

# UPDATED INVESTMENT PACKAGE OPTIONS



**MovingAhead – a partnership between the City of Eugene, Lane Transit District, and other regional partners – is exploring updated transportation investment packages that identify possible changes for some of our most important streets over the next 10 years.**

In 2015 and 2016, community input identified five key corridors for future investment and the vision for those investments: Highway 99; River Road; Coburg Road; MLK, Jr. Blvd; and 30th Avenue to LCC. In 2017 and 2018, based on community preferences and technical analysis for each of these corridors, the City and LTD developed a range of proposed investment options bundled into packages, which included a combination of No-Build, Enhanced Corridor and EmX investment alternatives in the five corridors.

In spring 2019 we asked the community for input on the proposed investment packages. Based on that community feedback and additional technical analysis, we updated the investment packages. *(See inside.)*

**We need your input again. On October 21, we will hold a public hearing to hear what you think about these updated investment packages. Your feedback will help us select a preferred package of investments in some of our most important streets. *(See reverse.)***

## What we've heard so far

Over summer and fall 2018 and again in spring 2019, the City and LTD gathered valuable input from the community. We continue to hear a number of key themes:

- Strong support for transit investments, with a preference for the EmX and Enhanced Corridor options compared to No-Build options.
- Improvements and safety for people who walk and bike, ridership, travel time, and operating costs are important criteria for selecting the preferred package.
- More support for investment packages with higher levels of investment.

## Investment Alternatives

### No-Build Alternative

*(No new investments at this time)*



- Only currently planned investments would be implemented.
- Acts as a comparison for costs and benefits of other options.
- Does not forward existing plans and policy goals, such as Envision Eugene.

### Enhanced Corridor Alternative

*(Lower investment option)*



- Can range from limited improvements to a relatively high level of investments that are comparable to EmX in some features, like transit signal priority and enhanced bus stops.
- Includes safety and access improvements for people walking and biking.
- Enhanced Corridor transit service may or may not include branded buses.

### EmX Alternative

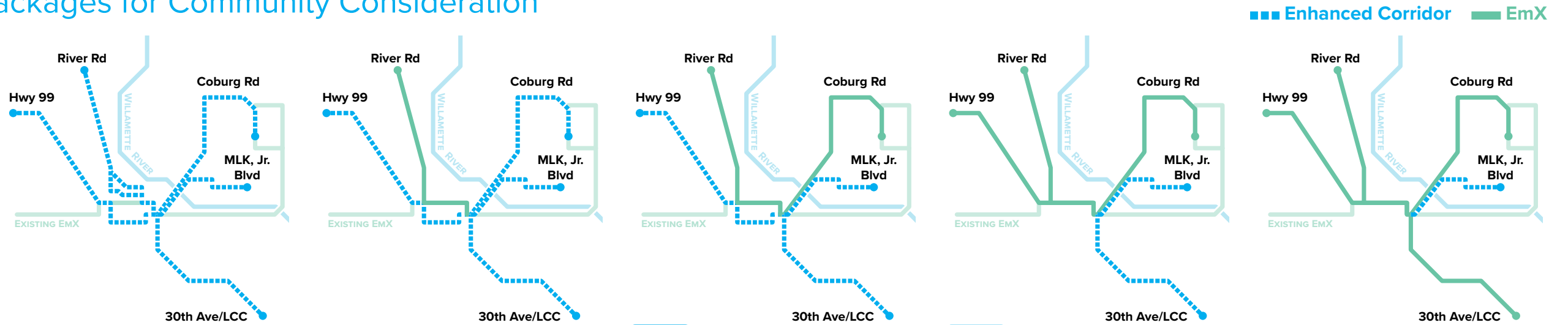
*(Higher investment option)*



- Short for “Emerald Express,” EmX is LTD’s branded bus rapid transit (BRT) service.
- Typically includes transit priority, enhanced stations with raised platforms, specialized buses, and off-board fare collection.
- Greater improvements for people walking and biking.

# Updated Investment Packages for Community Consideration

The five packages represent a range of investment levels based on community feedback, findings from the Alternatives Analysis, and additional technical analysis. The lowest-level investment package (considering both capital and operating costs) is all Enhanced Corridor, followed by three increasing investment levels in packages C, D and E. The highest-level investment package is all EmX (except MLK, Jr., where EmX was not considered). New packages D and E were added based on 2019 community feedback. This table illustrates how the packages compare on a variety of evaluation criteria.



	Enhanced Corridor Package	Package C	<b>NEW</b> Package D	<b>NEW</b> Package E	EmX Package
<b>Cost</b>					
★ Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	-\$0.1M	\$2.5M	\$4.3M	\$7.2M	\$8.2M
Capital Cost	\$148M	\$202M	\$274M	\$303M	\$335M
<b>Transit Performance</b>					
★ Transit Travel Time Improvement	21%	23%	23%	24%	25%
★ Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	389,000	521,000	764,000	1,001,000	1,327,000
<b>Bicycling &amp; Walking</b>					
★ New Bike/Ped Access and Safety Investments <i>(1-5 rating)</i>	○ ○ ● ● ●	○ ○ ● ● ●	○ ● ● ● ●	○ ● ● ● ●	○ ● ● ● ●
<b>Development Impacts</b>					
Support Development and Redevelopment <i>(1-5 rating)</i>	○ ○ ● ● ●	○ ○ ● ● ●	○ ● ● ● ●	○ ● ● ● ●	○ ● ● ● ●
Number of Medium and Large Trees Impacted	103	222	362	388	432
Number/Acreage of Acquisitions	115 / 4.1	150 / 5	176 / 8	170 / 8.3	177 / 8.4
Potential Business Relocations <sup>1</sup>	4	6	8	8	8
Parking Impacts: On-Street/Off-Street <i>(Number of spaces)</i>	188	217	285	288	375
<b>Community Vision</b>					
★ Percent of Investment in Corridors with Higher Level of Disadvantaged Population	56%	68%	50%	55%	50%
Support from the Public <i>(1-5 rating)</i>	○ ○ ● ● ●	○ ○ ● ● ●	○ ○ ● ● ●	○ ○ ● ● ●	○ ○ ● ● ●
Consistency with Local Plans and Policies <i>(1-5 rating)</i>	○ ○ ● ● ●	○ ○ ● ● ●	○ ○ ● ● ●	○ ● ● ● ●	○ ● ● ● ●

★ Starred criteria have been identified as a top priority based on public feedback.

1. Mitigation measures would be used to avoid or reduce impacts.

# Comparing Updated Investment Packages

**Enhanced Corridor Package** - Low capital cost, no annual operating cost increase, and relatively low impact on property, trees, and parking. Relatively low rating for safety and access investments for people who walk and bike, only a small ridership increase, and low travel time savings. Rates lowest of the five packages for consistency with local plans and policies.

**Package C** - Moderately high investment with build alternatives on all five corridors. All corridors include features strongly supported by community input. Compared to Packages D and E, has relatively low capital and operating cost and less adverse impact on property, parking and trees, but lower projected ridership and less travel time savings.

**Package D** - High level of investment with improvements on all five corridors, with EmX on two corridors and Enhanced Corridor on three corridors. Compared to Packages C and E, has moderate costs, moderate benefits in ridership and travel time savings, and moderate impacts on trees, property and parking.

**Package E** - The highest investment among Packages C, D, and E, with EmX on three corridors and Enhanced Corridor on two corridors. High level of ridership and travel time savings, but higher operating and capital costs and more impacts on property, trees and parking.

**EmX Package** - Highest level of investment options for each corridor. Rates highest for safety and access improvements for people who walk and ride bikes, travel time savings, and ridership. High capital and operating costs and a high level of impacts to property, trees and parking. Rated highest for consistency with local plans and policies due to investment in enhancements that contribute to improved safety and ridership.

## How Packages Were Evaluated

The investment packages were evaluated using a broad range of criteria. (See matrix graphic on previous page.) These include some of the same criteria as the corridor-level evaluation, along with new criteria to help assess system-wide benefits.

Return on Investment (ROI) was explored as a way to determine benefits relative to cost. However many of the benefits – such as safety improvements for people who walk and ride bikes, support for economic development, and tree impacts – are difficult to quantify in dollars.

Environmental impacts to air quality, water quality and natural resources were also evaluated as part of the Alternatives Analysis (AA). Since differences in environmental impacts were minimal among the corridor alternatives, these impacts were not considered to be helpful as evaluation criteria. (For more detail, see Chapters 3-8 of the AA.)

## Benefits to the Community

MovingAhead is an important step toward meeting many of our community's long-term goals. By increasing safety for everyone – whether walking, biking, taking the bus, or driving – we can help implement our Vision Zero action plan, which strives to prevent loss of life or serious injury on Eugene's streets. Additionally, by providing more and better transportation options across our community, MovingAhead will help us meet our climate recovery and greenhouse gas reduction goals by lowering our reliance on automobiles.

All of the investment packages would bring some level of ROI to the community, such as creating more than 100 direct and induced jobs for every \$10 million of construction and drawing federal funding to the community.

## Next Steps

Public input on the package options has been and will continue to be an important factor in the decision by the Eugene City Council and LTD Board of Directors on a preferred package of investments. That decision is expected in early 2020. Once approved, the preferred investment package will inform which projects are prioritized for construction over the next 10 years.

## We Need Your Input Again

On **October 21**, we will hold a public hearing to hear what you think about these updated investment packages.

Please join us on **OCTOBER 21**  
**OPEN HOUSE 5-7 PM / PUBLIC HEARING 7:30 PM**  
Lane County Public Services Building – Harris Hall  
125 E 8th Ave, Eugene

After selecting a preferred package of investments, the City and LTD will develop a plan for funding and timing of corridor investments, with the goal of using local dollars to leverage state and federal funding.

For more information on the public hearing, visit [www.movingahead.org/public-hearing](http://www.movingahead.org/public-hearing).

**The City and LTD are committed to working closely with affected stakeholders – particularly with business and property owners along each corridor – to understand and provide solutions that will address impacts associated with design and construction.**

[www.MovingAhead.org](http://www.MovingAhead.org)