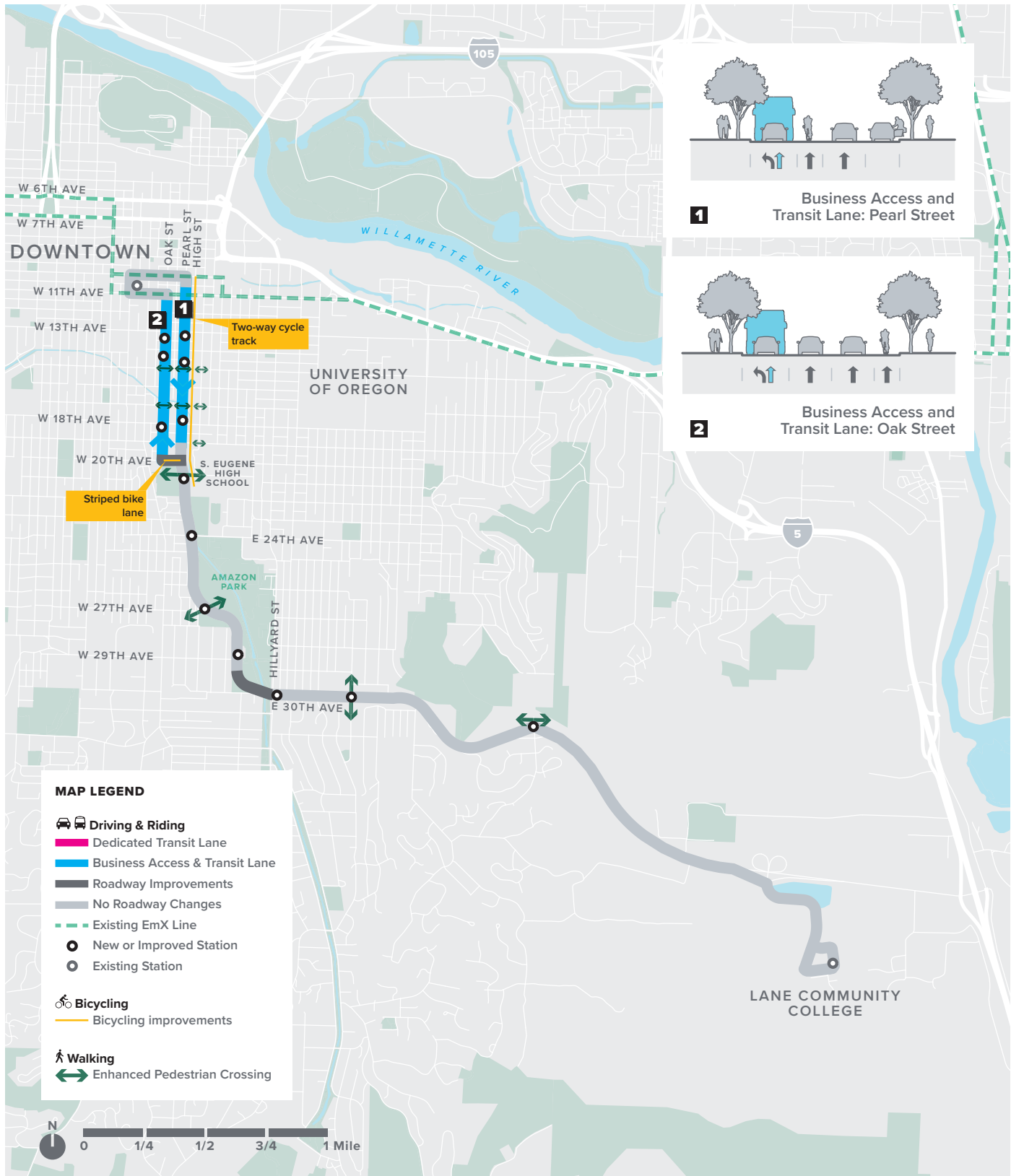
▲ Supports Project
Criteria

▲ Does not Support
Project Criteria

Enhanced Corridor Alternative



EmX Alternative



Coburg Road Corridor

The Coburg Road Corridor begins at the Eugene Station and continues to Coburg Road using the Ferry Street Bridge. The corridor continues north on Coburg Road to Crescent Avenue, east on Crescent Avenue, south on Shadow View Drive, east on Chad Drive to Old Coburg Road, and south on N. Game Farm Road and Gateway Street to the existing Gateway Station at the Gateway Mall. Although service extends from N. Game Farm Road to the Gateway Station, capital investments proposed as part of the MovingAhead project would terminate at Interstate 5 (I-5).

Overview

Although the two build alternatives are rated more favorably than the No-Build Alternative, the EmX Alternative in this corridor has the highest capital cost of all the corridor alternatives considered and would require the most property acquisition. The Enhanced Corridor Alternative has a lower cost, less impact, and an equivalent improvement in transit travel time than the EmX Alternative, but has lower projected ridership.

The No-Build Alternative avoids cost and impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal).

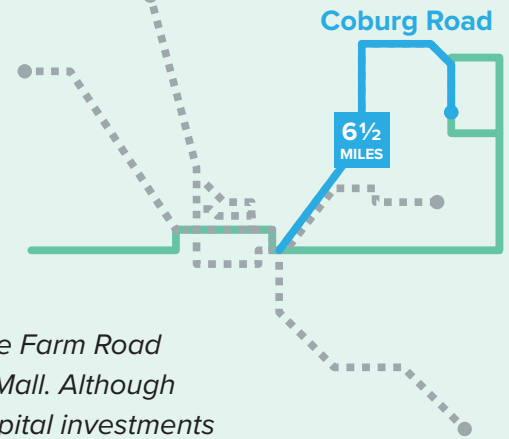
What We Heard

- The VA clinic and all the new development at Crescent and further north have limited bus service and bikeway options.
- Auto access to businesses must be maintained
- Coburg is scary with fast moving traffic
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- The corridor is important for autos, given the nature of development and connection to freeways

Addressing Community Concerns

The build alternatives provide investments in bicycle and pedestrian connectivity and safety, as well as improved transit service and connections to areas north of Beltline. Additionally, questions came up about how business impacts would be minimized. Both build options propose infrastructure investments that stay within the existing right of way as much as possible.

ATTACHMENT B



Coburg Road Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	EmX
Capital Cost	\$0.0M	\$41.0M	\$113.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$0.0M	\$1.8M
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	63,000	258,000
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
 Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	9	149
Number/Acreage of Acquisitions	0/0	47/1	73/4
Potential Property Displacements ¹	0	0	2
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/67	7/128
 Existing Jobs & Population Served			
Jobs	≈25,000	≈25,000	≈36,000
Population	≈41,000	≈41,000	≈50,000

¹ Mitigation measures would be used to avoid or reduce impacts

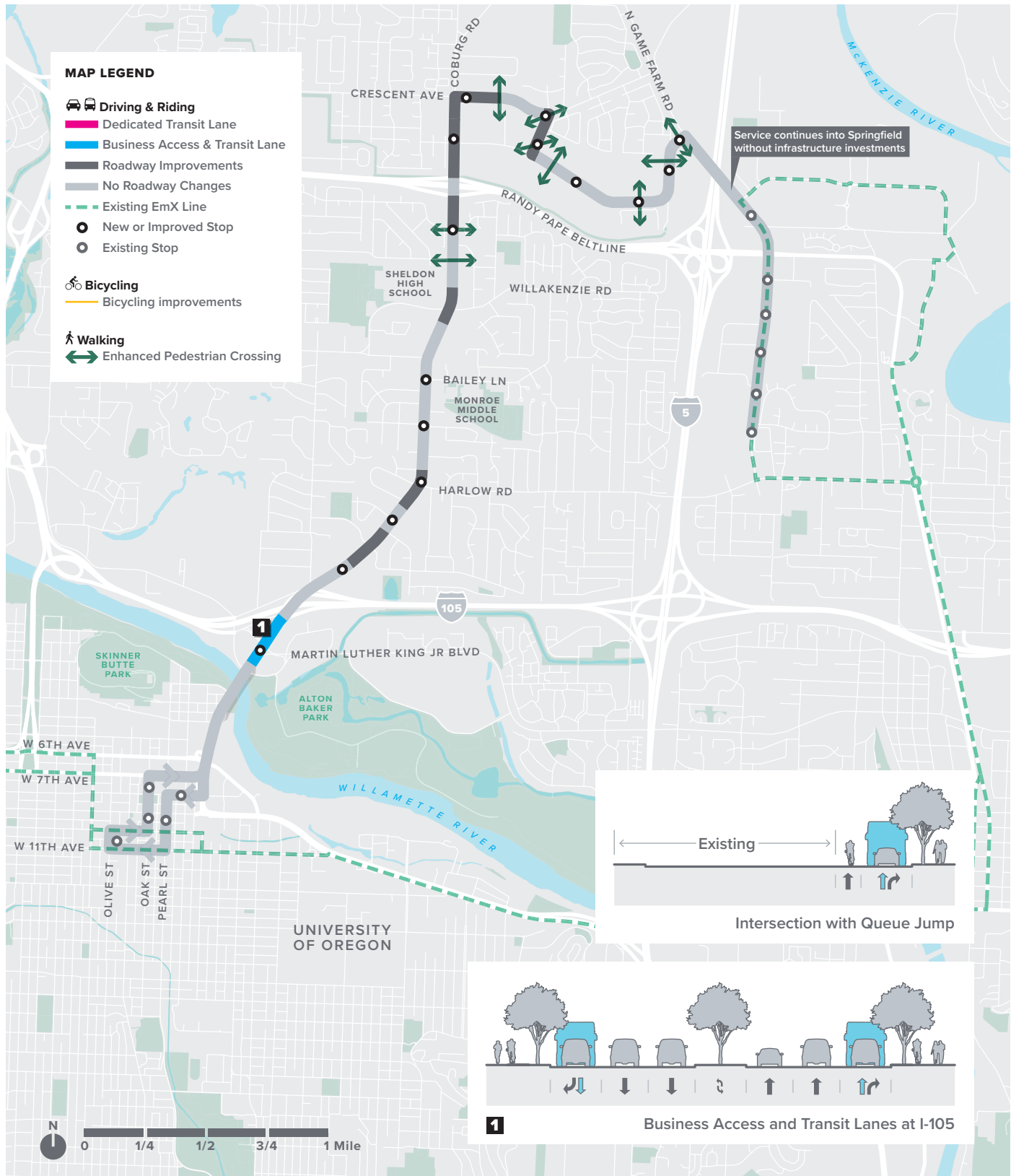
▲ Supports Project
Criteria

▲ Does not Support
Project Criteria

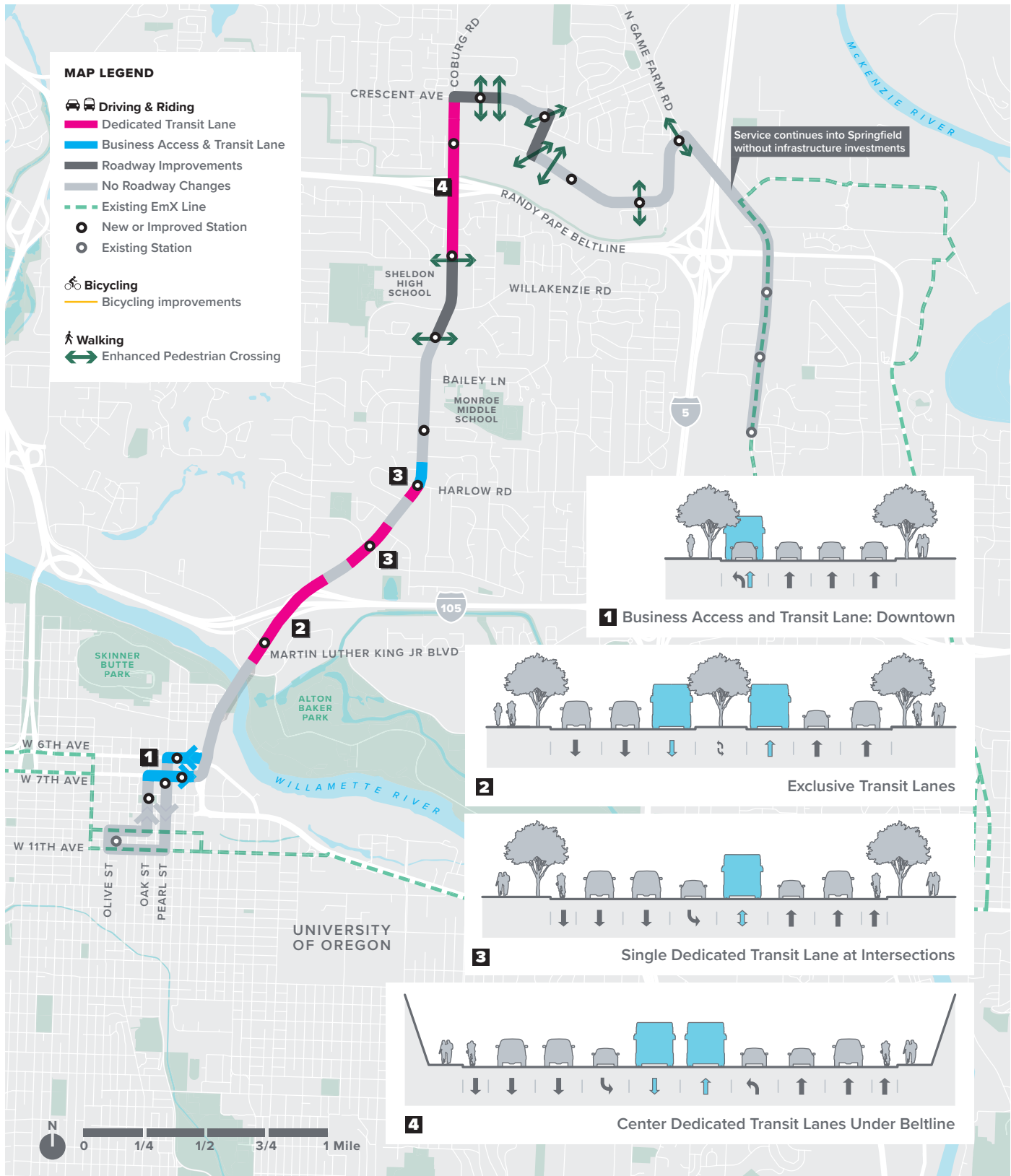
Coburg Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Coburg Road build alternatives.

Enhanced Corridor Alternative



EmX Alternative



Martin Luther King, Jr. Boulevard Corridor

The MLK, Jr. Boulevard Corridor begins at Eugene Station and travels through downtown Eugene and uses the Ferry Street Bridge to reach MLK, Jr. Boulevard and continues east on MLK, Jr. Boulevard past Autzen Stadium to Centennial Boulevard where it will intersect with Gateway EmX. Service will continue on Centennial Boulevard without any additional capital investments.

Overview

The Enhanced Corridor Alternative offers the greatest potential ridership increase and more benefits to bicycle and pedestrian connectivity and safety, however estimated travel time savings are relatively small compared to the No-Build Alternative. An EmX option was not considered in the MLK, Jr. Boulevard Corridor due to its shorter length and the lower return on investment potential at this time since proposed infrastructure investments currently end at the Eugene/Springfield boundary. There may be opportunities to reconsider EmX on this corridor in the future.

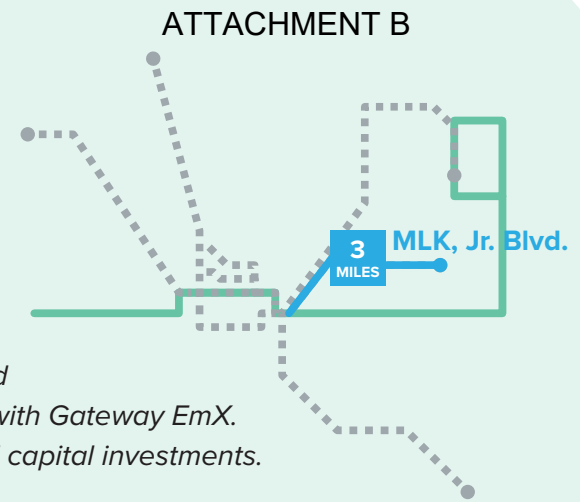
The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and cost.

What We Heard

- Traffic concerns are related to events at Autzen Stadium
- Corridor is an essential connection to student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- Do not compromise Alton Baker Park to alleviate Ferry Street Bridge congestion
- MLK without Springfield connection is a waste, connect the corridor to Springfield

Addressing Community Concerns

The build alternative provides investments in a variety of travel options that help address these needs, most notably, the inclusion of BAT lanes to provide transit priority and traffic calming.



MLK, Jr. Boulevard Corridor: Comparison of Alternatives

 Cost	No-Build	Enhanced Corridor	No EmX alternative for this route
Capital Cost	\$0.0M	\$21.0M	
Systemwide Annual Operating Cost (Change from No-Build)	\$0.0M	\$1.1M	
 Transit Performance			
In-Vehicle Transit Travel Time Savings	0	2 min	
Systemwide Annual Ridership Increase (Compared to No-Build)	0	186,000	
 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements (1-5 rating)	★	★★★★	
 Property & Development Impacts			
Support Development and Redevelopment (1-5 rating)	★	★★★★	
Number of Medium and Large Trees Impacted	0	9	
Number/Acreage of Acquisitions	0/0	6/0.1	
Potential Property Displacements ¹	0	0	
Parking Impacts: On-Street/Off-Street (number of spaces)	0/0	0/0	
 Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	
Population	≈26,000	≈26,000	

¹ Mitigation measures would be used to avoid or reduce impacts

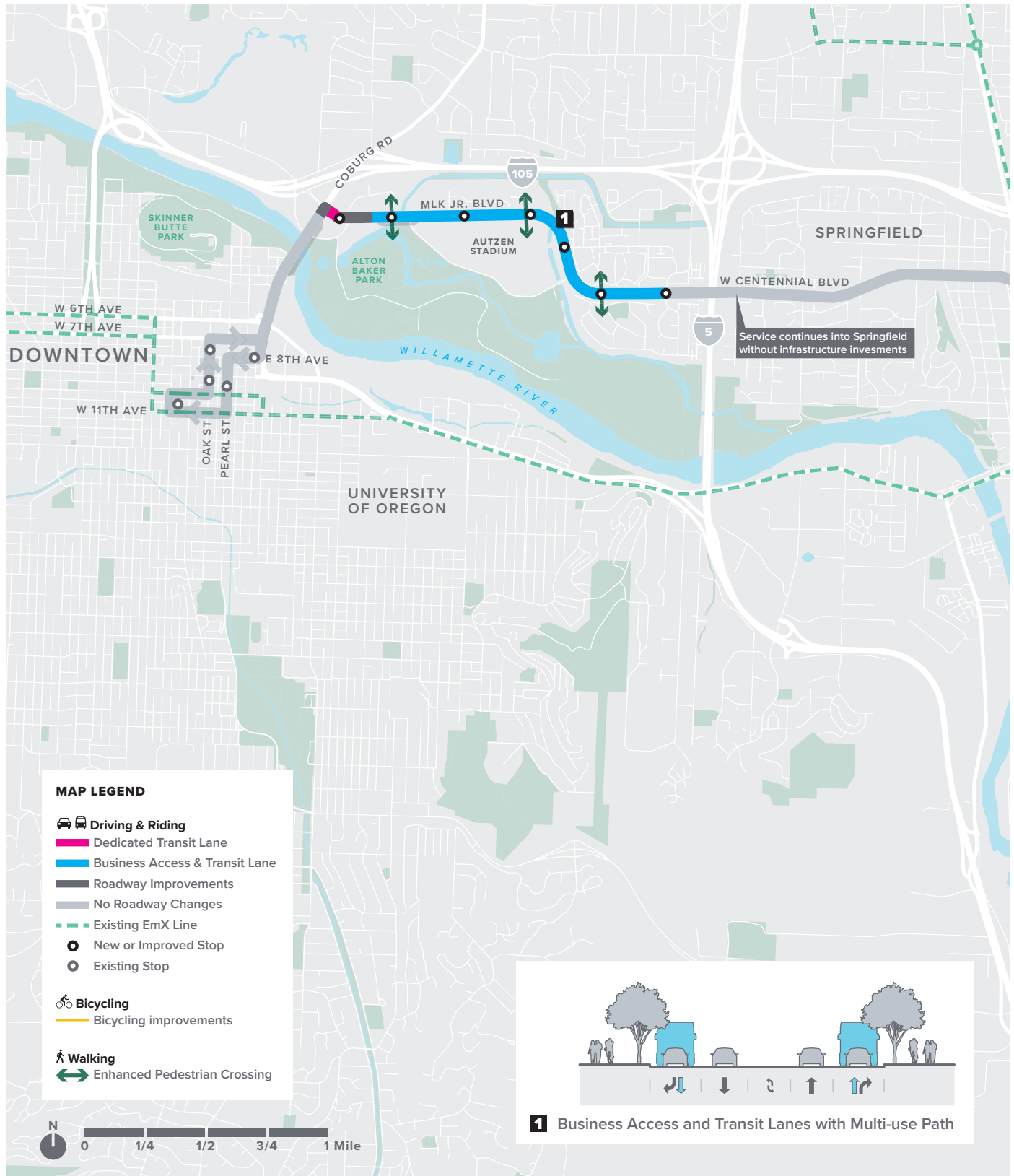
▲ Supports Project Criteria

▲ Does not Support Project Criteria

Martin Luther King, Jr. Blvd. Corridor

This map shows the transit, bicycle, and pedestrian investments included in the MLK, Jr. Blvd. build alternative.

Enhanced Corridor Alternative



Funding Plan

As part of the MovingAhead project, a funding plan for implementation of the corridor investments will be developed. The plan will consider potential funding options and the timing of corridor investments, with the goal of using local dollars to leverage state and federal funding to provide the most efficient overall funding strategy. Given the multiple revenue sources and the evolving nature of potential project funding, the funding plan must be nimble, providing flexibility to take advantage of funding opportunities as they arise.

An advantage of the MovingAhead approach of evaluating multimodal transportation investments across multiple corridors at once is that the funding plan can consider creative implementation approaches based upon available funding sources, such as:

- Combining two corridors into a single funded project
- Implementing some initial, lower level investments, such as transit signal priority or sidewalk infill, across all corridors at one time
- Blending a combination of mode-specific funding into an overall funding package

The funding plan will consider both capital costs and operations and maintenance (O&M) costs. Capital costs are one-time investments needed to construct the corridor infrastructure, such as project design and engineering, property acquisition, vehicle purchases, and construction. O&M costs include ongoing operation of the service, such as operator wages, vehicle fuel and maintenance, administrative and supervisory costs, and general upkeep of the infrastructure investments.

Capital Costs

There are many potential sources for funding the implementation of corridor investments. Federal funding may be available to pay for up to 50% of project costs, with the most promising federal funding coming from the Federal Transit Administration's Small Starts Program. While the EmX alternatives clearly qualify for that program, the Enhanced Corridor alternatives may or may not qualify, depending on how those alternatives are developed and defined. State and other federal funding may be available to assist with transit, bicycle, and pedestrian investments.

Possible Capital Funding Sources:

- FTA Small Starts
- FTA Formula Funding
- Better Utilizing Investments to Leverage Development (BUILD) grants (formerly called TIGER grants)
- State Lottery Funds
- ConnectOregon (for bicycle and pedestrian improvements)
- All Roads Transportation Safety (ARTS) (for safety improvements)



Operations and Maintenance (O&M) Costs

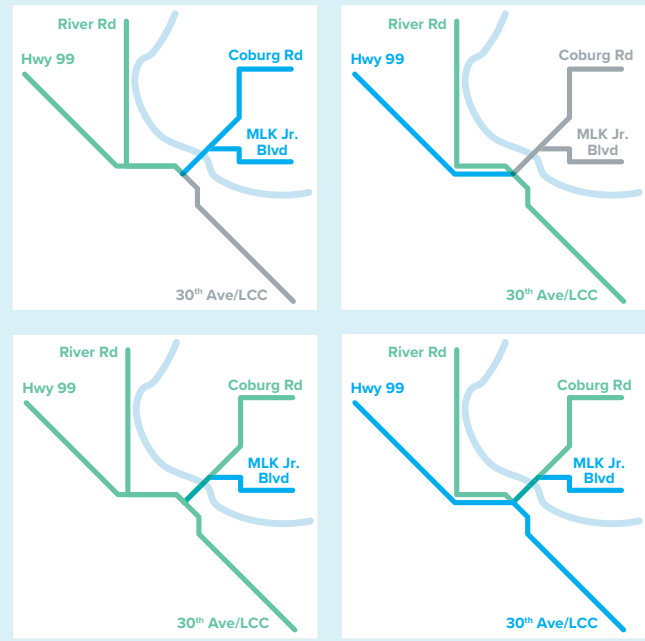
O&M costs are funded through LTD's annual budget. LTD maintains a Long-Range Financial Plan that projects O&M revenues and costs for a rolling 10 year period. That plan will be used to evaluate the system-wide O&M funding needs along with how the MovingAhead investments fit into the overall funding picture. Gaps in O&M funding can be addressed through changes in the corridor service levels, the timing of the implementation of the new service, or by identifying additional funding. It should be noted that most of the Enhanced Corridor Alternatives could result in an overall decrease in O&M costs.



Next Steps

Investment Packages

The most promising corridor options will be combined into a full set of future system improvements for near-term (10 year) investment and implementation based on which options best meet the project goals and garner the community's support. These Investment "Packages", which will include combinations of No-Build, Enhanced Corridor, and EmX alternatives, will be evaluated using criteria that reflect the costs and benefits of the packages as a whole. A key consideration will be the capacity to fund the capital investment (implementation) and the ongoing operations and maintenance (O&M) costs associated with each package.



Decision Making

The LTD Board of Directors and Eugene City Council will review the technical findings included in the Alternatives Analysis report, the evaluation of the Investment Packages, and input from the community before making a decision on a preferred package of multimodal transportation investments for all five corridors. That package of investments will inform how we prioritize projects for near-term funding, design and construction.



Get involved!

Your feedback will help build a better transportation future. Visit the project website to find the latest project information, sign up for email updates, learn about upcoming events, and submit comments.

www.MovingAhead.org

