



Eugene Council Worksession

February 23, 2011

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INTRODUCTION



Worksession Agenda

- Review process and conclusions of analysis to date
- Determine additional information needs prior to LPA selection



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REMAINING TASKS



Remaining Tasks

- Select LPA
- Prepare and submit Small Starts Grant application
- Complete environmental process



Selecting an LPA

- Recap of process to date
 - Focus on project design concepts that balance operational needs of project and intent to minimize negative impacts while still meeting the project's purpose and need.



Seeking Balance

- Seeking balance through iterative process involving:
 - numerous public design charrettes,
 - design refinement,
 - one-on-one meetings with adjacent property owners,
 - and further design refinement.

Joint LPA Committee Recommendation

- Based on the Joint LPA Committee's recommendation, we have narrowed the choices down to two alternative alignments both with further mitigation identified as part of the committee's recommendation:
 - “... recommend the West 13th-West 11th Avenue Mitigated Concept Alternative (3MC) and the West 6th/7th/West 11th Mitigated Concept Alternative (5MC) be forwarded along with the No Build Alternative into the federal environmental review process for further analysis.”
also including additional “mitigation measures B, C and L.”

Conclusions from Analysis

- Both of these build alternatives have, in the analysis completed to date, been demonstrated to provide significant improvements compared to doing nothing or "no build".



Summary of Advice, Positions, and Recommendations

- Several committees, organizations, and community groups have provided advice, taken positions, or provided recommendations on the project
- Summary provided in handout



General Schedule of Remaining Tasks

- Likely to entail overlapping and concurrent processes
 - LPA Selection
 - March decision preferred, but as late as June 2011
 - Small Starts Application
 - Mid-to late August 2011
 - Completion of environmental process
 - As late as November 2011

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REVIEW OF BUILD ALTERNATIVES

Small Starts Grant Submittal

- To the extent that we want to choose an LPA that is most competitive under the Small Starts program, we should consider the Small Starts criteria in choosing the LPA:
 - Cost-effectiveness
 - Economic Development/ Land Use
 - Local Financial Commitment

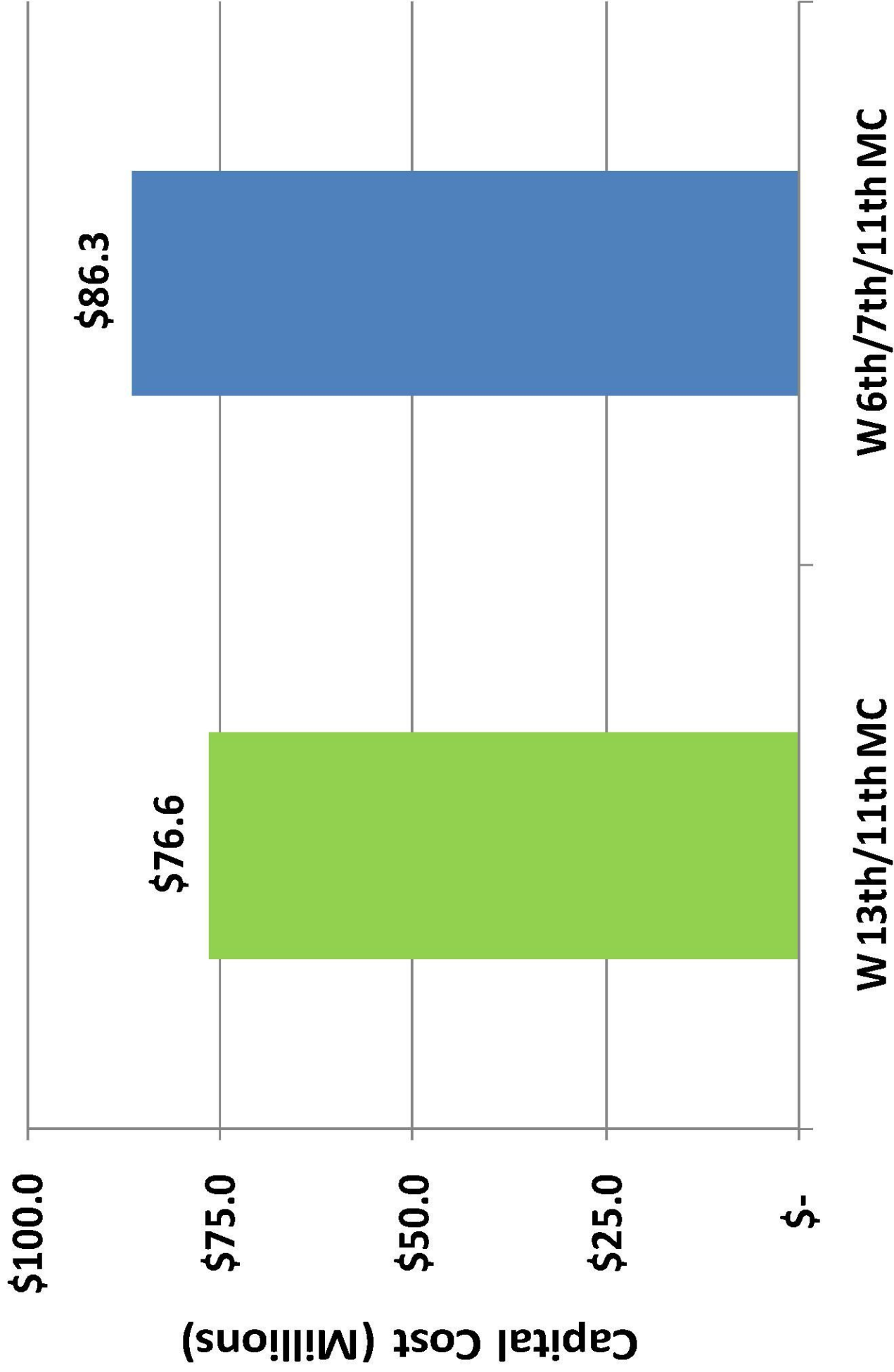
Small Starts Program

Evaluation Criteria

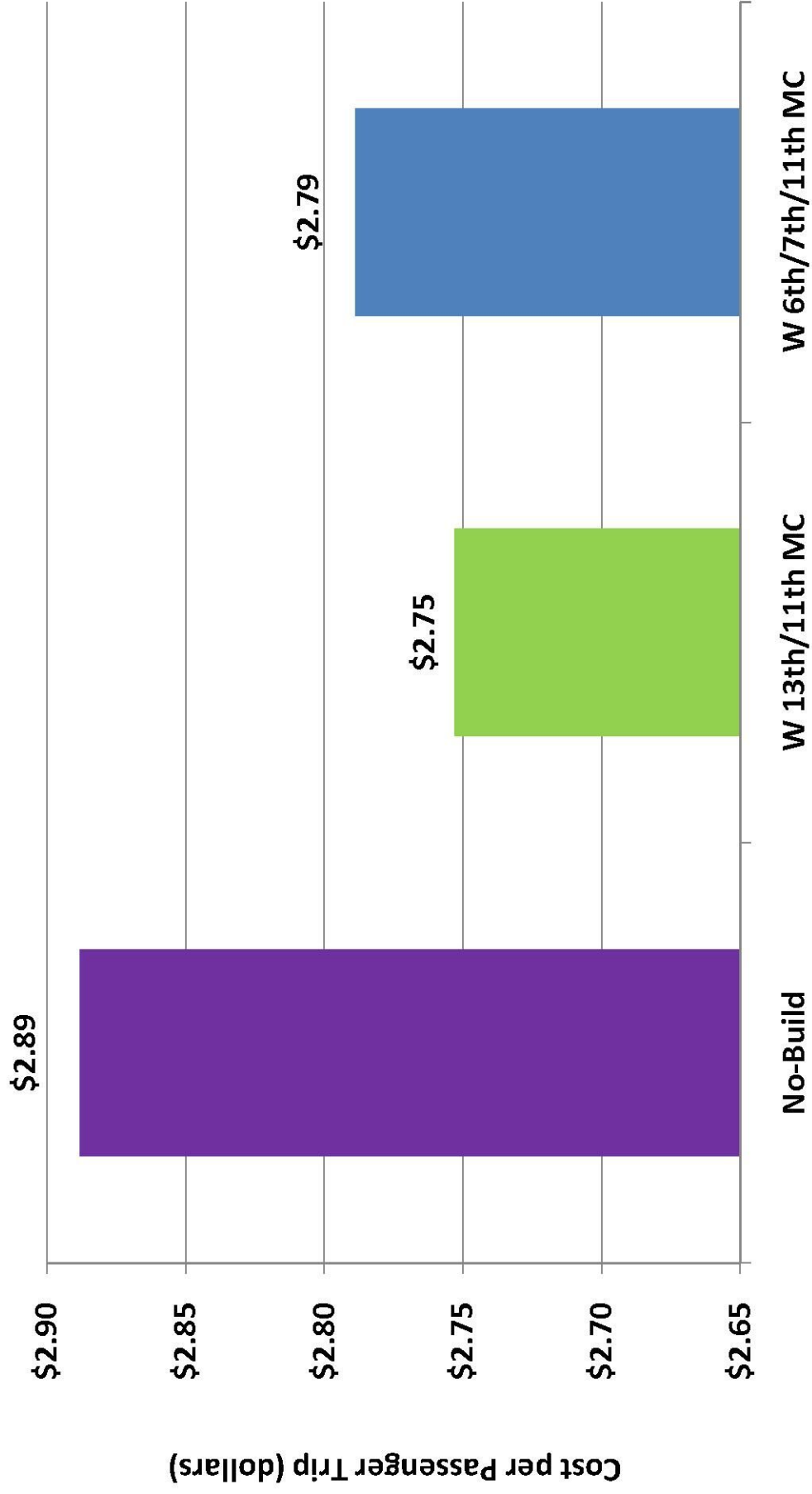
- Cost-effectiveness
 - Capital Costs
 - Operating Costs
 - Transit Ridership
 - Travel time



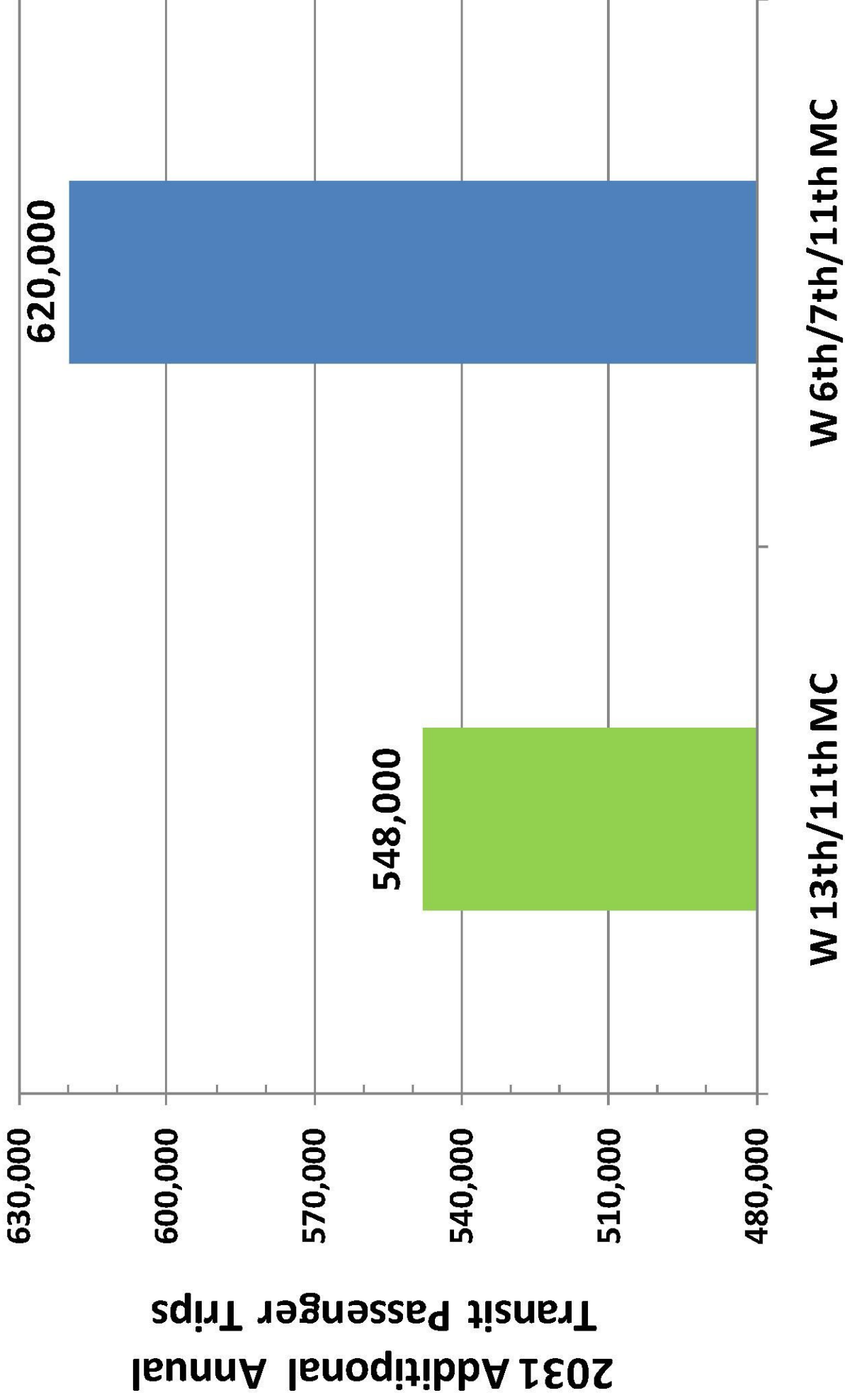
Capital Cost



Year 2031 System-wide Cost Per Trip

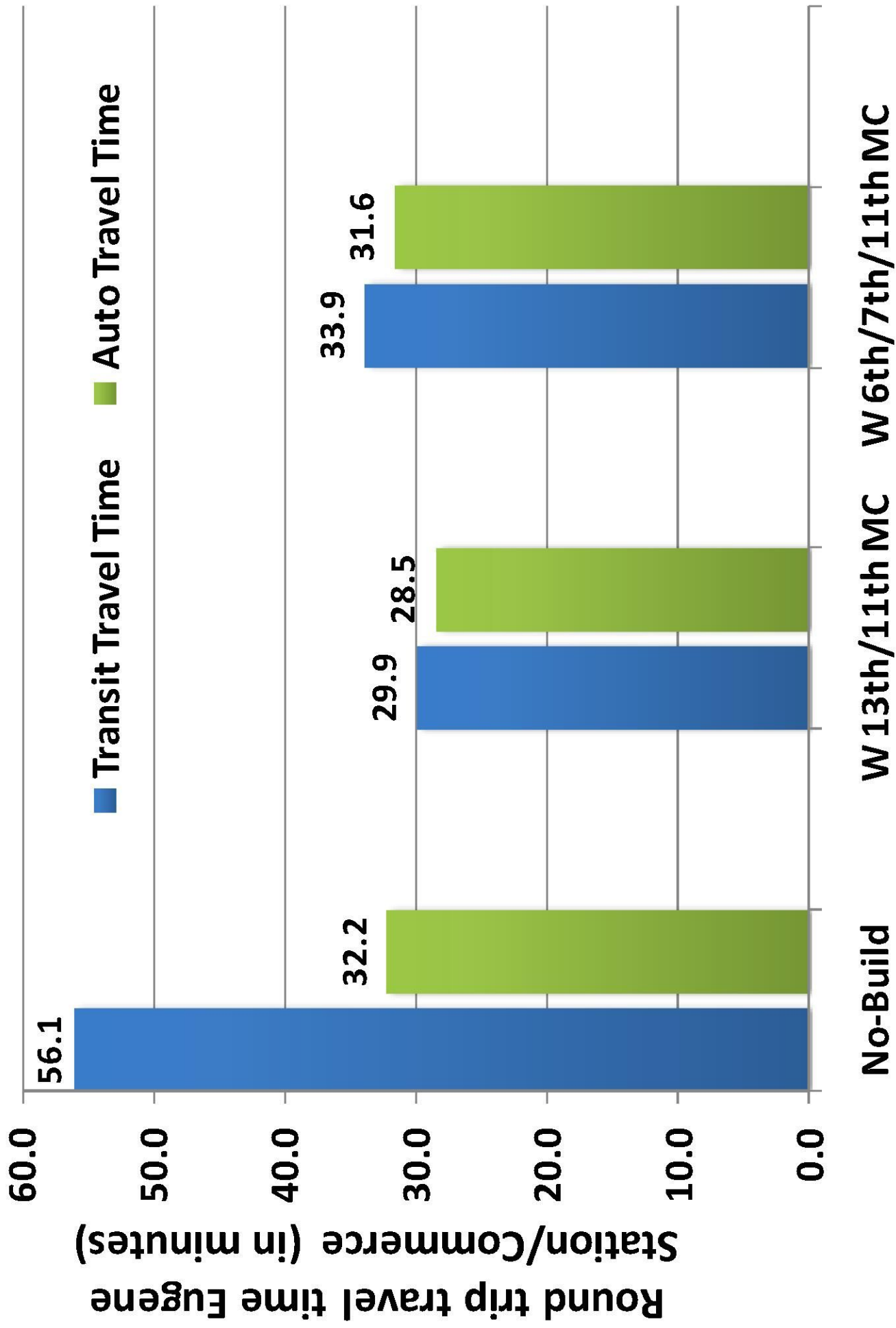


2031 Increase in Annual Transit Passenger Trips Compared to No-Build

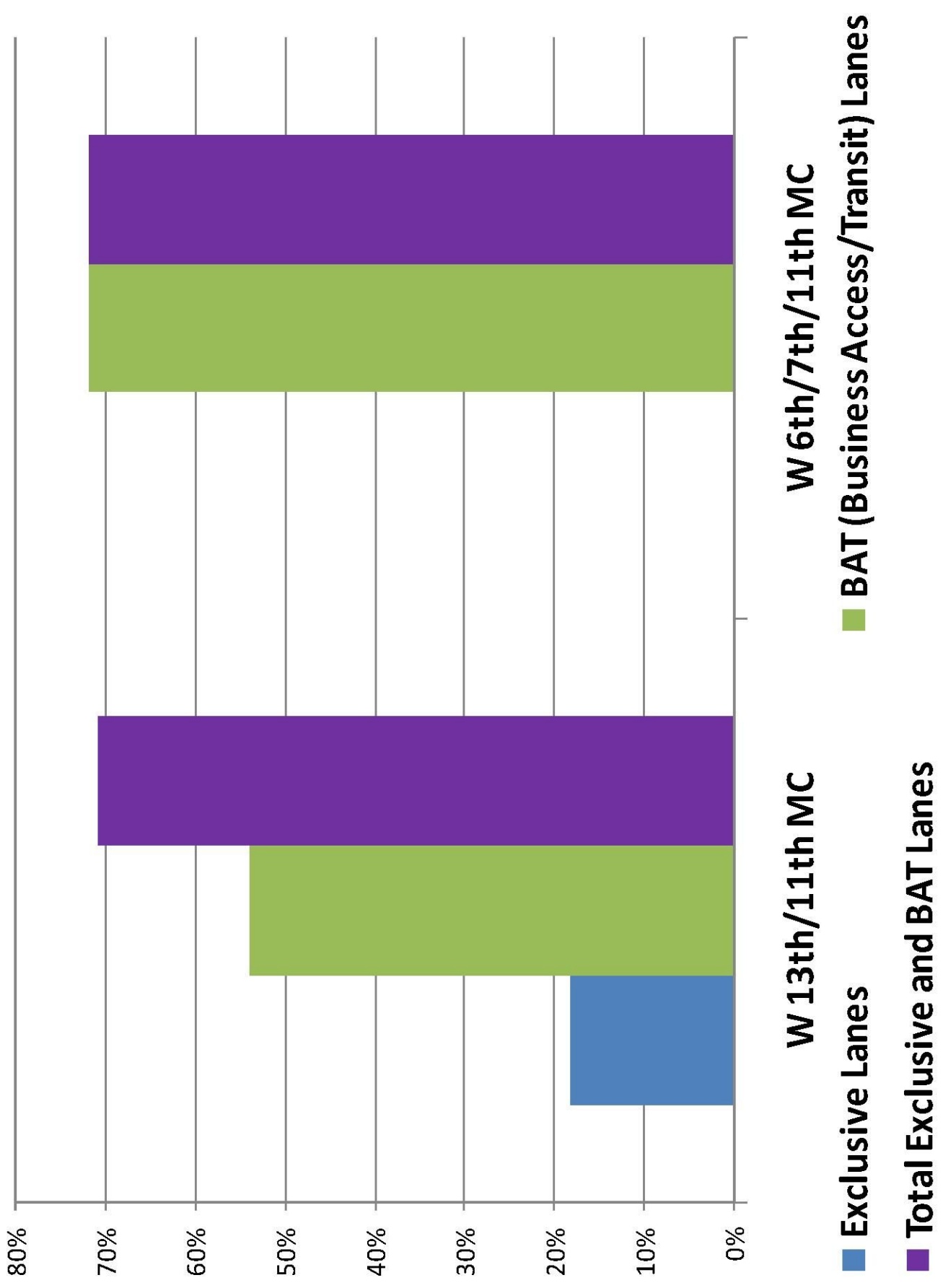


West Eugene EmX

2031 Transit Travel Time vs. Auto Travel Time



Percentage of Transit Exclusive and BAT Lanes

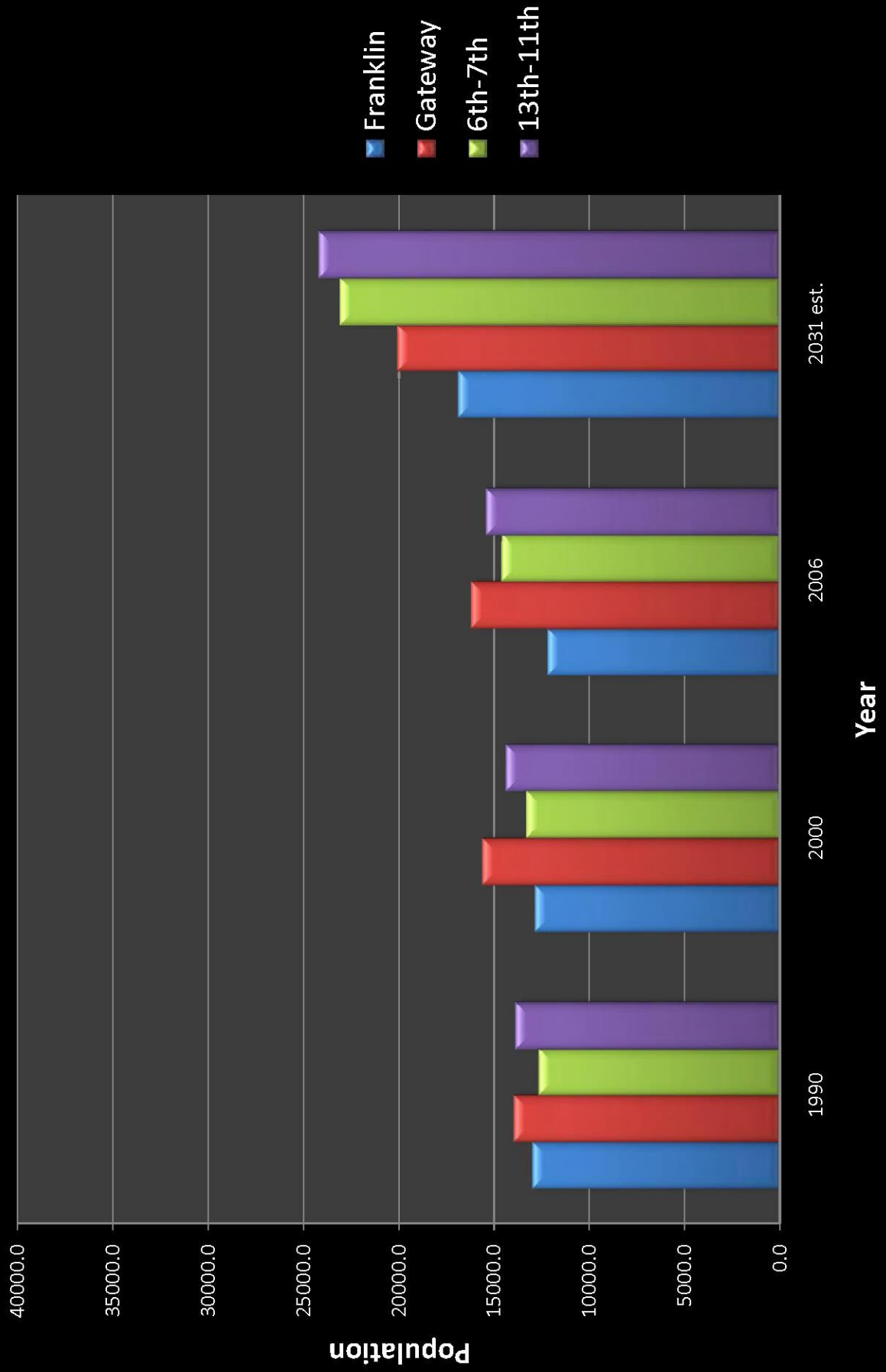


Small Starts Program

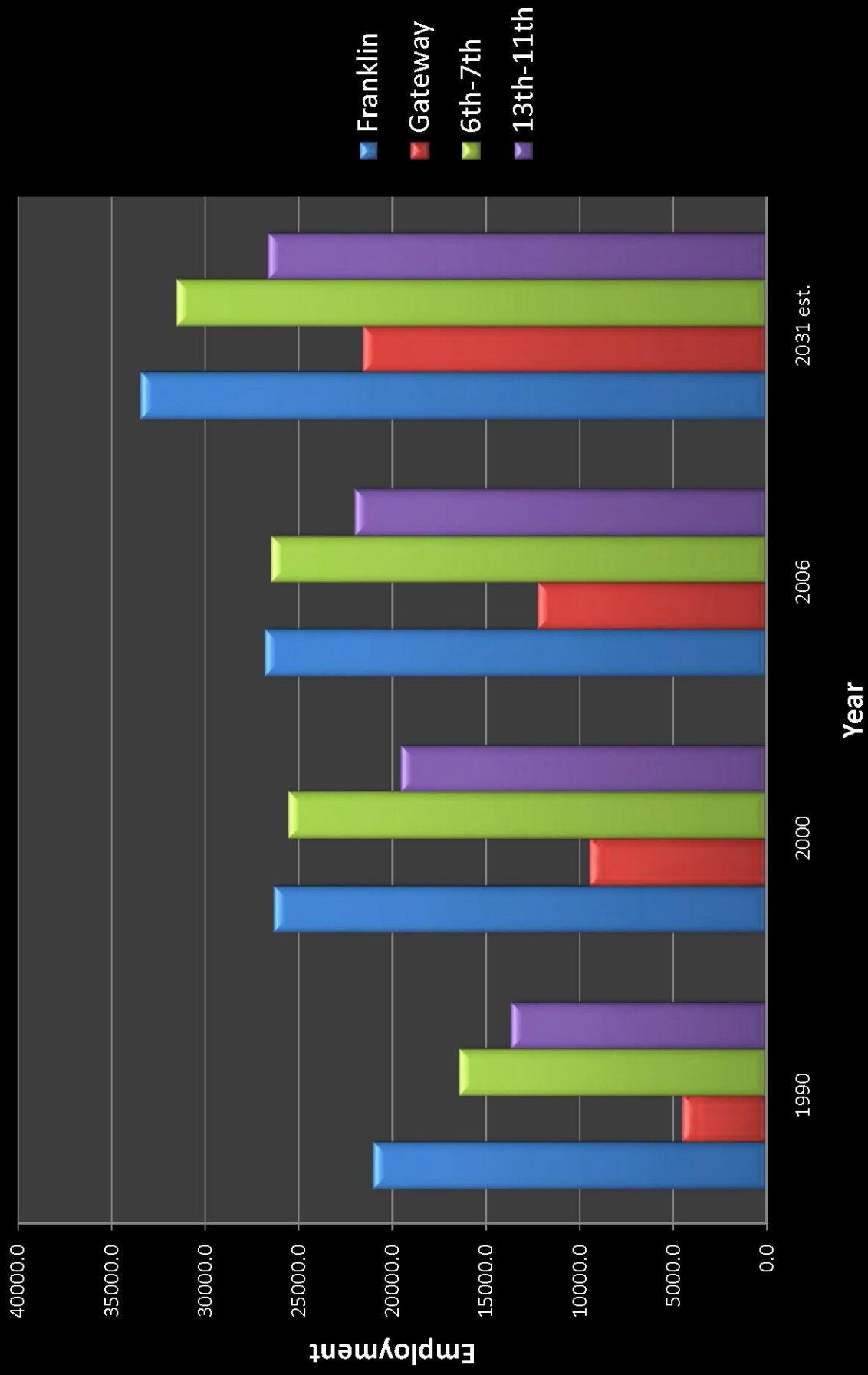
Evaluation Criteria

- Economic Development/ Land Use
 - Population and employment levels and densities for region, corridor, and station locations
 - Existing Land Use
 - Major developments
 - Transit-oriented Infrastructure
 - Sidewalks, street connectivity, bike facilities, programs that support transit use (group pass program)
 - Future Land Use
 - Policies, plans

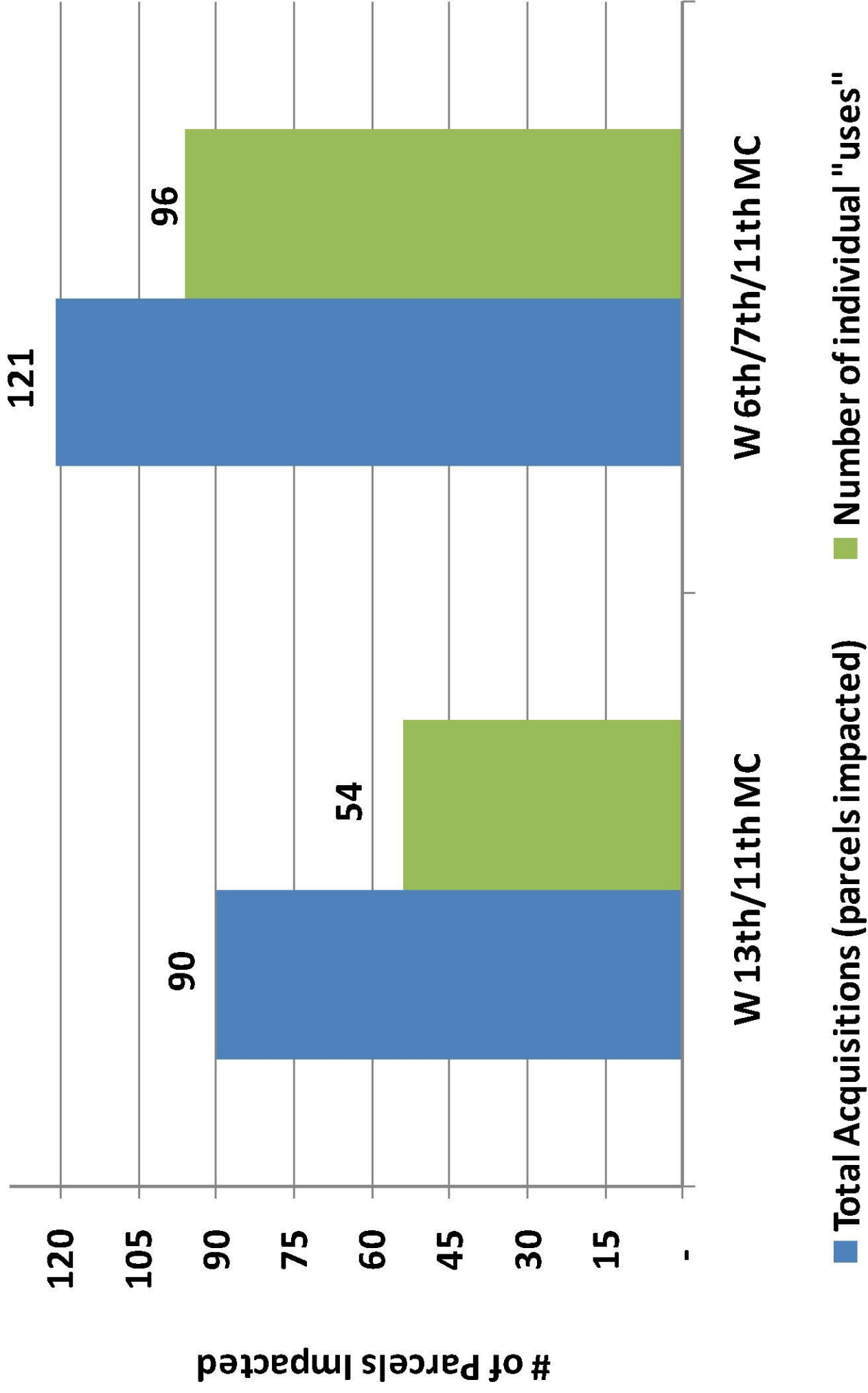
Corridor Population Comparison



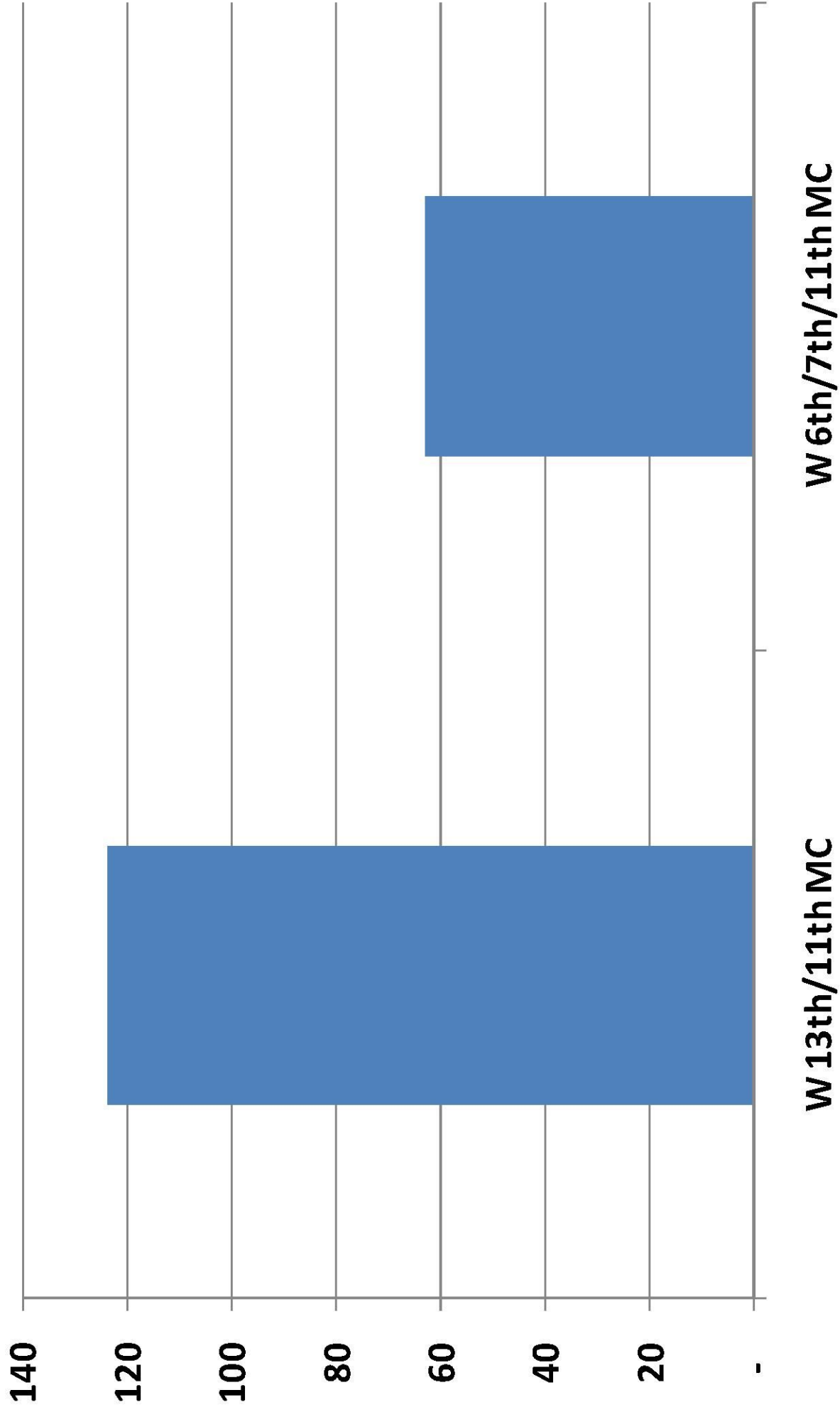
Corridor Employment Comparison



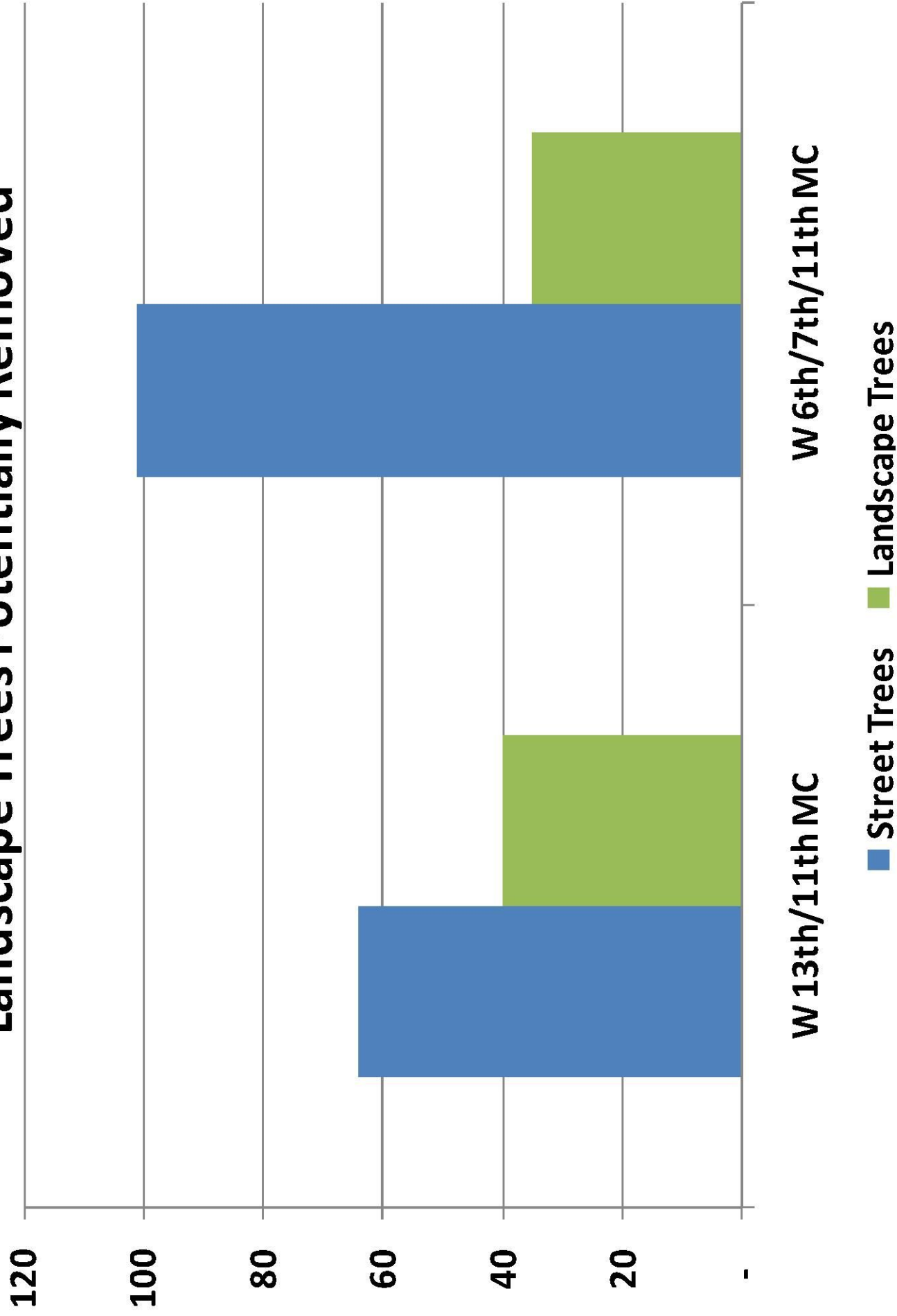
Property Acquisitions



On-Street Parking Spaces Removed



of Street Trees and Landscape Trees Potentially Removed



Construction-related Job Creation

- In Lane County in 2009, \$1 million spent on the construction of "Commercial and institutional buildings" would create about 9.5 direct jobs and about 6.5 indirect and induced jobs, for a total of about 16 jobs, during the course of construction.
- An \$80-\$90 million project = 1,280-1,440 jobs

Small Starts Program

Evaluation Criteria

- Local Financial Commitment
 - Level of local share of capital costs
 - Strength of capital funding plan
 - Strength of operating plan



Conclusions on Financial Commitment

- Either of the build alternatives can be shown to be financially feasible. However:
 - Note that the 6th/7th alternative has \$10 million more in capital cost
 - 12.5% higher with longer travel times (4 minutes) and less than 1% more ridership system-wide
 - The 6th/7th alternative costs \$494,000 more in opening year to operate than the 13th alternative
 - Opportunity cost - these funds could be used for additional service on other parts of the system

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WRAP-UP



LPA Decision Meetings as Originally Scheduled

- 3/9 Eugene City Council
- 3/10 Metropolitan Policy Committee
- 3/16 LTD Board of Directors



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DISCUSSION

