Public notice was given to *The Register-Guard* for publication on May 7, 2015.

Lane Transit District

LANE TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING
SPECIAL MEETING/WORK SESSION

Monday, May 11, 2015
6:45 p.m.
LTD Next Stop Center
1099 Olive Street, Eugene

No public testimony will be heard at this meeting.

A G E N D A

			Page No.
I.	CALL TO ORDER		
II.	ROLL CALL Pierce _____ Gillespie _____ Yeh_____ Wildish _____ Necker _____ Grossman_____ Vacant _____		
III.	PRELIMINARY REMARKS BY BOARD PRESIDENT	(5 minutes)	
IV.	COMMENTS FROM THE GENERAL MANAGER	(2 minutes)	2
V.	ANNOUNCEMENTS AND ADDITIONS TO AGENDA	(2 minutes)	3
VI.	WORK SESSION		
	A. Main-McVay: Recommendations for Preferred Solutions [John Evans]	(30 minutes)	4
	B. Economic Analysis [Ron Kilcoyne, Edward McGlone, Andrew Dyke]	(5 minutes)	105
VII.	EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(E), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS. [Tom Schwetz, Andy Vobora]	(10 minutes)	125
VIII.	ADJOURNMENT		

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: May 11, 2015

ITEM TITLE: COMMENTS FROM THE GENERAL MANAGER

PREPARED BY: Ron Kilcoyne, General Manager

ACTION REQUESTED: None

BACKGROUND:

This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.

ATTACHMENT: None

Q:\Reference\Board Packet\2015\5\May 11 Spec Bd Mtg\GM Comments AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: May 11, 2015

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND:

This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

Q:\Reference\Board Packet\2015\5\May 11 Spec Bd Mtg\Announce & Additions Sum AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: May 11, 2015

ITEM TITLE: REVIEW OF MAIN-MCVAY TRANSIT STUDY RECOMMENDATIONS

PREPARED BY: John Evans, Senior Project Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND:

In the summer of 2012, LTD and the City of Springfield began work on the Main-McVay Transit Study, which was funded by a grant from the Federal Transit Administration. This work builds on the partnership between the City and LTD to successfully connect existing service, the Main Street corridor, and Gateway EmX lines. The current Study was overseen by a staff project management team and developed through the efforts of a stakeholder advisory committee (SAC) with oversight by the Main Street Projects Governance Team (GT). Significant public involvement was conducted throughout the Study as detailed in Attachment 2, Transit Study Final Report, and Chapter 3 Community and Agency Input. The final Study recommendations before the LTD Board and the Springfield City Council have been developed by the SAC and have been recommended to Council and the LTD Board by the GT.

At the May 11 work session, staff will review the Study recommendations as outlined, beginning on Page 4 of Attachment 1, Transit Study Executive Summary; and representatives from the SAC will provide input on the Study recommendations. The Board is asked to consider whether or not to move forward to the more detailed analysis of the narrowed range of solutions, specifically the no-build, enhanced bus, and EmX options in order to reach a Locally Preferred Alternative (LPA). The LPA work would take three to six months and result in a project level decision for the specific transit improvements to pursue in the corridor.

During the May 20, 2015, Board meeting, public comments may be heard on the Transit Study recommendations. At that time, the Board will be asked to consider a resolution accepting the Study recommendations and approving the work to reach an LPA. With an LPA in place, LTD could then complete a National Environmental Policy Act (NEPA) process and compete for state and federal funding to build the identified improvements. It is anticipated that the Springfield City Council will take similar action at its May 18 regular Council session.

ATTACHMENTS:
1) Main-McVay Transit Study Executive Summary
2) Main-McVay Transit Study Summary Report - Final

Due to the volume of appendices to these documents, they are not included in this meeting packet; they are available at LTD's office in Glenwood.

PROPOSED MOTION: None.

Main-McVay Transit Study
Executive Summary

April 2015

Project Overview

The Main-McVay Transit Study was conducted to identify and evaluate the most appropriate and promising transit options for the Main Street -McVay Highway Corridor to be pursued by Lane Transit District and the City of Springfield. The study began in April 2014, with final recommendations on the most promising transit options determined in February 2015.

The Main Street-McVay Highway Corridor and Project Study Area follows Main Street from Thurston to Glenwood, and McVay Highway from Glenwood to Lane Community College (LCC) (see Figure 1).

Figure 1. Main-McVay Corridor and Project Study Area

Source: Lane Transit District. 2014.

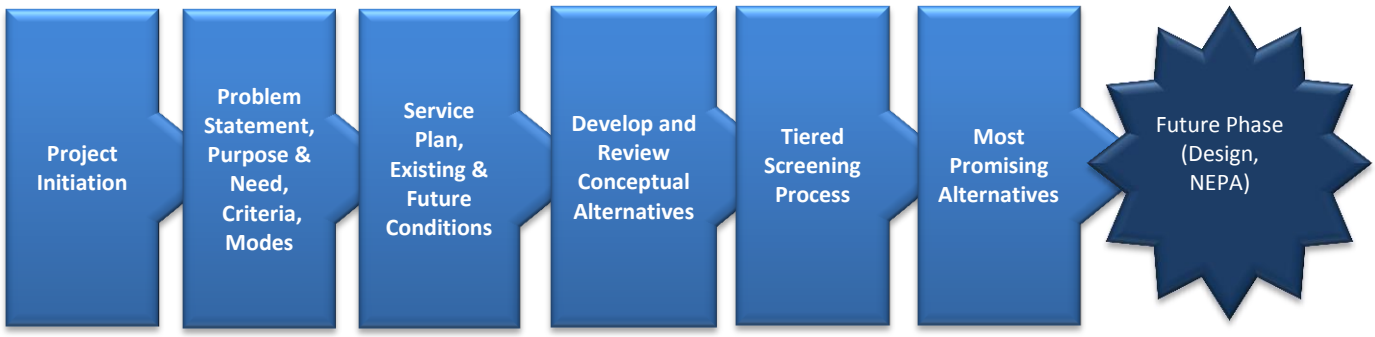
Public Engagement

In 2013, the City of Springfield and LTD conducted initial stakeholder and public outreach, including small group meetings called "Community Conversations" and general public outreach at various community events. Input from the initial stakeholder and public outreach was used to develop the range of potential transit solutions for the Corridor. A Stakeholder Advisory Committee (SAC) was developed for the Main-McVay Transit Study that represented a broad range of interests along the corridor. The SAC met monthly throughout the study and developed recommendations on all key study decisions for consideration by decision-makers. Information about the project was available at organized community meetings and events and regular electronic updates were emailed to an Interested Parties List. In February and March 2015, project team members walked the Main Street and McVay Highway segments of the Corridor, meeting with business and property owners to answer any questions they might have about the project.

Study Process

The Study process is summarized in Figure 2. The first step in the study was to develop a Problem Statement, Purpose and Need Statement, Project Goals and Objectives, and Evaluation Criteria. The study then identified a broad range of possible transit solutions for the corridor. The options were narrowed by an iterative screening process against the Project Goals, Objectives, and Evaluation Criteria to determine the recommended Most Promising Solutions.

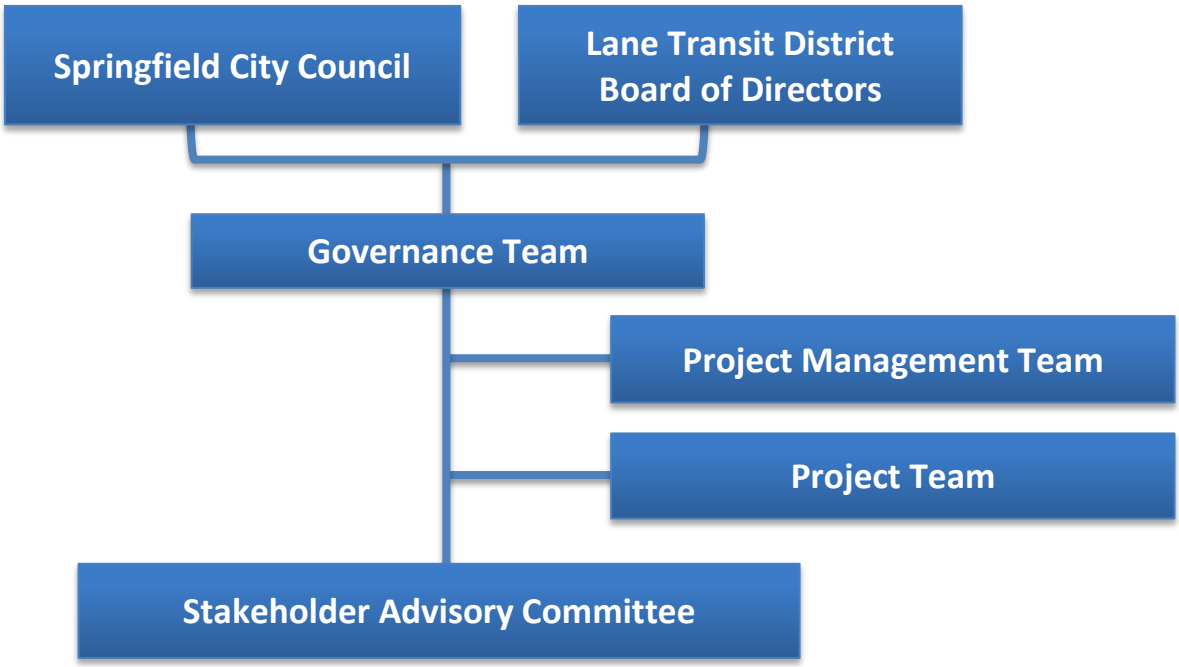
Figure 2. Main-McVay Transit Study Overview



Decision-Making Process

Figure 3 shows the study decision-making process for the study.

Figure 3. Project Decision-Making Process



Source: Wannamaker Consulting. 2014.

Key groups involved in the process included:

- Stakeholder Advisory Committee (SAC): A citizen committee representing a broad range of interests along the corridor.
- Project Team: Staff from the City of Springfield and LTD and project consultants
- Project Management Team (PMT): Key staff from the City of Springfield, LTD, Lane County, and ODOT.
- Governance Team (GT): Springfield City Council and LTD Board representatives, with Executive staff from Springfield, LTD, and ODOT.

Some project decisions were made by the GT, with major decisions, including the determination of the most promising transit solutions and the decision whether to advance the options for further study, to be made by the Springfield City Council and LTD Board of Directors.

Project Purpose Statement

The purpose of the Main-McVay Transit Study project is to identify a range of transit improvements in the Main-McVay Corridor that provide improved mobility and transportation choices to residents, businesses, visitors, and commuters. The improvements will be consistent with regional plans and the community's long-term vision and goals for the area. The range of improvements will include options

that result in improved regional connectivity and equitable transit access to destinations such as employment, educational institutions, shopping, appointments, and recreational opportunities for area residents.

The project improvements would strive to enhance the safety and security of the Corridor, improve the integration of walkers, cyclists, transit riders, autos, and freight along and through the Corridor, and improve connections to and from adjacent neighborhoods.

The project would support local, regional, and state plans and goals for land use and transportation; efforts in the Main-McVay Corridor aimed at encouraging economic revitalization and land use redevelopment; and, plans and programs to create Main Street and McVay Highway identities and improve aesthetics on the Corridor, making it an attractive place to live, work, and shop.

Recommended Most Promising Transit Solutions

In February 2015, after consideration of public and agency input and technical analyses, the SAC and GT advanced a recommended range of Most Promising Transit Solutions to the Springfield City Council and LTD Board.

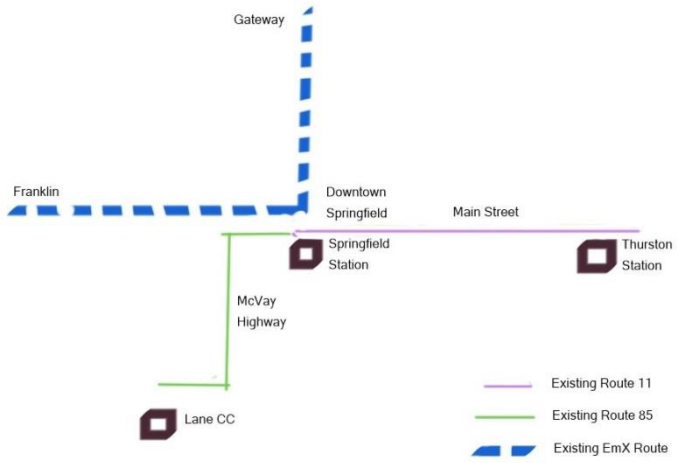
RECOMMENDATION: Advance as Most Promising Transit Solutions:

- No-Change and Enhanced Bus options for the McVay Highway Segment
- No-Change, Enhanced Bus, and BRT options for the Main Street Segment

No-Change Option (Existing Service)

The option to continue existing bus service, called the No-Change Option, will be carried forward to compare all options to a future scenario without making any major changes in existing transit service. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations (see Figure 4).

Figure 4. No Change Option

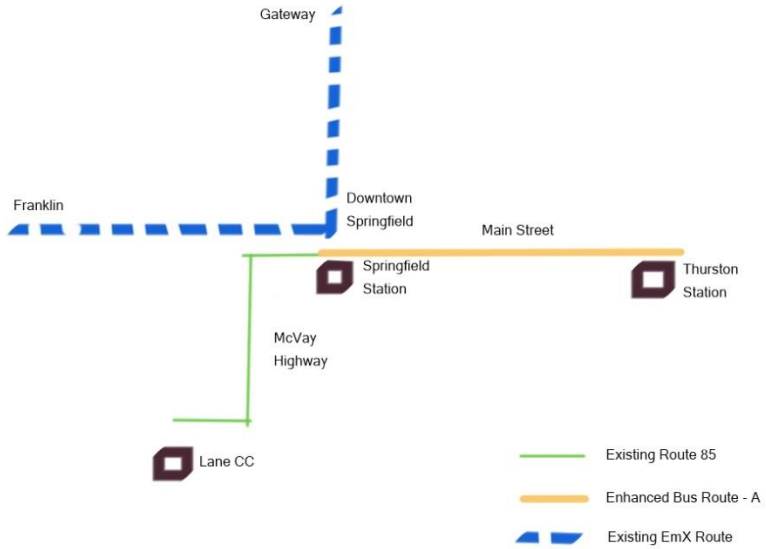


Source: Cameron McCarthy. 2014.

Enhanced Bus

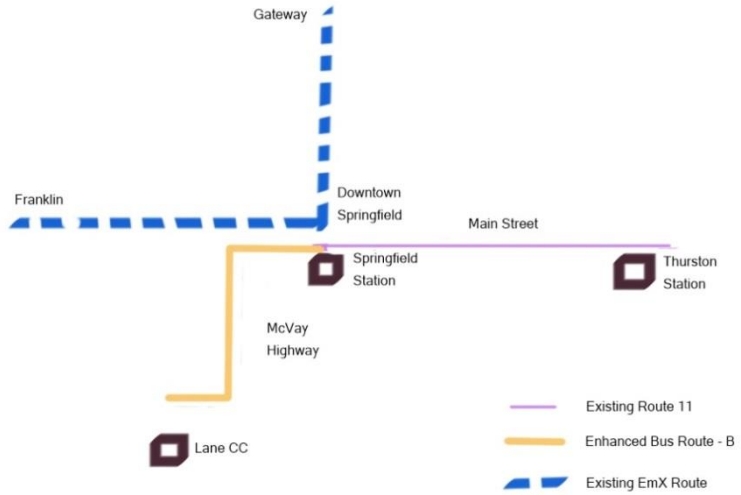
Enhanced Bus options typically include transit signal priority (TSP), improved stations, possible queue-jumps at congested intersections, and improved operations, and can include improvements to the frequency of service on the Corridor. Enhanced Bus Options for both the Main Street and McVay Highway Segments are advanced as Most Promising Transit Solutions (see Figures 5 and 6).

Figure 5. Enhanced Bus on Main Street



Source: Cameron McCarthy. 2014.

Figure 6. Enhanced Bus Options on McVay Highway

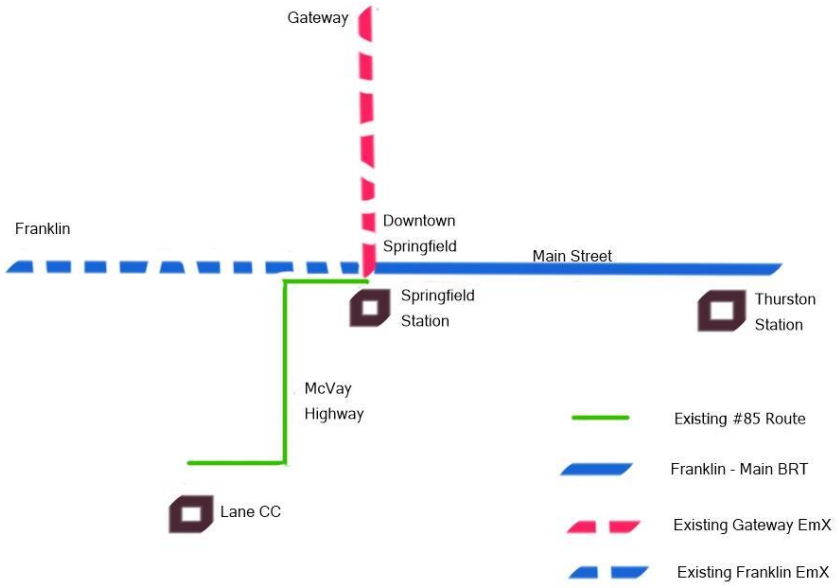


Source: Cameron McCarthy. 2014.

BRT on Main Street Segment

BRT on the Main Street Segment would be an extension of the Franklin EmX line east of the Springfield Station on Main Street (Figure 7). The Gateway EmX would operate independently, starting and ending at the Springfield Station. The Franklin-Main Street link creates a logical east-west EmX line because of the compatible operating needs (frequency of service and ridership), which would likely reduce LTD operating costs due to faster service. Additionally, this linked route is anticipated to have a high percentage of through-routing passengers (eliminating the need for a transfer) and, with the extension of the Franklin line to west Eugene, is anticipated to increase ridership by approximately 12 percent. This Franklin-Main BRT option is very likely to meet FTA Small Starts requirements.

Figure 7. BRT on Main Street Segment



Source: Cameron McCarthy. 2014.

While this study did not develop specific design solutions, the basic conceptual elements of a Main Street BRT have been determined. These include:

- **BRT replaces existing service**: The BRT line on Main Street would replace current service provided by the #11 Thurston route. Connections to other service would be made at the Springfield Station, Thurston Station, and potentially, other locations along Main Street.
- **Transit signal priority (TSP):** The BRT service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.
- **Stops spaced approximately every 1/3 mile:** This is regarded as a general (average) stop spacing; stops could be closer or farther apart than 1/3 mile depending on adjacent land uses and signalized pedestrian crossing locations. Specific stop locations have not been finalized.
- **Enhanced stops and stations (similar to current EmX):** Every BRT stop would be developed as an EmX style station, similar to the existing EmX system. Station amenities include raised

platforms, shelters, benches, real-time passenger information, ticket vending machines, and, potentially, public art.

- **Alignment from Springfield Station to Thurston Station, with selected trips (approximately 6) extended to Thurston High School:** The service would extend the current Franklin EmX east from the Springfield Station to the Thurston Station. Some trips that meet school start and end times may be extended to Thurston High School, depending on identifying a safe and convenient option for a bus turnaround in the vicinity of the high school. If a feasible turnaround is not identified, all trips would terminate at the Thurston Station.
- **Neighborhood connector service to serve neighborhoods east of Thurston Station:** The current #11 Thurston route extends east of 58th Street, providing service to Thurston Road, 69th Street, and Main Street. Under the BRT service option, transit service east of 58th would be provided by neighborhood buses. Routing for the neighborhood service could match the existing Route #11 loop, or it could also serve other areas, including neighborhoods east of 69th Street and/or south of Main Street. Riders on the neighborhood service would transfer at the Springfield Station for destinations west of 58th Street.
- **Westbound routing in downtown Springfield using Main Street to 10th to South A**: The westbound BRT service would use Main Street to 10th Street, and then jog down to South A Street to access the Springfield Station. Since South A Street is a one-way eastbound street, the BRT service between 5th and 10th Streets would use a contraflow lane.
- **Eastbound routing in downtown Springfield to use South A to Main Street:** The eastbound BRT service would use South A Street between 5th Street and the point where South A Street joins Main Street in the vicinity of 21st Street.
- **Option for both eastbound and westbound routing to use South A:** Under this option, both the eastbound and westbound service would use South A Street between 5th Street and where South A joins Main Street in the vicinity of 21st Street. This option is carried forward and could be pursued if it is determined that the two-way service on South A provides greater opportunity for exclusive lane treatments, and that the travel time advantage of that offsets the advantage of Main Street stops for the westbound service.
- **Moderate level of lane exclusivity**: The BRT service would be a combination of exclusive transit lanes and mixed traffic, with the details of the design to be determined as part of subsequent study. This option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while best addressing potential impacts.

BRT on McVay Highway Segment

BRT on the McVay Highway Segment is not recommended at this time. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements.

There is the expectation that development along the McVay Highway segment may increase significantly in the future. There are plans for more intensive development in Glenwood and possible development in the LCC basin. BRT service in the corridor should be reconsidered if this new development materializes during the corridor planning process and it is able to meet development thresholds or ridership levels

associated with other segments of the regional BRT system. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds. Should a McVay Highway BRT be pursued as part of this or a subsequent project, it would operate as an extension of the Gateway EmX.

If a McVay Highway BRT option is advanced, both the McVay Highway and Old Franklin routing options should be considered for the south portion of McVay Highway. Additionally, the SAC suggested that additional consideration be given to other routing options that may not be as constrained.

RECOMMENDATION: Further study of the Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions

LTD and the City of Springfield should conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay Highway segment for future BRT service based on the corridor if it is able to meet development thresholds or ridership levels associated with other segments of the regional BRT system.

RECOMENDATION: Study of Additional Pedestrian Crossings

Further study of additional pedestrian crossings and lighting improvements is recommended east of 58th Street including those identified in the SAC's July 2014 workshop.

Main-McVay Transit Study
Summary Report

Final

APRIL 2015

A collaborative study between:

For Additional Information or to Comment

If you would like additional information about this study or would like to provide feedback, please contact us.

Contact Method	How to Contact Us
Website	http://ourmainstreetspringfield.org Use the link that says " To submit a comment, click here"
Phone / email	Tom Boyatt, Community Development Manager City of Springfield tboyatt@springfield-or.gov 541-744-3373 John Evans, Senior Project Manager Lane Transit District John.Evans@ltd.org 541-682-6146
US Mail	Tom Boyatt, Community Development Manager City of Springfield Development and Public Works Department 225 Fifth Street Springfield, OR 97477 John Evans, Senior Project Manager Lane Transit District PO Box 7070 Springfield, OR 97475-0470
Written Comments at Meetings	Written and oral comments will be taken at Springfield City Council and LTD Board regular meetings. Please note that oral comments are not taken at Springfield City Council or Lane Transit District Board work sessions. Refer to the website for the dates and locations of meetings

Acknowledgements

LTD and the city of Springfield gratefully acknowledge the efforts of everyone who assisted in developing the range of Most Promising Transit Solutions for the Main Street – McVay Highway Corridor.

Project Groups	Members	
Governance Team	Mayor Christine Lundberg, City of Springfield	
	Councilor Marilee Woodrow, City of Springfield	
	Gino Grimaldi (Ex Officio), City Manager, City of Springfield	
	Doris Towery, Board President, LTD (retired June, 2014)	
	Gary Wildish, LTD Board (started September, 2014)	
	Michael Dubick, LTD Board (retired December, 2014)	
	Angelynn Pierce, LTD Board (started October, 2014)	
	Ron Kilcoyne (Ex Officio), General Manager, LTD	
	Frannie Brindle, Oregon Department of Transportation	
Stakeholder Advisory Committee	Diana Alldredge	Rosalia Marquez
	Mike Eyster	Emma Newman
	Ronna Frank	Brett Rowlett
	David Helton	Dan Rupe
	Lorenzo Herrera	Paul Selby
	Ken Hill	Garry Swanson
	Randy Hledik	Chad Towe
	Jerry Hooten	Erin Walters
	Andrew Knori	

Project Groups	Members
Project Management Team	David Reesor, City of Springfield John Evans, LTD Lydia McKinney, Lane County Linda Pauly, City of Springfield Tom Schwetz, LTD Tom Boyatt, City of Springfield
Main-McVay Design Team	Stan Biles, Management Solutions David Reesor, City of Springfield (replaced by Tom Boyatt in January 2015) John Evans, LTD Lynda Wannamaker, Wannamaker Consulting Stefano Viggiano, Parsons Brinckerhoff Christian Watchie, Cogito
Consultant Team	Cameron McCarthy Cogito DKS Associates Environmental Science & Assessment Heritage Management Solutions Michael Minor & Associates Parsons Brinckerhoff PIVOT Architecture Wannamaker Consulting

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Executive Summary

Project Overview

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Figure ES-1. Main-McVay Corridor and Project Study Area

Source: Lane Transit District. 2014.

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Study Process

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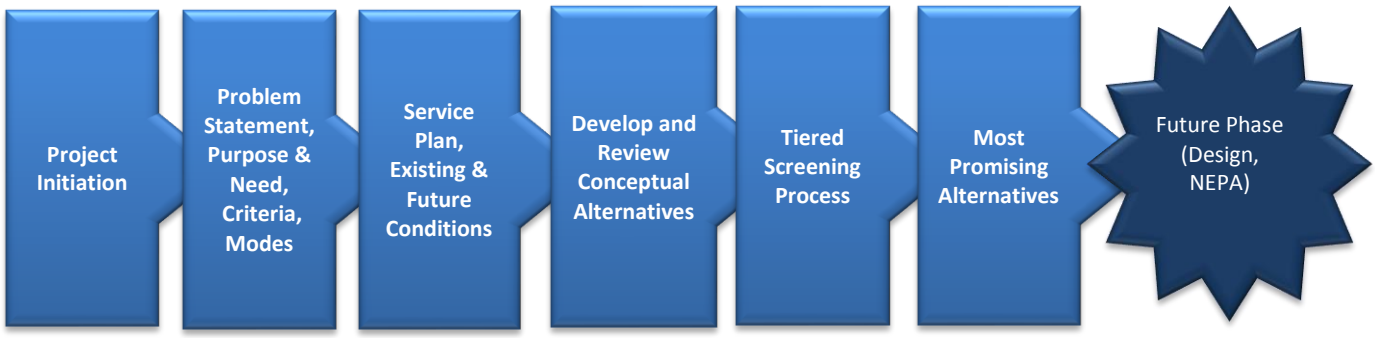
Figure ES-2. Main-McVay Transit Study Overview



Source: Wannamaker Consulting. 2014.

Decision-Making Process

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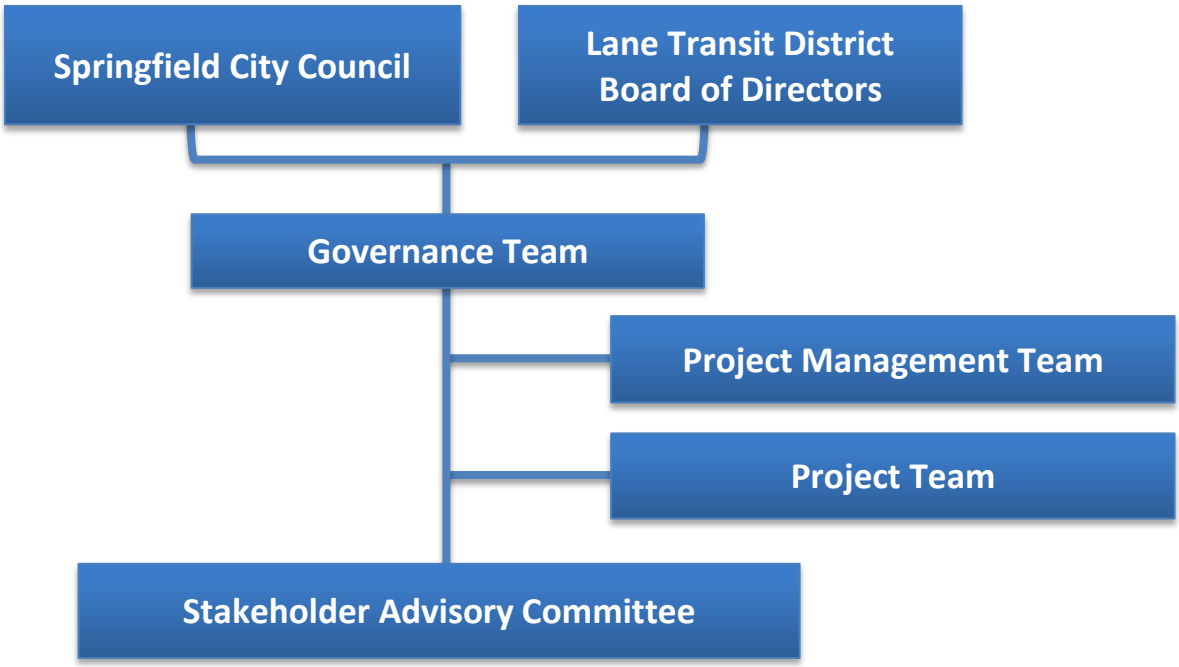
Figure ES-3. Project Decision-Making Process



Source: Wannamaker Consulting. 2014.

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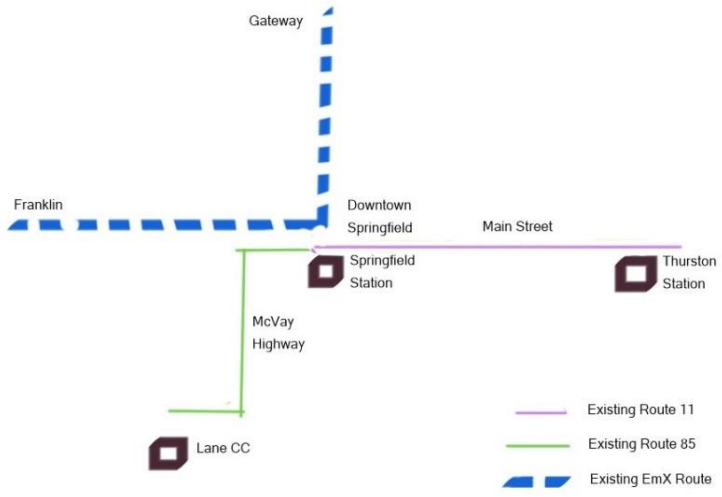
Figure ES-4. No Change Option



Source: Cameron McCarthy. 2014.

Enhanced Bus

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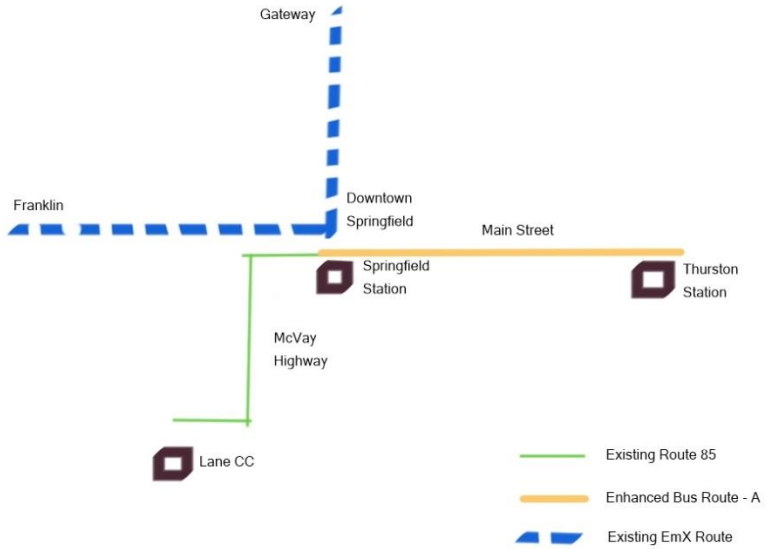
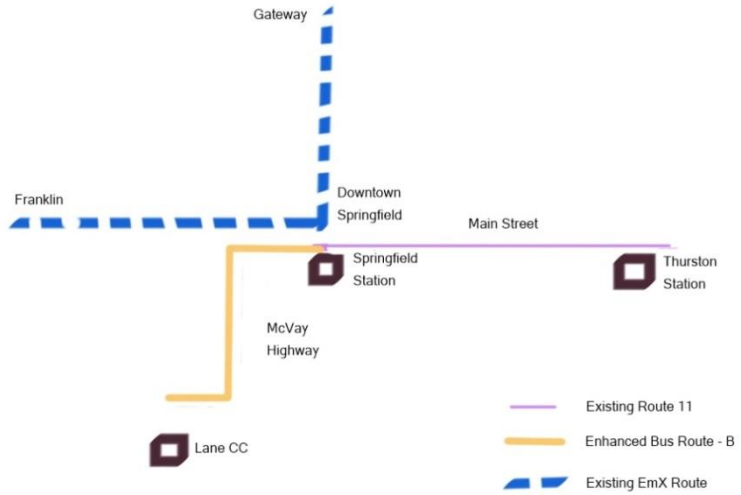
Figure ES-5. Enhanced Bus on Main Street



Source: Cameron McCarthy. 2014.

Figure ES-6. Enhanced Bus Options on McVay Highway



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BRT on Main Street Segment

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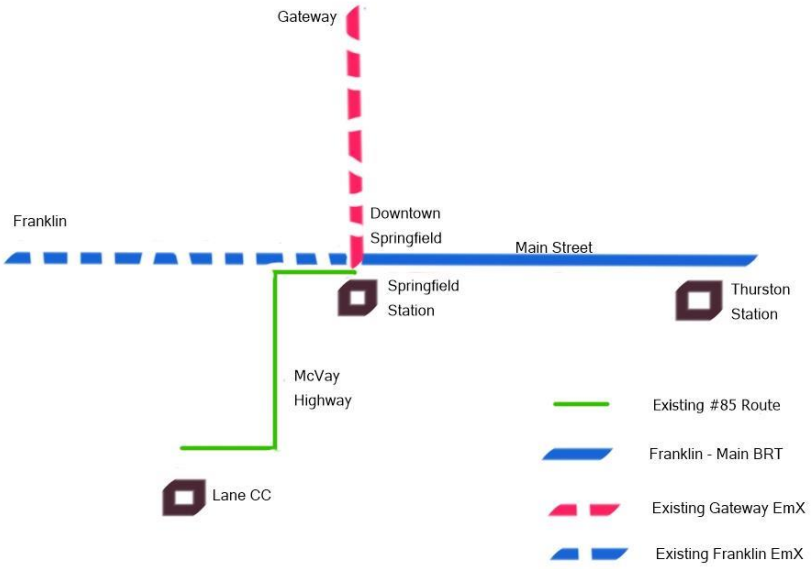
Figure ES-7. BRT on Main Street Segment



Source: Cameron McCarthy. 2014.

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- **Transit signal priority (TSP):** The BRT service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.
- **Stops spaced approximately every 1/3 mile:** This is regarded as a general (average) stop spacing; stops could be closer or farther apart than 1/3 mile depending on adjacent land uses and signalized pedestrian crossing locations. Specific stop locations have not been finalized.
- **Enhanced stops and stations (similar to current EmX):** Every BRT stop would be developed as an EmX style station, similar to the existing EmX system. Station amenities include raised

platforms, shelters, benches, real-time passenger information, ticket vending machines, and, potentially, public art.

- **Alignment from Springfield Station to Thurston Station, with selected trips (approximately 6) extended to Thurston High School:** The service would extend the current Franklin EmX east from the Springfield Station to the Thurston Station. Some trips that meet school start and end times may be extended to Thurston High School, depending on identifying a safe and convenient option for a bus turnaround in the vicinity of the high school. If a feasible turnaround is not identified, all trips would terminate at the Thurston Station.
- **Neighborhood connector service to serve neighborhoods east of Thurston Station:** The current #11 Thurston route extends east of 58th Street, providing service to Thurston Road, 69th Street, and Main Street. Under the BRT service option, transit service east of 58th would be provided by neighborhood buses. Routing for the neighborhood service could match the existing Route #11 loop, or it could also serve other areas, including neighborhoods east of 69th Street and/or south of Main Street. Riders on the neighborhood service would transfer at the Springfield Station for destinations west of 58th Street.
- **Westbound routing in downtown Springfield using Main Street to 10th to South A**: The westbound BRT service would use Main Street to 10th Street, and then jog down to South A Street to access the Springfield Station. Since South A Street is a one-way eastbound street, the BRT service between 5th and 10th Streets would use a contraflow lane.
- **Eastbound routing in downtown Springfield to use South A to Main Street:** The eastbound BRT service would use South A Street between 5th Street and the point where South A Street joins Main Street in the vicinity of 21st Street.
- **Option for both eastbound and westbound routing to use South A:** Under this option, both the eastbound and westbound service would use South A Street between 5th Street and where South A joins Main Street in the vicinity of 21st Street. This option is carried forward and could be pursued if it is determined that the two-way service on South A provides greater opportunity for exclusive lane treatments, and that the travel time advantage of that offsets the advantage of Main Street stops for the westbound service.
- **Moderate level of lane exclusivity**: The BRT service would be a combination of exclusive transit lanes and mixed traffic, with the details of the design to be determined as part of subsequent study. This option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while best addressing potential impacts.

BRT on McVay Highway Segment

BRT on the McVay Highway Segment is not recommended at this time. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements.

There is the expectation that development along the McVay Highway segment may increase significantly in the future. There are plans for more intensive development in Glenwood and possible development in

the LCC basin. BRT service in the corridor should be reconsidered if this new development materializes during the corridor planning process and it is able to meet development thresholds or ridership levels associated with other segments of the regional BRT system. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds. Should a McVay Highway BRT be pursued as part of this or a subsequent project, it would operate as an extension of the Gateway EmX.

If a McVay Highway BRT option is advanced, both the McVay Highway and Old Franklin routing options should be considered for the south portion of McVay Highway. Additionally, the SAC suggested that additional consideration be given to other routing options that may not be as constrained.

RECOMMENDATION: Further study of the Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions

LTD and the City of Springfield should conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay Highway segment for future BRT service based on the corridor if it is able to meet development thresholds or ridership levels associated with other segments of the regional BRT system.

RECOMENDATION: Study of Additional Pedestrian Crossings

Further study of additional pedestrian crossings and lighting improvements is recommended east of 58th Street including those identified in the SAC's July 2014 workshop.

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1. Summary

The Main-McVay Transit Study is intended to identify and evaluate the most appropriate and promising transit options for the Main Street -McVay Highway Corridor to be pursued by Lane Transit District and the city of Springfield. This Study is one of a number of studies being conducted by the city of Springfield as the City considers the future of the "heart" of the community. Information about this Study as well as other area studies can be found at http://ourmainstreetspringfield.org.

1.1. Report Purpose and Organization

The purpose of this report is to summarize the Main – McVay Transit Study project, process, findings and recommendations. This report is intended to be used by agency staff, the public, and decision makers. This report is organized as follows:

Chapter 1. Summary. Provides an overview of this Report.

Chapter 2. Project Overview. Summarizes the study process and recommendations.

Chapter 3. Community and Agency Input. Summarizes the outreach to the community and stakeholder agencies and input received.

Chapter 4. Screening and Evaluation of Transit Solutions. Details development and screening of transit solutions from the broad range of solutions to the recommended range of Most Promising Transit Solutions.

Chapter 5. Range of Most Promising Transit Solutions. Describes recommended range of Most Promising Transit Solutions.

Chapter 6. Study Memoranda and Reports. Reference list of memoranda and reports produced as part of this study. Documents included on CD in Appendix D.

Appendix A: Glossary of Acronyms, Abbreviations and Terms. Transportation projects can be complicated and are often difficult to understand because of the acronyms, terms and abbreviations used in technical documents and presentations.

Appendix B: Main Street Projects. Summary description of other Main Street projects.

Appendix C: Community and Agency Outreach Materials. List of materials used for community and agency outreach and included on the CD in Appendix D.

Appendix D: CD of Main-McVay Transit Study Documents. CD of Chapter 6 and Appendix C documents.

2. Project Overview

The Main Street-McVay Highway Corridor follows Main Street from Thurston to Glenwood, and McVay Highway from Glenwood to Lane Community College. Transportation challenges and opportunities along the Main Street-McVay Highway Corridor were initially identified through public and stakeholder input. The Main-McVay Transit Study project used that input as well as input from the public submitted during the Study, the advice of the Stakeholder Advisory Committee, and the direction from the Governance Team combined with screening-level technical analysis to develop a range of Most Promising Transit Solutions that improve transit service and enhance all modes of travel along the corridor. If so determined by the Springfield City Council and the LTD Board of Directors, the Most Promising Transit Solutions would be advanced to the next phase of the project for more in-depth technical analysis and selection of a Locally Preferred Solution.

2.1. Project Purpose

The purpose of the Transit Study is to analyze the need, technical viability, and public support for various options to improve transit service along the Main-McVay Corridor

2.2. Public Input

In 2013, the project team, including City, LTD, and consultant staff, worked closely with elected and appointed officials to conduct initial stakeholder and public outreach. This initial outreach included small group meetings called “Community Conversations” and general public outreach at various community events. Input from the initial stakeholder and public outreach was used, along with information from a Baseline Existing and Future Conditions Report and other corridor and transit information, to develop a range of potential transit solutions for the Corridor. A Stakeholders Advisory Committee (SAC) considered community input and technical information in advising the project team. Information about the project was available at other organized community meetings and events. Regular electronic updates were emailed to an Interested Parties List. In February and March 2015, project team members walked the Main Street and McVay Highway segments of the Corridor, meeting with business and property owners to answer any questions they might have about the project. The community and agency outreach process is described in more detail in Chapter 3 of this Report.

2.3. Direction from City Council and Lane Transit District Board of Directors

The findings of initial public and stakeholder events were presented to the Main Street Projects Governance Team (GT) on September 26, 2013. After hearing the input received to-date, the Governance Team unanimously recommended that the City Council and LTD Board move forward with the Main-McVay Transit Study. In addition, the Governance Team worked with staff to develop Main Street Project Goals that provided overarching guidance to this study as well as other projects planned for Main Street.

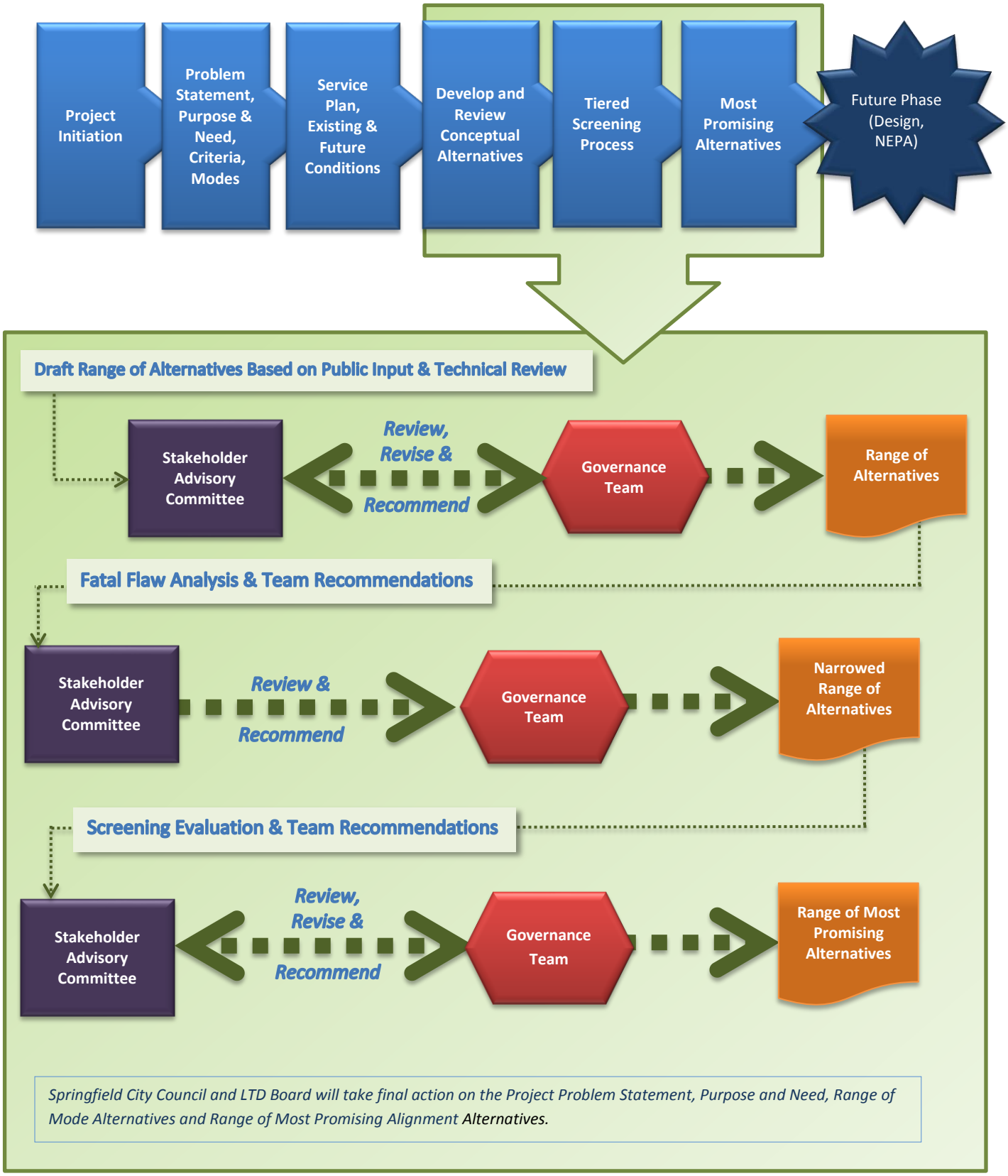
After considering the feedback from the public and stakeholders, the City Council (on October 14, 2013) and LTD Board of Directors (on October 16, 2013) approved moving ahead with a Main-McVay Transit Study.

2.4. Project Schedule

The initial phase, the Community Conversations, was conducted spring 2013 through September 2013.

The next phase of the Transit Study began in April 2014 and final recommendations were made in February 2015. The Study process is summarized in Figure 2.4-1. SAC and GT recommendations on the Most Promising Transit Solutions will be sent to the Springfield City Council and LTD Board for consideration. Each body will discuss and act on study recommendations.

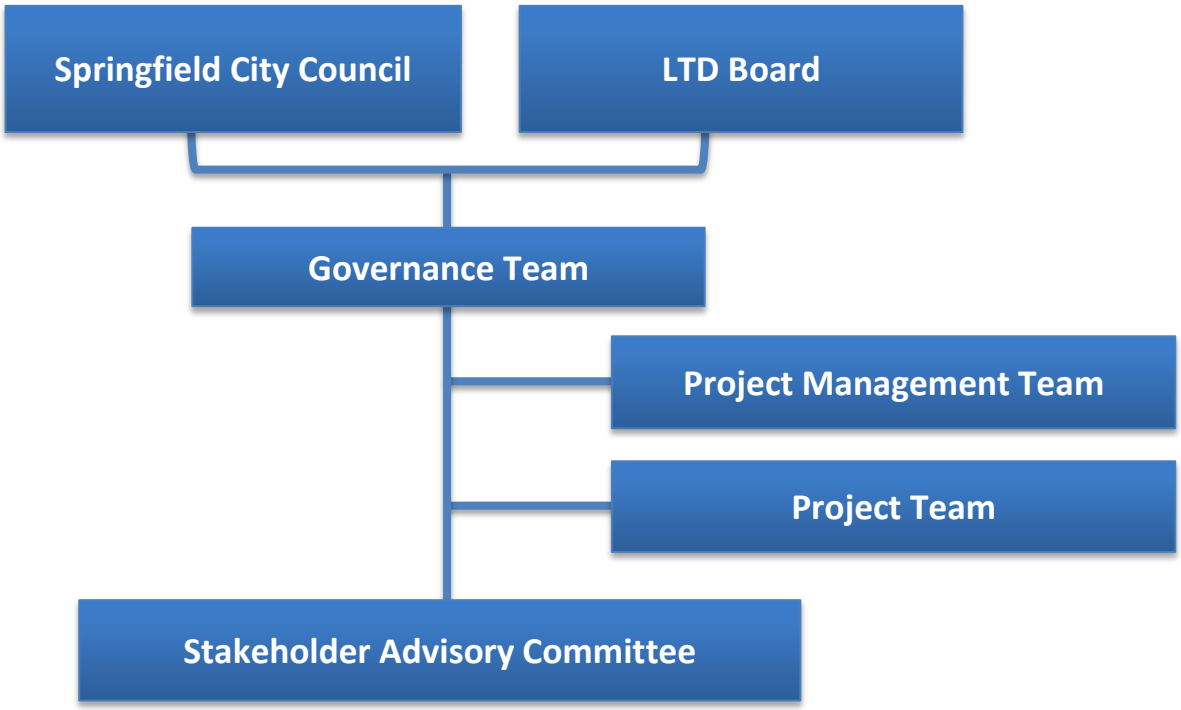
Figure 2.4-1. Main-McVay Transit Study Schedule Overview



2.5. Project Organization

The Main-McVay Transit Study used a management structure similar to the structure used to coordinate the five Main Street projects. This study used a tiered management approach (Figure 2.5-1) that included project direction provided by an ad hoc Governance Team composed of Springfield Mayor Christine Lundberg, Springfield Councilor Marilee Woodrow, LTD Board President Doris Towery, LTD Board Member Mike Dubick, ODOT Area Manager Frannie Brindle, Springfield City Manager Gino Grimaldi, and LTD General Manager Ron Kilcoyne (due to turnover on the LTD Board, LTD President Towery and Board Member Dubick were replaced by LTD Board President Gary Wildish and Board Member Angelynn Pierce during the course of the study). A staff-level Project Management Team and a Project Team worked directly with the Stakeholder Advisory Committee to review project elements including the Project's Purpose and Need Statement and conceptual transit solutions.

Figure 2.5-1. Project Organization for Main-McVay Transit Study

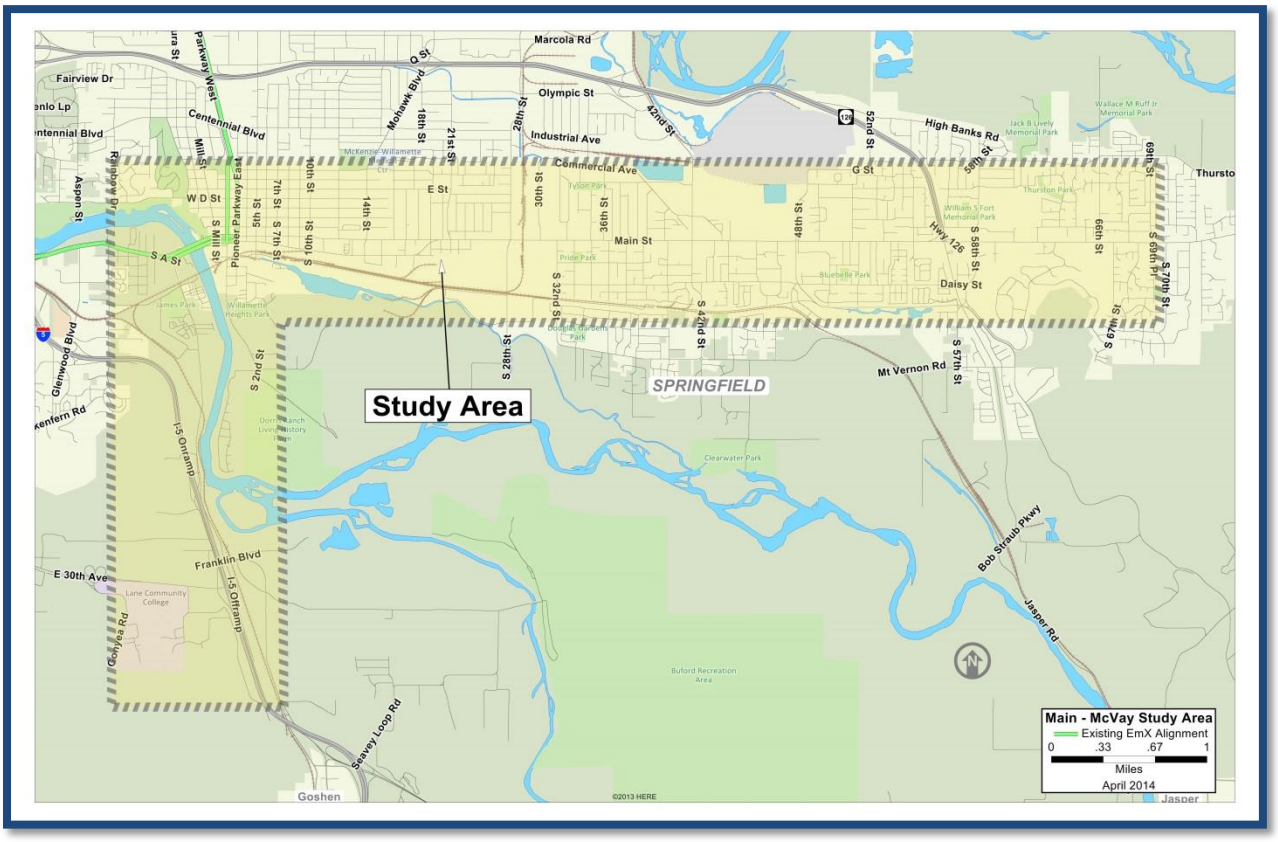


Source: Wannamaker Consulting. 2014.

2.6. Project Study Area

The Main-McVay Corridor generally follows Main Street from approximately 69th Street to the Glenwood area (east-west), and McVay Highway from the Glenwood area to Lane Community College (north-south). The preliminary study area encompasses an area approximately one-half mile from either side of Main Street and McVay Highway (Figure 2.6-1).

Figure 2.6-1. Study Area for Main-McVay Transit Study

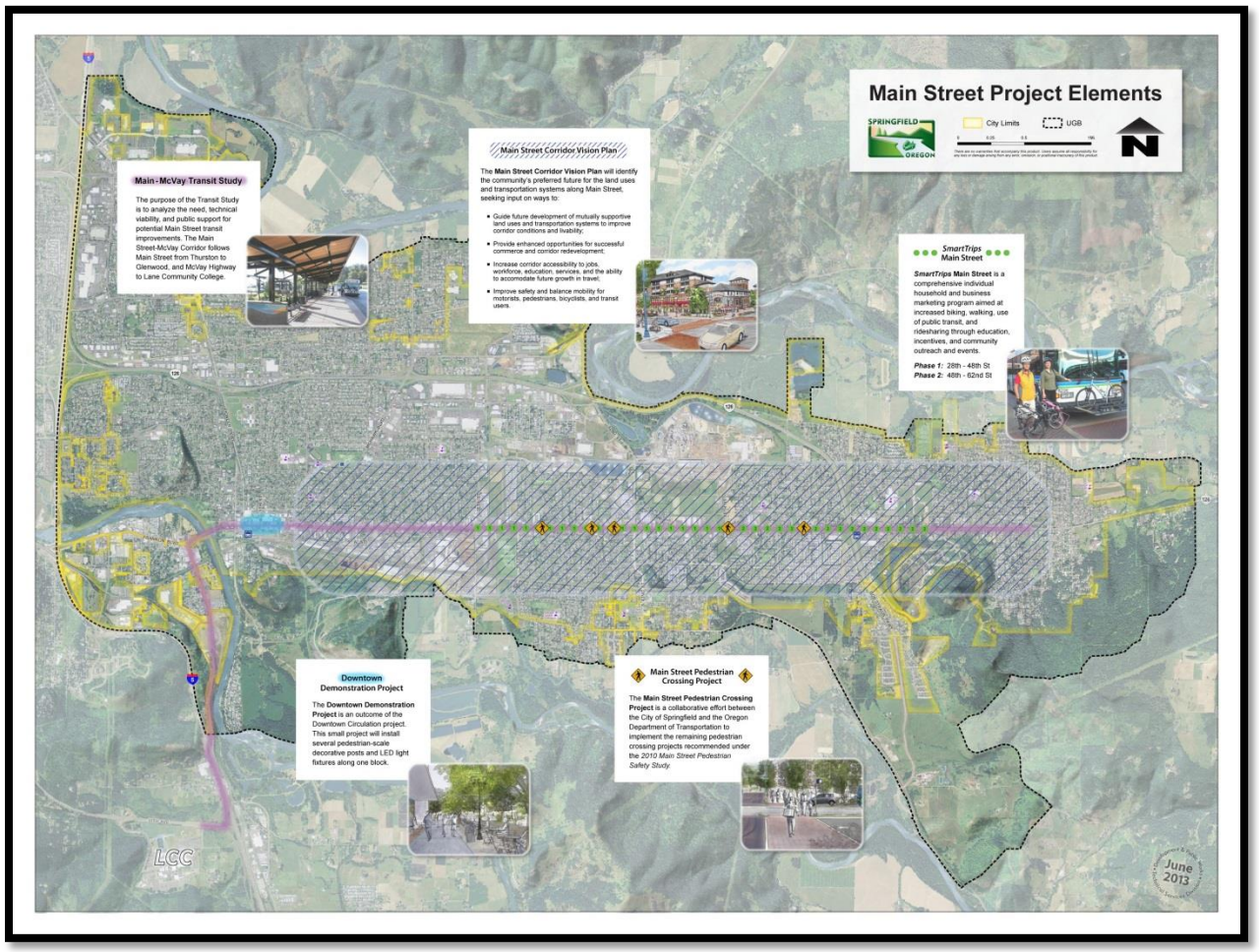


Source: Lane Transit District. 2014.

2.7. Relationship to Other Area Projects

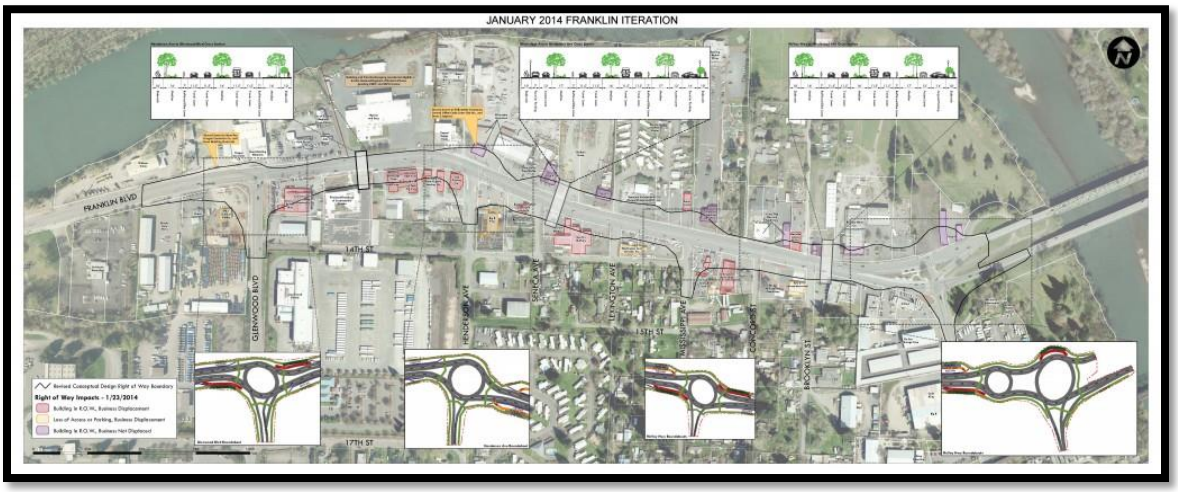
There are five related projects occurring in the area of the Main-McVay Transit Study. There are four projects occurring in the Main Street corridor (Smart*Trips*, Downtown Demonstration, Main Street Vision, Pedestrian Crossings) that have been closely coordinated with initial public outreach for the Main-McVay Transit Study (Figure 2.7-1). It is critical that all five of these projects are coordinated and managed in a way that is understandable to the community in terms of consistency and interrelationships. To date, the five Main Street projects have been coordinated through a three-tiered management structure that includes project direction provided by the Governance Team. There is one additional project that is relevant to the Main-McVay Transit Study: the Franklin Boulevard Study. This study evaluated improvements to Franklin Boulevard and McVay Highway (Figure 2.7-2) in the Glenwood area. Each of the projects is summarized in Appendix B.

Figure 2.7-1. Main Street Projects



Source: City of Springfield. 2014.

Figure 2.7-2. Franklin Boulevard Study Area



Source: City of Springfield, Oregon. 2014.

2.8. Study Problem Statement

The following Problem Statement was prepared by the Stakeholder Advisory Committee and approved by the Governance Team (on September 4, 2014).

The Main-McVay Corridor is an L-shaped Corridor extending from 69th Street on Main Street to Lane Community College on McVay Highway. The Corridor is comprised of two segments, the Main Street Segment and the McVay Highway Segment, which connect at Franklin Boulevard and McVay Highway. Main Street and McVay Highway are currently major transit corridors, connecting with each other and with other transit service at the Springfield Transit Station. The segments, while part of an overall corridor, have differing issues and concerns that are to be addressed by this study.

Main Street Segment

Transit Service on Main Street is hindered by overcrowded buses, increasing transit travel time and operating cost caused by signal and passenger boarding delays, and safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings. If not addressed, these issues will worsen in the future as the corridor's population, employment, and transit ridership increase.

McVay Highway Segment

Transit service on McVay Highway is hindered by poor pedestrian access, service demand primarily limited to the school season and weekdays, rider security and safety concerns for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings, and the unfunded need to improve the congested I-5 interchange. If not addressed, these issues will worsen in the future and the transit system in this segment will not be~~,~~ positioned to handle the higher density development within and adjacent to the McVay Highway Segment planned for in the recently adopted Glenwood Refinement Plan.

2.9. Project Purpose and Need

The following Purpose and Need Statements were prepared by the Stakeholder Advisory Committee and the Governance Team. The Statement of Purpose has been reviewed by the Springfield City Council (on

July 7, 2014) and the LTD Board of Directors (on July 16, 2014). The Statement of Need was approved by the Governance Team on September 4, 2014.

2.9.1. Statement of Purpose

The purpose of the Main-McVay Transit Study project is to identify a range of transit improvements in the Main-McVay Corridor that provide improved mobility and transportation choices to residents, businesses, visitors, and commuters. The improvements will be consistent with regional plans and the community's long-term vision and goals for the area. The range of improvements will include options that result in improved regional connectivity and equitable transit access to destinations such as employment, educational institutions, shopping, appointments, and recreational opportunities for area residents.

The project improvements would strive to enhance the safety and security of the Corridor, improve the integration of walkers, cyclists, transit riders, autos, and freight along and through the Corridor, and improve connections to and from adjacent neighborhoods.

The project would support local, regional, and state plans and goals for land use and transportation; efforts in the Main-McVay Corridor aimed at encouraging economic revitalization and land use redevelopment; and, plans and programs to create Main Street and McVay Highway identities and improve aesthetics on the Corridor, making it an attractive place to live, work, and shop.

2.9.2. Statement of Need

The need for the project results from:

- High transit ridership along the Main Street corridor that results in overcrowding of bus trips during peak travel times. The #11 Thurston route which operates on Main Street has the second highest ridership in the LTD system (after EmX), with an average of more than 3,500 boardings per weekday. This is more than double any other non-EmX bus route. During the past year, seven buses were overcrowded to the point that 78 riders were left behind at stop(s);
- Pedestrian safety issues for riders walking to and from the bus stops on Main Street, including street crossings to access bus stops that are not located near a signalized or enhanced crossing. From 2009 through 2013, along Main Street between McVay Highway and 68th Street, there were a total of 29 pedestrian injuries including three (3) fatalities and six (6) severe injuries. From 1999 through 2010, there have been a total of nine (9) pedestrian fatalities during the past ten years along Main Street between 20th and 73rd Streets;
- Bicycle related safety issues along the Main Street Corridor, with 33 bicycle injuries, including one (1) fatal and one (1) severe injury reported during the 2008 through 2013 time period;
- From 2004 through 2013 there were no reported pedestrian injuries and two (2) bicycle injuries (neither was a fatal or severe injury) on the McVay Segment of the Corridor. Despite the low number of reported injuries on this Segment, as this area continues to develop there is a greater probability for pedestrian and bicycle safety issues for riders accessing transit service on McVay Highway due to high travel speeds, narrow roadways, and lack of sidewalks in many areas;

- High student use along the corridor, especially in the Thurston area, creates special safety and access issues;
- Lengthening transit travel times and deteriorating public transportation reliability in the Main Street segment due to growing traffic congestion, signal delays, and passenger boarding delays. Average run time route on the #11 Thurston has increased 3.5 percent in the last five years, with midday run time increasing by more than 10 percent during that period. In the fall of 2014, schedule time will be added to the route due to the lengthening travel time. Approximately 7.5 percent of the #11 Thurston trips on an average weekday are more than four (4) minutes late, a figure that is higher than the system average of 7.0 percent;
- Limited corridor revitalization and redevelopment resulting from aging structures and infrastructure and a poor visual environment along Main Street, South A Street, and McVay Highway;
- Historic and projected increases in traffic congestion in the Main-McVay Corridor due to increases in regional and corridor population and employment. Four (4) intersections in the corridor (McVay/Franklin, Main/42nd, Main/Hwy 126, and Main/58th) are projected to exceed ODOT mobility standards for 2035;
- The approach to Lane Community College from Interstate 5 has a very high level of congestion in the morning periods, which creates delays for the #85 LCC/Springfield route;
- The Interstate 5 interchange at 30th Avenue is in need of improvements to address traffic and safety issues. While there is a recognized need for improvements to the interchange, funding and the schedule for the improvements are uncertain;
- For this corridor project, McVay Highway, as designed today, does not support the proposed mixed-use development goals expressed in the Glenwood Refinement Plan or the Franklin Boulevard Redevelopment Project;
- Policy direction in regional and City transportation plans that assume increased reliance on public transportation to address the community's future transportation needs;
- LTD has experienced an average annual increase in operating costs of 6.2 percent (1999-2010), combined with increasingly scarce operating resources, while trying to meet the demand for more efficient public transportation operations;
- The decision in the adopted 2035 Regional Transportation Plan (RTP) to include bus rapid transit (composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers) in the fiscally constrained model as part of the regional transportation strategy.
- The decision in the adopted Springfield 2035 Transportation System Plan (STSP) to include partnering with LTD to provide frequent transit network (FTN) connections along major corridors, connecting to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips. The STSP incorporates numerous FTN projects and 20-year priority

roadway, urban standards and pedestrian / bicycle projects relevant to the Main-McVay Transit Study.

- Local and regional land use and development plans, goals, and objectives that identify the Main-McVay Corridor for residential, commercial, retail, institutional/educational, government, and industrial development to help accommodate forecasted regional population and employment growth.

2.9.3. Study Goals and Objectives

The following Goals and Objectives were prepared by the Stakeholder Advisory Committee and approved by the Governance Team. These Goals and Objectives were reviewed by the Springfield City Council (on July 7, 2014) and the LTD Board of Directors (on July 16, 2014).

Goal 1: Improve corridor transit service

- Objective 1.1: Improve transit travel time
- Objective 1.2: Improve transit service reliability
- Objective 1.3: Provide convenient transit connections that minimize the need to transfer
- Objective 1.4: Increase transit ridership and mode share along the corridor
- Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit
- Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status.

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

- Objective 2.1: Control the increase in transit operating cost to serve the corridor
- Objective 2.2: Increase transit capacity to meet current and projected ridership demand
- Objective 2.3: Implement corridor improvements that provide an acceptable return on investment
- Objective 2.4 Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment

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

- Objective 3.1: Support development and redevelopment as planned in other adopted documents
- Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity
- Objective 3.3: Coordinate transit improvements with other Main Street projects

Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects

Objective 3.5: Minimize adverse impacts to existing businesses and industry

Goal 4: Enhance the safety and security of the corridor

Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing the Corridor

Objective 4.2: Enhance the security of transit users and of the corridor as a whole

Goal 5: Enhance other modes of travel

Objectives 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor

Objectives 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops

2.9.4. Evaluation Criteria

Evaluation Criteria were used during the Tier II Screening Evaluation to determine how well each of the proposed transit solutions would meet the project's Goals and Objectives. The Evaluation Criteria required a mix of quantitative data and qualitative assessment. The resulting data were used to measure the effectiveness of proposed transit solutions and to assist in comparing and contrasting each of the solutions. In Table 2.9-1, Evaluation Criteria are listed for each of the project's Objectives. Some Objectives have only one criterion for measuring effectiveness while others require several criteria to measure effectiveness.

The following Evaluation Criteria were prepared by the Stakeholder Advisory Committee and the Governance Team. The Evaluation Criteria were approved by the Governance Team on September 4, 2014.

Table 2.9-1. Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 1: Improve corridor transit service	
Objective 1.1: Improve transit travel time	• Round trip transit pm peak travel time between select origins and destinations
Objective 1.2: Improve transit service reliability	• On-time performance (no more than 4 minutes late) of transit service
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	• Number of transfers required between heavily used origin-destination pairs
Objective 1.4: Increase transit ridership and mode share in the corridor	• Average weekday boardings on Corridor routes • Transit mode share along the corridor
Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit	• Population with ½ mile of transit stop • Bicycle capacity at stops, stations, and on the bus • Number of park and ride spaces with direct transit access to major destinations • Assessment of accessibility by persons with mobility

Goals and Objectives	Evaluation Criteria
	challenges
Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status	• Distribution of transit service and facility improvements that avoid disproportionate impacts on those populations along the Corridor.
Goal 2: Meet current and future transit demand in a cost-effective manner	
Objective 2.1: Control the increase in transit operating cost to serve the corridor	• Cost per trip • Impact on LTD operating and maintenance costs • Meet or exceed FTA's Small Starts requirements for cost-effectiveness • Cost to local taxpayers
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	• Capacity of transit service relative to the current and projected ridership
Objective 2.3: Implement corridor improvements that provide an acceptable return on investment	• Benefit/cost assessment of planned improvements
Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	• Results of screening-level assessment of environmental impacts of transit solutions
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	
Objective 3.1: Support development and redevelopment as planned in other adopted documents	• Support for the overall BRT System Plan • Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept • Amount of vacant and underutilized land within ½ miles of stops/stations • Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements • Local jobs created by project construction • Percentage of current and planned population within ½ mile of FTN stop • Percentage of current and planned employment within ½ mile of FTN stop
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	• Potential impact to street trees, landscaping • Number of transit-related visual elements identified in adopted plans that would be implemented by transit solutions • Potential impacts to the natural environment • Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas
Objective 3.3: Coordinate transit improvements with other Main Street projects	• Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans • Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects

Goals and Objectives	Evaluation Criteria
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	• Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans • Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects
Objective 3.5: Minimize adverse impacts to existing businesses and industry	• Impacts to businesses along the Corridor measured in number and total acres of properties acquired, parking displacements, and access impacts. • Impact on freight and delivery operations for Corridor businesses
Goal 4: Enhance the safety and security of the corridor	
Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing Main Street	• Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized) • General assessment of safety for persons with mobility challenges • General assessment of potential to reduce the number of pedestrian / vehicle collisions • General assessment of potential to reduce the number of bicycle / vehicle collisions
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	• Amount of added street lighting • Amount of added lighting at / near transit stops • Extent and character of stop and station improvements
Goal 5: Enhance other modes of travel	
Objective 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor	• Impact on current and future year intersection Level of Service (LOS) • Impact on current and future year PM peak hour auto / truck travel times
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	• General assessment of the interface with pedestrians and bicyclists • Length of new or improved sidewalk in stop and station areas • Length of new or improved bike lanes in stop and station areas • Number of bicycle treatments in stop and station areas

2.10. Recommended Range of Most Promising Transit Solutions

In January and February 2015, after consideration of public and agency input and technical analyses, the SAC and GT advanced a recommended range of Most Promising Transit Solutions to the Springfield City Council and LTD Board.

2.10.1. Stakeholder Advisory Committee Recommendations

At their January 27, 2015 meeting, the SAC reviewed the draft package of Most Promising Transit Solutions. Based on decisions made over the last several months on the various specific transit elements along the corridor, the SAC took the following action:

SAC RECOMMENDATION #1: Advance as Most Promising Transit Solutions:

- No-Change and Enhanced Bus options for the McVay Highway Segment
- No-Change, Enhanced Bus, and BRT options for the Main Street Segment

SAC RECOMMENDATION #2: Further study of the Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions

The SAC recommended that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay Highway segment for future BRT service based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT system.

SAC RECOMMENDATION #3: Revision of SAC Lane Configuration Recommendation

The SAC recommended modifying their previously approved BRT Lane Configuration recommendation, which is included in the *Main-McVay Transit Study Most Promising Transit Solutions Report* (January 2015) as follows [addition is <u>underlined</u>]:

BRT Lane Configurations	
Lane Configuration Option 1: Low Exclusivity	
Lane Configuration Option 2: Moderate Exclusivity	
Lane Configuration Option 3: High Exclusivity	

SAC Recommendation Option 2, with consideration given to pedestrian and bicycle facilities, including safety and comfort issues. The Moderate Exclusivity option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while also addressing potential impacts. The Low Exclusivity and High Exclusivity Options provide less flexibility in the consideration of transit priority treatments. Low Exclusivity may not provide the level of transit priority to adequately address congestion delays. High Exclusivity has the greatest potential environmental impact and property and business impact. The SAC recommendation stressed the need to consider impacts on pedestrian and bicycle access, safety and comfort when developing lane configuration options. <u>The SAC also recommends that corridor traffic speeds of various lane configuration models be studied and be considered in relation to corridor safety.</u>

RECOMENDATION #4: Study of Additional Pedestrian Crossings

The SAC recommended further study of additional pedestrian crossings and lighting improvements east of 58th Street including those identified in the SAC's July 2014 workshop.

RECOMMENDATION #5: Committee Members to Represent SAC at GT, Springfield City Council, and Lane Transit District Board work sessions

The SAC recommended that Randy Hledik, Emma Newman, and Brett Rowlett serve as SAC spokespeople for the Governance Team, Springfield City Council, and Lane Transit District Board work sessions.

2.10.2. Governance Team Recommendations

At their February 19, 2015 meeting, the GT reviewed the SAC's recommended package of Most Promising Transit Solutions as well as other SAC recommendations. The GT concurred with the SAC's recommended package of Most Promising Transit Solutions with one addition, which was to ensure that both Old Franklin and McVay Highway were considered for Enhanced Bus routing. The GT advanced the recommendations to the Springfield City Council and LTD Board. No GT action was required for the SAC's election of committee members to represent the SAC at GT, City Council, and LTD Board work sessions. The GT's actions are summarized in Table 2.10-1.

Table 2.10-1. Summary of Governance Team Recommendations February 19, 2015

SAC Recommendation	GT Action
1. Most Promising Range of Transit Solutions	Concurred – Advanced to City Council and LTD Board
2. Further Study Most Promising Transit Solutions to identify Locally Preferred Solutions	Concurred – Advanced to City Council and LTD Board
3. Revision of SAC Lane Configuration Recommendation	Concurred with modification to study report
4. Study Additional Pedestrian Crossings	Concurred – Advanced to City Council and LTD Board
5. SAC members to represent SAC at GT, Springfield City Council and LTD Board work sessions	No GT Action Required

3. Community and Agency Input

This chapter provides an overview of the Main-McVay Transit Study community and agency input.

3.1. Governance Team

The Governance Team (GT), comprised of leadership from the City of Springfield, Lane Transit District, and the Oregon Department of Transportation, met six times over the Study's course (Appendices C-1 and C-2). Specific to the Study, the GT selected the Stakeholder Advisory Committee (SAC) members, assigned SAC topics of study, and considered technical information, community input, and recommendations by the SAC and project team. The GT directed and advised the project team, Springfield City Council and LTD Board. All GT meetings were open to the public.

3.2. Project Management Team

The Main Street Project Management Team (PMT) included management from the City of Springfield, Lane Transit District, Lane County, and Oregon Department of Transportation. The PMT met three times in 2014 to review project milestones, schedules, and the integrated project communication opportunities with the public.

3.3. Project Leaders

The Main Street Project Leaders (PL) included the Study and other Main Street project managers and staff from the City of Springfield and Lane Transit District. The group generally met bi-weekly between 2013 – 2014 to coordinate among projects' staff and to monitor the implementation of public communication.

3.4. Community Input

Over the course of the Study, the City of Springfield and LTD used a variety of methods to receive community-based input and keep community stakeholders well informed of the Study's progress and feedback opportunities including:

- Community Conversations
- Stakeholder Advisory Committee
- Agency Updates
- Media Notification
- Website
- E-Updates & Interested Parties List
- Door-to-door Corridor Outreach
- Presentations
- Display Outreach
- Corridor Mailing

3.5. Community Conversations

In the summer of 2013, the City of Springfield and LTD embarked on a series of community conversations regarding Main Street. These conversations with the general public and area stakeholders occurred from June through August of 2013 as small group meetings and at three large local events, SummerFair, National Night Out, and the Nick Symmonds Springfield 800 Community Run. Project staff collected 42 public comment forms on Main Street current issues and future opportunities (Appendices C-3 and C-4).

The purpose was to gain an early understanding of initial community thinking about the current issues and opportunities on the Main Street corridor, its potential growth, and to study or not potential future transit options. After hearing the input received to-date, the Governance Team unanimously recommended to Council to move forward with the Main-McVay Transit Study. After hearing initial input from the public and stakeholders over the past summer, on October 14th, 2013, Springfield City Council, and on October 16th, 2013, the LTD Board of Directors approved moving ahead with the full Main-McVay Transit Study.

3.6. Stakeholder Advisory Committee

The Main-McVay SAC served as an advisory body to the GT of the Main-McVay Transit Study planning process. The SAC was created to provide opportunities for informed discussion on topics as assigned by the Governance Team (Figure 3.6-1).

The SAC intentionally consisted of individuals with a wide range of backgrounds, geographic diversification, and interests in the committee's charge. Membership categories included citizens' at large, businesses, property owners, advocacy groups, seniors and people with disabilities, trucking and freight, education, bicycle and pedestrian representatives, and public agencies (Appendix C-5).

The SAC had three assignments from the GT:

- Review and recommend a Project Problem Statement, Purpose & Need Statement, project Goals and Objectives (PNGO) and related evaluation criteria.
- Review all technical supporting documents on the range of corridor transit options.
- Review and recommend to the GT:
    - Draft range of mode alternatives
    - Draft range of alignment alternatives
    - Narrowed range of most promising alternatives to be studied further

The SAC met almost every month between May 2014 and February 2015. Via media notification, e-updates, and website notification, the public was invited to attend SAC meetings and had the opportunity to submit written comments (Appendix C-6).

To make well-informed recommendations, the SAC had access to a breadth of technical expertise throughout the Study process. It was important for all points of view to be expressed in SAC meetings and for all team members to give serious consideration to the comments made by all group members, consultants, and staff. Listening to wide ranging opinions and evaluating the merit of differing points of view was critical to developing well-reasoned advice.

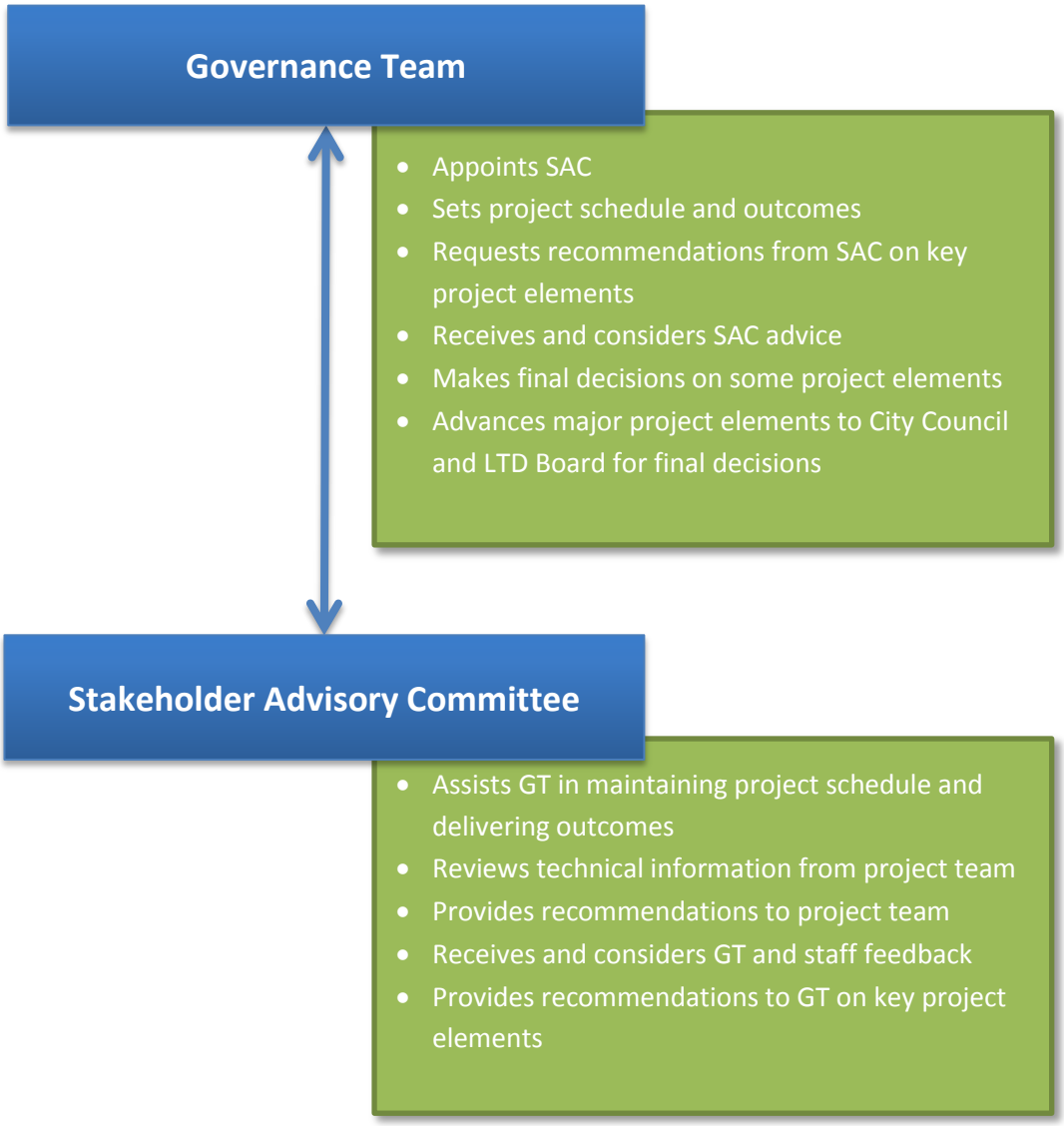
With the diverse SAC membership, there were differences of opinion and not all recommendations were unanimous. Minority views were articulated and conveyed to the Governance Team. A voting record was maintained so the Governance Team understood not only the advice received but also the nature of dissent and the final vote.

Following completion of the Study, SAC members were asked to respond to a questionnaire relating to the study process, including their opinions on the committee representation, the quality of the meeting materials, the quality of the facilitation and presentations at meetings, and their overall experience. The responses were generally very positive. The survey results are included as Appendix C-12.

SAC Recommendations

- Mode Options (May 2014)
- Purpose and Need, Goals and Objectives, and Evaluation Criteria (June 2014)
- Broad Range of Transit Options (August 2014)
- Narrowed Range of Transit Options (September 2014)
- Elements of Range of Most Promising Options – Part A (October 2014)
- Elements of Range of Most Promising Options – Part B (November 2014)
- Most Promising Range of Transit Solutions (January 2015)

Figure 3.6-1. Governance Team – Stakeholder Advisory Committee Relationship



Source: Wannamaker Consulting. 2014.

3.7. Media Notifications

Media advisories of upcoming SAC meetings were sent to the following media outlets (Appendix C-7):

- Television: KVAL, KEZI, KMTR, KOIN, KGW, KATU
- Radio: KUGN, KLCC, KXL, KKNU, KPNW
- Print: Register Guard, Portland Business Journal, Springfield Times, Eugene Weekly, Eugene Daily News, AP, Daily Emerald, Lane Today

3.8. Agency Updates

The project team provided periodic updates to the Springfield City Council, Springfield Downtown Committee, LTD Board, LTD EmX Steering Committee, and the Central Lane Metropolitan Policy Committee. The Project Management Team Lane County liaison provided updates to Lane County Board of Commissioners.

3.9. Website

Throughout the Study process, the City of Springfield and Lane Transit District maintained a coordinated website of Main Street projects, ourmainstreetspringfield.org, to provide a convenient one-stop public information resource for all of Main Street projects.

For the Main – McVay Transit Study, all Study reports were available from the website as well as meeting materials and notes from the Governance Team and Stakeholder Advisory Committee meetings. A project schedule with upcoming meeting dates was also posted.


Main-McVay Transit Study Update

Evaluation of Potential Transit Solutions

The Main-McVay Transit Study continues. Having completed five out of the six key Study steps, the Stakeholder Advisory Committee (SAC) now is identifying the most appropriate and promising transit options for the Main-McVay Corridor for potential future study.

Based on an initial wide Range of Possible Transit Solutions developed by the SAC, and refined by the Governance Team (GT) and the project team, the SAC is carefully studying and selecting which transit options have the greatest probability of addressing identified Corridor transportation problems. An Existing Service (no change) option is carried forward throughout the Study to compare as the base case.

The Process

To narrow the wide range of options, the SAC reviewed each transit solution and eliminated those that did not meet the Study's purpose, needs, goals, and objectives (Draft Tier I Screening Report). The transit solutions that remained are currently being assessed against the evaluation criteria developed by the SAC and the GT (see SAC Mtg. #7 materials, p. 21; Draft Tier II Screening Evaluation Memo). Upon review of all Study findings, the SAC will make a formal recommendation to the GT.

July 2014 SAC Workshop to develop Range of Possible Transit Solutions

Enhanced Bus and Bus Rapid Transit options are part of the wide range of possible transit solutions.

The site highlighted an on-line comment form that generated 21 comments. Project team members responded to all comments with questions or direct comments related to the Study and provided the SAC monthly summaries of community input (Appendix C-8).

3.10. E-updates and Interested Parties List

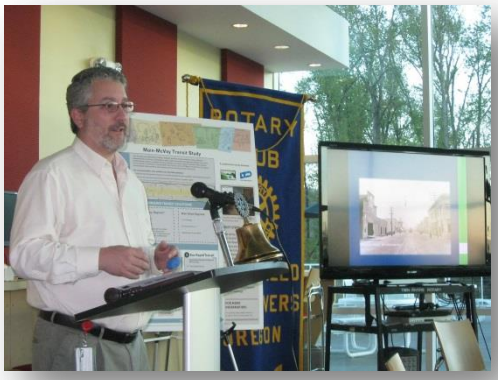
The public received information about the Main Street projects, upcoming public meetings, and input opportunities via coordinated electronic updates. Since May 2014, four e-updates were sent to the Ourmainstreetspringfield.org interested parties list representing over 655 businesses, residents, property owners, organizations, and other entities (Appendix C-9). Three additional updates are planned for mid-April, mid May, and early June 2015 to notify stakeholders of the Study's status and upcoming opportunities to provide written or public testimony to the Springfield City Council and the Lane Transit District Board.

3.11. Corridor Door-to-Door Outreach

To ensure corridor businesses had accurate Study information and awareness of the multiple planning projects underway along the corridor, project team staff conducted door-to-door outreach January-February 2015. Reaching over 400 businesses, project staff provided information of the Study's purpose and highlighted other Main Street projects underway. Staff provided material on the Study, ways to stay informed, and a Frequently Asked Questions overview (Appendix C-10).

3.12. Presentations

The Project Team presented the Study's purpose, process, outcomes, and upcoming input opportunities to Springfield's business and community groups:



- Springfield Rotary [Spring 2015]
- Twin Rivers Rotary [Fall 2014, Spring 2015]
- Springfield City Club [Fall 2014, Spring 2015]

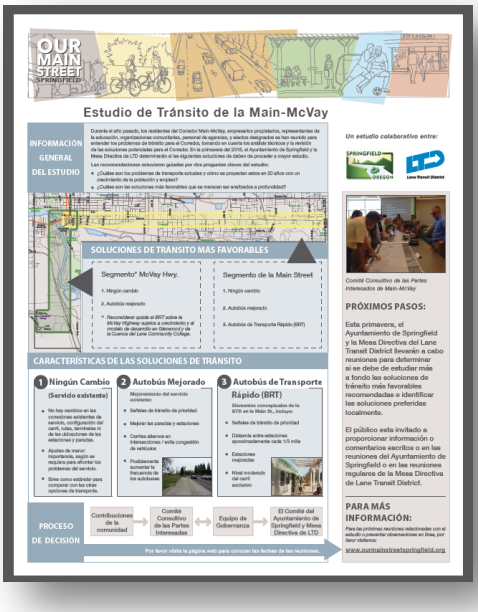
On average the audience ranged from 40-60 business and community representatives.

In addition, project team staff attended all Main Street Corridor Vision Plan community meetings and the final open house to provide Study information.

3.13. Display Outreach (English and Spanish)

To reach a broader audience of stakeholders about the Study's status and upcoming input opportunities, project staff is scheduled at the following locations with displays (Appendix C-11):

- Springfield Public Library's Dia de los Ninos & Libros
- Willamalane Spring Cling
- Downtown Languages
- Thurston High School
- Sprout Farmers Market
- Downtown Springfield LTD Station
- Academy of Arts and Academics



3.14. Corridor Mailing

In April 2015, the Main-McVay corridor's property and business owners will receive notification of upcoming public input opportunities at the Springfield City Council and Lane Transit District Board's decision-making meetings. The mailing will highlight the Study's purpose, process, SAC and GT recommendations and meetings times and locations.

4. Study Process

This chapter provides an overview of the Main-McVay Transit Study technical process and the technical memos and reports considered.

4.1. Draft Problem Statement, Purpose and Need

Using input collected through community conversations and other project outreach, the project team worked with the Stakeholder Advisory Committee and the Governance Team to develop the project's draft Problem Statement, Purpose and Need Statement, a set of Goals and Objectives, and Evaluation Criteria (see Chapter 2 of this Report). The Goals and Objectives used in this study are consistent with the Transportation Planning Rule (TPR), the Springfield 2035 Transportation System Plan, the Springfield Comprehensive Plan (i.e., *Metro Plan*), ODOT's transportation policies, and community values. Project goals and objectives are also consistent with the National Environmental Policy Act (NEPA).

Technical Memos and Reports

- Purpose and Need, Goals and Objectives, and Evaluation Criteria (May 2014)
- Mode Options (May 2014)
- Conceptual Solutions Development (July 2014)
- Baseline Existing and Future Conditions Report (August 2014)
- Fatal Flaw Screening (September 2014)
- Screening Evaluation of Narrowed Range of Options – Part A (October 2014)
- Screening Evaluation of Narrowed Range of Options – Part B (November 2014)
- Most Promising Range of Transit Solutions (December 2014)

4.2. Mode Options

In May and June 2014, the SAC and GT considered a recommendation from the project team regarding which transit modes to evaluate in the Study. Studies conducted as part of a Eugene-Springfield Transportation Plan (TransPlan) update in the 1990s concluded that BRT was a more cost effective high capacity transit mode than urban rail modes for the Eugene-Springfield metro area. In 2008, LTD conducted a comparative analysis of BRT and urban rail and found that the LTD EmX Green Line compares favorably with both streetcar and light rail systems. This 2008 analysis confirmed that the conclusions of the studies from the 1990s were still valid. LTD EmX has a lower cost per boarding than the streetcar or light rail system examples. The EmX also is rated in the middle in terms of boardings per route mile, even though light rail systems generally have higher capacities.

Based on the findings of previous mode studies, the SAC and GT concluded that BRT continues to be a more cost effective high capacity transit mode choice for the Eugene-Springfield metro area and eliminated the following non-bus modes from further consideration in the Main-McVay Transit Study:

- Grade Separated Transit
- Light Rail
- Monorail
- Streetcar
- Trolley Bus

The SAC and GT advanced the following bus modes for further evaluation in the Main McVay Transit Study:

- Fixed Route Bus
- Enhanced Bus
- Bus Rapid Transit (BRT)

Mode Options

Mode is a particular form or method of travel distinguished by vehicle type, operating characteristics and right-of-way separation from other traffic. Examples of "mode technology" include bus, rapid bus, and rail. Examples of "operating characteristics" included local vs express, stations vs no-stop, and integrated feeders vs transfers. Examples of "degree of right-of-way separation" include mixed traffic and exclusive right-of-way.

Alignment Options

Alignment is the street or corridor in which the transit project would be located. Alignment elements include horizontal (e.g., streets, medians, rights-of-way), vertical (e.g., elevated, at-grade, subway), station locations, and length.

4.3. Baseline Existing and Future Conditions Report

This Study considered information and data from existing plans and studies, policies, rules, regulations, and standards for the following disciplines:

- Acquisitions and Displacements
- Air Quality
- Archaeological Resources
- Biological Resources
- Cultural/Historic Resources
- Energy
- Environmental Justice
- Geology / Geotechnical
- Hazardous Materials
- Land Use and Prime Agricultural Lands
- Noise
- Parklands and Section 4(f) and 6(f) Resources
- Socioeconomics
- Transportation including traffic, parking, transit, bicycle, pedestrian, freight
- Utilities
- Visual and Aesthetic Resources
- Water Resources (includes floodplains, groundwater and stormwater)
- Wetlands and Waters of State and U.S.

The information and data were primarily from existing sources and were reviewed and analyzed to determine existing and future conditions in the Main-McVay Corridor. Field surveys were conducted for four resources: archaeological, historic, biological, and wetlands.

Using information from the background research and field surveys, the project team identified opportunities and constraints for transit improvements in the Corridor. Opportunities and constraints are natural resources, the built environment, or regulations that may either constrain or provide project development opportunities. The information from the environmental background review and findings were compiled in the Main-McVay Transit Study Baseline Existing and Future Conditions Report (2014).

4.4. Conceptual Transit Solutions Development

The findings of the Baseline Report, along with input and opinions from citizens collected through various outreach activities and other corridor and transit information, were used by the project team, the SAC and the GT to develop conceptual transit solutions. This chapter summarizes the broad range of transit solutions proposed for the Main-McVay Corridor Study.

4.4.1. Concept Development Workshops

On July 29, 2014, the GT and the SAC met in a workshop to initiate the process of developing a range of possible transit solutions for the Main-McVay Corridor. The SAC's participation included active involvement in generating ideas for routing, station locations, and route termini. The SAC's suggestions, ideas, and identified issues and constraints that emerged from the workshop were translated into drawings of possible transit solutions, which were summarized in a Range of Possible Solutions report. The SAC met on August 26, 2014 to review the report. They agreed on some changes and recommended to the GT a modified Range of Possible Solutions. On September 4, 2014, the GT met to review the report and the SAC's recommended Range of Possible Transit Solutions. Based on concerns about the extent of potential impacts to businesses, the GT eliminated one of the proposed transit solutions and advanced the remaining solutions into the Tier I Screening.

The possible solution eliminated by the GT was a routing option to use Main Street for two-way BRT service in the downtown Springfield area. That option would have resulted in a contraflow lane on Main Street for eastbound BRT travel, which would have required either the elimination of one of the two travel lanes or the removal of on-street parking, both of which were seen as having too great of an impact on traffic and/or downtown businesses and, thus, not reasonable solutions.

This step of the process did not involve evaluating the merits of the possible solutions or their applicability to the Corridor; that evaluation occurred in the next step of the project as part of the Tier II Screening-Level Evaluation.

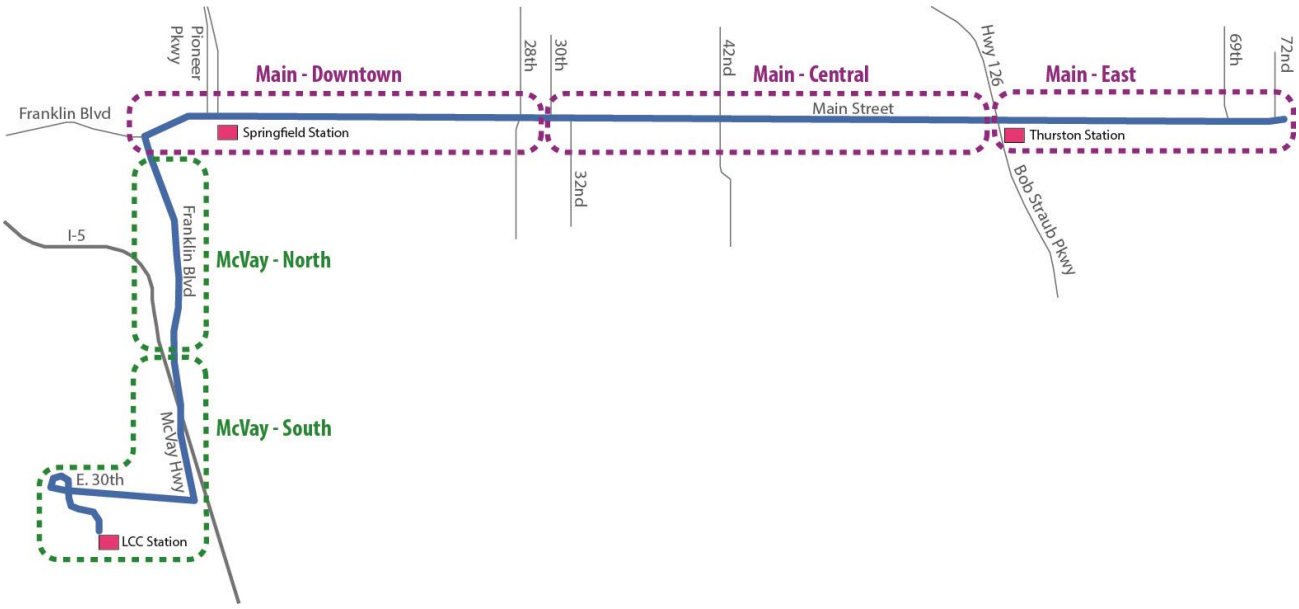
The Range of Possible Solutions is described by mode (Existing Service, Enhanced Bus, and BRT) and in terms of the five main factors that define each option:

- Service Options (service connections)
- Lane Configurations
- Routing (alignment)
- Termini
- Station Locations

4.4.2. Workshop Drawings

To facilitate the process of articulating the SAC's workshop ideas into concept drawings, the Corridor was broken into the Main Street and McVay Highway Segments, and each of those Segments was broken into sub-segments as shown in Figure 4.4-1. The drawings for each segment show the alignment and general station locations for Enhanced Bus and BRT modes. These drawings are included in Attachment A to the Memorandum to the Governance Team (September 4, 2014).

Figure 4.4-1. Corridor Segments and Sub-Segments Used for BRT Option Descriptions

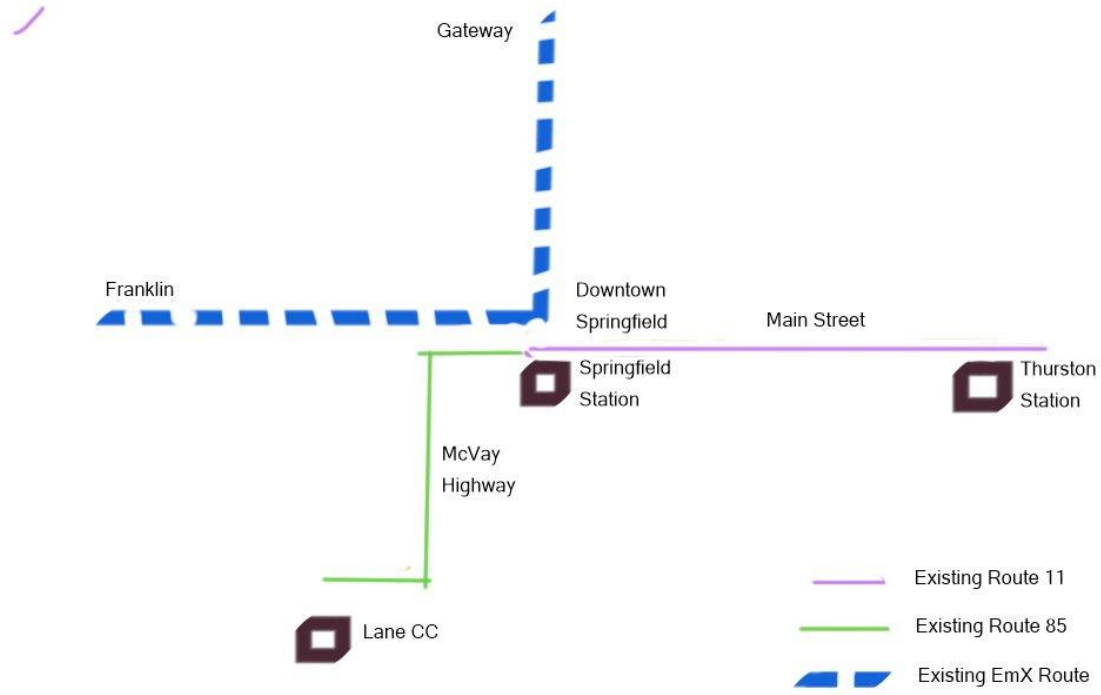


Source: Cameron McCarthy. 2014.

4.4.2.1. Existing Service (No Change Option)

The option to continue existing bus service (shown in Figure 4.4-2), also called the No-Change Option, will be carried forward through this study and any possible subsequent studies. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations. Future bus service changes would be consistent with the minor service and operational adjustments typically made by LTD to maintain service quality.

Figure 4.4-2. Existing Bus Service on the Main-McVay Corridor



Source: Cameron McCarthy. 2014.

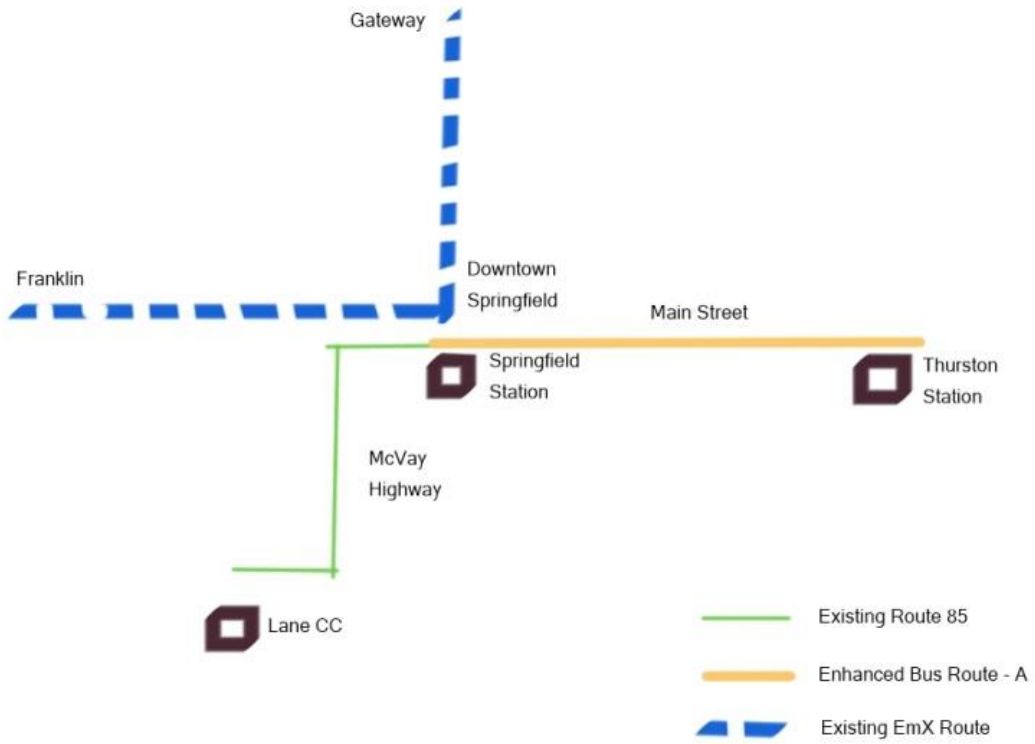
4.4.2.2. Enhanced Bus

Enhanced Bus options typically include transit signal priority (TSP), improved stations, and improved operations, and can include improvements to the frequency of service on the Corridor. The service options for Enhanced Bus described below are not mutually exclusive. These can be applied in various combinations. For example, it is possible to implement a Freeway Express route (Option 4) in combination with enhanced bus service on Main and/or McVay Highway Segments.

Service Options

1. Main Street Enhanced Bus: Replace #11 Thurston with Enhanced Bus Route; #85 LCC/Springfield and other routes would be unchanged (Figure 4.4-3).

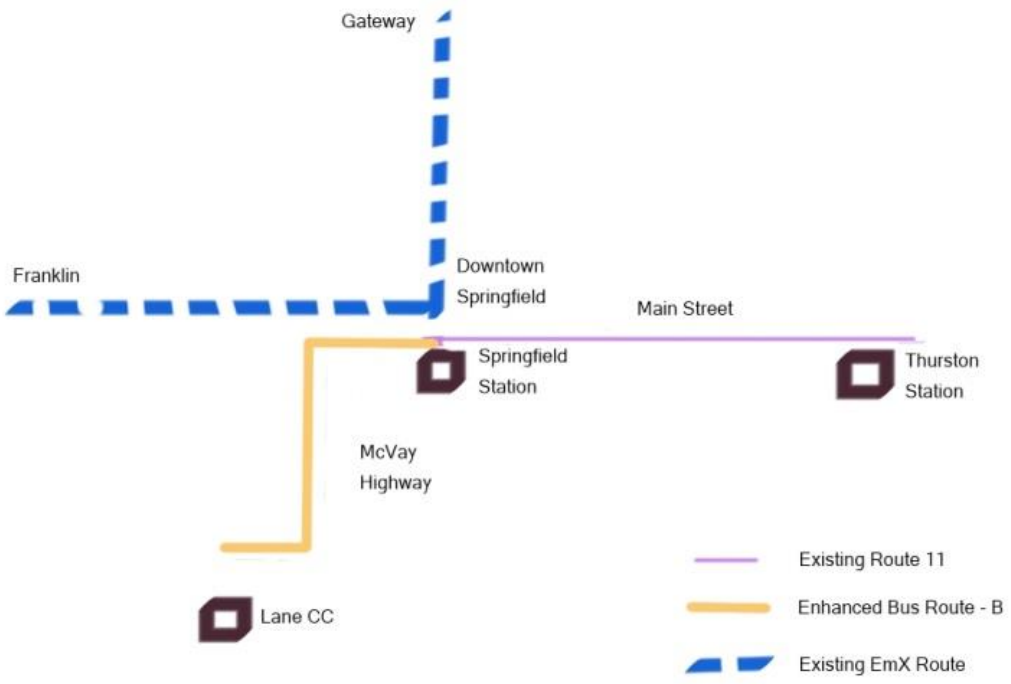
Figure 4.4-3. Enhanced Bus Option 1



Source: Cameron McCarthy. 2014.

2. McVay Highway Enhanced Bus: Replace #85 LCC/Springfield with Enhanced Bus Route; #11 Thurston and other routes would be unchanged (Figure 4.4-4).

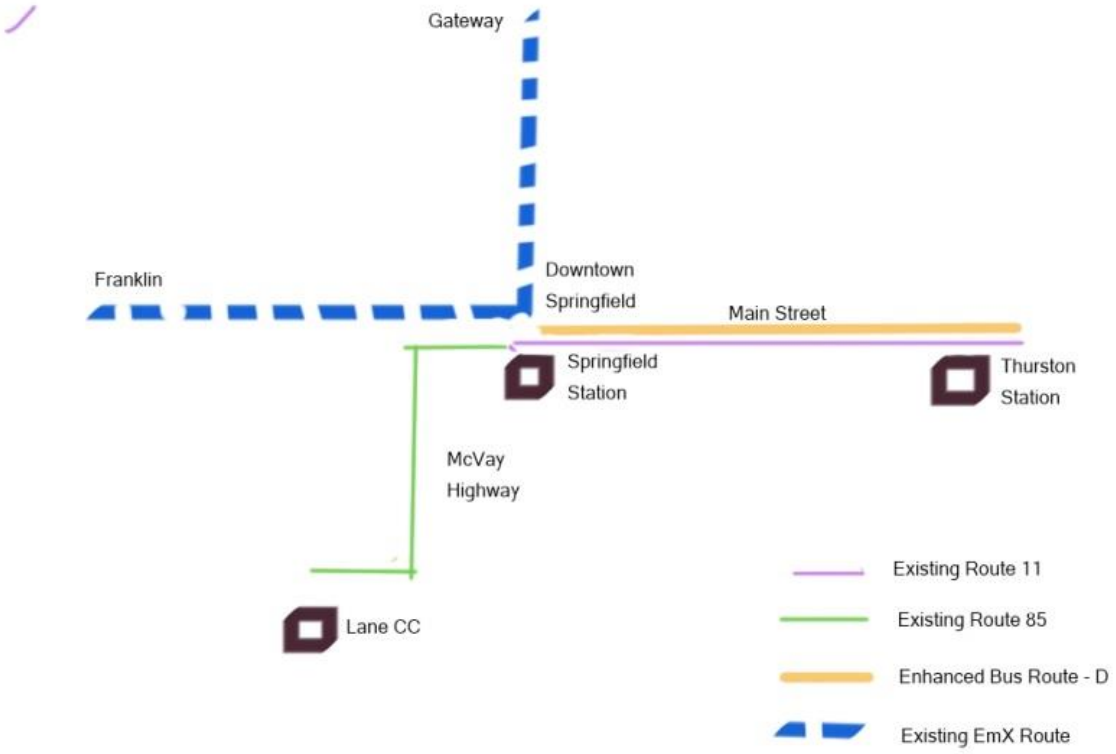
Figure 4.4-4. Enhanced Bus Option 2



Source: Cameron McCarthy. 2014.

3. Main Street Express: Add express service along the Main Street segment to supplement the #11 Thurston route (Figure 4.4-5). Frequency on the #11 may be reduced somewhat since the express route would assume some of its ridership load. Service on the #85 LCC/Springfield and other routes would be unchanged.

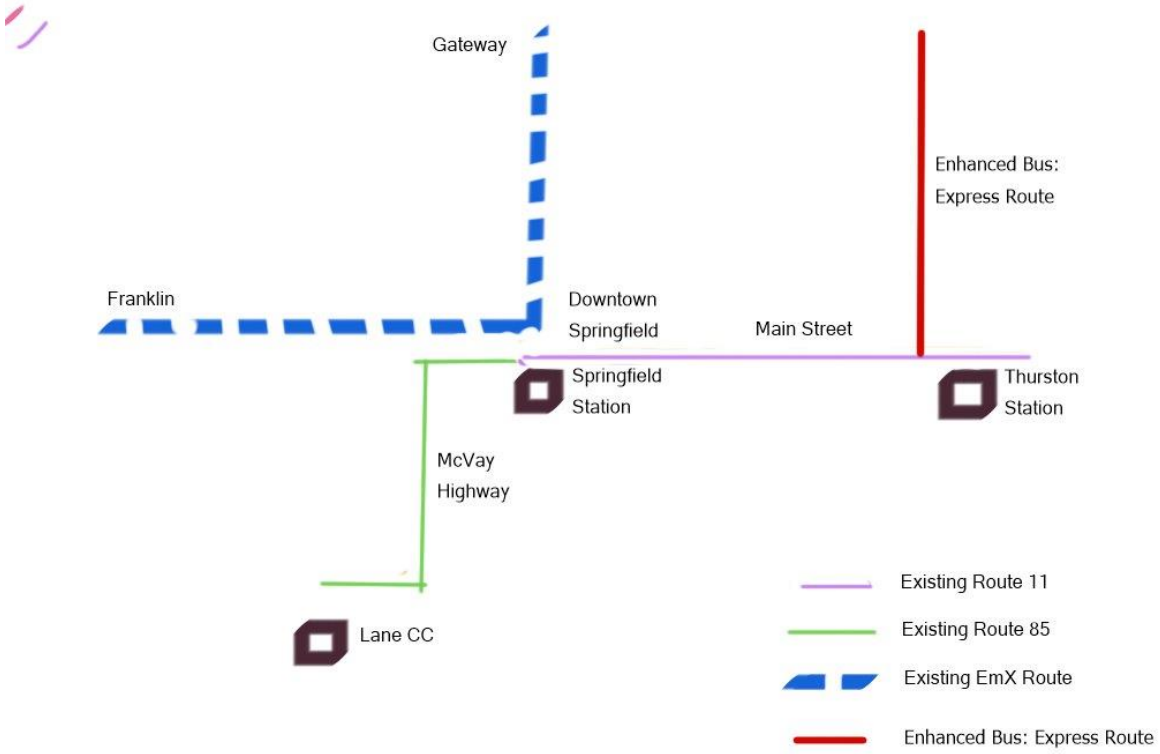
Figure 4.4-5. Enhanced Bus Option 3



Source: Cameron McCarthy. 2014.

4. Freeway Express: Add an express route from the Thurston Station that uses Highway 126 for direct service to downtown Eugene and the University of Oregon (Figure 4.4-6). Service on the #11 Thurston, #85 LCC/Springfield and other routes would be unchanged.

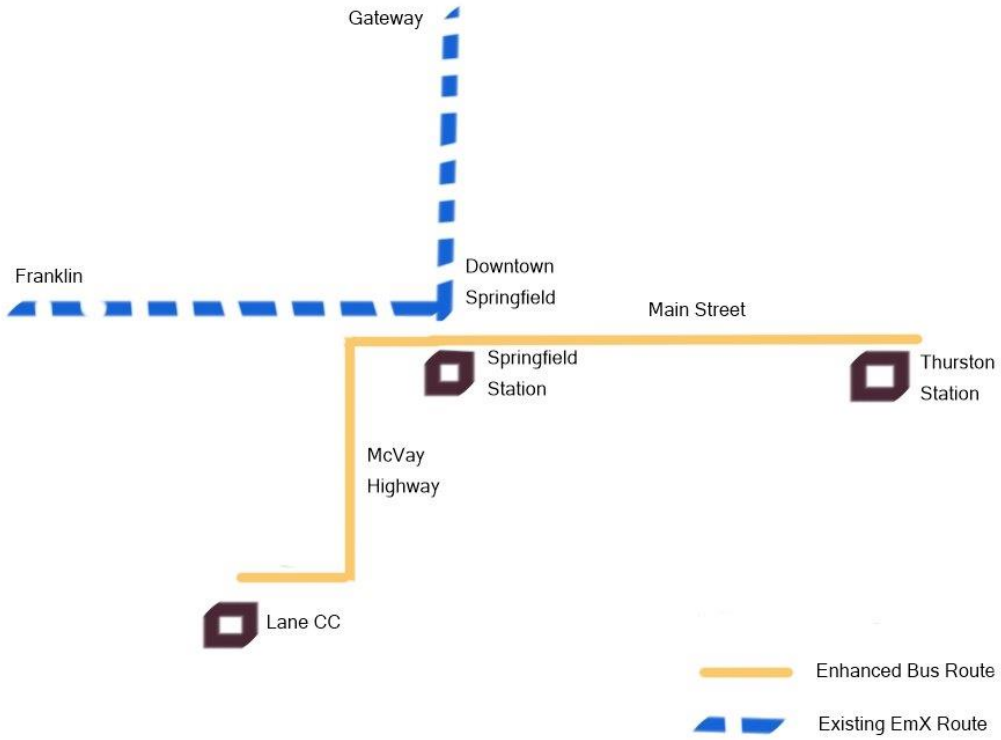
Figure 4.4-6. Enhanced Bus Option 4



Source: Cameron McCarthy. 2014.

5. Main-McVay Enhanced Bus: Replace the #11 Thurston and the #85 LCC/Springfield with Enhanced Bus service, providing continuous (no transfer) service from east Springfield to Lane Community College via the Main Street and McVay Highway Segments (Figure 4.4-7).

Figure 4.4-7. Enhanced Bus Option 5



Source: Cameron McCarthy. 2014.

Lane Configurations

Enhanced bus service is in mixed traffic, though queue-jump lanes may be used at congested intersections. Possible locations for queue-jump lanes include McVay Highway/Franklin, Main/42nd Street, and Main/Highway 126.

Routing/Termini/Station Options

Table 4.4-1 summarizes routing (alignment), termini, and station locations for each of the five Enhanced Bus options identified in the Range of Possible Solutions.

Table 4.4-1. Enhanced Bus Options: Routing / Termini / Stations

Option	Description	Routing	Route Termini	General Station Locations
1. Main Street Enhanced Bus	This option would replace the existing #11 Thurston route with an Enhanced Bus route, using the same alignment and stops.	Existing #11 routing	Springfield Station – 69th & Main (option to extend east of 69th)	Existing Bus Stops
2. McVay Highway Enhanced Bus	This option would replace the existing #85 LCC / Springfield route with an Enhanced Bus route, using the same alignment and stops.	Existing #85 routing	Springfield Station – LCC	Existing Bus Stops
3. Main Street Express	This option would add an express bus on the Main Street segment to operate in combination with continued service on the #11 Thurston route. The express bus would service limited stops, while the #11 Thurston would continue to serve all bus stops along the Corridor.	Main Street; Couplet in downtown Springfield	Springfield Station – Thurston Station	Springfield Station 10th Street 14th Street 21st Street 30th Street 42nd Street 48th Street Thurston Station Option for fewer stops
4. Freeway Express	This option involves an express bus using Highway 126 to connect the Thurston Station with downtown Eugene and the University of Oregon. Service on the #11 Thurston would remain as currently provided.	Highway 126	Eugene (downtown and University) – Thurston Station	Thurston Station Downtown Eugene / University
5. Main-McVay Enhanced Bus	This options replaces both the #11 Thurston and #85 LCC/Springfield routes with an Enhanced Bus route, using the same alignment and stops but eliminating the transfer	Existing #11 and #85 routing	Thurston Station – LCC	Existing Bus Stops

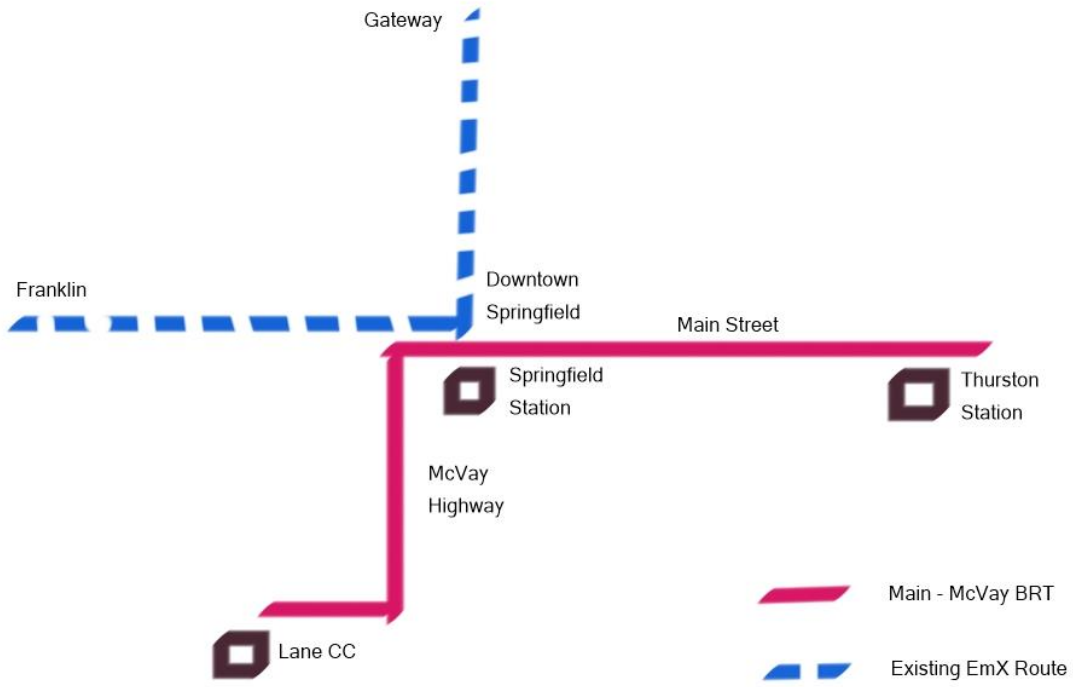
4.4.2.3. BRT

There are several BRT options within the corridor. These cover a wide range of service options, lane configurations, and routing, termini, and station options.

Service Options

1. Main-McVay BRT. This option would create an L-shaped EmX line service on the Main-McVay corridor which would link with the existing L-shaped Franklin-Gateway EmX service at Springfield Station Figure 4.4-8).

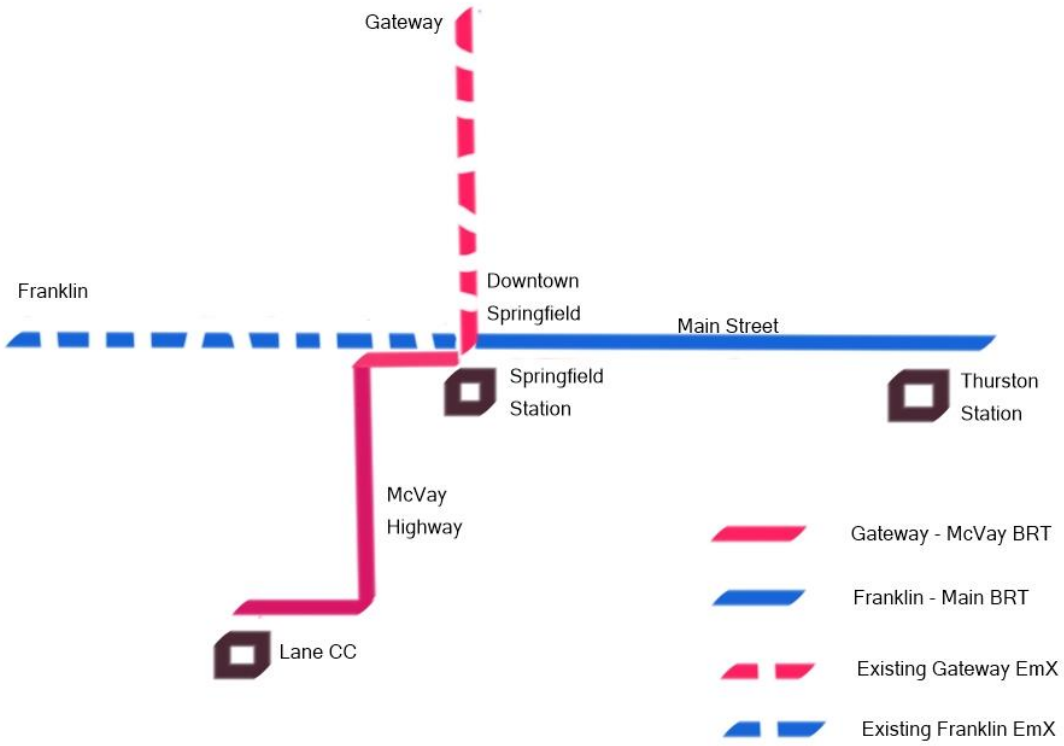
Figure 4.4-8. BRT Option 1



Source: Cameron McCarthy. 2014.

2. Franklin-Main and Gateway-McVay BRT Lines. This option extends the existing Franklin EmX east on Main Street, and extends the existing Gateway EmX south on McVay Highway to LCC (Figure 4.4-9).

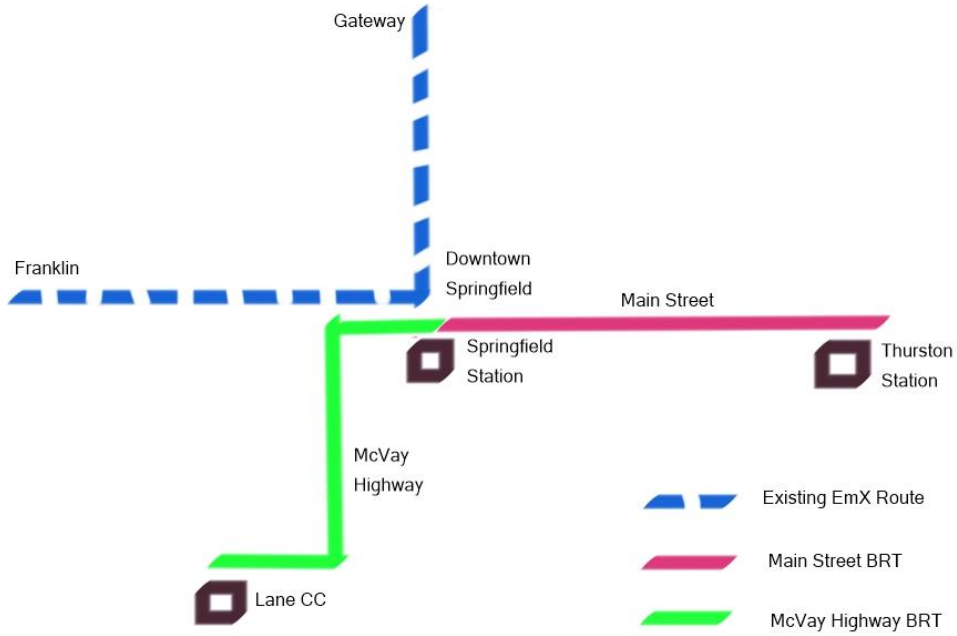
Figure 4.4-9. BRT Option 2



Source: Cameron McCarthy. 2014.

3. Main Street BRT; McVay Highway BRT. This option would add separate EmX lines on the Main Street and McVay Highway segments (Figure 4.4-10). They would connect with each other and the existing EmX service at the Springfield Station.

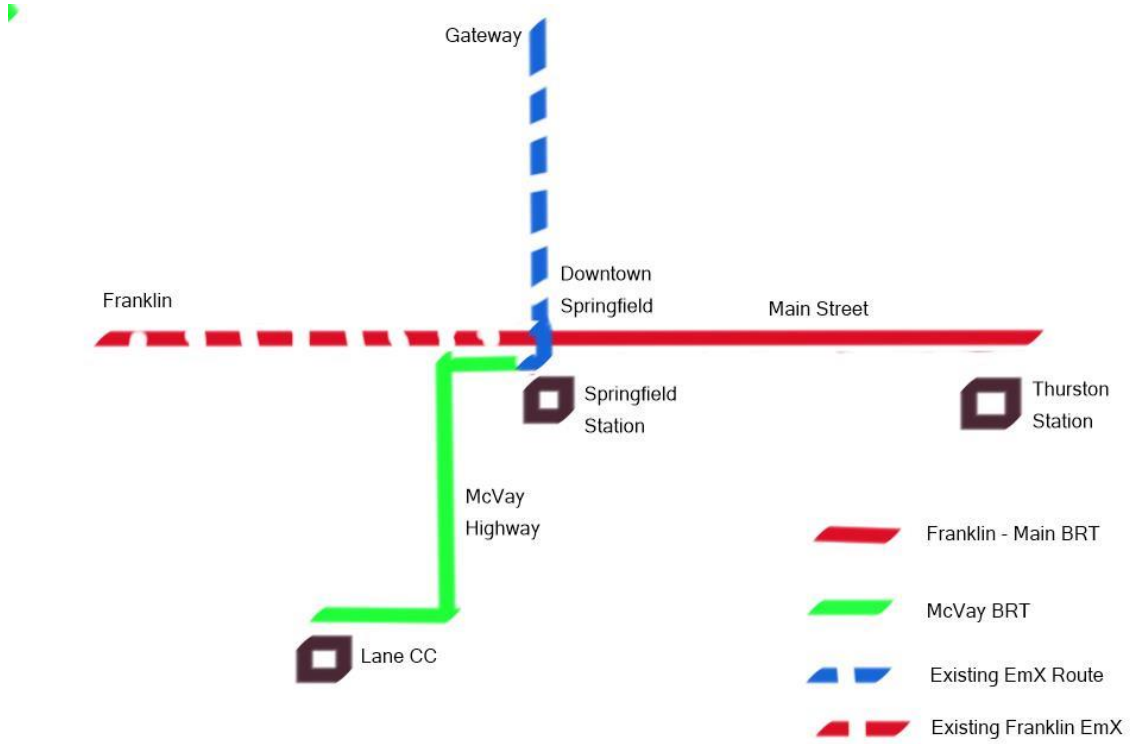
Figure 4.4-10. BRT Option 3



Source: Cameron McCarthy. 2014.

4. Franklin-Main BRT; Gateway BRT; McVay Highway BRT. This option extends the existing Franklin EmX east on Main Street and creates a McVay Highway EmX line (Figure 4.4-11). The existing EmX service on the Gateway segment would be severed from the Franklin EmX and operate independently with a terminus at the Springfield Station.

Figure 4.4-11. BRT Option 4



Source: Cameron McCarthy. 2014.

Lane Configurations

There are many lane configuration options for EmX, ranging from exclusive transit lanes to semi-exclusive transit lanes to mixed traffic. A detailed analysis of the most appropriate lane configuration for a particular street section was beyond the scope of this study. Instead, the study evaluated three basic BRT lane approaches, described as follows:

- High-Level BRT: Under this approach, a large majority of the corridor is in exclusive or semi-exclusive transit lanes, with exceptions made for significant pinch points that would have high cost or impact.
- Moderate-Level BRT: This option would provide for exclusive or semi-exclusive transit lanes in many locations to address current or projected traffic congestion as well as locations that have available right-of-way or where right-of-way expansion would have less impact. Sections that would result in significant impacts to businesses or residents would be avoided, unless required to address a key transit delay.
- Low-Level BRT: This option would only apply exclusive or semi-exclusive transit lanes in areas where there is severe traffic congestion or where there are opportunities for transit lanes with minimal impact to the adjacent businesses or residents. A majority of the BRT line would operate in mixed traffic.

Routing/Termini/Station Options

Table 4.4-2 includes a summary of routing (alignment), termini, and station locations for each of the BRT options. General station locations were coordinated with the Main Street Visioning Project, including with identified Activity Node areas.

Table 4.4-2. BRT Options (Routing/Termini/Stations) for Main Street and McVay Highway

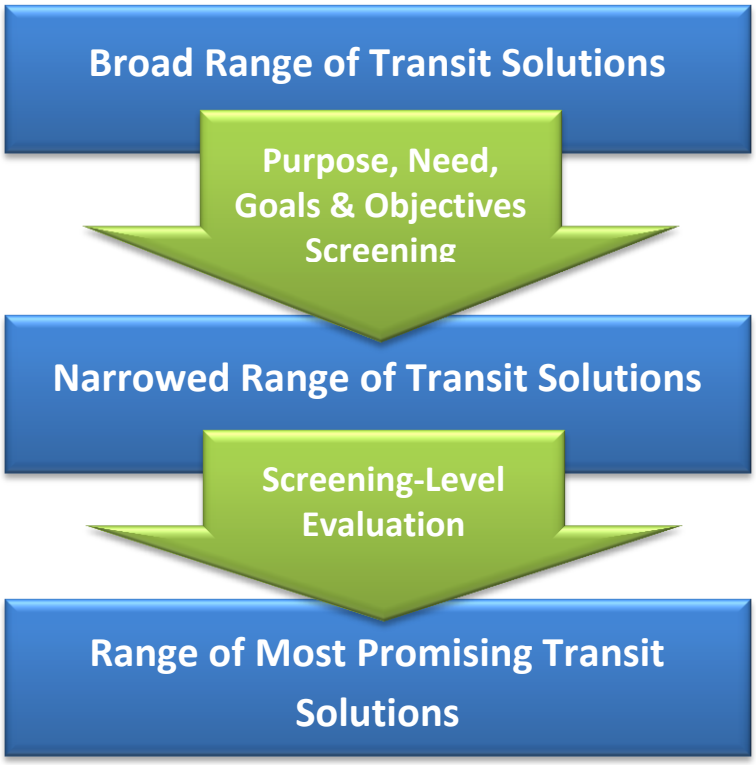
Segment	Sub-Segment	Routing	Route Termini	General Station Locations	Notes
Main Street	East (East of Bob Straub Pkwy)	Main St	Thurston Station	Thurston Station	Possible increase in local connector service east of Thurston Station
		Main St to 58th	Thurston High School	Thurston Station Thurston High School	Layover location to be determined
		Main St to 58th to Thurston to 69th	Main St & 69th	Thurston Station Thurston High School Thurston / 58th Thurston / 63rd Thurston / 68th Thurston / 69th 69th / Main St	Layover location to be determined
		Main St	Main St & 72nd	Thurston Station 58th 61st 66th 69th 72nd	Layover location to be determined
	Central (30th – Bob Straub Pkwy)	Main St	NA	30th 35th 39th 42nd 44th 48th 50th 53rd	
	Downtown (McVay Hwy – 30th)	South A / Main Couplet	NA	Springfield Station 10th 14th 21st	
		South A (both directions) (contraflow lane)	NA	Springfield Station 10th 14th 21st	Requires contraflow lane on South A Street
		Main St (both directions)	NA	Springfield Station 10th 14th 21st	Requires contraflow lane on Main Street
		Couplet East of 10th, South A West of 10th	NA	Springfield Station 10th 14th 21st	Requires contraflow lane on South A Street west of 10th Street

Segment	Sub-Segment	Routing	Route Termini	General Station Locations	Notes
McVay Highway	North (Franklin to UGB)	McVay Highway	NA	Franklin (roundabout) 19th Nugget South Glenwood	Station locations consistent with Glenwood Refinement Plan
	South (UGB to LCC)	McVay Hwy (West side of I-5)	LCC	Bloomberg Eldon Schafer LCC	
		Old Franklin (East side of I-5)	LCC	Seavey Loop Area Eldon Schafer LCC	
		Haul Road (East side of I-5)	LCC	Seavey Loop Area Eldon Schafer LCC	

Note: Layover locations are needed at the ends of routes to allow for the bus to adjust to the scheduled departure time and to provide for operator breaks.

4.5. Screening and Evaluation of Transit Solutions

The purpose of the screening and evaluation effort was to determine which transit solutions were most appropriate for the Corridor and hold the most promise in solving corridor transportation problems, as identified by the project Problem Statement (see Section 2.8). Through an iterative screening process, transit solutions that best addressed the Study's Purpose, Need, Goals, and Objectives (see Section 2.9) were identified and carried forward to the next level of evaluation eventually resulting in the Range of Most Promising Transit Solutions.



The two-step process used to narrow each range of transit solutions to a smaller range of options for further study evaluated each transit solution in terms of its potential adverse or beneficial effect to the project area environment. This evaluation included consideration of issues such as land use, transportation, economic development, compliance with plans and regulations, and effects to the built environment, parks, and cultural and natural resources, among others.

The screening steps used in this Study are described below.

4.5.1. Tier I Purpose and Need Screening

The first level of screening gauged whether a transit solution addressed the Study's Purpose, Need, Goals and Objectives (described in Section 2.4). After the broad range of transit solutions was developed, the project team screened the transit solutions to determine which options had the potential to address the Study's PNGO. Transit solutions which had the potential to address the PNGO were recommended for advancement to the next level of evaluation (the criteria evaluation) while options that were not consistent with the PNGO were recommended for elimination from further consideration. The findings and recommendations from the Tier I Screening were considered by the SAC and the GT in determining the narrowed range of transit solutions (see Draft Main-McVay Transit Study Tier I Screening Evaluation Report [September 2014] in Appendix D). This narrowed range of options was advanced to the next level of evaluation.

It should be noted that the process originally assumed that the first screening step would be based solely on the Study's Purpose and Need Statement. After an initial review by the project team, screening of the proposed range of transit solutions based solely on the Purpose and Need Statement would allow virtually all of the options to pass through to the second screening step and, thus, would serve little purpose in identifying the best solutions. As a result, the project team modified the initial screening to include the Study's Goals and Objectives (see Section 2.9.3) allowing for greater scrutiny of the options and elimination of options that do not match well with the Study's goals.

4.5.1.1. Screening and Rating Options

Purpose and Need Screening

All of the options in the Range of Transit Solutions were able to address the Study's Purpose and Need Statement, therefore, the entire Range of Transit Solutions were screened against the Study's five (5) Goals and associated Objectives.

Goals and Objectives Screening

For each option, the project team scored how well the option would address the Study's PNGO on a scale of "Good" meaning that the option best addressed the Goals and Objectives, "Moderate" meaning that the option moderately addressed the Goals and Objectives, and "Poor" meaning that the option poorly addressed the Goals and Objectives. For some Objectives, there was not enough information to know whether or not the transit option would address the PNGO or, in some cases, the options did not affect a particular objective. For example, how BRT service is connected (service options) does impact corridor aesthetics or business impacts. In this Tier I Screening, it was not possible to screen any of the elements against Goal 4 (Enhance the safety and security of the corridor) or Goal 5 (Enhance other modes of travel).

4.5.1.2. Recommendations

On September 30, 2014, the Stakeholder Advisory Committee (SAC) met to review the Tier I Screening Evaluation results and narrow the range of possible transit solutions for the Main-McVay Corridor. The packet of materials sent to the SAC prior to their meeting is included as Appendix C to this report.

The SAC agreed with many of the project team recommendations and recommended some changes to some options under consideration. The SAC's recommendations are summarized below. The Governance Team met on October 9, 2014 and took action to approve all of the SAC recommendations on the transit options to be carried forward to the next screening step.

Table 4.5-1. Stakeholder Advisory Committee's Recommended Narrowed Range of Transit Solutions to Advance to Tier I Screening Evaluation, September 30, 2014

Options	SAC Recommendations: Retain	SAC Recommendations: Eliminate
Enhanced Bus Options		
Enhanced Bus Options 1: Main Street (Figure 4.2-3)	●	
Enhanced Bus Option 2: McVay Highway (Figure 4.2-4)	●	
Enhanced Bus Option 3: Main Street Express (Figure 4.2-5)	●	
Enhanced Bus Option 4: Freeway Express (Figure 4.2-6)		●
Enhanced Bus Option 5: Main-McVay (Figure 4.2-7)		●
SAC Recommendations Unanimous vote to retain Options 1, 2 and 3 and eliminate Options 4 and 5. Agreed that it was important to not foreclose an option like Option #5 in the future when Glenwood experiences development.		
BRT Service Options		
Bus Service Option 1: Franklin-Gateway; Main-McVay (Figure 4.2-8)		●
Bus Service Option 2: Franklin-Main; Gateway-McVay (Figure 4.2-9)	●	
Bus Service Option 3: Franklin-Gateway; Main; McVay (Figure 4.2-10)		●
Bus Service Option 4: Franklin-Main; Gateway; McVay (Figure 4.2-11)	●	
SAC Recommendations SAC members voted to retain Options 2 and 4 while eliminating Options 1 and 3. The vote was 11 of 12 members voted to advance Options 2 and 4 and one member abstained from the vote.		
BRT Lane Configurations		
Lane Configuration Option 1: High Exclusivity	●	
Lane Configuration Option 2: Moderate Exclusivity	●	
Lane Configuration Option 3: Low Exclusivity	●	
SAC Recommendations Unanimous vote to retain all three options.		
BRT Routing Main Street East Routing Options and Eastern Terminus		
East Main Option 1: Thurston Station (with connector service)	●	
East Main Option 2: Thurston High School (with connector service)	●	
East Main Option 3: Thurston Road to 69th		●
East Main Option 4: Main to 72nd		●
SAC Recommendations The SAC voted to retain Options 1 and 2 while eliminating Options 3 and 4. The SAC emphasized it was important to make sure the neighborhood connector service was included in the advanced options. The vote was 11 of 12 members agreed to advance Options 1 and 2 while one member abstained from the vote.		
BRT Main Street Downtown Routing Options		
Downtown Routing Option 1: Main Street / South A Couplet	●	

Options	SAC Recommendations	
	Retain	Eliminate
Downtown Routing Option 2: South A Street (eastbound and westbound)	●	
Downtown Routing Option 3: South A Street to 10th or 14th; Couplet east of 10th or 14th	●	
SAC Recommendations Unanimous vote to retain all three options to advance into Tier II Study.		
BRT Routing McVay South		
South McVay Option 1: McVay Highway (west side of I-5)	●	
South McVay Option 2: Old Franklin (east side of I-5)	●	
South McVay Option 3: Haul Road (east side of I-5)		●
SAC Recommendations Unanimous vote to retain Options 1 and 2 while eliminating Option 3.		
BRT Station Spacing		
Station Spacing Option 1: Stations routinely spaced less than 1/3 mile apart	●	
Station Spacing Option 2: Stations spaced approximately 1/3 mile apart (can vary depending on adjacent uses)	●	
Station Spacing Option 3: Stations routinely spaced more than 1/3 mile apart	●	
SAC Recommendations The SAC did not agree with the project team recommendation to retain Option 2 and eliminate Options 1 and 3 and, instead, recommended retaining all three options to advance into the Tier II Screening. The vote was 11 of 12 members voting to advance all three options with one member abstaining.		

4.5.2. Tier II Screening-Level Evaluation

The term "transit solutions" in the Project Team's analysis evolved during the project to signify a series of Decision Elements and Options that, when combined, would form complete transit options for the Corridor. The transit solutions advanced from the PNGO Screening were divided into seven Decision Elements, which were evaluated in two meetings, and documented in two separate reports. (see Main-McVay Transit Study Draft Tier II Screening Evaluation [October 17, 2014] and Main-McVay Transit Study Draft Tier II Screening Evaluation – Part B [December 2, 2014] Appendix D). The Decision Elements considered at the SAC's October and November 2014 meetings are summarized in Table 4.5-2.

Table 4.5-2. Decision Elements Considered at SAC's October and November 2014 Meetings

Decision Elements	Options
	October 28, 2014 Meeting
BRT Station Spacing	• Stations spaced less than 1/3 mile apart • Stations spaced approx. 1/3 mile apart • Stations spaced more than 1/3 mile apart
BRT Routing: Main Street East, Eastern Terminus	• Thurston Station (with connector service) • Thurston High School (with connector service)
BRT Routing: Main Street Downtown	• Main Street / South A Couplet • South A Street (eastbound and westbound) • South A Street to 10th or 14th; Couplet east of 10th or 14th
BRT Routing: McVay South	• McVay Highway (west side of I-5) • Old Franklin (east side of I-5)

Decision Elements	Options
	November 18, 2014 Meeting
Enhanced Bus Options	• Main Street • McVay Highway • Main Street Express
BRT Service Options	• Franklin-Main; Gateway-McVay • Franklin-Gateway; Main; McVay
BRT Lane Configurations	• Low Exclusivity • Moderate Exclusivity • High Exclusivity

4.5.2.1. Tier II Screening Recommendations

On October 28 and November 18, 2014, the SAC met to review the findings of the Tier II Screening Evaluation and made recommendations regarding which Decision Elements to advance to the draft range of Most Promising Transit Solutions. SAC recommendations on the seven Decision Elements are summarized in Table 4.5-3.

Table 4.5-3. Stakeholder Advisory Committee Recommendations on Decision Elements, October and November 2014

Options	Advanced	Eliminated
BRT Station Spacing		
Station Spacing Option 1: Stations routinely spaced less than 1/3 mile apart		●
Station Spacing Option 2: Stations spaced approximately 1/3 mile apart (can vary depending on adjacent uses)	●	
Station Spacing Option 3: Stations routinely spaced more than 1/3 mile apart		●
SAC Recommendation: Option 2. The 1/3 mile station spacing has been recommended as the most appropriate option for possible BRT service in the Corridor. This option provides the best balance between access and travel time savings. Note that the stop spacing is an average distance between stops and that stops more or less than 1/3 mile apart can be implemented based on adjacent land uses and activity centers.		
BRT Routing: Main Street East, Eastern Terminus		
East Main Option 1: Thurston Station (with connector service east of 58th Street))	●	
East Main Option 2A: Thurston High School – All Trips (with connector service east of 58th Street)		●
East Main Option 2B: Thurston High School – Selected Trips (with connector service east of 58th Street))	●	
East Main Option 3: Thurston Road to 69th		●
East Main Option 4: Main to 72nd		●
SAC Recommendation: Option 2B. The option which extends the service to Thurston High School for a limited number of trips that meet key school start and end times has been determined to be the best option, assuming a safe and convenient routing and station location can be established. If not, it is recommended that Option 1: Thurston Station is be used as the eastern terminus for all trips.		
BRT Routing: Main Street Downtown		
Downtown Routing Option 1: Main Street / South A Couplet		●
Downtown Routing Option 2: South A Street (eastbound and westbound)	●	

Options	Advanced	Eliminated
Downtown Routing Option 3A: South A Street west of 10th; Couplet east of 10th	●	
Downtown Routing Option 3B: South A Street west of 14th; Couplet east of 14th		●

SAC Recommendation Option 3A.
The "Combination Option" using 10th Street was determined to be the best option. This option provides equivalent access as Option 1: Main Street/South A Couplet, but eliminates bus travel through the most congested part of downtown Springfield. Option 2 that uses South A Street for both eastbound and westbound service was suggested by SAC and the Main Street Vision Project Manager to be retained as a back-up option, since it may provide an opportunity for a higher level of lane exclusivity and may fit better with the Main Street vision.

BRT Routing: McVay South		
South McVay Option 1: McVay Highway (west side of I-5)	●	
South McVay Option 2: Old Franklin (east side of I-5)	●	
South McVay Option 3: Haul Road (east side of I-5)		●

SAC Recommendation: Option 1 and Option 2.
Since there was little in the analysis to differentiate the McVay Highway and Old Franklin Options, it was determined that both the McVay Highway and Old Franklin routing options should be carried forward. The SAC also recommended that exploration be conducted on an option that would use a private underpass of Interstate 5 and new roadway on the west side of Interstate 5.

Enhanced Bus Options		
Enhanced Bus Option 1: Main Street	●	
Enhanced Bus Option 2: McVay Highway	●	
Enhanced Bus Option 3: Main Street Express		●
Enhanced Bus Option 4: Freeway Express		●
Enhanced Bus Option 5: Main-McVay		●

SAC Recommendation: Option 1 and Option 2.
Enhanced Bus options on both the Main Street and McVay Highway segments are predicted to lead to an increase in ridership by 2035 and a reduction in operating costs with few adverse impacts on the natural or built environment. Option 3: Main Street Express would add considerable operating cost without a commensurate increase in ridership. Option 4: Freeway Express has minimal impact of the corridor. Option 5: Main-McVay, which would link the Main Street and McVay Highway segments with Enhanced Bus service, could not be done on a consistent basis due to the different service frequencies and service spans of the two segments. However, if both Options 1 and 2 are implemented, linking the two routes at the Springfield Station whenever possible would be beneficial by eliminating transfers for some trips.

BRT Service Options		
BRT Service Option 1: Franklin-Gateway; Main-McVay		●
BRT Service Option 2: Franklin-Main; Gateway-McVay	●	
BRT Service Option 3: Franklin-Gateway; Main; McVay		●
BRT Service Option 4: Franklin-Main; Gateway; McVay		●
BRT Service Option 4A: Franklin-Main; Gateway	●	
BRT Service Option 4B: Franklin; Gateway-McVay		●

SAC Recommendation: Option 4A, with Option 2 retained for possible reconsideration depending on the timing and extent of development in the McVay Segment.
Option 4, as outlined, did not allow for the independent evaluation of the Main Street and McVay Highway Segments, therefore, this option was split into Options 4A and 4B. Option 4A extends the Franklin EmX to Main Street with Gateway EmX operating independently (starting and ending at the Springfield Station). A Main Street

Options	Advanced	Eliminated
BRT is feasible due to high ridership and operating compatibility with the Franklin EmX. The Franklin-Main Street link creates a logical east-west EmX line, especially when considering the extension of the Franklin line to west Eugene. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements. The SAC recommended that, should new development in Glenwood and the LCC basin materialize within the corridor planning process to the extent that the viability of a McVay Highway BRT route is positively impacted, BRT service in the corridor should be reconsidered as an extension of the Gateway EmX. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds.		
BRT Lane Configurations		
Lane Configuration Option 1: Low Exclusivity		●
Lane Configuration Option 2: Moderate Exclusivity	●	
Lane Configuration Option 3: High Exclusivity		●
SAC Recommendation Option 2, with consideration given to pedestrian and bicycle facilities, including safety and comfort issues. The Moderate Exclusivity option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while also addressing potential impacts. The Low Exclusivity and High Exclusivity Options provide less flexibility in the consideration of transit priority treatments. Low Exclusivity may not provide the level of transit priority to adequately address congestion delays. High Exclusivity has the greatest potential environmental impact and property and business impact. The SAC recommendation stressed the need to consider impacts on pedestrian and bicycle access, safety and comfort when developing lane configuration options.		

5. Range of Most Promising Transit Solutions

The Decision Elements recommended by the SAC at their October and November 2014 meetings were combined to form complete transit solutions for the Main Street and McVay Highway segments. The draft package of Most Promising Transit Solutions was reviewed by the GT at their January 8, 2015 meeting and sent on to the SAC for final consideration at their January 27, 2015 meeting.

At their January 27, 2015 meeting, the SAC reviewed the draft package of Most Promising Transit Solutions and made the following recommendation:

SAC RECOMMENDATION #1: Advance as Most Promising Transit Solutions:

- No-Change and Enhanced Bus options for the McVay Highway Segment
- No-Change, Enhanced Bus, and BRT options for the Main Street Segment

The SAC's recommended range of Most Promising Transit Solutions for the Main-McVay Corridor is summarized in Table 5-1. The most promising solutions are indicated with a green dot, while a red dot indicates an option that is not promising or viable at this time. An orange dot indicates a solution that, while not recommended as the primary option, can be reconsidered should conditions or circumstances change. A more complete description of the recommended Most Promising Transit Solutions in included below.

Table 5-1. Recommend Most Promising Transit Solutions by Segment

Options	Main Street Segment	McVay Highway Segment
No-Change (Existing Service)	🟢	🟢
Enhanced Bus	🟢	🟢
BRT	🟢	🟡

In addition to recommending the range of Most Promising Transit Solutions, the SAC made several other recommendations to the GT:

SAC RECOMMENDATION #2: Further study of the Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions

The SAC recommended that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments. Consideration should be given to McVay Highway segment for future BRT service based on the corridor meeting development thresholds or ridership levels associated with other segments of the regional BRT system.

SAC RECOMMENDATION #3: Revision of SAC Lane Configuration Recommendation

The SAC recommended modifying their previously approved BRT Lane Configuration recommendation, which is included in the *Main-McVay Transit Study Most Promising Transit Solutions Report* (January 2015) as follows [addition is underlined]:

BRT Lane Configurations	
Lane Configuration Option 1: Low Exclusivity	
Lane Configuration Option 2: Moderate Exclusivity	
Lane Configuration Option 3: High Exclusivity	

SAC Recommendation Option 2, with consideration given to pedestrian and bicycle facilities, including safety and comfort issues. The Moderate Exclusivity option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while also addressing potential impacts. The Low Exclusivity and High Exclusivity Options provide less flexibility in the consideration of transit priority treatments. Low Exclusivity may not provide the level of transit priority to adequately address congestion delays. High Exclusivity has the greatest potential environmental impact and property and business impact. The SAC recommendation stressed the need to consider impacts on pedestrian and bicycle access, safety and comfort when developing lane configuration options. The SAC also recommends that corridor traffic speeds of various lane configuration models be studied and be considered in relation to corridor safety.

SAC RECOMENDATION #4: Study of Additional Pedestrian Crossings

The SAC recommended further study of additional pedestrian crossings and lighting improvements east of 58th Street including those identified in the SAC's July 2014 workshop.

SAC RECOMMENDATION #5: Committee Members to Represent SAC at GT, Springfield City Council, and Lane Transit District Board work sessions

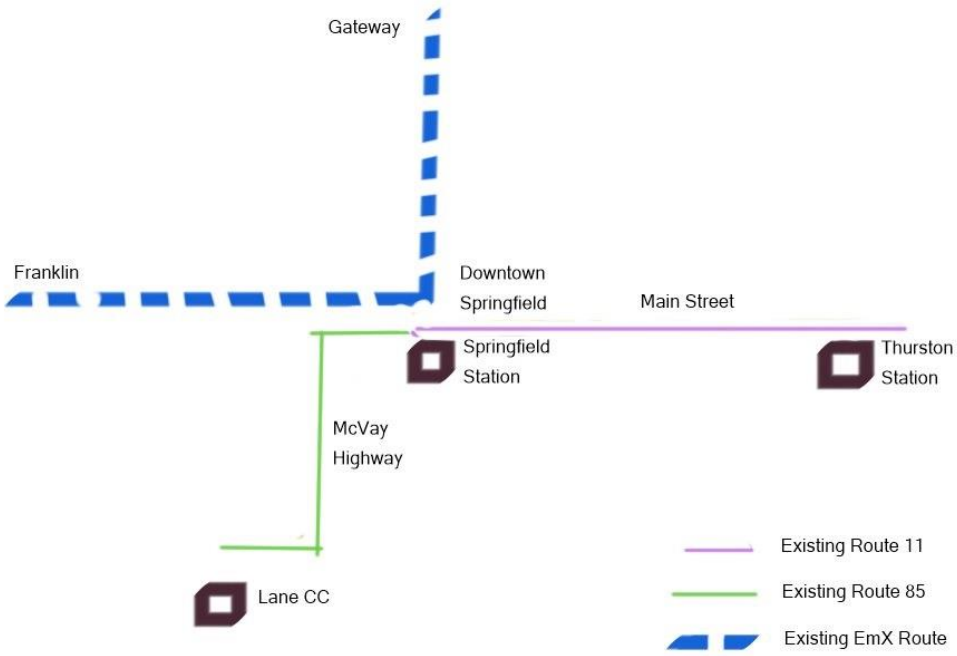
The SAC recommended that Randy Hledik, Emma Newman, and Brett Rowlett serve as SAC spokespeople for the Governance Team, Springfield City Council, and Lane Transit District Board work sessions.

At their February 19, 2015 meeting, the GT concurred with the SAC recommendations with one addition, which was to ensure that both Old Franklin and McVay Highway were considered for Enhanced Bus routing. The GT advanced the recommendations to the Springfield City Council and LTD Board. No GT action was required for the SAC's election of committee members to represent the SAC at GT, City Council, and LTD Board work sessions.

5.1. No-Change Option (Existing Service)

The option to continue existing bus service (shown in Figure 5.1-1), called the No-Change Option, will be carried forward to compare all options to a future scenario without making any major changes in existing transit service. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations. Future bus service changes would be consistent with the minor service and operational adjustments typically made by LTD to maintain service quality.

Figure 5.1-1. Existing Bus Service on the Main-McVay Corridor



Source: Cameron McCarthy. 2014.

5.2. Enhanced Bus

Enhanced Bus options typically include transit signal priority (TSP), improved stations, possible queue-jumps at congested intersections, and improved operations, and can include improvements to the frequency of service on the Corridor. Enhanced Bus Options for both the Main Street and McVay Highway Segments are advanced as Most Promising Transit Solutions.

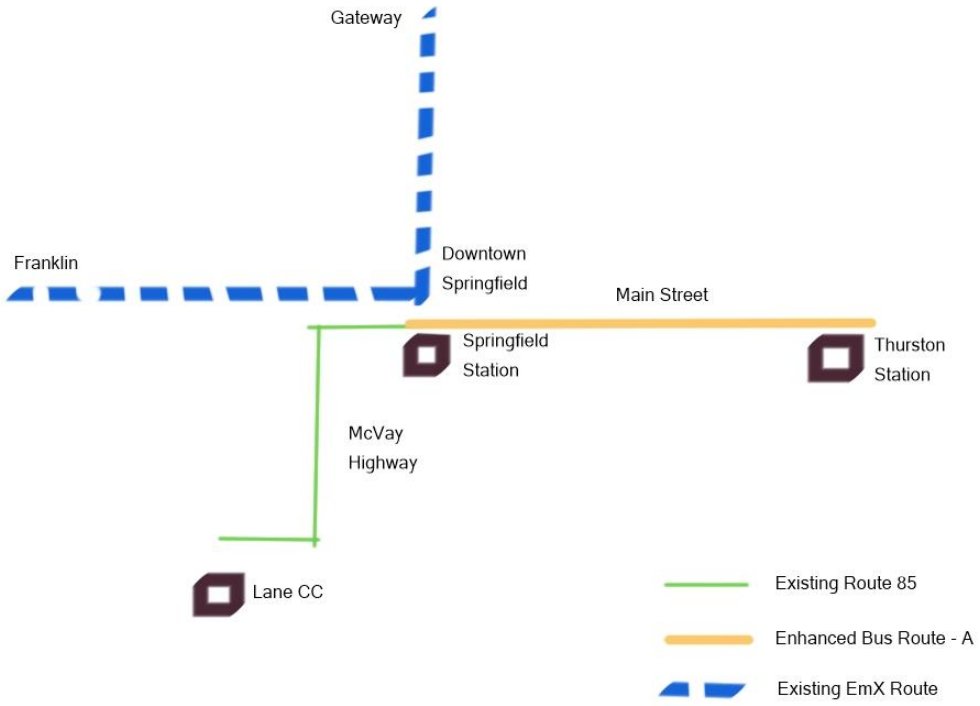
While this study did not develop specific design solutions, the basic concepts for the Enhanced Bus Options for both the Main Street and McVay Highway segments have been developed. Enhanced Bus characteristics on both segments generally include the following:

- **Enhanced Bus replaces existing service:** Existing regular bus service would be replaced by Enhanced Bus service on both segments. Service frequency would be the same as existing service frequency.
- **Right-of-Way:** Additional right-of-way would not be required, except at some queue-jump locations.
- **Transit signal priority (TSP):** The Enhanced Bus service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.
- **Enhanced Stops:** Stop locations would generally be in the same as the current stop locations but some stops at would be enhanced to include amenities such as passenger shelters, benches, and passenger information. Limited sidewalk infill would occur. Enhanced stop locations would be determined based on adjacent land uses, higher boarding levels, and coordination with recommendations from other plans and projects.
- **Queue-Jumps**: Queue-jumps will be included at up to one selected congested intersection per travel direction for each segment.

The Main Street Enhanced Bus Option would replace the existing #11 Thurston Route with Enhanced Bus service; #85 LCC/Springfield and other routes would be unchanged (Figure 5.2-1). This option is anticipated to increase ridership by approximately 6 percent and may reduce operating costs if faster travel times can be achieved.

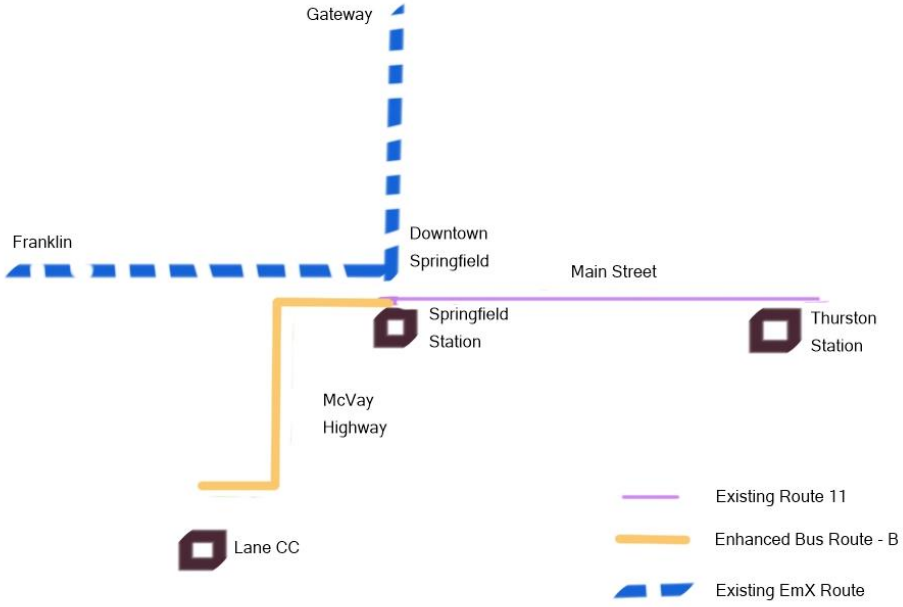
The McVay Highway Enhanced Bus Option would replace #85 LCC / Springfield Route with Enhanced Bus service; #11 Thurston and other routes would be unchanged (Figure 5.2-2). Alternate routing for the McVay South segment using Old Franklin will be considered as part of this option. The McVay Highway Enhanced bus is anticipated to increase ridership by approximately 2 percent and may reduce operating costs if faster travel times can be achieved.

Figure 5.2-1. Enhanced Bus – Main Street



Source: Cameron McCarthy. 2014.

Figure 5.2-2. Enhanced Bus – McVay Highway

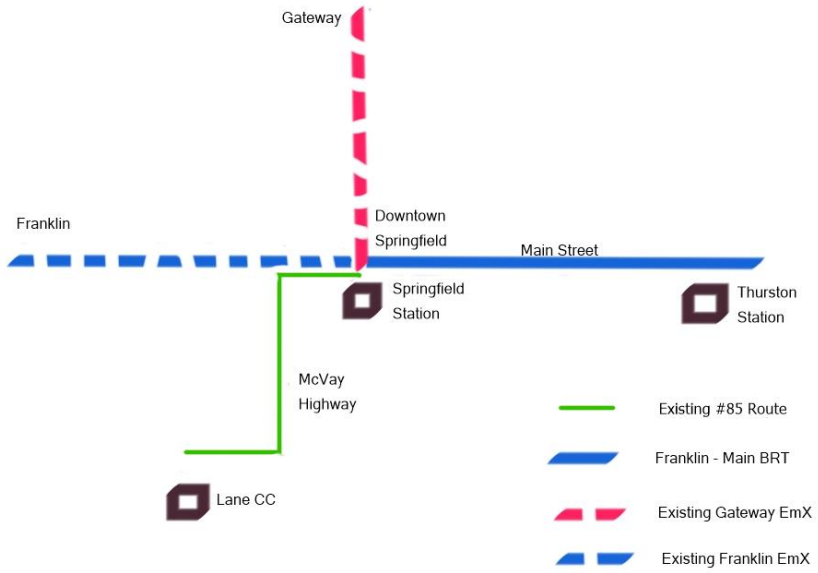


Source: Cameron McCarthy. 2014.

5.3. BRT on Main Street Segment

BRT on the Main Street Segment would be an extension of the Franklin EmX line east of the Springfield Station on Main Street (Figure 5.3-1). The Gateway EmX would operate independently, starting and ending at the Springfield Station. The Franklin-Main Street link creates a logical east-west EmX line because of the compatible operating needs (frequency of service and ridership), which would likely reduce LTD operating costs due to faster service. Additionally, this linked route is anticipated to have a high percentage of through-routing passengers (eliminating the need for a transfer) and, with the extension of the Franklin line to west Eugene, is anticipated to increase ridership by approximately 12 percent. This Franklin-Main BRT option is very likely to meet FTA Small Starts requirements.

Figure 5.3-1. BRT on Main Street Segment



Source: Cameron McCarthy. 2014.

While this study did not develop specific design solutions, the basic conceptual elements of a Main Street BRT have been determined. These include:

- **BRT replaces existing service**: The BRT line on Main Street would replace current service provided by the #11 Thurston route. Connections to other service would be made at the Springfield Station, Thurston Station, and potentially, other locations along Main Street.
- **Transit signal priority (TSP):** The BRT service would use TSP at signalized intersections between the Springfield Station and Thurston Station, with the extent of priority to be determined through subsequent study.
- **Stops spaced approximately every 1/3 mile:** This is regarded as a general (average) stop spacing; stops could be closer or farther apart than 1/3 mile depending on adjacent land uses and signalized pedestrian crossing locations. Specific stop locations have not been finalized.
- **Enhanced stops and stations (similar to current EmX):** Every BRT stop would be developed as an EmX style station, similar to the existing EmX system. Station amenities include raised

platforms, shelters, benches, real-time passenger information, ticket vending machines, and, potentially, public art.

- **Alignment from Springfield Station to Thurston Station, with selected trips (approximately 6) extended to Thurston High School:** The service would extend the current Franklin EmX east from the Springfield Station to the Thurston Station. Some trips that meet school start and end times may be extended to Thurston High School, depending on identifying a safe and convenient option for a bus turnaround in the vicinity of the high school. If a feasible turnaround is not identified, all trips would terminate at the Thurston Station.
- **Neighborhood connector service to serve neighborhoods east of Thurston Station:** The current #11 Thurston route extends east of 58th Street, providing service to Thurston Road, 69th Street, and Main Street. Under the BRT service option, transit service east of 58th would be provided by neighborhood buses. Routing for the neighborhood service could match the existing Route #11 loop, or it could also serve other areas, including neighborhoods east of 69th Street and/or south of Main Street. Riders on the neighborhood service would transfer at the Springfield Station for destinations west of 58th Street.
- **Westbound routing in downtown Springfield using Main Street to 10th to South A**: The westbound BRT service would use Main Street to 10th Street, and then jog down to South A Street to access the Springfield Station. Since South A Street is a one-way eastbound street, the BRT service between 5th and 10th Streets would use a contraflow lane.
- **Eastbound routing in downtown Springfield to use South A to Main Street:** The eastbound BRT service would use South A Street between 5th Street and the point where South A Street joins Main Street in the vicinity of 21st Street.
- **Option for both eastbound and westbound routing to use South A:** Under this option, both the eastbound and westbound service would use South A Street between 5th Street and where South A joins Main Street in the vicinity of 21st Street. This option is carried forward and could be pursued if it is determined that the two-way service on South A provides greater opportunity for exclusive lane treatments, and that the travel time advantage of that offsets the advantage of Main Street stops for the westbound service.
- **Moderate level of lane exclusivity**: The BRT service would be a combination of exclusive transit lanes and mixed traffic, with the details of the design to be determined in as part of subsequent study. This option is advanced because it provides the greatest degree of flexibility in meeting the transit operating needs while best addressing potential impacts.

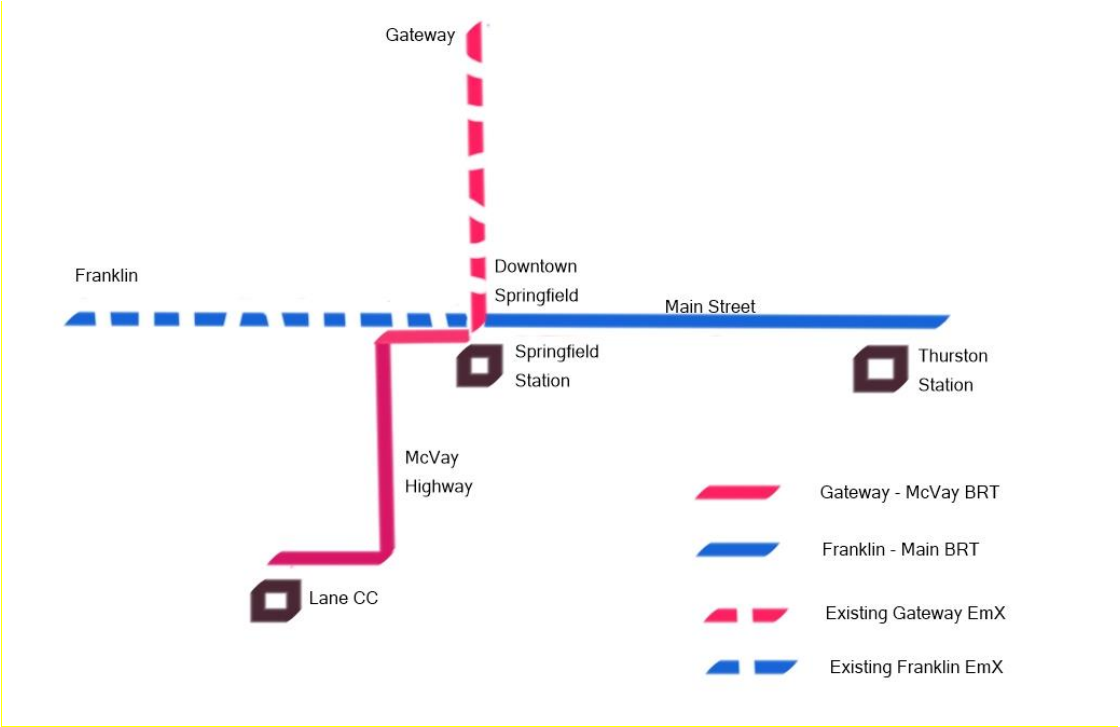
5.4. BRT on McVay Highway Segment

BRT on the McVay Highway Segment is not recommended at this time. A McVay Highway BRT would more than double LTD's operating cost on that segment and may not have sufficient ridership to meet Small Starts eligibility requirements.

There is the expectation that development along the McVay Highway segment may increase significantly in the future. There are plans for more intensive development in Glenwood and possible development in the LCC basin. BRT service in the corridor should be reconsidered if this new development materializes during the corridor planning process and it is able to meet development thresholds or ridership levels associated with other segments of the regional BRT system. Otherwise, the McVay Highway Segment should be considered for future BRT service, with that decision to be triggered by the corridor meeting development thresholds. Should a McVay Highway BRT be pursued as part of this or a subsequent project, it would operate as an extension of the Gateway EmX, as shown on Figure 5.4-1.

If a BRT McVay Highway option is advanced, both the McVay Highway and Old Franklin routing options should be considered for the south portion of McVay Highway. Additionally, the SAC suggested that additional consideration be given to other routing options that may not be as constrained.

Figure 5.4-1: BRT Option – Franklin-Main and Gateway-McVay



Source: Cameron McCarthy. 2014.

6. Study Memoranda and Reports

The following reports were produced and used during this study to aid in making recommendations. These reports are available at Lane Transit District's Glenwood General Administration Building and at the City of Springfield's Transportation Department in the City Hall Building. These reports are also included on the CD at the back of this report and are numbered as indicated below.

#	Document	Date
1	Main Street Preliminary Themes, Summary of Collaborative Community Conversations	September, 23, 2013
2	Main-McVay Transit Study Stakeholder Advisory Committee Project Initiation	May 7, 2014
3	Mode Alternatives Recommendations for Main-McVay Transit Study. Memorandum to Main-McVay Transit Study Stakeholder Advisory Committee	May 19, 2014
4	Main-McVay Transit Study Purpose and Need Statement, Stakeholder Advisory Committee Work Packet	May 27, 2014
5	Main-McVay Transit Study Purpose and Need Statement, Suggested Edits from Stakeholder Advisory Committee (Track Changes and Changes Accepted Versions).	June 24, 2014
6	Main-McVay Transit Study Purpose and Need Statement Recommendations from Governance Team.	June 26, 2014
7	Edits to Draft Baseline Existing and Future Conditions Report. Memorandum to Main-McVay Transit Study Stakeholder Advisory Committee	August 19, 2014
8	Main-McVay Transit Study Baseline Existing and Future Conditions Report	August 2014
9	Range of Possible Transit Solutions. Memorandum to Main-McVay Transit Study Stakeholder Advisory Committee	August 26, 2014
10	Stakeholder Advisory Committee Recommended Revisions to the Study's Problem Statement, Needs Statement and Evaluation Criteria. Memorandum to Main-McVay Transit Study Governance Team	August 27, 2014
11	Stakeholder Advisory Committee Review of Edits to Draft Baseline Existing and Future Conditions Report. Memorandum to Main-McVay Transit Study Governance Team	August 27, 2014

#	Document	Date
12	Draft Main-McVay Transit Study Tier 1 Screening Evaluation Report	September 2014
13	GT Actions on SAC Recommended Range of Possible Transit Solutions. Memorandum to Main-McVay Transit Study Stakeholder Advisory Committee	September 23, 2014
14	GT Actions on SAC Recommended Revisions to Problem Statement, Needs Statement, and Evaluation Criteria. Memorandum to Main-McVay Transit Study Stakeholder Advisory Committee	September 23, 2014
15	Main-McVay Transit Study Draft Tier II Screening Evaluation	October 17, 2014
16	Main-McVay Transit Study Draft Tier II Screening Evaluation – Part B	December 2, 2014
17	Main-McVay Transit Study Most Promising Transit Solutions.	January 2015

Appendix A: Glossary of Acronyms, Abbreviations and Terms

The glossary below provides an at-a-glance guide to many of the terms that may be used throughout the project Study.

Acronyms and Abbreviations

Acronyms & Abbreviations	Defined
AA	Alternatives Analysis
ADT	Average Daily Traffic
BAT Lane	Business Access and Transitway Lane
BMPs	Best Management Practices
BRT	Bus Rapid Transit
CATS	Central Area Transportation Study
CEQ	Council on Environmental Quality
CPTED	Crime Prevention through Environmental Design
DCE	Documented Categorical Exclusion
DEQ	Oregon Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DO	Design Option
DSL	Oregon Department of State Lands
EA	Environmental Assessment
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EmX	Emerald Express, Lane Transit District's Bus Rapid Transit System
EPA	U. S. Environmental Protection Agency
ESA	Endangered Species Act
ESH	Essential Salmonid Habitat
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTN	Frequent Transit Network
HBO	Home-based Other
HBW	Home-based Work
HCT	High Capacity Transit
ITS	Intelligent Transportation Systems
LCC	Lane Community College
LCOG	Lane Council of Governments
LOS	Level of Service
LRAPA	Lane Regional Air Protection Agency
LRFP	Long-Range Financial Plan
LTD	Lane Transit District
LWCF	Land and Water Conservation Fund
Metro Plan	Eugene-Springfield Metropolitan Area General Plan
MEV	Million Entering Vehicles
MIS	Major Investment Study
MDR	Medium Density Residential
MOS	Minimum Operable Segment
MPC	Metropolitan Policy Committee

Acronyms & Abbreviations	Defined
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NEPA	National Environmental Policy Act
NOX	Nitrogen oxides
NPS	U.S. Department of Interior's National Park Service
NRHP	National Register of Historic Places
O&M	Operations and maintenance
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OSP	Oregon State Police
PM	Particulate matter
ROW	Right-of-Way
RTP	Central Lane Metropolitan Planning Organization Regional Transportation Plan
SCC	Standardized Cost Comparison
SHPO	Oregon State Historic Preservation Office
STA	Special Transportation Area
SUB	Springfield Utility Board
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TE&S	Threatened, Endangered and Sensitive
TESCP	Temporary Erosion and Sediment Control Plan
TMA	Transportation Management Area
TMDLs	Total Maximum Daily Loads
TPR	Transportation Planning Rule
TransPlan	Eugene-Springfield Transportation System Plan
TSM	Transportation System Management
UGB	Urban Growth Boundary
VMT	Vehicle Miles Traveled
VOCs	Volatile organic compounds

Terms

Terms	Definitions
Accessibility	The extent to which facilities are barrier free and useable by persons with disabilities, including wheelchair users.
Action	An "action," a federal term, is the construction or reconstruction, including associated activities, of a transportation facility. For the purposes of this Handbook, the terms "project", "proposal" and "action" are used interchangeably unless otherwise specified. An action may be categorized as a "categorical exclusion" or a "major federal action."
Alignment	Alignment is the street or corridor that the transit project would be located within.
Alternative Fuels	Low-polluting fuels which are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

Terms	Definitions
Area of Potential Effect	A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking.
Auxiliary Lanes	Lanes designed to improve safety and reduce congestion by accommodating cars and trucks entering or exiting the highway or roadway, and reducing conflicting weaving and merging movements.
Base Period	The period between the morning and evening peak periods when transit service is generally scheduled on a constant interval. Also known as "off-peak period."
Base Fare	The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.
Business Access and Transitway Lane (BAT)	In general, a BAT lane is a concrete lane, separated from general-purpose lanes by a paint stripe and signage. A BAT lane provides BRT priority operations, but general-purpose traffic is allowed to travel within the lane to make a turn into or out of a driveway or at an intersecting street. However, only the BRT vehicle is allowed to use the lane to cross an intersecting street.
Boarding	Boarding is a term used in transit to account for passengers of public transit systems. One person getting on a transit vehicle equals one boarding. In many cases individuals will have to transfer to an additional transit vehicle to reach their destination and may well use transit for the return trip.. Therefore a single rider may account for several transit boardings in one day.
Bus Rapid Transit (BRT)	A transit mode that combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways, or ordinary streets. The vehicles are designed to allow rapid passenger loading and unloading, with more doors than ordinary buses.
Busway	Exclusive freeway lane for buses and carpools.
Clean Air Act Amendments of 1990 (CAAA)	The comprehensive federal legislation which establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.
Collector Streets	Collector streets provide a balance of both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access and are located in residential neighborhoods, distributing trips from the neighborhood and local street system.
Community Cohesion	A measure of how well residents can connect with one another within their community. These connections can occur at gathering places such as schools, community centers, parks, or transit stations. High home ownership rates and active neighborhood associations also contribute to higher levels of community cohesion.
Commuter Rail	Commuter rail is a transit mode that is a multiple car electric or diesel propelled train. It is typically used for local, longer-distance travel between a central city and adjacent suburbs, and can operate alongside existing freight or passenger rail lines or in exclusive rights of way.
Compressed Natural Gas (CNG)	An alternative fuel; compressed natural gas stored under high pressure. CNG vapor is lighter than air.

Terms	Definitions
Conformity	The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT), and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.
Cooperating Agency	Regulations that implement NEPA define a cooperating agency as any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment.
Coordination Plan	Required under SAFETEA-LU, the coordination plan contains procedures aimed at achieving consensus among all parties in the initial phase of environmental review and to pre-empt disagreements that can create delays later on in a project.
Congestion Mitigation and Air Quality (CMAQ)	Federal funds available for either transit or highway projects which contribute significantly to reducing automobile emissions which cause air pollution.
Corridor	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.
Demand Responsive	Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. Also called "Dial-a-Ride."
Diesel Multiple Unit (DMU)	Each unit carries passengers and can be self-powered by a diesel motor; no engine unit is required.
Draft Environmental Impact Statement (DEIS)	The DEIS is the document that details the results of the detailed analysis of all of the projects alternatives. The DEIS contains all information learned about the impacts of a project and alternatives.
Electrical Multiple Unit (EMU)	The EMU is heavier than a light rail vehicle, but it is powered in the same way by an overhead electrical system.
Earmark	A federal budgetary term that refers to the specific designation by Congress that part of a more general lump-sum appropriation be used for a particular project; the earmark can be designated as a minimum and/or maximum dollar amount.
Effects	Effects include ecological, aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial. Effects include: (1) direct effects that are caused by the action and occur at the same time and place, and (2) indirect effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use; population density or growth rate; and related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8).
EmX	Lane Transit District's Bus Rapid Transit System, pronounced "MX", short for Emerald Express.

Terms	Definitions
Environmental Assessment (EA)	A report subject to the requirements of the National Environmental Policy Act (NEPA) demonstrating that an Environmental Impact Statement (EIS) is not needed for a specific set of actions. The EA can lead to a Finding of No Significant Impact (FONSI).
Environmental Impact Statement (EIS)	A comprehensive study of likely environmental impacts resulting from major federally-assisted projects; statements are required by the National Environmental Policy Act (NEPA).
Environmental Justice	A formal federal policy on environmental justice was established in February 1994, with Executive Order 12898 (EO 12898), "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations." There are three fundamental environmental justice principles: • To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. • To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. • To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
Exclusive Right-of-Way	A highway or other facility that can only be used by buses or other transit vehicles.
Finding of No Significant Impact (FONSI)	A document prepared by a federal agency showing why a proposed action would not have a significant impact on the environment and thus would not require preparation of an Environmental Impact Statement (EIS). A FONSI is based on the results of an Environmental Assessment (EA).
Fixed Guideway System	A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.
Fixed Route	Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.
Frequent Transit Network	The Frequent Transit Network (FTN) represents the highest orders of transit service within the region. The FTN represents corridors where transit service would be provided, but does not presume specific street alignments. Street alignments will be determined in future studies. FTN stops will be located closest to the highest density development within the corridor. FTN Corridors will have the following characteristics: • Enables a well-connected network that provides regional circulation • Compatible with and supportive of adjacent urban design goals • Operates seven days a week in select corridors • Service hours are appropriate for the economic and social context of the area served • Coverage consists of at least 16 hours a day and area riders trip origins or destinations are within ¼ of a mile-straight line distance • Frequency is at least every 10-15 minutes in peak travel times • Speed is no less than 40 percent of the roadway speed limit • Coverage throughout the region is geographically equitable and serves Title VI protected populations • Transit service is reliable and runs on schedule

Terms	Definitions
Geographic Information System (GIS)	Data management software tool that enables data to be displayed geographically (i.e., as maps).
Guideway	A transit right-of-way separated from general purpose vehicles.
Headway	Time interval between vehicles passing the same point while moving in the same direction on a particular route.
Hydrology	Refers to the flow of water including its volume, where it drains and how quickly it flows.
Impacts	A term to describe the positive or negative effects upon the natural or built environments as a result of an action (i.e., project).
Independent Utility	A project or section of a larger project that would be a usable and reasonable expenditure even if no other projects or sections of a larger project were built and/or improved.
Intergovernmental Agreement	A legal pact authorized by state law between two or more units of government, in which the parties contract for, or agree on, the performance of a specific activity through either mutual or delegated provision.
Intermodal	Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."
Joint Development	Ventures undertaken by the public and private sectors for development of land around transit stations or stops.
Kiss and Ride	A place where commuters are driven and dropped off at a station to board a public transportation vehicle.
Layover Time	Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.
Lead Agency	The organization that contracts and administers a study. For transit projects, FTA would typically fill this role. The lead agency has the final say about the project's purpose and need, range of alternatives to be considered, and other procedural matters.
Level of Detail	The amount of data collected, and the scale, scope, extent, and degree to which item-by-item particulars and refinements of specific points are necessary or desirable in carrying out a study.
Level of Service (LOS)	Level of service (LOS) is a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure. LOS is most commonly used to analyze highways, but the concept has also been applied to intersections, transit, and water supply.
Limited (or Controlled) Access	Restricted entry to a transportation facility based upon facility congestion levels or operational condition. For example, a limited access roadway normally would not allow direct entry or exit to private driveways or fields from said roadway.
Light Rail Transit (LRT)	Steel wheel/steel rail transit constructed on city streets, semi-private right-of-way, or exclusive private right-of-way. Formerly known as "streetcar" or "trolley car" service, LRT's major advantage is operation in mixed street traffic at grade. LRT vehicles can be coupled into trains, which require only one operator and often are used to provide express service.
Liquefaction	A phenomenon associated with earthquakes in which sandy to silty, water saturated soils behave like fluids. As seismic waves pass through saturated soil, the structure of the soil distorts, and spaces between soil particles collapse, causing ground failure.

Terms	Definitions
Liquefied Natural Gas (LNG)	An alternative fuel; a natural gas cooled to below its boiling point of 260 degrees Fahrenheit so that it becomes a liquid; stored in a vacuum bottle-type container at very low temperatures and under moderate pressure. LNG vapor is lighter than air.
Local Streets	Local streets have the sole function of providing direct access to adjacent land. Local streets are deliberately designed to discourage through traffic movements.
Locally Preferred Alternative (LPA)	The Locally Preferred Alternative is the alternative selected through the Alternatives Analysis process completed prior to or concurrent with NEPA analysis. This term is also used to describe the proposed action that is being considered for New Starts or Small Starts funds.
Maintenance area	An air quality designation for a geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have on acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Maintenance/attainment areas are defined using federal pollutant limits set by EPA.
Maintenance facility	A facility along a corridor used to clean, inspect, repair and maintain rail vehicles, as well as to store them when they are not in use.
Major Arterial	Major arterial streets should serve to interconnect the roadway system of a city. These streets link major commercial, residential, industrial and institutional areas. Major arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well-placed arterial street. Access control, such as raised center medians, is a key feature of an arterial route. Arterials are typically multiple miles in length.
Major Investment Study (MIS)	An alternatives analysis study process for proposed transportation investments which a wide range of alternatives is examined to produce a smaller set of alternatives that best meet project transportation needs. The purpose of the study is to provide a framework for developing a package of potential solutions that can then be further analyzed during an Environmental Impact Statement (EIS) process.
Metropolitan Planning Organization (MPO)	The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.
Minimum Operable Segment	A stand-alone portion of the alternative alignment that has independent utility, allowed by FTA to be considered as interim termini for a project. A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder of the project.
Minor Arterial	Minor arterial street system should interconnect with and augment the urban major arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes facilities that allow more access and offer a lower traffic mobility. Such facilities may carry local bus routes and provide for community trips, but ideally should not be located through residential neighborhoods.
Mitigation	A means to avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.
Mode	A particular form or method of travel distinguished by vehicle type, operating characteristics and right-of-way separation from other traffic.

Terms	Definitions
Modal Split	A term which describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.
National Environmental Policy Act of 1969 (NEPA)	A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requiring preparation of an Environmental Impact Statement (EIS) for every major federal action significantly affecting the quality of the human environment.
New Starts	Federal funding granted under Section 3(i) of the Federal Transit Act. These discretionary funds are made available for construction of a new fixed guideway system or extension of any existing fixed guideway system, based on cost-effectiveness, alternatives analysis results and the degree of local financial commitment.
No Action or No-Build Alternative	An alternative that is used as the basis to measure the impacts and benefits of the other alternative(s) in an environmental assessment or other National Environmental Policy Act (NEPA) action. The No-Build alternative consists of the existing conditions, plus any improvements which have been identified in the Statewide Transportation Improvement Program (STIP).
Nonattainment Area	Any geographic region of the United States that the U.S. Environmental Protection Agency (EPA) has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide.
Notice of Intent	A Federal announcement, printed in the Federal Register, advising interested parties that an environmental impact statement will be prepared and circulated for a given project
Off-Peak Period	Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled. Also called "base period."
Park & Ride	Designated parking areas for automobile drivers who then board transit vehicles from these locations.
Participating Agency	A federal or non-federal agency that may have an interest in the project. These agencies are identified and contacted early-on in the project with an invitation to participate in the process. This is a broader category than "cooperating agency" (see cooperating agency).
Passenger Miles	The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.
Peak hour	The hour of the day in which the maximum demand for transportation service is experienced (refers to private automobiles and transit vehicles).
Peak Period	Morning and afternoon time periods when transit riding is heaviest.
Peak/Base Ratio	The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.
Preferred Alternative	An alternative that includes a major capital improvement project to address the problem under investigation. As part of the decision making process, the Preferred Alternative is compared against the No Action or No-Build Alternative from the standpoints of transportation performance, environmental consequences, cost-effectiveness, and funding considerations.
Purpose and Need	The project Purpose and Need provides a framework for developing and screening alternatives. The purpose is a broad statement of the project's transportation objectives. The need is a detailed explanation of existing conditions that need to be changed or problems that need to be fixed.
Queuing	Occurs when traffic lanes cannot fit all the vehicles trying to use them, or if the line at an intersection extends into an upstream intersection.

Terms	Definitions
Record of Decision (ROD)	A decision made by FTA as to whether the project sponsor receives federal funding for a project. The Record of Decision follows the Draft EIS and Final EIS.
Regulatory Agency	An agency empowered to issue or deny permits.
Resource Agency	A Federal or State agency or commission that has jurisdictional responsibilities for the management of a resource such as plants, animals, water or historic sites.
Revenue Hours	Hours of transit service available for carrying paying riders.
Ridesharing	A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling."
Ridership	The number of rides taken by people using a public transportation system in a given time period.
Right-of-way	Publicly owned land that can be acquired and used for transportation purposes.
Safe, Accountable, Flexible, Efficient Transportation Equity Act	A Legacy for Users (SAFETEA-LU) Passed by Congress July 29, 2005, signed by the President August 10, 2005. Includes new and revised program guidance and regulations (approximately 15 rulemakings) with planning requirements related to public participation, publication, and environmental considerations. SAFETEA-LU covers FY 2005 through FY 2009 with a total authorization of $45.3 billion.
Scoping	A formal coordination process used to determine the scope of the project and the major issues likely to be related to the proposed action (i.e., project).
Screening Criteria	Criteria used to compare alternatives.
Shuttle	A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.
State Implementation Plan (SIP)	A state plan mandated by the Clean Air Act Amendments of 1990 (CAAA) that contains procedures to monitor, control, maintain and enforce compliance with national standards for air quality.
Strategy	An intended action or series of actions which when implemented achieves the stated goal.
Study Area	The area within which evaluation of impacts is conducted. The study area for particular resources will vary based on the decisions being made and the type of resource(s) being evaluated.
Title IV	This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy.
Throughput	The number of users being served at any time by the transportation system.
Transit Oriented Development (TOD) or Nodal Development	An initiative to build transit ridership, while discouraging sprawl, improving air quality and helping to coordinate a new type of community for residents. TODs are compact, mixed-use developments situated at or around transit stops. Sometimes referred to as Transit Oriented Communities, or Transit Villages.
Transit System	An organization (public or private) providing local or regional multi-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.
Transitway	A BRT priority lane generally with a concrete lane with or without concrete tracks with grass-strip divider and a curb separation, traversable by general-purpose vehicles at signalized intersections.

Terms	Definitions
Transportation Demand Management (TDM)	Strategies to attempt to reduce peak period automobile trips by encouraging the use of high occupancy modes through commuter assistance, parking incentives and work policies which alter the demand for travel in a defined area in terms of the total volume of traffic, the use of alternative modes of travel and the distribution of travel over different times of the day.
Transportation Improvement Program (TIP)	A program of intermodal transportation projects, to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.
Travel Shed	Synonymous with "corridor" (see corridor). Sub area in which multiple transportation facilities are experiencing congestion, safety or other problems.
Vehicle Hours of Delay	Cumulative delay experience by transit vehicles during high traffic periods.
v/c ratio	Used as a principal measure of congestion. The "V" represents the volume or the number of vehicles that are using the roadway at any particular period. The "C" represents the capacity of a roadway at its adopted LOS. If the volume exceeds the capacity of the roadway (volume divided by capacity exceeds 1.00), congestion exists.
Water Quality	Refers to the characteristics of the water, such as its temperature and oxygen levels, how clear it is, and whether it contains pollutants.

Appendix B: Main Street Projects

Main Street Projects Overview

Throughout Springfield's history Main Street has been the "heart" of the community. Now, the City has a great opportunity to look at and think about the future of the seven miles that make up the Main Street corridor, and to identify and discuss potential changes along the corridor that will leverage the local economy and the quality of the community for decades to come. From the Willamette River out to Thurston, Main Street serves the community in many ways.

The city of Springfield, in partnership with Oregon Department of Transportation and Lane Transit District, is coordinating the Main Street Projects to look at:

- pedestrian crossing improvements;
- feasibility of transit improvements;
- determining the community's vision for future development along the corridor;
- improving pedestrian-scale lighting in downtown; and
- providing assistance to individuals who want to learn about and take advantage of a full range of travel options.

These efforts are being accomplished by using federal and state funds along with local matching funds. Springfield's Mayor and Council place a very high value on open and transparent public processes that involve Springfield citizens and other stakeholders in exploring issues and identifying problems and solutions.

Main Street Corridor Vision Plan

The Vision Plan identifies the community's preferred future for the land uses and transportation systems on Main Street. This planning process started in 2013 and the Vision Plan was adopted by the Springfield City Council and Springfield Planning Commission in February 2015.

Main Street Pedestrian Crossing Project

In a collaborative effort between the City of Springfield, Oregon Department of Transportation (ODOT) and LTD, six pedestrian crossing projects recommended under the *2010 Main Street Pedestrian Safety Study* are being implemented in order to provide improved crossing opportunities along the Main Street corridor.

The City of Springfield is the lead in overseeing the public outreach, construction and installation of the pedestrian crossings. The city of Springfield conducts stakeholder outreach in each location before construction occurs to perform analysis and determine possible mitigation measures related to the crossings.

The *2010 Main Street Pedestrian Safety Study* recommended a total of eight pedestrian crossings. To date four crossings have been installed by ODOT at 35th, 41st, 44th, and 51st Streets, and two are currently being analyzed and coordinated with business and property owners at 48th Street and Chapman Lane. The remaining two crossings to be installed by the city of Springfield will start analysis and coordination with stakeholders in spring 2015.

Downtown Demonstration Project

As an outcome of the downtown circulation project, this small project installed pedestrian scale decorative posts with LED light fixtures along several block faces in Springfield's downtown. Lighting was installed on Main Street from Pioneer Parkway East to 6th Street, on South 5th Street from Main to South A Street, and on 6th Street from Main Street to the alley between Main Street and South A Street (i.e. the alley next to City Hall). The LED light fixtures were identified for installation in this key location of Springfield's downtown to improve safety, visibility, and aesthetic in the area. The lighting phase of the project was completed in March 2015. The enhancement to existing crosswalks and additional lighting phases that have been identified to be installed as future phases with survey and mapping of City and SUB electrical assets, and preliminary designs underway.

*Smart*Trips Main Street

Smart*Trips* is a comprehensive individual household and business outreach program aimed at increasing biking, walking, use of public transit, and ridesharing. Through education, incentives, and community outreach and events, Smart*Trips* encourages residents to use transportation options. Smart*Trips*: Springfield launched the Gateway program in 2012, the Hayden Bridge program in 2013, and the Main Street Program (Phase I) in 2014. Main Street Program (Phase II) will launch on June 1, 2015. Smart*Trips* is a collaborative effort between the City of Springfield and Point2point, a part of Lane Transit District (LTD), the Regional Transportation Options Program.

Franklin Boulevard Redevelopment Project

While not part of the "5 Main Street Project Elements," the Franklin Boulevard Redevelopment Project is related to this Main-McVay Transit Study. The city of Springfield is designing improvements to Franklin Boulevard to support redevelopment and new investment in the Glenwood area.

The Franklin Boulevard Redevelopment Project will improve Franklin Boulevard from I-5 to the Springfield Bridges as a hybrid multi-way boulevard with safe and efficient facilities for bicycles, pedestrians, transit, and vehicles, and include roundabouts at the intersections of Franklin Boulevard with McVay Highway, Mississippi Avenue, Henderson Avenue, and Glenwood Boulevard. The project recently received approval for a Categorical Exclusion NEPA classification as part of the National Environmental Policy Act (NEPA) process. The City and its consultants are completing design and right-of-way negotiations. for Phase I between McVay Highway and Mississippi Avenue, with construction planned in 2016 / 2017.

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Appendix C: Community and Agency Outreach Materials

The community and agency outreach materials listed below are included on the CD in Appendix D of this report.

C-1. Governance Team Composition

C-2. Governance Meeting Materials and Notes

C-3. Comment Forms (summer 2013 outreach)

C-4. Community Conversations Report

C-5. SAC Composition

C-6. SAC Meeting Materials and Reports

C-7. Media Advisory Example

C-8. All SAC Community Input Summaries and Addendums

C-9. Four E-Updates

C-10. Door-to-Door Outreach Materials

C-11. English and Spanish Display

C-12. SAC Survey

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Appendix D: CD of Main-McVay Transit Study Documents

[CD in sleeve HERE]

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AGENDA ITEM SUMMARY

DATE OF MEETING: May 11, 2015

ITEM TITLE: ECONOMIC ANALYSIS

PREPARED BY: Edward McGlone, Government Relations Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND:

In May 2014, ECONorthwest provided an economic study to the Lane Transit District (LTD) Board of Directors to serve as background to their discussions surrounding economic recovery. LTD has asked ECONorthwest to refresh the previous study and report on the state of the local economy relative to the prior year's report.

ATTACHMENTS:

1) *The Register Guard* article*:* Local Job Market is Strongest in 7 Years; April 22, 2015
2) ECONorthwest: Recent Economic Performance of the Eugene-Springfield Metropolitan Statistical Area

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2015\5\May 11 Spec Bd Mtg\Economic Analysis AIS.docx

Local job market is strongest in 7 years

If you're unemployed or underemployed, it's "the best time" to find a job

BY DIANE DIETZ
The Register-Guard

A surge in retail jobs brought Lane County's unemployment rate down to 5.8 percent in March; and 1,400 more residents found jobs at big-box retailers, home improvement stores, grocery chains and other stores compared with March of last year.

"Right now, if you're underemployed or unemployed, now is the best time since the Great Recession to find a job," said Brian Rooney, regional economist with the state Employment Department.

Unemployment in the county has decreased for four months in a row — the rate was 6.1 percent in February. The rate is the lowest it has been in seven years. In May 2008, the Lane County rate was 5.7 percent.

A record number of employers turned up last week for Lane Community College's annual job fair — 49 this year, instead of the usual 40 or so, said Tina Hunter, LCC career and employment specialist. Businesses seeking employees included Jerry's Home Improvement Center, Market of Choice, nursing home operator Pinnacle Healthcare, and beverage and dessert maker So Delicious, based in Eugene.

If it keeps up this way for long, Rooney predicts that Lane County workers will find themselves in an enviable job-seekers' market.

Turn to **JOBLESS,** *Page A8*

"Wage increases definitely lag employment growth, especially this time."

— **BRIAN ROONEY,** OREGON EMPLOYMENT DEPARTMENT

Jobless: Stagnant wages remain an area of concern

Continued from Page A1

But one stubborn statistic defies the good news — wages. They're stagnant, Rooney said.

"There should be upward pressure on raises. So far, we really haven't seen that," he said. "Wage increases definitely lag employment growth, especially this time — just because there were so many job losses in the recession."

Brian Obie, owner of the Fifth Street Public Market in Eugene, said business is brisk. "Our tenants are mostly hiring, and retail sales are going up," he said.

Wage raises will come. "We will see upward pressure on all wages," he said.

As the number of want ads grow, the employee pool will shrink as baby boomers continue their march into retirement. "We could see a very tight labor market in the near future," Rooney said.

Will better pay follow?

"Something's going to give," Rooney said.

Some Lane County residents are no longer content to wait for raises. They've joined the 15 Now statewide organization, which is pushing to raise the minimum wage to $15 per hour, up from $9.25 an hour.

"We're sitting on, really, decades of wage stagnation. Over the course of those decades, we've seen plenty of economic booms, but this trend towards more low-wage labor has continued and gotten worse," said Justin Norton-Kertson, a 15 Now organizer.

The 15 Now group is lobbying the Legislature for the $15-per-hour minimum wage, and, failing that, organizers last week filed for an initiative petition to raise the bottom wage to $15 per hour by 2019.

The group will have to collect 88,000 valid signatures to place the measure on the Nov. 8, 2016, ballot, Norton-Kertson said.

Low-paying jobs — which keep workers in poverty — seem to be taking over the economy, he said. "We have to do something about that. Those jobs have to become better-paying jobs," he said.

The biggest areas of Lane County's job growth are in the lower-paying retail and service sectors, Rooney said.

"Recently, we've seen a little more strength in the goods-producing sector," he said. "We're up over 100 (jobs) in construction and up 300 (jobs) in manufacturing (from a year ago), but health care is big and retail is big."

The indication for the coming months is that retail is going to get even bigger. The remade Gateway Mall in Springfield is due to open this summer or fall with many new stores, and all of them will need clerks or sales associates.

Hobby Lobby, a nationwide crafts store, is coming, and other potential additions are Burlington Coat Factory, Petco, Panera Bread and Marshalls. In early 2016, Whole Foods is scheduled to open in downtown Eugene with as many as 150 new retail employees.

Follow Diane on Twitter @diane_dietz. Email diane.dietz@register-guard.com.

EMPLOYMENT DATA, MARCH 2014 VS. MARCH 2015

Total Lane County nonfarm payroll employment in March 2015: 150,100, up 3,300 from March 2014.

Total employment: 159,710, up 3,483
Unemployed: 10,044, down 3,057
Unemployment rate: 5.8 percent, down from 7 percent
Manufacturing jobs: 13,200, up 300
Retail jobs: 20,000, up 1,400
Health care jobs: 18,800, up 800
Professional and business services jobs: 16,000, up 300
Construction jobs: 5,400, up 100

ECONorthwest
ECONOMICS • FINANCE • PLANNING

DATE: May 7, 2015
TO: Board of Directors, Lane Transit District
FROM: Andrew Dyke, Senior Economist and Lisa Rau, Senior Analyst
SUBJECT: RECENT ECONOMIC PERFORMANCE OF THE EUGENE-SPRINGFIELD METROPOLITAN STATISTICAL AREA (MSA)

Introduction

In 2014, Lane Transit District (LTD) contracted with ECONorthwest to support LTD's Board of Directors in determining whether local economic conditions support an increase in the payroll and self-employment taxes levied by LTD, consistent with provisions contained in Oregon Revised Statutes (ORS) 267.385 and 267.387.

As established in statute (ORS 267.385 and 267.287), regional employment and income growth constitute the factors to be considered in determining "that the economy in the district has recovered to an extent sufficient to warrant the increase in tax." In April 2014 we presented an analysis of historical data regarding these and other economic variables that the Board should consider in making its determination. In this memorandum, we update the analysis to include the most recent economic data available.

Below, we briefly describe our data sources and methods and summarize our findings. This memorandum concludes with a detailed presentation of the data.

Data sources and methods

We analyzed data related to the following economic indicators:

- Total employment (statutory requirement)
- Employment in selected industries: manufacturing, construction, trade, government, and financial services/FIRE (finance, insurance, and real estate)
- Unemployment rate and size of the labor force
- Personal income by place of residence and by place of work (statutory requirement)
- Selected components of personal income (wage and salary income; proprietors' income)
- Residential and commercial construction permits
- Number of business establishments

Except where noted, we provide data and analysis specific to the Eugene-Springfield MSA (i.e., Lane County, "the region"). Table 1 identifies the source for the indicator data.[1]

[1] LTD staff also suggested collecting data on new business licenses. The Secretary of State makes available statewide data but requires a fee and filing of a special request for more disaggregated data. The data would provide information about new businesses opening in the Eugene-

Table 1: Primary data sources

Data series	Source
Personal income	U.S. Bureau of Economic Analysis
Employment	U.S. Bureau of Labor Statistics, Current Employment Statistics
Unemployment, total employment, and labor force	U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics
Residential construction permits	U.S. Census Bureau
Industrial and commercial construction permits	City of Eugene, Planning and Development Department; City of Springfield, Public Works Department
Business establishments	U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages

In preparing this report, we also considered the Oregon Economic Forum regional economic indexes, reports prepared by Oregon Employment Department staff, and economic forecasts prepared by Oregon's Office of Economic Analysis. We note that the indicators discussed below do not include every economically important indicator, and individual indicators do not necessarily deserve equal weight in informing the Board's decision. However, the included indicators do provide information sufficient to summarize current economic conditions in the region.

Summary of findings

- **As we found last April, the most recent data suggest continued improvement in economic conditions.** Oregon Economic Forum's regional index for the Eugene-Springfield area has demonstrated continued improvement, supported by average or above-average growth in most index components in recent months, consistent with the detailed findings presented below. In general, trends in the selected indicators suggest accelerating improvement in economic conditions.

- **Employment.** Although the economy still provides fewer jobs than just prior to the last recession, overall employment growth in recent months has remained at or above the long-term trend since the fourth quarter of 2013, and somewhat above trend in key industries highlighted below. Lackluster growth in the financial services industries provides the only lingering evidence of weakness from among the sectors considered.

Springfield MSA but not necessarily existing businesses opening a new location in the Eugene-Springfield MSA. If LTD remains interested in these data, we could request the disaggregated license data and supplement this report, contingent on timely receipt of the data.

- **Unemployment and labor force.** The region's unemployment rate, 6.9% during the first quarter of 2015, has fallen significantly from the recessionary peak of close to 15%, and remains only slightly above the average of 6.6% observed over the period from 1990 to the beginning of the last recession, and below the 7.6% average from 1990 to the present. In addition, growth in the labor force has increased since our April 2014 analysis, returning to levels last observed during 2012, although remains well below the pre-recession peak.

- **Personal income.** By 2013, real per capita place-of-residence personal income had recovered 47% of the decline observed during the recession; real per capita place-of-work earnings continued to fall from the prerecession peak; and real per capita wage and salary income had recovered 13% of recessionary losses. In 2013, despite generally positive trends, growth in both place-of-residence personal income and wage and salary income fell below the annual average for 1970-2013. The generally positive economy in recent months suggests stronger growth in personal income. By 2013, proprietors' income had recovered 69% of recessionary losses in nominal terms; real per capita proprietors' income had recovered 36% of recessionary losses. In 2013, proprietors' income grew in real terms by 2.9%, well above the 1970-2013 average of 1.0%.

- **Building permits.** Residential construction has recovered considerably from recessionary lows, but permit activity remains far below prerecession averages. In 2014, 1,154 units were permitted. Prior to the recession, annual totals averaged about 1,800. However, we also find that the value of recently permitted industrial construction in Eugene exceeds the longer-term annual averages by a wide margin.

- **Business establishments.** As of the most recent, preliminary, data from the third quarter of 2014, the region had 11,174 business establishments, just below the 2007 peak and 7.2% higher than the low in 2010. In recent quarters, year-over-year growth has hovered close to the 2% average growth rate from 2004 and 2007.

Detailed findings

Below, we present detailed findings from our analysis for each of the indicators.

Total employment

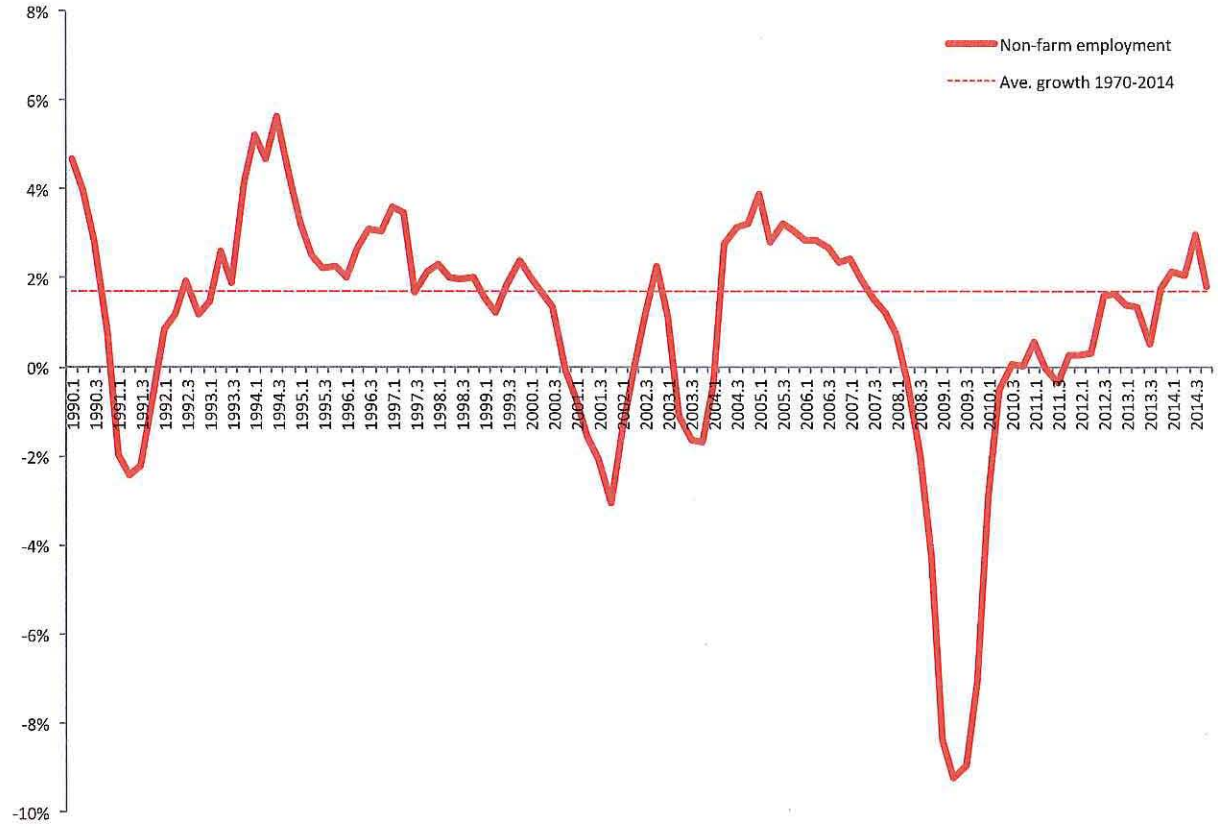
As of February 2015, local non-farm employment stood at 149,100, a gain of 2.5 percent (3,600 jobs) from a year earlier and up about 8 percent (10,800 jobs) from the recessionary trough of 138,300. In all, the region has regained about 50% of the jobs lost during the recession.[2]

[2] Based on seasonally adjusted data.

While recovery of jobs has lagged behind that of the Portland metropolitan area, which produced most of the state's job growth early in the recession, employment growth locally has accelerated in recent months.

Since 1970, employment has grown at an average of 1.7% annually, below year-over-year growth observed during the first two months of 2015 and nearly identical to the 1.8% growth during the last quarter of 2014. In other words, recent employment growth aligns with the region's long-term trend.[3] Figure 1 displays year-over-year employment growth in the region from 1990 through the end of 2014.

Figure 1: Year-over-year non-farm employment growth in the Eugene-Springfield MSA, 1990Q1-2014Q4



Source data: U.S. Bureau of Labor Statistics

Employment by sector

In this section, we present employment data for manufacturing, construction, trade/transportation/utilities, financial services, and government. For the most part, recent trends qualitatively resemble those observed for total employment, although the timing and

[3] Average annual growth from the end of the early 1990s' recession through the present has been somewhat lower (1.0%). Average growth from the end of the 1990s' recession through the peak, prior to the recent recession, was slightly higher (1.8%).

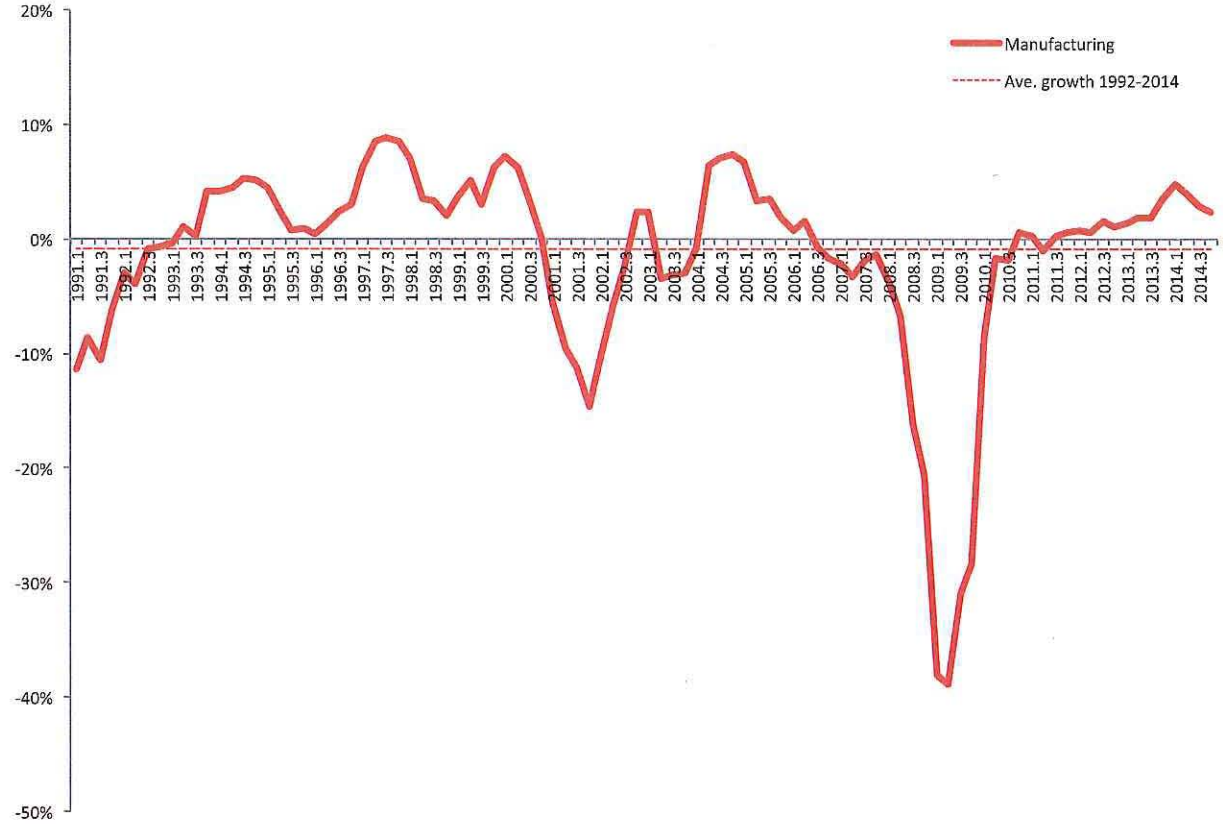
magnitude of recent improvements varies considerably across sectors. Note that the vertical scale of the data display varies across sectors depending on the volatility of employment each industry.

Manufacturing

Manufacturing remains an important driver of local economic activity. The industry provided 13,100 jobs in the region as of February 2015, significantly below the pre-recessionary peak of about 20,000 in 2007. Long-term declines in manufacturing employment locally, mirroring declines at the state and national levels, have pushed the industry's share of employment to about 9% of total non-farm jobs, down from about 15% circa 2000.

Since 1992, with annual manufacturing employment growth has averaged -0.1%. Excluding the last recession, the average was slightly above zero, at 0.1%. Although the industry has recovered only 1,200 jobs since the recessionary low of 11,900 in late 2010, since mid-2012 the industry has grown more quickly than the long-term trend (see Figure 2).

Figure 2: Year-over-year manufacturing employment growth in the Eugene-Springfield MSA, 1991Q1-2014Q4

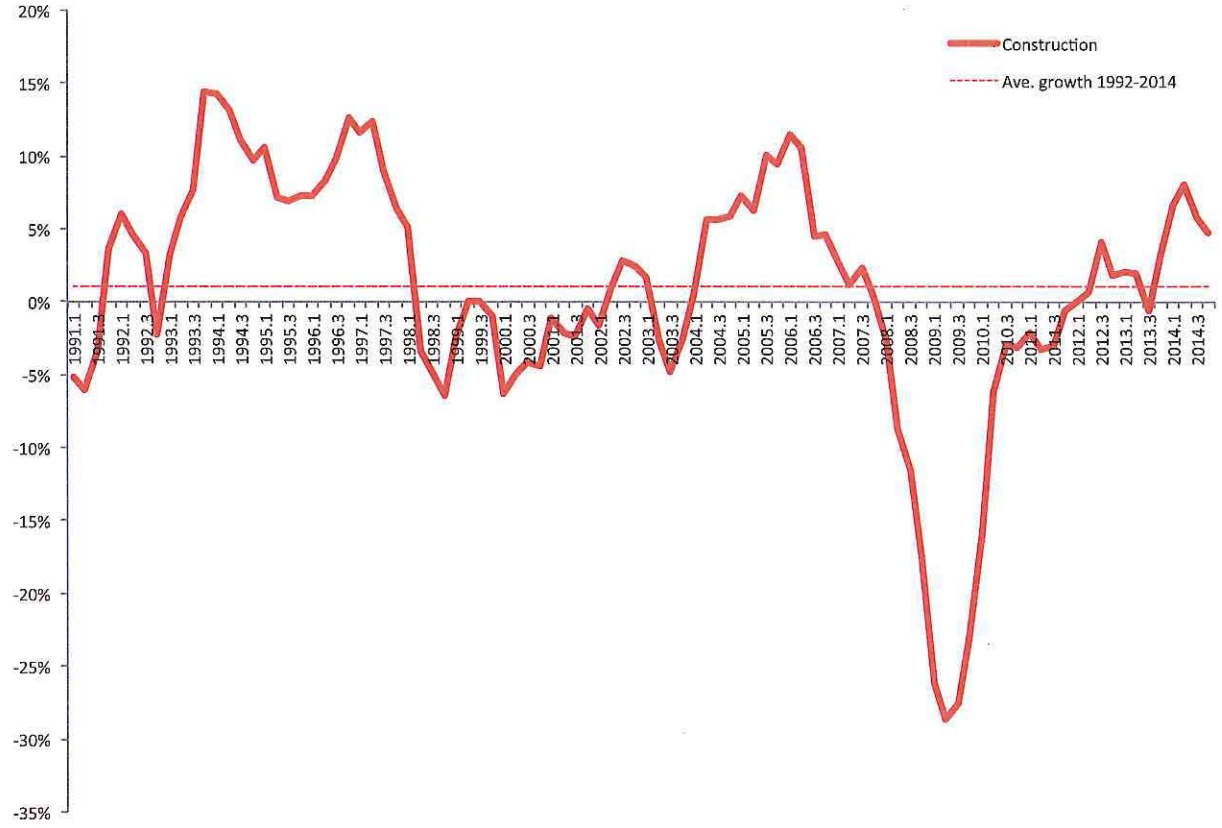


Source data: U.S. Bureau of Labor Statistics

Construction

The construction industry provides a relatively small share of the regions jobs (5,400 as of February 2015), typically less than 5% and currently about 3.6%, of all non-farm employment. But construction activity and employment serve as useful leading indicators for subsequent economic activity. Since 1992, the industry has had average annual employment growth of 0.1%, but growth is relatively volatile because of significant seasonality and variation driven by the business cycle. The industry currently provides about 5,700 jobs, with significant seasonal variation over the calendar year and business cycle. Since the beginning of the recession, the industry first exceeded this long-term growth trend in the third quarter of 2012, demonstrating similar or stronger growth through the end of 2014 (see Figure 3).

Figure 3: Year-over-year construction employment growth in the Eugene-Springfield MSA, 1991Q1-2014Q4

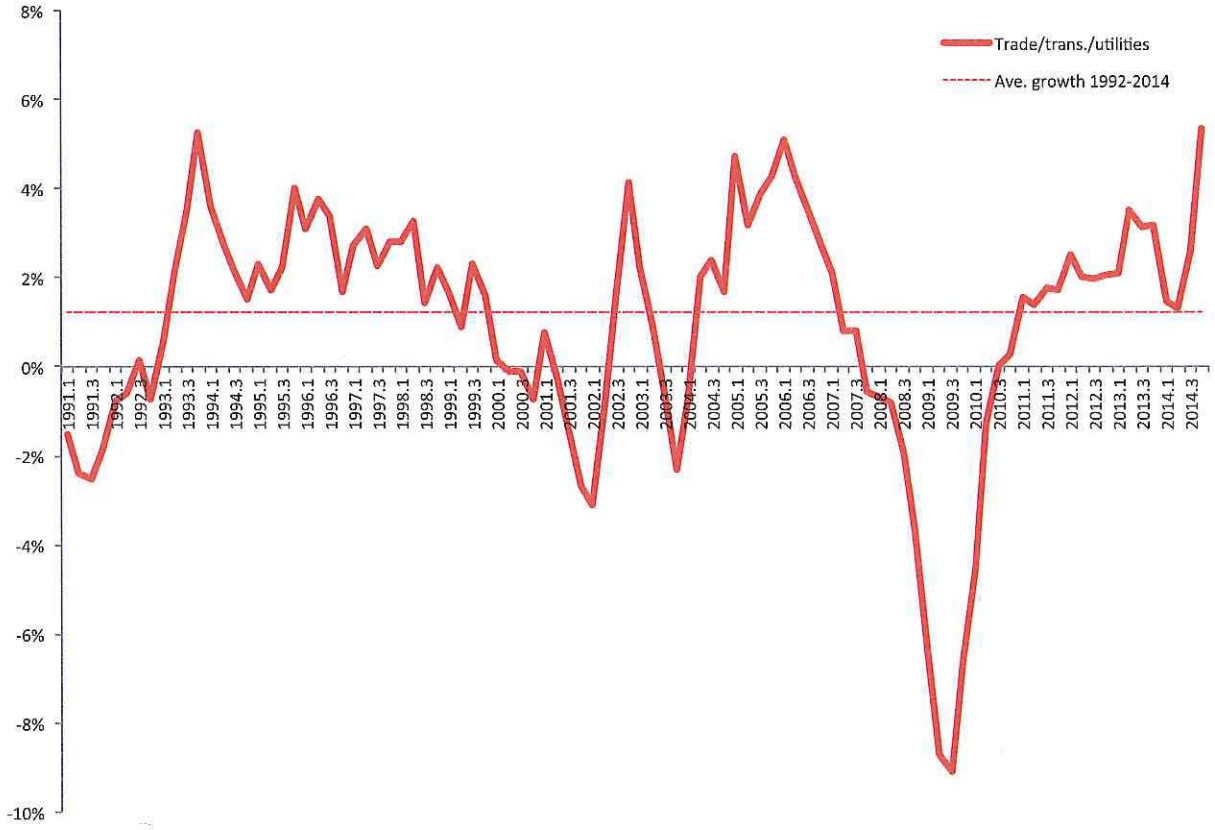


Source data: U.S. Bureau of Labor Statistics

Trade, transportation, and utilities

Together, the trade, transportation, and utilities industries provide nearly 20% of the region's jobs. As of February 2015, this sector provided 29,600 jobs, up nearly 8% (2,100 jobs) from a year earlier and 15% (4,000 jobs) from the low observed in 2010. Historically, the sector has demonstrated an average annual growth rate of 1.2%. The sector reached this benchmark in the first quarter of 2011, with year-over-year growth accelerating to about 5% in the last quarter of 2014 (see Figure 4).

Figure 4: Year-over-year trade/transportation/utilities employment growth in the Eugene-Springfield MSA, 1991Q1-2014Q4

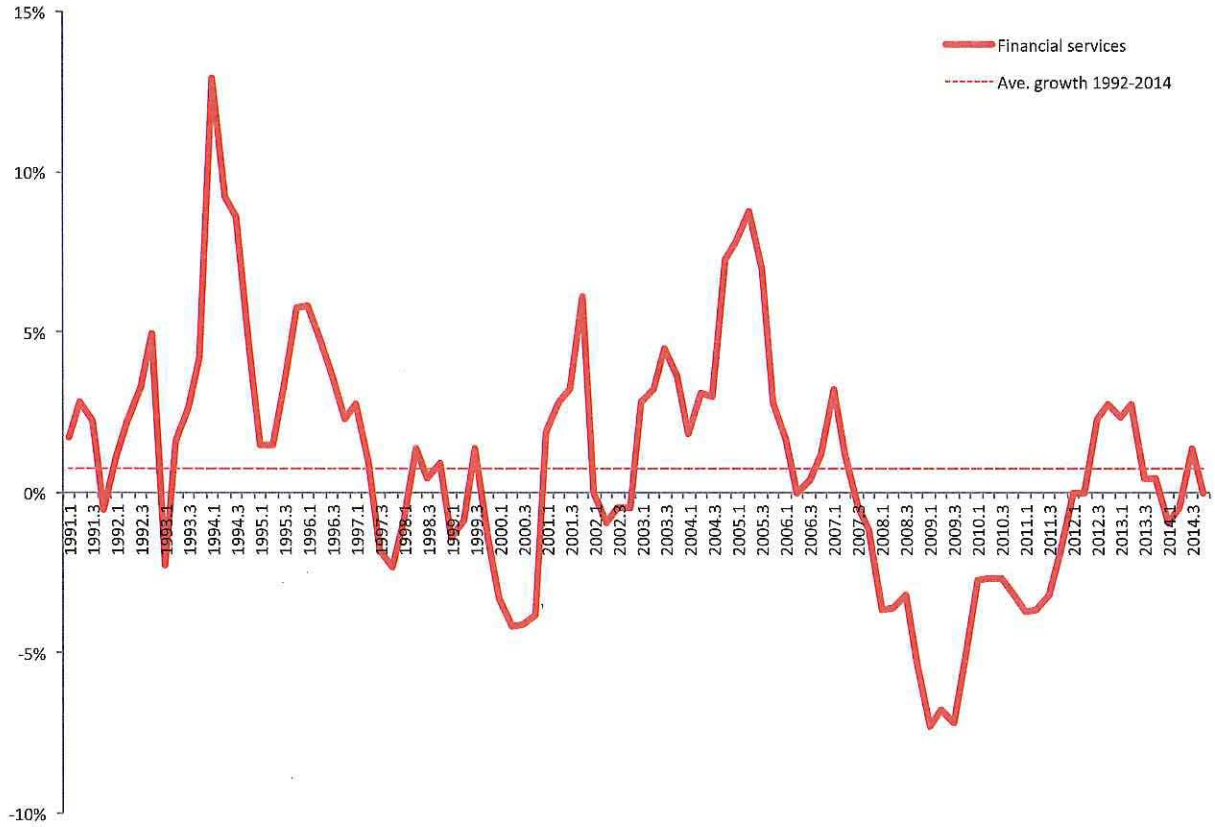


Source data: U.S. Bureau of Labor Statistics

Financial services

The financial services industry provides about 5% of jobs in the region (7,200 as of February 2015). One of the few signs of economic weakness we find in the employment indicators we consider, employment in the industry has recovered few of the jobs lost during the recession.

Figure 5: Year-over-year financial services employment growth in the Eugene-Springfield MSA, 1991Q1-2014Q4

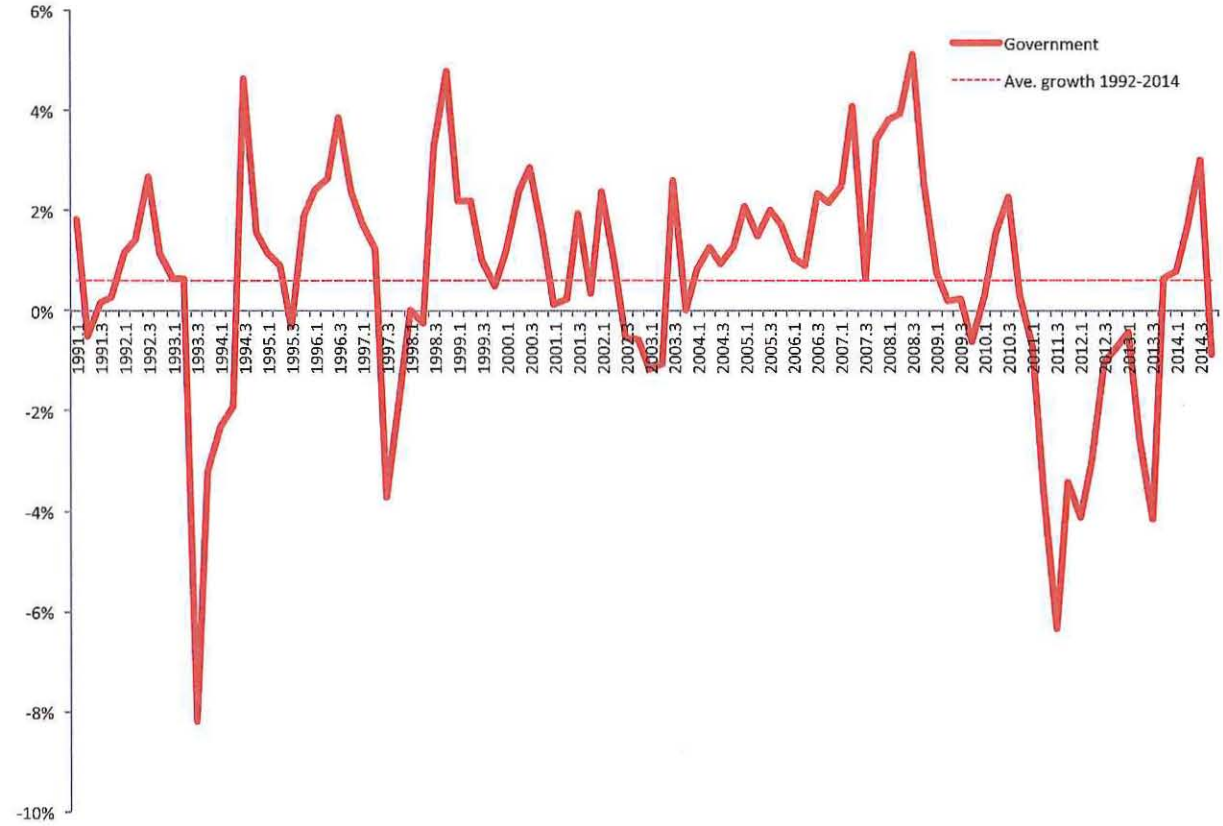


Source data: U.S. Bureau of Labor Statistics

Government

Government employment accounts for about 20% of the region's jobs, typically slightly more than the aggregate trade, transportation, and utilities sector. In February 2015, the sector provided 30,100 jobs in the region, a decrease of -1.3% from one year earlier. Due to the nature of public finance and the goals of government spending, the relationship between government employment and the business cycle differs considerably from those observed in the private sector. As illustrated in Figure 6, government employment started falling almost two years after total employment started to fall during the recession, and recent employment levels fall close to prerecessionary levels.

Figure 6: Year-over-year government employment growth in the Eugene-Springfield MSA, 1991Q1-2014Q4

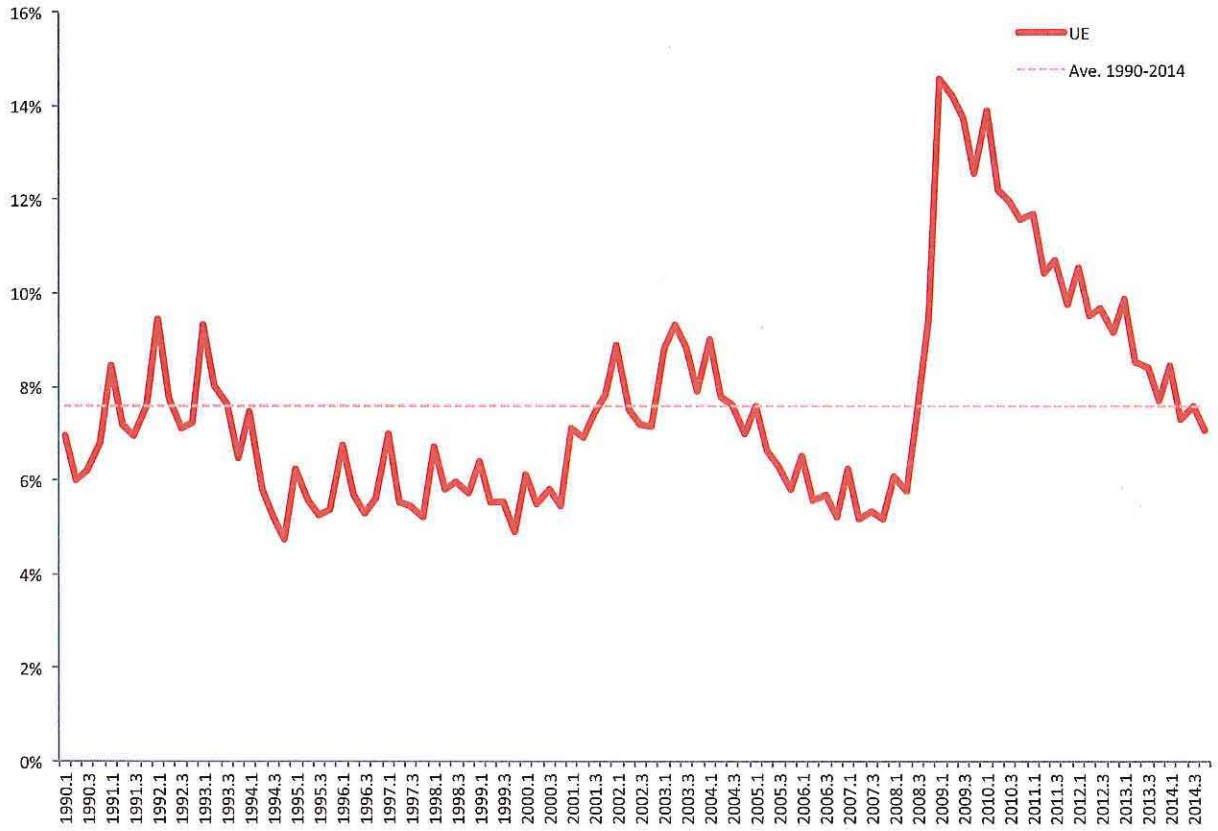


Source data: U.S. Bureau of Labor Statistics

Unemployment and labor force

The region's unemployment rate has fallen significantly from the recessionary peak of close to 15%, to 6.9% in the final quarter of 2014. This level has fallen below the region's average since 1990 (7.6%), and also finally falls well below peaks from the two prior recessions (see Figure 7).

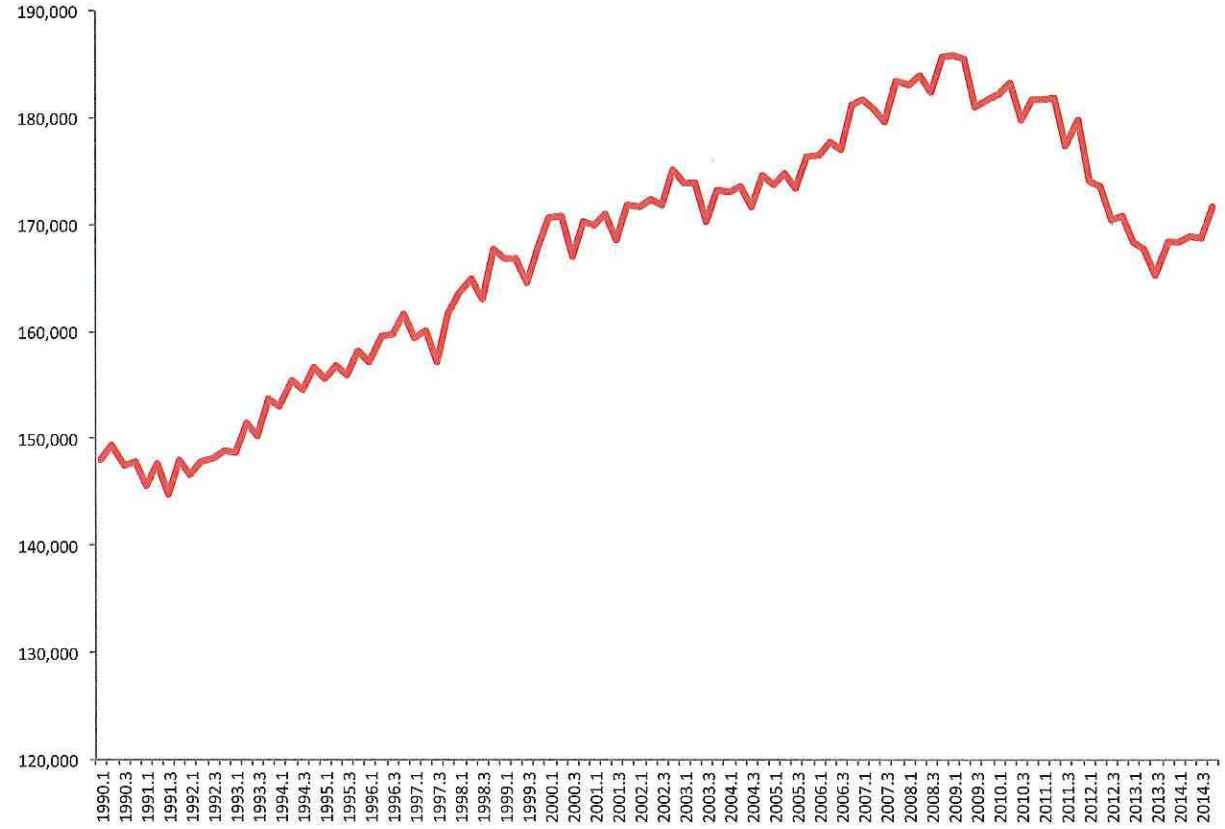
Figure 7: Unemployment rate for the Eugene-Springfield MSA (not seasonally adjusted), 1990Q1-2014Q4



Source data: U.S. Bureau of Labor Statistics

Last April, we noted that the encouraging trend in the unemployment rate masked continued decline in labor force participation. The most recent data indicate that growth in the labor force has also begun to rebound by regaining about one quarter of the decline observed since the peak in 2009. Numerous economic and demographic factors (e.g., increased postsecondary enrollment by adults during the recession; retirement of the baby-boom generation and delayed entry into the labor force among the young) have contributed to the labor force declines observed in recent years, and remain an important counterpoint to the positive employment trends. As we noted last April, however, "quantifying the relative magnitude of these factors is difficult at the local level, and debate continues regarding the specific drivers of falling labor force participation even at the national level. In general, increasing labor force participation would suggest increasing confidence about employment prospects among potential job seekers."

Figure 8: Eugene-Springfield MSA labor force (not seasonally adjusted), 1990Q1-2014Q4



Source data: U.S. Bureau of Labor Statistics

Personal income

We assess trends in local personal income by place of residence (POR) and earnings by place of work (POW). The former identifies the income of the region's residents, while the latter identifies income earned in the region. On net, about 1 percent of the earnings of area residents is earned outside of the region. We also consider wage and salary earnings and proprietors' income separately. Proprietors' income serves as a proxy for income earned by small businesses, income separately. Particularly for smaller regions, all personal income measures should be evaluated with caution because of ambiguities inherent in income reporting (e.g., for reporting purposes individuals and businesses can control when they realize some components of income). All income data are expressed in real terms using 2014 dollars.

Personal income by place of residence, by place of work, and wage and salary income

Compared to prerecession peaks, in real terms, per capita total personal income by POR fell by 5.0%, per capita earnings by POW by 4.7%,[4] and per capita wage and salary by 13.4% to reach recessionary lows in 2008 and 2009, respectively. These measures had recovered somewhat

[4] We calculate POW per capita earnings as the ratio of total POW earnings to the resident population used to calculate per capita POR personal income.

through 2013, as summarized in Table 2, below. The table compares 2013 to 2007 to provide a consistent baseline for reporting change. As noted above, the timing of the prerecession peak varies by metric.

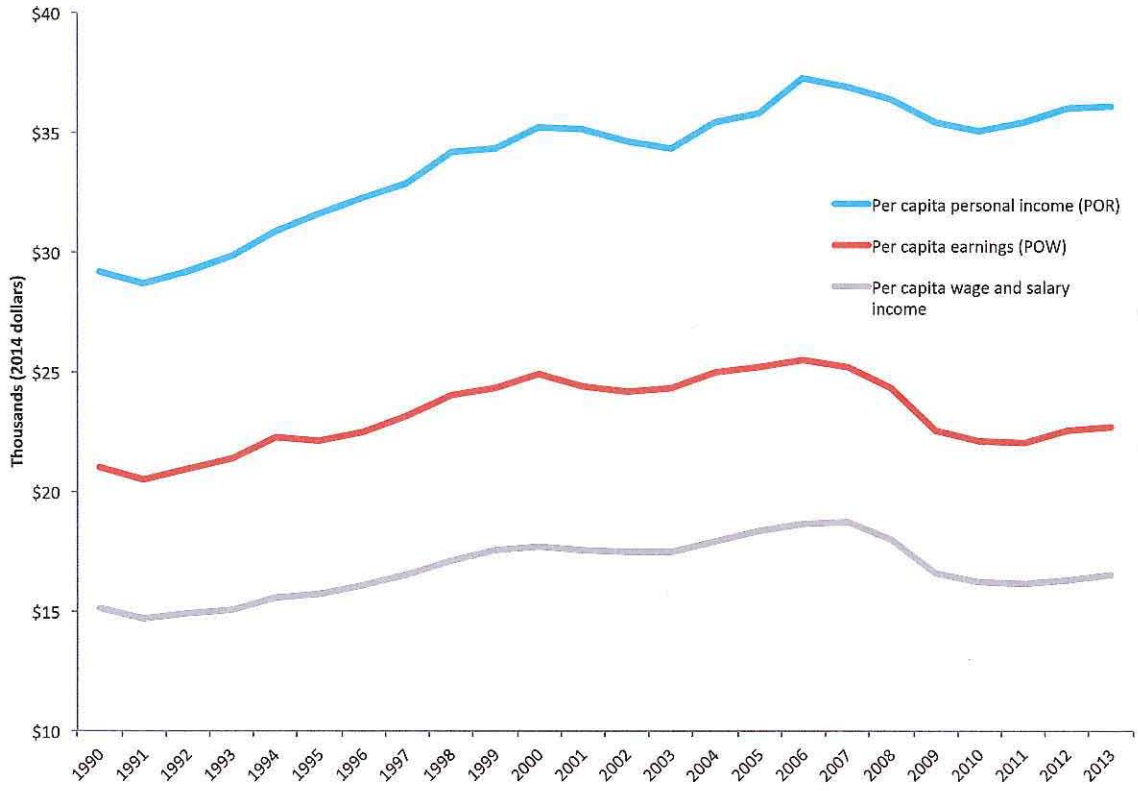
Table 2: Summary of recent trends in real personal income

	Personal income (POR)		Earnings (POW)		Wage and salary	
	Aggregate (1,000s of $)	Per capita	Aggregate (1,000s of $)	Per capita	Aggregate (1,000s of $)	Per capita
2007	$12,733,304	$36,925	$8,684,479	$25,184	$6,456,326	$18,722
2013	$12,859,599	$36,101	$8,102,801	$22,747	$5,878,909	$16,504
% change 2007 to 2013	0.99%	-2.23%	-6.70%	-9.68%	-8.94%	-11.85%
% change 2011 to 2013	0.59%	0.11%	1.22%	0.74%	1.70%	1.22%

Source data: U.S. Bureau of Economic Analysis

Figure 9 displays the per capita personal income over time. As suggested in the figure, by 2013, per capita POR personal income had recovered 47% of the decline observed during the recession; per capita POW earnings began to recover; and per capita wage and salary income had recovered 11% of recessionary losses, consistent with relatively flat wage and salary growth at state and national levels.

Figure 9: Selected components of real per capita personal income in the Eugene-Springfield MSA, 1990-2013

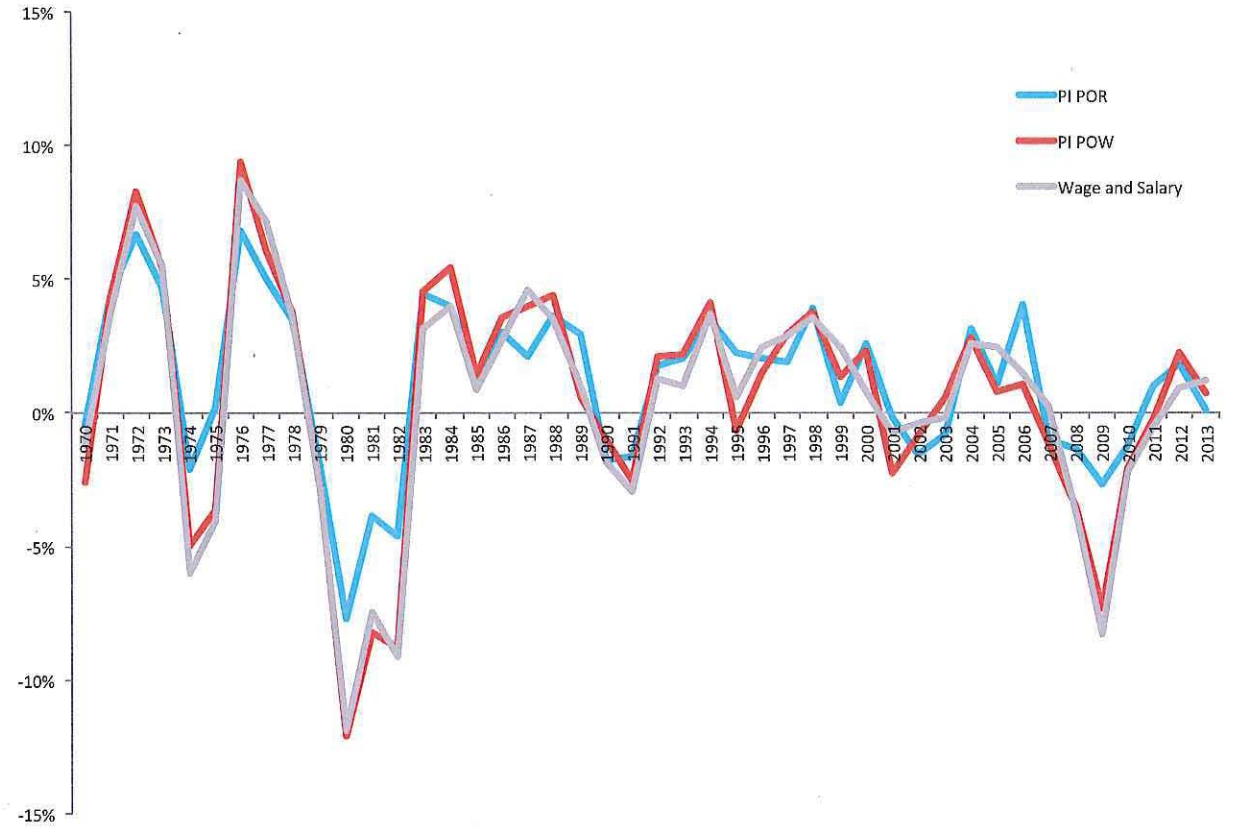


Source data: U.S. Bureau of Economic Analysis

Figure 10 shows growth rates for the per capita income measures identified in Figure 9. In 2013, growth in both POR personal income, and wage and salary income exceeded the annual average for 1970-2012. Per capita POR personal income grew by less than 1% (to $36,101), compared to the long-term average of 2.4%, while per capita wage and salary income grew by 1.7% (to $16,504), at nearly the same as the long-term annual average. POW earnings grew by 1.2% (to $22,747), compared to the long-term average of 1.8% per year.

The generally positive economic data from 2014 and early 2015 suggest stronger growth in personal income. As employment growth increases, the personal income measures also tend on average to show increased growth.[5]

Figure 10: Growth rates for selected components of real per capita personal income in the Eugene-Springfield MSA, 1990-2013



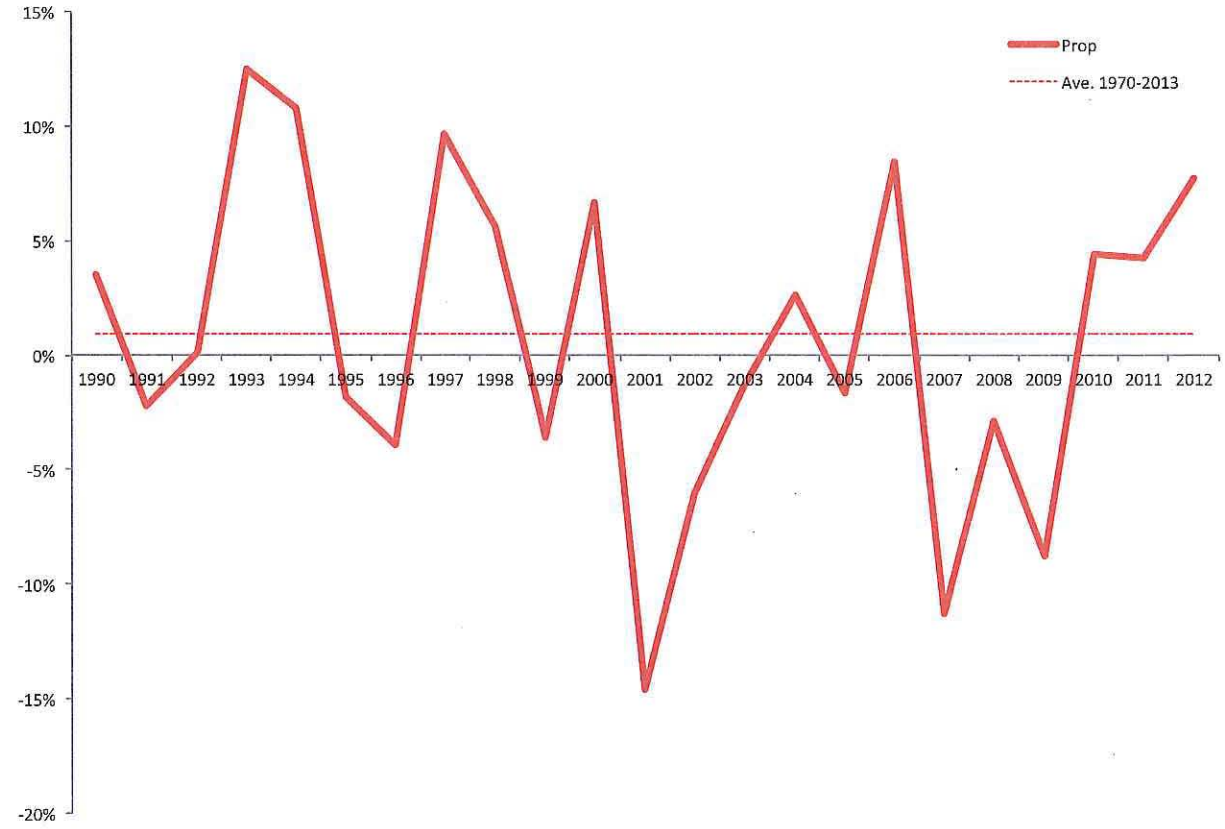
Source data: U.S. Bureau of Economic Analysis

[5] In our earlier analysis, we found the correlation between annual employment growth and growth in the three per capita measures of personal income are 0.76 (POR personal income), 0.62 (POW earnings), and 0.84 (wage and salary income). Each correlation measures the strength of the relationship between two variables. A value of 1.0 would mean that the two variables always move in the same direction and always by the same relative magnitude; a value of 0.0 means that the variables are unrelated; a value of -1.0 means that the variables always move in opposite directions by the same relative magnitude

Proprietors' income

Proprietors' income in the Eugene-Springfield MSA totaled $890 million (2014 dollars) and had recovered 82% of the loss between the prerecession peak of $924 million (2014 dollars) in 2006 and the low of $735 million in 2009 (2014 dollars). Between 2012 and 2013 proprietors' income grew in real terms by 2.9%, well above the 1970-2012 average of 1.0% for this relatively volatile indicators. Figure 11 displays historical growth rates in proprietors' income for the region.

Figure 11: Annual growth in proprietors' income in the Eugene-Springfield MSA, 1990-2013

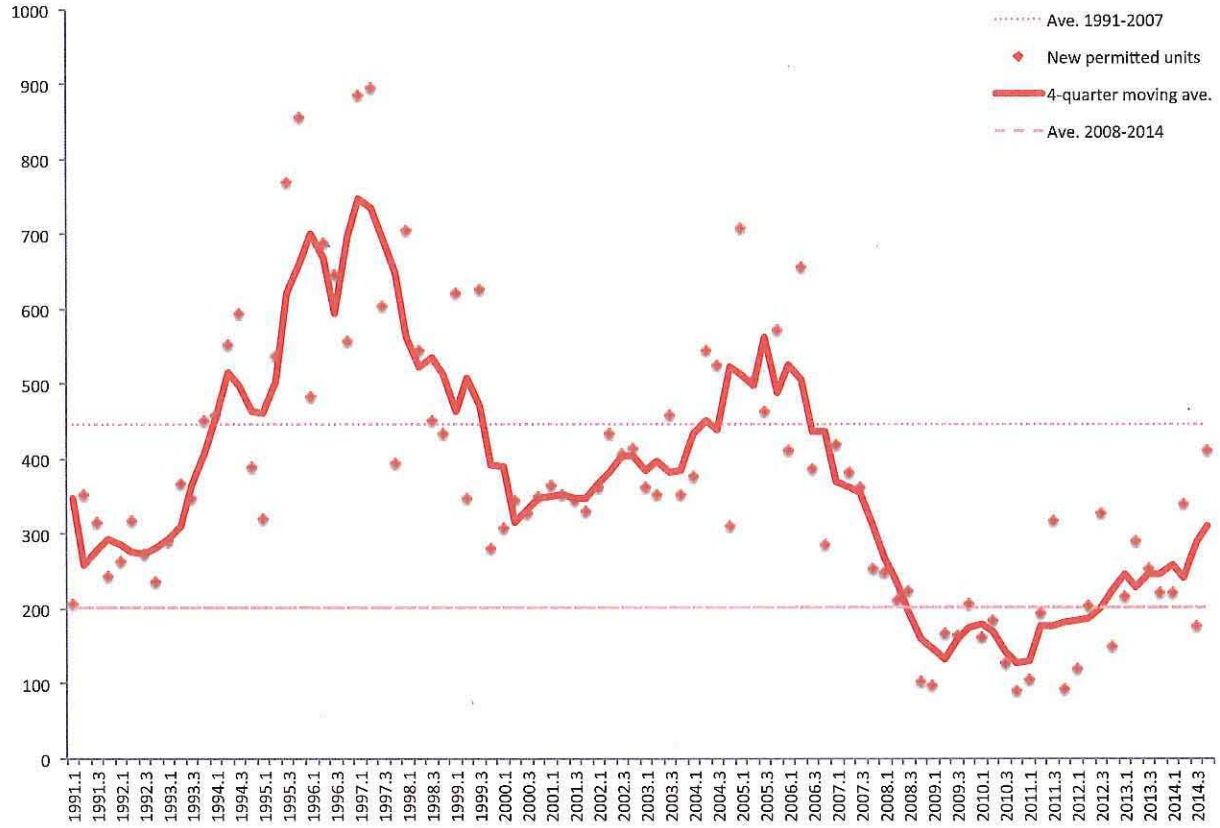


Source data: U.S. Bureau of Economic Analysis

Residential housing permits

Residential construction, as measured by the number of new permitted housing units, has recovered considerably from recessionary lows, but permit activity remains far below prerecession averages. In 2014, permits for 1154 units were issued, compared to 569 in 2010, the lowest level since at least 1988. Prior to the recession, annual totals averaged about 1,800, or about 450 per quarter. Since 2008, annual permit totals fell below 800 until 2012. Figure 12 displays these data on a quarterly basis, which underscores recent upward trends.

Figure 12: New residential units permitted in the Eugene-Springfield MSA, 1991-2014



Source data: U.S. Census Bureau

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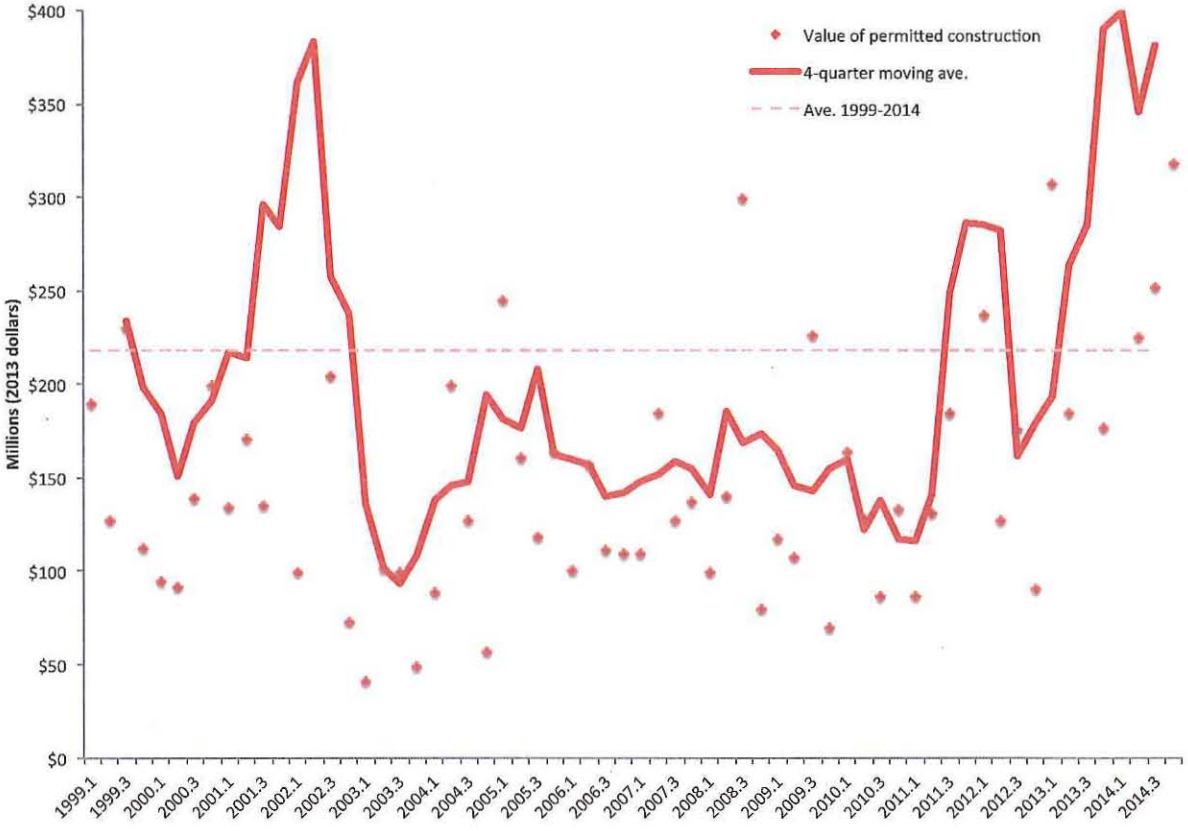
Industrial construction

Industrial permit activity demonstrates significantly more volatility than residential construction, driven in part by the presence or absence of large projects permitted during any given period. For this report, we utilized data from the City of Eugene and the City of Springfield.

For Eugene, we find that the value of recently permitted industrial construction exceeds the longer-term average by a wide margin, continuing an upturn we identified last April, and as illustrated in Figure 13. We note that value per permitted site has also risen (data not shown). The total number of permitted projects in 2014 (1,814) was just below the annual average observed between 1999 and 2014 (2,016).

Figure 13: Value of new permitted industrial construction, City of Eugene, 1999-2014

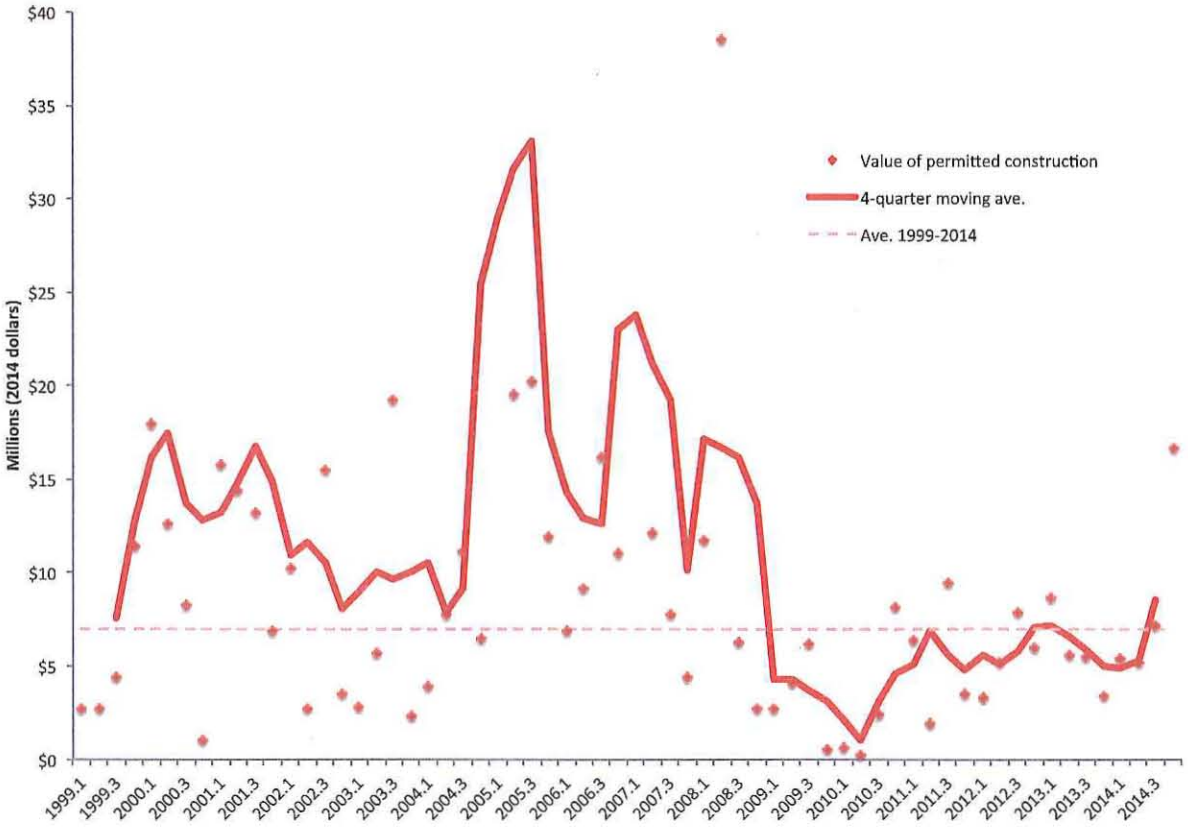


Source data: City of Eugene

For Springfield, we find that the value of permitted industrial construction only very recently rose above longer-term average, as illustrated in Figure 14. The average permit value has not risen above the levels seen in 2008, during the last construction peak. The total number of permitted projects in 2014 (341), which is well above the annual average of 226 permits observed between 1999 and 2014. The value of newly permitted industrial construction in

Springfield comprises a small share of the total for the cities of Eugene and Springfield combined.

Figure 14. Value of new permitted industrial construction, City of Springfield, 1999Q1-2014Q4

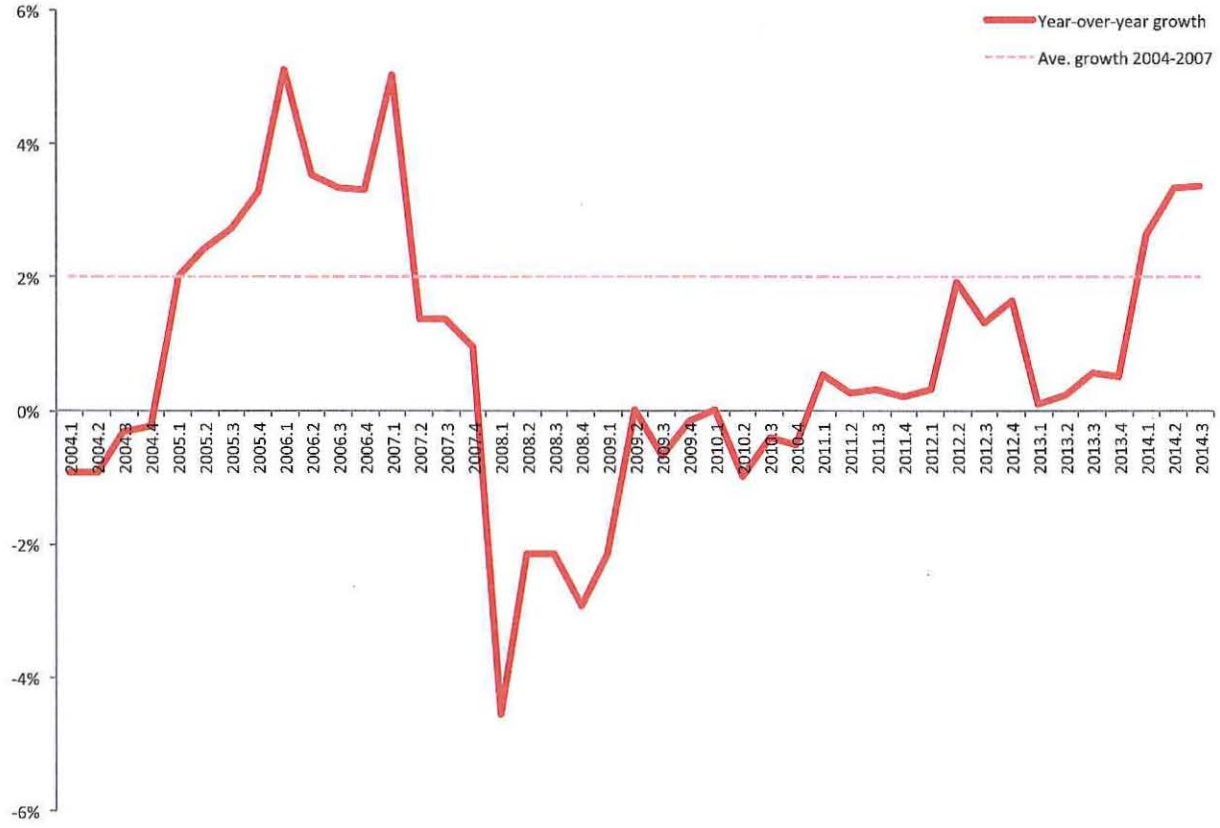


Source data: City of Springfield

Business establishments

The Bureau of Labor Statistics provides quarterly counts of business establishments. These counts provide another useful indication of the state of the economy. As of the most recent, preliminary data from the third quarter of 2014, the region had 11,174 business establishments, almost reaching the peak of 11,178 observed at the beginning of 2007 and 7.2% higher than the low point of 10,419 observed in 2010. In recent quarters, year-over-year growth has hovered close to the 2% average growth rate observed between 2004 and 2007 (see Figure 15).

Figure 15: Year-over-year growth in business establishments in the Eugene-Springfield MSA, 2004Q1-2014Q3



Source data: U.S. Bureau of Labor Statistics

AGENDA ITEM SUMMARY

DATE OF MEETING: May 11, 2015

ITEM TITLE: EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(e)

PREPARED BY: Andy Vobora, Director of Customer Services and Planning, and
Tom Schwetz, Service Planning Manager

ACTION REQUESTED: That the Board move into Executive (non-public) Session pursuant to ORS 192.660(2)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

ATTACHMENT: None

PROPOSED MOTION: I move that the LTD Board of Directors meet in Executive Session pursuant to ORS 192.660 (2)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

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