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Public notice was given to *The Register-Guard* for publication on February 7 and March 9, 2008

**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
PUBLIC HEARING ON FARES AND SERVICE**

**Monday, March 10, 2008
5:30 p.m.**

**Bascom/Tykeson Rooms
Eugene Public Library
100 W. 10th Avenue, Eugene**

A G E N D A

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 - Each speaker is limited to three (3) minutes.
 - 4. Closing of Public Hearing
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| VII. | WORK SESSION – WEST EUGENE PROJECT RANGE OF ALTERNATIVES FOR FURTHER STUDY (20-25 minutes, if time permits) | 9 |
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AGENDA ITEM SUMMARY

DATE OF MEETING: March 10, 2008

ITEM TITLE: PUBLIC HEARING ON FISCAL YEAR 2008-09 PRICING PLAN

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: Conduct a public hearing on 2008-09 pricing plan recommendations

BACKGROUND: The Board has received written testimony, and on February 11, 2008, oral testimony was given in reaction to the 2008-09 pricing plan recommendations. Based on testimony and Board discussion, staff will present the list of recommended changes and will ask the Board to hold a public hearing. Following the hearing, staff will ask the Board for final direction in preparation for the Board meeting on March 19, 2008. At the March 19 meeting, staff will present a revised fare ordinance for Board action.

The following list of changes is being recommended:

- Increase the adult cash fare from \$1.25 to \$1.50.
- Increase the youth, senior, and half-fare cash fare from 60 cents to 75 cents.
- Increase the adult Day Pass price from \$2.50 to \$3.00.
- Increase the youth, senior, and half-fare Day Pass price from \$1.20 to \$1.50.
- Increase the RideSource fare from \$2.50 per trip to \$3.00 per trip.
- Increase 2009 Group Pass rates by 8.8 percent.
- Lower the qualifying age for Honored Riders from age 70 to age 65. In conjunction with this change, raise the senior fare age from age 62 to age 65 and phase in implementation over a three-year period.
- Increase the holiday taxi reimbursement amount from \$10.00 to \$20.00.

RESULTS OF RECOMMENDED ACTION: Staff will prepare a revised fare ordinance for Board action on March 19, 2008.

ATTACHMENTS: Background on FY 2008-09 Pricing Plan Recommendation

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 10, 2008

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND: This agenda item provides a formal opportunity for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

Annual Route Review 2008 -- Service Change Summary for FY 08-09

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change
Phase One Items (RiverBend)							
12	Extend routing to International Way	10.5	8.5	6.3	4,169	1.33%	
12	Increase frequency to 20 min. WK 1:00 p.m. - 6:00 p.m.	10.0			3,060	0.98%	
12	Add two a.m. outbound trips (7:15 a.m. & 7:45 a.m.)	1.7			511	0.16%	
Total of Phase One Items					7,740		2.47%
Adjustments							
system	Contingency	4.0			1,224	0.39%	
Misc.	Running time adjustments to various routes				43	0.01%	
93	New routing (less reservoir loop)	-1.7	-0.5		-561	-0.18%	
95	New routing base (including #95x service)	-3.1	-0.6		-971	-0.31%	
96	New routing & start first trip later at 6:30 a.m.	0.0			-5	0.00%	
Deletions							
3x	AM - delete 5:32 a.m. & 5:58 a.m. trips	-1.0			-255	-0.08%	
3x	PM - delete 3 trips (2:08 p.m. & 2:38 p.m. & 6:08 p.m.)	-1.9			-472	-0.15%	
7x	Delete 8:30 a.m., 9:00 a.m., 5:35 p.m. & 6:05 p.m. trips	-1.3			-386	-0.12%	
28	Delete Saturday service		-6.0		-374	-0.12%	
60	Delete evening VRC routing	-0.3			-98	-0.03%	
75x	Delete route	N/A			N/A	0.00%	
95x	Incorporated into #95 service (see #95)	0.0			0	0.00%	
Additions							
78	Add short-line inbound trip to arrive at 9:40 a.m.	0.4			81	0.03%	
93	Add 6:40 a.m. trip	1.3			383	0.12%	
93	Add 6:30 p.m. trip	1.2			358	0.11%	
Total of Phase Two Items					-1,033		-0.33%

Annual Route Review 2008 -- Service Change Summary for FY 08-09

Priority Items	Phase One	Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	SAC Points	Comments
*	X	12	Extend routing to International Way	10.5	8.5	6.3	4,169	1.33%		n/a	
*	X	12	Increase frequency to 20 min. WK 1:00 p.m. - 6:00 p.m.	10.0			3,060	0.98%		n/a	
*	X	12	Add two a.m. outbound trips (7:15 a.m. & 7:45 a.m.)	1.7			511	0.16%		n/a	
							7,740	2.47%	2.47%		
Adjustments											
*		system	Contingency	2.0			612	0.20%		n/a	
*		system	Contingency	2.0			612	0.20%		97	
*		Misc.	Running time adjustments to various routes				43	0.01%		n/a	
*		93	New routing (less reservoir loop)	-1.7	-0.5		-561	-0.18%		n/a	
*		95	New routing base (including #95x service)	-3.1	-0.6		-971	-0.31%		n/a	
*		96	New routing & start first trip later at 6:30 a.m.	0.0			-5	0.00%		n/a	
Deletions											
		3x	AM - delete 5:32 a.m. trip	-0.5			-120	-0.04%		3	5:32 a.m. trip = 3.2 boardings
*		3x	AM - delete 5:32 a.m. & 5:58 a.m. trips	-1.0			-255	-0.08%		10	5:58 a.m. trip = 6.2 boardings
		3x	PM - delete one trip (2:38 p.m.)	-0.6			-158	-0.05%		1	2:08 p.m. trip = 9.4 boardings
		3x	PM - delete two trips (2:38 p.m. & 6:08 p.m.)	-1.2			-316	-0.10%		5	2:38 p.m. trip = 5.0 boardings
*		3x	PM - delete 3 trips (2:08 p.m. & 2:38 p.m. & 6:08 p.m.)	-1.9			-472	-0.15%		8	6:08 p.m. trip = 6.9 boardings
*		7x	Delete 8:30 a.m., 9:00 a.m., 5:35 p.m. & 6:05 p.m. trips	-1.3			-386	-0.12%		14	figures adjusted to reflect LTD's 65% contribution
*		28	Delete Saturday service		-6.0		-374	-0.12%		13	
*		60	Delete evening VRC routing	-0.3			-98	-0.03%		14	
		75x	Delete route	N/A			N/A	0.00%		n/a	cost paid by Peace Health
*		95x	Incorporated into #95 service (see #95)	0.0			0	0.00%		n/a	
Additions											
*		41	Add full trips to 8:45 p.m. & 9:45 p.m. trips; extend last trip	1.9	2.1	0.7	681	0.22%		110	
		43	Extend to full trips for 8:45 p.m. & 9:45 p.m. trips								
		52	Add 6:45 a.m. outbound trip	0.3			77	0.02%		11	
*		52	Add 7:15 a.m. outbound trip	0.3			84	0.03%		82	
*		78	Add shortline IB trip to arrive at 9:40 a.m.	0.4			81	0.03%		88	
		78	Run during summer	7.7			628	0.20%		2	
*		93	Add 6:40 a.m. trip	1.3			383	0.12%		91	
*		93	Add 6:30 p.m. trip	1.2			358	0.11%		55	
*		95	Weekday - add new pm trip	1.2			367	0.12%		57	
*		95	Saturday - add midday trip		1.2		73	0.02%		50	
		98	Add east side of Creswell & Saginaw exits to route	1.2	0.0	0.0	358	0.11%		0	
							172	0.05%			
Items Under Continuing Consideration											
		Breeze	Restore Saturday service (1/2 hour frequency)		11.6		724	0.23%		36	
		25	Restore weekday non-peak trips (5)	3.8			1,148	0.37%		1	
		33	Restore weekday mid-day trips (5)	2.1			643	0.21%		2	
		misc.	Add 6:00 p.m./7:00 p.m. SA trips (13, 30, 40, 51, 67, 73)		8.7		540	0.17%		2	
		misc.	Restore Weekday 11:40 p.m. departures	10.5			2,670	0.85%		23	
		misc.	Restore Saturday 11:40 p.m. departures		12.5		650	0.21%		2	
		misc.	Restore Weekday 6:00 a.m. departures	3.6			926	0.30%		22	

Annual Route Review 2008 -- Service Change Summary for FY 08-09

Priority Items	Phase One	Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	SAC Points	Comments
*	X	12	Extend routing to International Way	10.5	8.5	6.3	4,169	1.33%		n/a	
*	X	12	Increase frequency to 20 min. WK 1:00 p.m. - 6:00 p.m.	10.0			3,060	0.98%		n/a	
*	X	12	Add two a.m. outbound trips (7:15 a.m. & 7:45 a.m.)	1.7			511	0.16%		n/a	
							7,740	2.47%	2.47%		
Deletions											
*		75x	Delete route	N/A			N/A	0.00%		n/a	cost paid by Peace Health
*		95x	Incorporated into #95 service (see #95)	0.0			0	0.00%		n/a	
*		7x	Delete 8:30 a.m., 9:00 a.m., 5:35 p.m. & 6:05 p.m. trips	-1.3			-386	-0.12%		14	figures adjusted to reflect LTD's 65% contribution
*		60	Delete evening VRC routing	-0.3			-98	-0.03%		14	
*		28	Delete Saturday service		-6.0		-374	-0.12%		13	
*		3x	AM - delete 5:32 a.m. & 5:58 a.m. trips	-1.0			-255	-0.08%		10	5:58 a.m. trip = 6.2 boardings
*		3x	PM - delete 3 trips (2:08 p.m. & 2:38 p.m. & 6:08 p.m.)	-1.9			-472	-0.15%		8	6:08 p.m. trip = 6.9 boardings
		3x	PM - delete two trips (2:38 p.m. & 6:08 p.m.)	-1.2			-316	-0.10%		5	2:38 p.m. trip = 5.0 boardings
		3x	AM - delete 5:32 a.m. trip	-0.5			-120	-0.04%		3	5:32 a.m. trip = 3.2 boardings
		3x	PM - delete one trip (2:38 p.m.)	-0.6			-158	-0.05%		1	2:08 p.m. trip = 9.4 boardings
			Total Deletions				-1,585	-0.51%			
Adjustments, Additions, & Items Under Continuing Consideration											
*		system	Contingency	2.0			612	0.20%	-0.31%	n/a	
*		Misc.	Running time adjustments to various routes				43	0.01%	-0.30%	n/a	
*		93	New routing (less reservoir loop)	-1.7	-0.5		-561	-0.18%	-0.48%	n/a	
*		95	New routing base (including #95x service)	-3.1	-0.6		-971	-0.31%	-0.79%	n/a	
*		96	New routing & start first trip later at 6:30 a.m.	0.0			-5	0.00%	-0.79%	n/a	
*		41	Add full trips to 8:45 p.m. & 9:45 p.m. trips; extend last trip	1.9	2.1	0.7	681	0.22%	-0.57%	110	
		43	Extend to full trips for 8:45 p.m. & 9:45 p.m. trips								
*		system	Contingency	2.0			612	0.20%	-0.37%	97	
*		93	Add 6:40 a.m. trip	1.3			383	0.12%	-0.25%	91	
*		78	Add shortline IB trip to arrive at 9:40 a.m.	0.4			81	0.03%	-0.23%	88	
*		52	Add 7:15 a.m. outbound trip	0.3			84	0.03%	-0.20%	82	
*		95	Weekday - add new pm trip	1.2			367	0.12%	-0.08%	57	
*		93	Add 6:30 p.m. trip	1.2			358	0.11%	0.03%	55	
*		95	Saturday - add midday trip		1.2		73	0.02%	0.05%	50	
		Breeze	Restore Saturday service (1/2 hour frequency)		11.6		724	0.23%	0.29%	36	
		misc.	Restore Weekday 11:40 p.m. departures	10.5			2,670	0.85%	1.14%	23	
		misc.	Restore Weekday 6:00 a.m. departures	3.6			926	0.30%	1.43%	22	
		52	Add 6:45 a.m. outbound trip	0.3			77	0.02%	1.46%	11	
		78	Run during summer	7.7			628	0.20%	1.66%	2	
		33	Restore weekday mid-day trips (5)	2.1			643	0.21%	1.86%	2	
		misc.	Add 6:00 p.m./7:00 p.m. SA trips (13, 30, 40, 51, 67, 73)		8.7		540	0.17%	2.04%	2	
		misc.	Restore Saturday 11:40 p.m. departures		12.5		650	0.21%	2.24%	2	
		25	Restore weekday non-peak trips (5)	3.8			1,148	0.37%	2.61%	1	
		98	Add east side of Creswell & Saginaw exits to route	1.2	0.0	0.0	358	0.11%	2.72%	0	

Annual Route Review 2008 -- Service Change Summary for FY 08-09

Priority Items	Phase One	Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	SAC Points	Comments
*	X	12	Extend routing to International Way	10.5	8.5	6.3	4,169	1.33%		n/a	
*	X	12	Increase frequency to 20 min. WK 1:00 pm - 6:00 pm	10.0			3,060	0.98%		n/a	
*	X	12	Add two a.m. outbound trips (7:15 a.m. & 7:45 a.m.)	1.7			511	0.16%		n/a	
							7,740	2.47%	2.47%		
Adjustments											
*	system		Contingency	2.0			612	0.20%		n/a	
	system		Contingency	2.0			612	0.20%			
*	Misc.		Running time adjustments to various routes				43	0.01%		n/a	
							0	0.00%			
*		93	New routing (less reservoir loop)	-1.7	-0.5		-561	-0.18%		n/a	
*		95	New routing base (incl. #95x service)	-3.1	-0.6		-971	-0.31%		n/a	
*		96	New routing & start first trip later at 6:30	0.0			-5	0.00%		n/a	
							0	0.00%			
Deletions											
		3x	AM - delete 5:32 trip	-0.5			-120	-0.04%			0532 trip = 3.2 boardings
		3x	AM - delete 5:32 & 5:58 trips	-1.0			-255	-0.08%			0558 trip = 6.2 boardings
		3x	PM - delete one trip (1438)	-0.6			-158	-0.05%			1408 trip = 9.4 boardings
		3x	PM - delete two trips (1438 & 1808)	-1.2			-316	-0.10%			1438 trip = 5.0 boardings
		3x	PM - delete three trips (1408 & 1438 & 1808)	-1.9			-472	-0.15%			1808 trip = 6.9 boardings
		7x	Delete 8:30 a.m., 9:00 a.m., 5:35 p.m. & 6:05 p.m. trips	-1.3			-386	-0.12%			figures adjusted to reflect LTD's 65% contribution
		28	Delete Saturday service		-6.0		-374	-0.12%			
		60	Delete evening VRC routing	-0.3			-98	-0.03%			
*		95x	Incorporated into #95 service (see #95)	0.0			0	0.00%		n/a	
Additions											
		41	Add full trips to 20:45 & 21:45; extend last trip	1.20	1.2	0.7	446	0.14%			
		43	Extend to full trips for 20:45 & 21:45 trips	0.7	0.9		235	0.07%			
		52	Add 06:45 outbound trip	0.3			77	0.02%			
		52	Add 07:15 outbound trip	0.3			84	0.03%			
		78	Add shortline IB trip to arrive at 9:40	0.4			81	0.03%			
		78	Run during summer	7.7			628	0.20%			
		93	Add 6:45 a.m. trip	1.3			383	0.12%			
		93	Add 6:30 p.m. trip	1.2			358	0.11%			
		95	Weekday - add new pm trip	1.2			367	0.12%			
		95	Saturday - add midday trip		1.2		73	0.02%			
		98	Add east side of Creswell & Saginaw exits to route	1.2	0.0	0.0	358	0.11%			
				Total of Priority Items							
Items Under Continuing Consideration											
	Breeze		Restore Saturday service (1/2 hour frequency)		11.6		724	0.23%	0.23%		
	25		Restore weekday non-peak trips (5)	3.8			1,148	0.37%	0.60%		
	33		Restore weekday mid-day trips (5)	2.1			643	0.21%	0.80%		
	misc.		Add 1800/1900 SA trips (13, 30, 40, 51, 67, 73)		8.7		540	0.17%	0.97%		
	misc.		Restore Weekday 11:40 p.m. departures	10.5			2,670	0.85%	1.83%		
	misc.		Restore Saturday 11:40 p.m. departures		12.5		650	0.21%	2.03%		
	misc.		Restore Weekday 6:00 a.m. departures	3.6			926	0.30%	2.33%		
			TOTALS (All items included)				7,941		2.33%		

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 10, 2008
- ITEM TITLE:** PUBLIC HEARING: 2008-09 SERVICE RECOMMENDATIONS
- PREPARED BY:** Will Mueller, Service Planning Manager
- ACTION REQUESTED:** Conduct a Public Hearing on the service recommendations for FY 2008-09.
- BACKGROUND:** At the February 11, 2008, Board of Directors meeting, staff presented a service package for review by the Board, followed by a preliminary public hearing. During the March 10, 2008, meeting, staff will present a revised service package and the Board will hear additional public comment.
- Following the public hearing, staff will ask the Board for final direction. If the Board is comfortable with the service package and no additional research is needed prior to the March 19, 2008, Board meeting, staff will ask the Board to affirm the service package. This affirmation will allow customers in attendance to understand that the recommended service package will be adopted by the Board on March 19, 2008. Knowing the Board's direction will allow customers to decide whether or not they wish to attend the regular Board meeting on March 19, 2008.
- Included in this packet is the updated list of service changes being recommended by staff. The recommendation changed based upon staff and Board a review of public comment and a discussion of the District's long range financial plan. On February 20, 2008, staff discussed the recommended service package with the Board Service Committee and again with the full Board on February 20, 2008. The updated service package now results in only three service additions. The service additions for Routes 41/43 Barger/West 11th, Route 52 Irving, and Route 95 Junction City are no longer included. It should be noted that the service proposal for Route 95 Junction City remains as part of the service "adjustments" section of the proposal. The updated service package results in a reduction in service of 0.33 percent.
- If approved, the complete package of 2008-09 service changes will include the 2.47 percent increase in service for route 12 changes and the .33 percent decrease in service from the combination of changes from the Phase Two annual route review process. A net 2.14 percent service hour increase will be added.
- ATTACHMENT:** 2008 Annual Route Review Service Change Summary
- PROPOSED MOTION:** None

Draft Final
West Eugene EmX Extension Project
Alternatives Analysis/Draft Environmental Impact Statement
Range of Alternatives Report

1.0 Summary

This report provides a summary of the range of alternatives that will be studied further in the Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS) for the West Eugene EmX Extension Project as approved by the Lane Transit District (LTD) Board of Directors¹, with concurrence from the Federal Transit Administration².

In summary, the following modes and alignment alternatives are selected for further study in the project's AA/DEIS. (Appendix A provides a map illustrating the alignment alternatives selected for further study in the AA/DEIS.)³ Sections 2.0 and 3.0 of this report provide a summary of how and why these alternatives were screened, evaluated, and selected⁴.

Selected Mode Alternatives

- Transportation systems management (TSM) bus improvements
- Bus rapid transit (BRT)

Selected Alignment Alternatives (by Segment)

Segment A – Eugene Station to Garfield Street

Alternative 1 – 13th Avenue

Alternative 2 – 6th/7th Avenues

Segment B – Garfield Street to Beltline

Alternative 1 – 7th Place/Stewart Road

Alternative 3 – Amazon Channel

Alternative 4 – 11th Avenue

Segment C – West of Beltline Segment

Alternative 1 – 11th Avenue to Terry Street Loop

¹ This document is a draft prepared by LTD staff and will remain a draft pending review and approval (and possible modification) by the LTD Board of Directors that is scheduled for March 19, 2008.

² Once approved by the LTD Board of Directors, this document will be forwarded to the FTA for review and concurrence (and possible request for revision, which would be returned to the LTD Board of Directors for review and approval).

³ Note that for each alternative there are or may be one or more design options (relatively small-scale variations in the design of the alternative), which are not evaluated within this report or within the Scoping process. Design options will be developed, evaluated, and screened within the AA/DEIS phase of work, as needed and as appropriate. Where design options are currently known, a representative design option was generally used for the Scoping screening and evaluation process.

⁴ Note that the AA/DEIS will also evaluate a No-Build Alternative, which will use the existing fixed-route bus service extended into the project's forecast year, as required by the National Environmental Policy Act (NEPA).

2.0 Screening and Evaluation Process

Selection of the range of alternatives to be studied further in the AA/DEIS is the result of the project's Scoping process, which was initiated by FTA and LTD with publication of the project's notification to prepare an EIS (September 2007). Figure 1 provides an illustration of the steps that were used within Scoping to identify, screen, evaluate, and select the alternatives for further study. Following is a description of that screening and selection process.

In October 2007, LTD issued proposed alternatives for study in the project's AA/DEIS, which was: 1) announced in the *Eugene Register-Guard*, 2) described in a project newsletter, 3) distributed to the project's mailing list and on the project's web page, and 4) presented and discussed at the project's public Scoping meetings (held on October 8 and 9, 2007). The public and participating agencies and jurisdictions were invited to comment on the proposed range of alternatives, with a Scoping comment deadline of November 6, 2007.

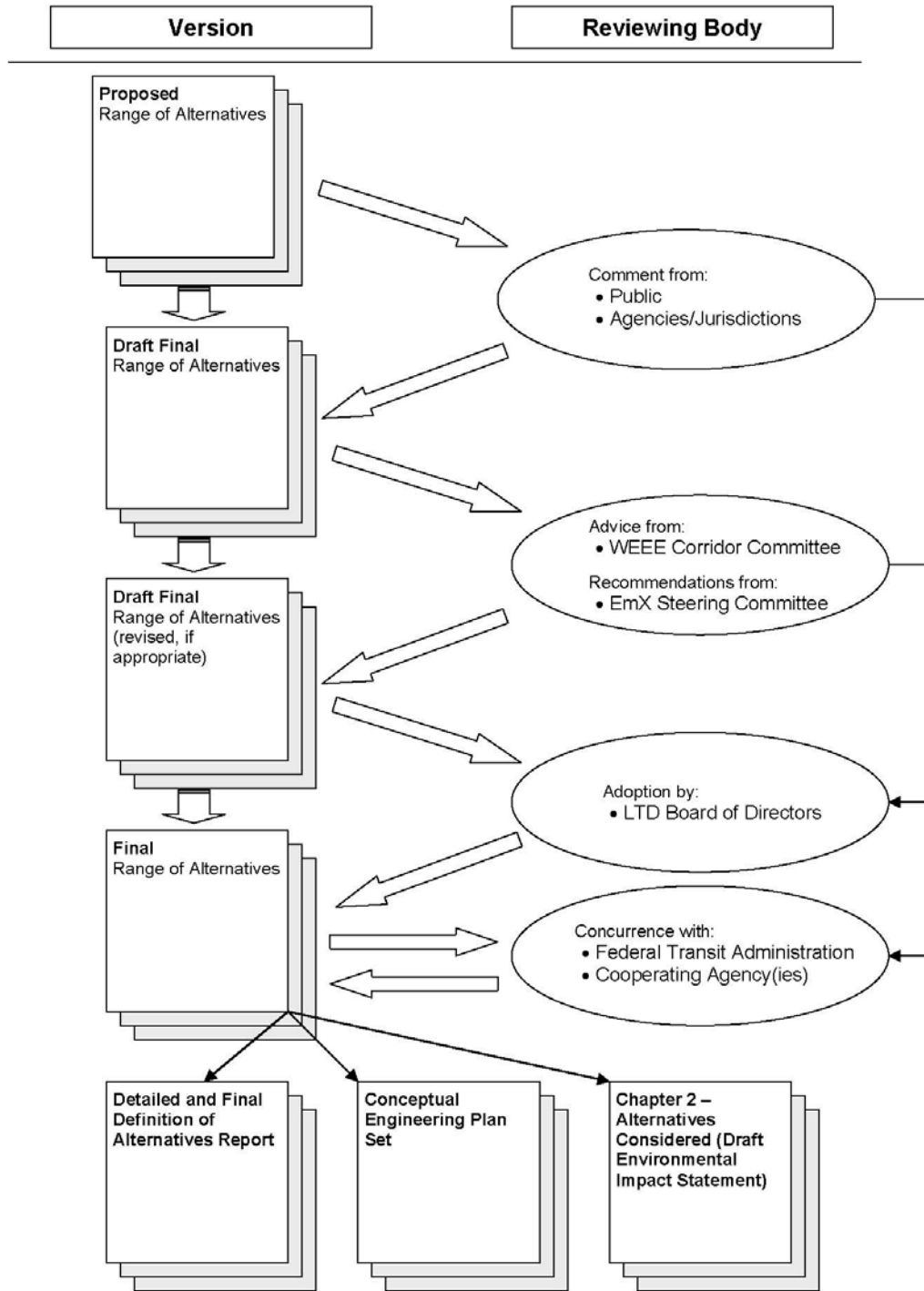
Following the close of the Scoping comment period, LTD staff reviewed and documented the comments received by LTD relating to the project's proposed alternatives. LTD staff then described those alternatives either as mode alternatives or alignment alternatives. In addition, LTD and FTA identified the screening and evaluation measures, based on the project's Purpose and Need Statement and Goal and Objectives, to be prepared for the proposed alternatives. In February 2008, LTD issued the draft *WEEE Project Scoping Screening of Alternatives Findings Report* (February 26, 2008), which summarizes the screening and evaluation measures for the proposed alternatives.

This draft final *WEEE Project AA/DEIS Range of Alternatives Report* was subsequently issued on February 27, 2008, for review and advice from the WEEE Corridor Committee as well as review and recommendations from the EmX Steering Committee. Advice and recommendations will be forwarded to the LTD Board of Directors.

This draft final report, or a revised version if appropriate, will be forwarded to the LTD Board of Directors for consideration and approval (and potential revision), at its March 19, 2008, meeting. Subsequent to its approval by the LTD Board of Directors, this report will be forwarded to the FTA Region 10 for review and concurrence (and potential revision). If revisions are proposed by FTA, they will be forwarded to the LTD Board of Directors. This report will not be final until agreement is reached between the LTD Board of Directors and FTA. Further, the LTD Board of Directors and FTA may modify the range of alternatives to be studied and documented in the AA/DEIS as new information is prepared and made known to them while the AA/DEIS is being prepared. Documentation of the alternatives studied in the AA/DEIS will occur in the Detailed/Final Definition of Alternatives Report, and Chapter 2 – Alternatives Considered of the DEIS, both of which will document and summarize the results of the project's Scoping process in relationship to the range of alternatives to be studied further in the AA/DEIS.

There are two steps or "tiers" in the Scoping process related to the selection of the range of alternatives to be studied further in the AA/DEIS:

Figure 1
Review and Adoption Process for the WEEE Project
Range of Alternatives



- Tier I Screening – based on the project’s Purpose and Need Statement; and
- Tier II Evaluation – using measures based on the project’s Goal and Objectives.

The next two sections of this report describe those two steps and the resulting range of alternatives to be studied further in the AA/DEIS. The purpose of this two-step process is to identify the range of reasonable (or promising) alternatives that adequately address the project’s Purpose and Need Statement. Tier I Screening is used to determine if the proposed alternatives adequately address the project’s Purpose and Need Statement. Tier II Evaluation is used to determine if the alternatives are reasonable or promising. These two sections summarize briefly the screening and evaluation measures used to reach these draft final determinations. More detail on the methods and measures used for this analysis may be found in the draft *WEEE Project Scoping Screening of Alternatives Findings Report*. The Executive Summary of the Findings Report can be found in Appendix B of this report, including summary maps of the alignment alternatives analyzed in Tier I Screening and Tier II Evaluation. Detailed maps illustrating the alignment alternatives may be found in the Findings Report.

3.0 Tier I Screening Results

This section summarizes the draft final results of the Tier I Screening, which is a determination of whether or not the proposed mode and alignment alternatives would adequately address the project’s Purpose and Need Statement. Following is the project’s Purpose and Need Statement⁵:

*The **Purpose** of the proposed West Eugene EmX Extension project is to implement high-capacity public transportation service, through bus rapid transit (BRT), in the West 11th Corridor (east/west) that is less hindered by congestion and that provides efficient, effective, dependable and visually appealing service throughout the life of the project.*

The **Need** for the project results from:

- Historic and projected increases in traffic congestion in the West 11th Corridor due to increases in regional and corridor population and employment;
- Lengthy transit travel times and deteriorating public transportation reliability in the West 11th Corridor due to growing traffic congestion;
- Increasing operating expenses, combined with increasingly scarce operating resources, while demanding more efficient public transportation operations;
- The decision in the Regional Transportation Plan (RTP) to implement a BRT strategy for the region;
- Recent removal of the West Eugene Parkway as a proposed regional project, further constraining future capacity on the corridor and increasing the need for public transportation-related options;
- The region’s growing reliance on public transportation to meet travel needs in the West 11th Corridor;

⁵ The version included herein includes FTA’s proposed revisions to the Final Purpose and Need Statement and Goal and Objectives, which was adopted by the LTD Board of Directors on December 19, 2007. This proposed revised version is scheduled to be considered for adoption by the LTD Board of Directors on March 19, 2008.

- Prioritization of the West 11th Corridor by the City of Eugene and LTD as the region's third BRT corridor;
- Local and regional land use and development plans, goals, and objectives that identify the West 11th Corridor for residential, commercial, retail, and industrial development to help accommodate forecasted regional population and employment growth; and
- Limitation of options for transportation improvements caused by the identification and protection of important resources in the natural and built environment in the West 11th Corridor, including but not limited to wetlands, rare plants, and animals and their habitat.

Each of the mode and alignment alternatives was assessed using the following Tier I screening measures to determine if they would adequately meet the project's Purpose and Need Statement:

- Would be within the east/west West 11th Corridor;
- Would primarily be a transit investment;
- Is BRT if it is a high capacity transit mode;
- Would improve transit travel time and reliability; and
- Would serve developed and/or developable land.

The following mode and alignment alternatives were found to adequately meet each of the five Tier I Screening measures (and thus the project's Purpose and Need Statement). Mode alternatives are not evaluated further in Tier II Evaluation and instead will advance into the AA/DEIS for further study. Note that the AA/DEIS will also include a No-Build Alternative, which will use the existing fixed-route bus service extended into the project's forecast year, as required by the National Environmental Policy Act (NEPA). The focus of the Tier II Evaluation is on the remaining (BRT) alignment alternatives that emerged from the Tier I Screening, as listed below.

Selected Mode Alternatives

- Transportation systems management (TSM) bus improvements
- Bus rapid transit (BRT)

Selected Alignment Alternatives to Advance into Tier II Evaluation

Segment A – Eugene Station to Garfield Street

- Alternative 1 – 13th Avenue
- Alternative 2 – 6th/7th Avenues
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue

Segment B – Garfield Street to Beltline

- Alternative 1 – 7th Place/Stewart Road
- Alternative 2 – 10th Avenue/11th Avenue
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue

Segment C – West of Beltline Segment

- Alternative 1 – 11th Avenue to Terry Street Loop
- Alternative 2 – 11th Avenue to Veneta

The following mode and alignment alternatives will not advance into Tier II Evaluation for further study, based upon not meeting one or more elements of the project's Purpose and Need Statement, as noted:

Mode Alternatives Removed from Further Study

- Trolley Bus (not BRT if a High Capacity Transit (HCT) mode and no transit travel time and reliability improvement)
- Streetcar (not BRT if an HCT mode and no transit travel time and reliability improvement)
- Light Rail (not BRT if an HCT mode)
- Separated Guideway (not BRT if an HCT mode)

Alignment Alternatives Removed from Further Study

Segment A – Eugene Station to Garfield Street

- Alternative 5 – West 18th (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)

Segment B – Garfield Street to Beltline

- Alternative 5 – West 18th (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)
- Alternative 6 – Highway 99/Roosevelt (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)
- Alternative 7 – 1st Avenue/Roosevelt (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)

Segment C – West of Beltline Segment

- Alternative 3 – West 18th (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)
- Alternative 4 – Roosevelt/Danebo (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)
- Alternative 5 – Roosevelt/Royal (not in the West 11th Corridor and not providing travel time and reliability improvements for West 11th Corridor transit travel)

Section 4.0 Tier II Evaluation Results

This section summarizes the Tier II Evaluation results, which is a determination of whether or not the proposed alignment alternatives selected within the Tier I Screening are reasonable or promising alternatives based on the project's Tier II evaluation measures. A map illustrating the alignment alternatives assessed within Tier II may be found in Appendix A of this report (i.e., the Executive Summary of the Findings Report).

Following is a summary of the Tier II evaluation criteria and measures:

1. Improve customer convenience by reducing travel time, increasing service reliability, and making other service improvements:
 - Round trip transit travel time between select origins and destinations

2. Improve operating and other efficiencies to maximize the use of scarce resources:
 - Operating service hours (round-trip travel time proposed service frequency)
 - Operating hours of regular service replaced by EmX within the corridor
3. Support development that is consistent with planned land use documents and serve as a catalyst for planned transit-oriented development:
 - Vacant and redevelopable land value within ¼-mile (or ⅓ mile in the context of BRT) of the alignment
 - Number of mixed-use centers (land use nodes) served by the alignment
4. Help accommodate future growth in travel by increasing public transportation's share of trips:
 - Population and employment density within ¼-mile (or ⅓ mile in the context of BRT) of alignment
5. Consider the mobility and safety needs of pedestrians, bicyclists, and motorists:
 - General assessment of alternative's interface with pedestrian, bicycle, and vehicle facilities
6. Provide for a fiscally stable public transportation system:
 - General assessment of alternatives effect on the fiscal stability of the public transportation system
7. Design the project in a way that protects resources in the natural and built environment:
 - Potential for displacement of residents and businesses
 - Potential impact to historic trees
 - Likelihood of adverse impact to environmentally-sensitive natural resources (i.e., wetlands, parklands, historic resources, critical habitat)
8. Support LTD's sustainability policy and the City of Eugene's efforts to reduce greenhouse gas emissions:
 - General assessment on the alternative's ability to support LTD's sustainability policy

Based on the Tier II evaluation measures as noted, the following alignment alternatives by segment are determined to be reasonable and promising and are selected for further study in the AA/DEIS (see Appendix B and the Findings Report for more detail on the cited measures):

Segment A – Eugene Station to Garfield Street

Alternative 1 – 13th Avenue would:

- Serve greater number of mixed-use activity centers
- Tend to improve round trip transit travel time
- Tend to reduce operating service hours
- Tend to replace current fixed-route bus service with high quality public transportation
- Tend to have less likelihood to impact parklands and open space

Alternative 2 – 6th Avenue/7th Avenue would:

- Serve greater number of mixed-use activity centers
- Provide a greater number of employees with access to high-quality transit
- Serve a relatively high number of acres of vacant and redevelopable land
- Tend to avoid the potential for the displacement of historic trees
- Avoid the potential for residential displacements
- Avoid the potential for impacts to environmentally-sensitive natural resources

Segment B – Garfield Street to Beltline

Alternative 1 – 7th Place/Stewart Road

- Serve a relatively high number of acres of vacant and redevelopable land
- Provide a greater number of employees with access to high-quality transit

Alternative 3 – Amazon Channel

- Serve greater number of mixed-use activity centers
- Provide a greater number of residents with access to high-quality transit
- Tend to avoid the potential for the displacement of historic trees

Alternative 4 – 11th Avenue

- Tend to avoid the potential for the displacement of historic trees
- Tend to avoid the potential to impact parks and open space
- Tend to replace current fixed-route bus service with high quality public transportation

Segment C – West of Beltline Segment

Alternative 1 – 11th Avenue to Terry Street Loop

- Provide a greater number of employees with access to high-quality transit
- Relatively affordable capital costs

Based on the Tier II evaluation measures as noted, the following alignment alternatives by segment are determined not to be reasonable and promising alternatives and are removed from further study:

Segment A – Eugene Station to Garfield Street

Alternative 3 – Amazon Channel would:

- Tend to have an increased risk of impacting parks and open space

Alternative 4 – 11th Avenue would:

- Have a relatively high potential to conflict with local traffic
- Have a relatively high potential to displace residential property
- Have a relatively high potential to displace historic trees

Segment B – Garfield Street to Beltline

Alternative 2 – 10th Avenue/11th Avenue would:

- Have a relatively high potential to displace business property (along a West 10th Avenue alignment)

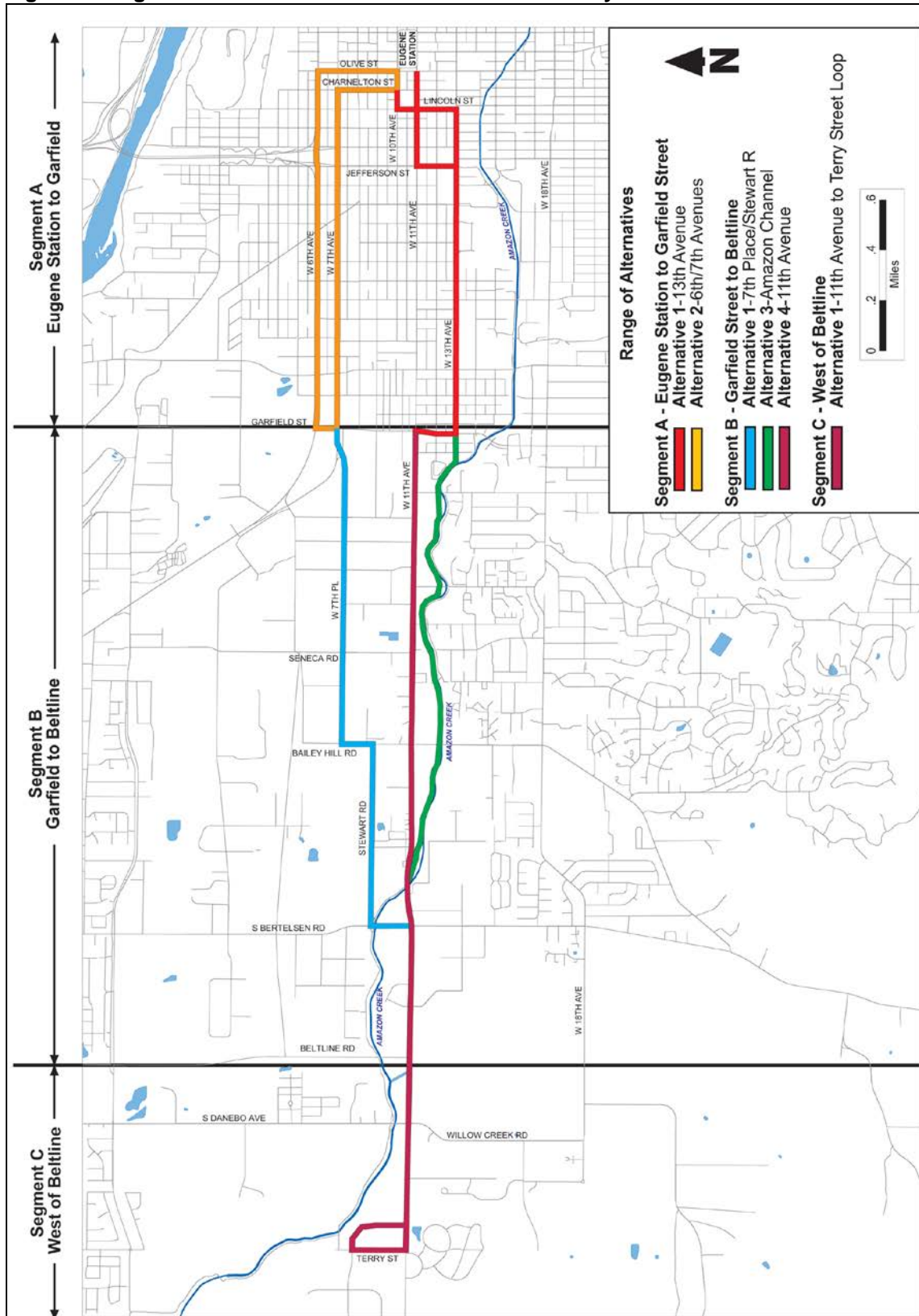
Segment C – West of Beltline Segment

Alternative 2 – 11th Avenue to Veneta would:

- Tend to increase operating costs if EmX policy headways are extended to Veneta
- Tend to increase operating hours if EmX policy headways are extended to Veneta
- Relatively unaffordable capital costs
- Tend to have a greater chance of impacting wetlands
- Tend to have a greater chance of impacting designated critical habitat

Appendix A
Map of Alignment Alternatives Selected for further Study in the AA/DEIS
(pending approval by the LTD Board of Directors and FTA)

Figure A: Alignment Alternatives Selected for Further Study in the AA/DEIS



Appendix B
Executive Summary of the
DRAFT WEEE Project Scoping Screening of Alternatives Findings Report

DRAFT
West Eugene EmX Extension Project
Scoping Screening of Alternatives Findings Report
Executive Summary

February 24, 2008

Lane Transit District

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ES.1 Introduction

This report summarizes the draft *West Eugene EmX (WEEE) Project Scoping Screening of Alternatives Findings Report* (Findings Report) Lane Transit District (LTD): February 25, 2008). The purpose of the proposed West Eugene EmX Extension project is to implement high-capacity public transportation service through bus rapid transit (BRT), in the West 11th Corridor (east/west) that is less hindered by congestion and that provides efficient, effective, dependable, and visually appealing service throughout the life of the project.⁶

The Findings Report and this Executive Summary documents the description and analysis of alternatives proposed by LTD, the public, agencies, and jurisdictions for further study in the project's Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS). The Findings Report, comments received from the public during the Scoping comment period, advice from the WEEE Corridor Committee, and recommendations from the EmX Steering Committee will be considered by the LTD Board of Directors and the Federal Transit Administration (FTA) when both have adopted the final Range of Alternatives for the WEEE Project's AA/DEIS.

This Executive Summary provides:

- A description of the alternatives proposed by LTD, the public, and agencies/jurisdictions (Section ES.2);
- A summary of the findings and conclusions of the Tier I Screening (Section ES.3); and
- A summary of the alignment alternatives considered in and findings of the Tier II Screening (Section ES.4).

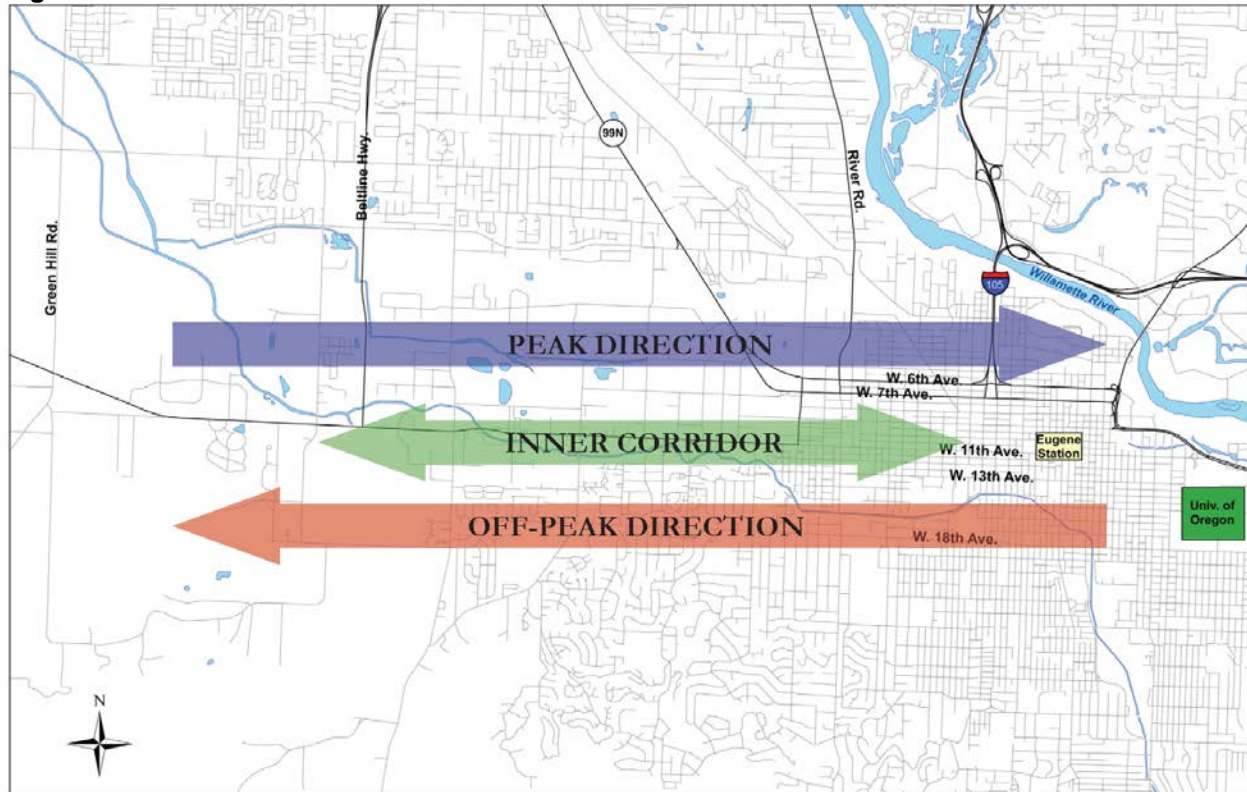
Consistent with FTA practice, the West 11th Corridor is defined both in terms of transit travel markets and in terms of the geographic areas that would primarily be served by the proposed project. The transit travel markets that predominantly make up the West 11th Corridor are the generally east/west travel patterns and demand. These markets extend between and within West Eugene (west of downtown Eugene) along and in the vicinity of West 11th Avenue and the West 11th/13th Avenue couplet (Figure ES.1-1). Figure ES.1-2 Illustrates the geographic definition of the West 11th Corridor, which are those areas of the region that would be most likely to see travel time and travel behavior changes as a result of the proposed WEEE Project.

The selection of alternatives to advance into the AA/DEIS is based on a two-tiered process:

- **Tier I – Screening** refers to determining whether or not a given alternative would adequately address the project's Purpose and Need Statement (see Section 2.1 of the Findings Report).
- **Tier II – Evaluation** refers to the development of data or measures used to compare and contrast the proposed alternatives that advance from Tier I into Tier II. One or more of the Tier II evaluation measures address each of the project's objectives (see Section ES.4.2).

⁶ This version of the project's purpose statement includes FTA's proposed revisions to the Final Purpose and Need Statement and Goal and Objectives, which was adopted by the LTD Board of Directors on December 19, 2007. This proposed revised version from FTA is scheduled to be considered for adoption by the LTD Board of Directors on March 19, 2008.

Figure ES.1-1 West 11th Corridor Travel Markets



The LTD Board of Directors' determination of which alternatives to advance into the AA/DEIS phase of work will be documented in the *WEEE Project AA/DEIS Range of Alternatives Report* and in the project's draft and final EIS.

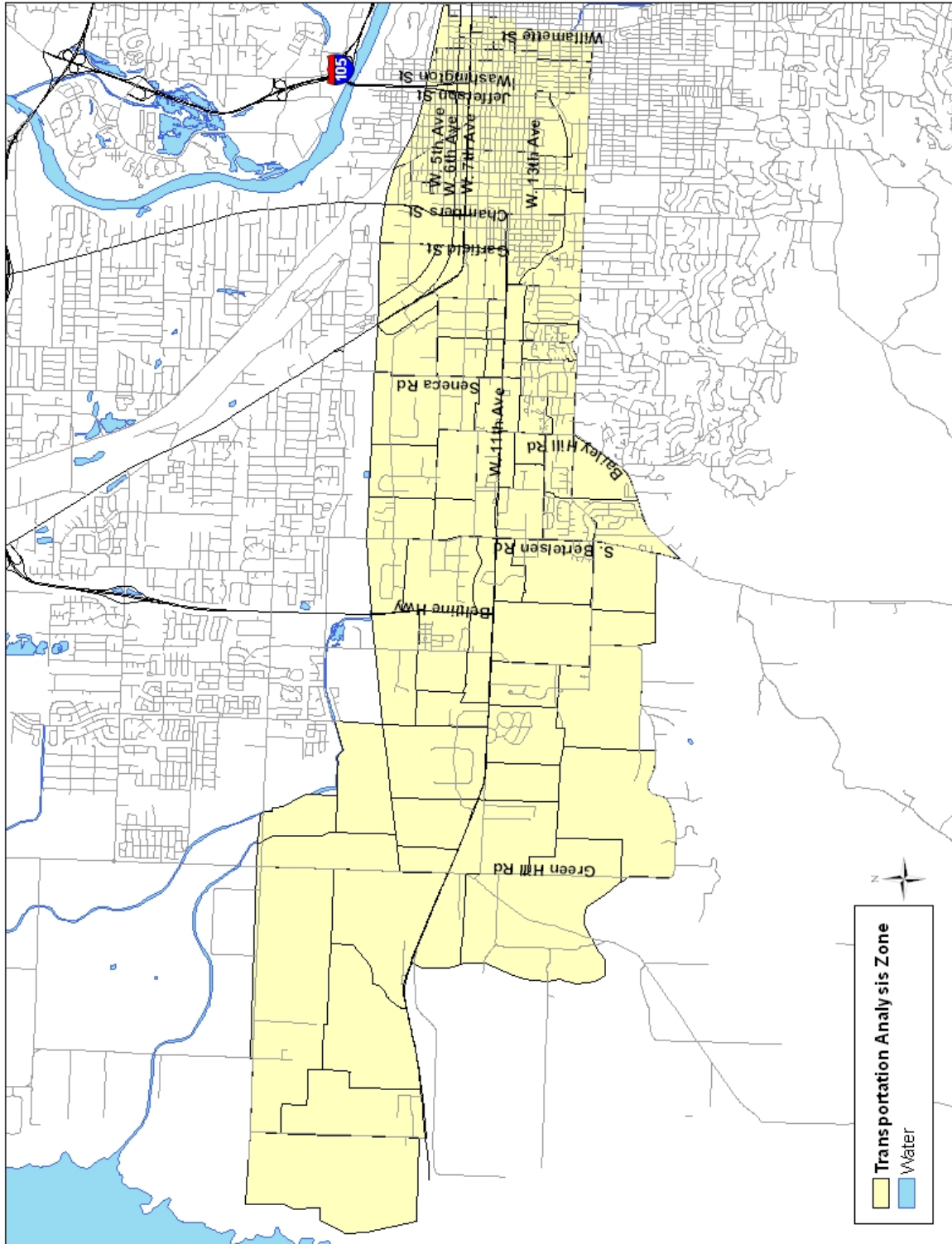
ES.2 Description of Proposed Mode and Alignment Alternatives

Two types of alternatives were proposed by LTD and the public (no proposed alternatives were received from agencies or jurisdictions) during Scoping: mode alternatives and alignment alternatives. Mode alternatives are evaluated within the Tier I Screening and alignment alternatives are evaluated within both the Tier I Screening and within the Tier II Evaluation.

Following is a brief description of the proposed mode alternatives (see Section 3.0 of the Findings Report for more detail):

- Fixed-Route Bus – No-Build Alternative.** Fixed-route bus service is defined as transit vehicles, typically 35 to 60 feet in length, operating on a fixed schedule and on a fixed route, generally using general purpose lanes of traffic on public streets and highways. Because fixed-route bus service would be in all of the alternatives, and the No-Build Alternative is required by NEPA and the FTA in an AA/DEIS, fixed-route bus service as a mode and the No-Build Alternative are not screened or evaluated within this report or as a part of the WEEE Project's Scoping process.

Figure ES.1-2 Geographic Definition of the West 11th Corridor



- **Transportation Systems Management (TSM) Bus.** TSM is generally defined as relatively minor capital and operating improvements that can be made to fixed-route bus service in a corridor addressing a project's purpose and need statement, short of providing separate right-of-way for transit operations. Because FTA and LTD have agreed to develop and study a TSM Alternative in the project's AA/DEIS, TSM as a mode alternative is not screened and evaluated within this report or within the project's Scoping process.
- **Bus Rapid Transit (BRT).** BRT is generally defined as a variety or menu of capital and operating improvements within a corridor that are made to improve transit travel times, reliability, and ridership. Typically, and as implemented and proposed by LTD, BRT projects include a separated right-of-way for transit operations for all or a portion of the length of the corridor.
- **Electric (Trolley) Bus.** Electric bus is generally, and for the purposes of this report, a fixed-route bus service with electric buses used to operate the transit service.
- **Streetcar.** The streetcar mode is generally characterized as similar to the electric trolley bus, except that the vehicle operates on steel tracks using steel wheels. That is, streetcars typically operate in mixed traffic, using general purpose travel lanes and the signal system for general purpose intersections.
- **Light Rail.** Light rail is generally characterized as the operation of urban line haul transit routes by electric trains generally operating in a reserved transit right-of-way (which can be at, below, or above grade), with the ability to operate in mixed traffic and across at-grade mixed-traffic intersections (either with or without priority or pre-emption).
- **Grade Separated Transit.** Grade separated transit, often termed "heavy rail" or "Metro rail" generally operates urban line haul transit routes using electric trains that operate either above or below grade (with some at-grade running and no at-grade intersections).

Figure ES.2-1 illustrates the proposed alignment alternatives evaluated in Tier I, which are listed below (see Section 3.0 of the Findings Report for more detail).

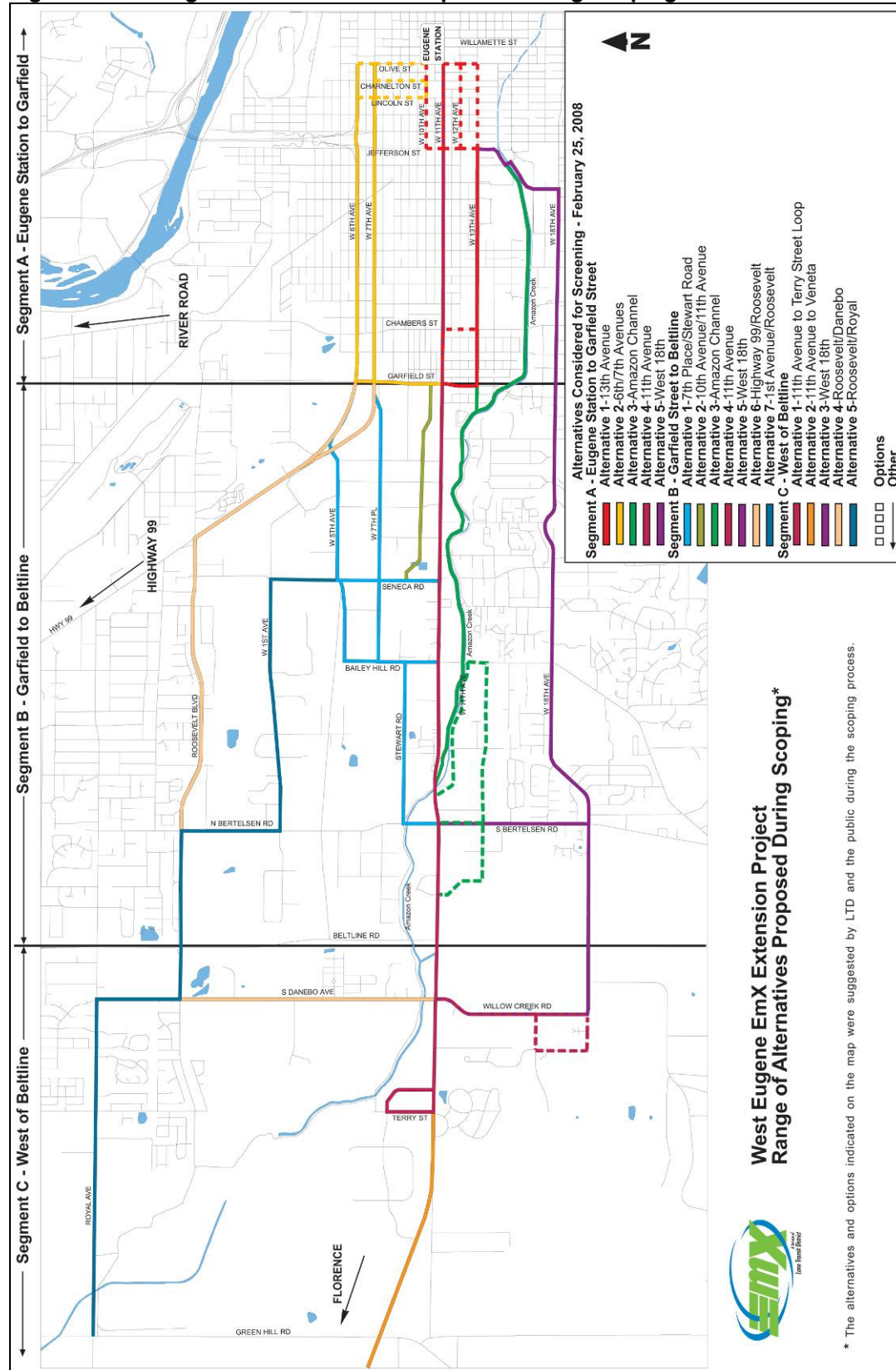
Segment A – Eugene Station to Garfield Street

- Alternative 1 – 13th Avenue
- Alternative 2 – 6th /7th Avenues
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue
- Alternative 5 – West 18th

Segment B – Garfield Street to Beltline

- Alternative 1 – 7th Place/Stewart Road
- Alternative 2 – 10th Avenue/11th Avenue
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue
- Alternative 5 – West 18th
- Alternative 6 – Highway 99/Roosevelt
- Alternative 7 – 1st Avenue/Roosevelt

Figure ES.2-1 Alignment Alternatives Proposed During Scoping



* The alternatives and options indicated on the map were suggested by LTD and the public during the scoping process.

Segment C – West of Beltline Segment

- Alternative 1 – 11th Avenue to Terry Street Loop
- Alternative 2 – 11th Avenue to Veneta
- Alternative 3 – West 18th
- Alternative 4 – Roosevelt/Danebo
- Alternative 5 – Roosevelt/Royal

ES.3 Tier I Screening – Findings and Results

This section summarizes the Tier I findings and preliminary screening of mode alternatives to be advanced into the AA/DEIS and of alignment alternatives to be advanced into Tier II for further study⁷. For an alternative to advance out of the Tier I Screening, it must have been found to meet all of the applicable elements of the project’s Purpose and Need Statement (see Section 4.0 of the Findings Report for more detail).

Table ES.3-1 summarizes the results of the Tier I screening described in Sections 4.2 to 4.5 of the Findings Report for the proposed modal alternatives.

Table ES.3-1 Summary Tier I Screening Results – Modal Alternatives

Mode	Is in W 11th Corridor	Is Primarily Transit	Is BRT if it is HCT	Would Improve Speed/Reliability	Would Serve Developed/able Land
TSM Bus	N/A	Yes	N/A	Yes	N/A
Trolley Bus	N/A	Yes	N/A	No	N/A
Streetcar	N/A	Yes	No	No	N/A
BRT	N/A	Yes	Yes	Yes	N/A
Light Rail	N/A	Yes	No	Yes	N/A
Separated Guideway	N/A	Yes	No	Yes	N/A

Source: LTD; February 2008 (see Sections 4.2 to 4.5 of the Findings Report).

Note: TSM = transportation systems management; BRT = bus rapid transit; N/A = not applicable.

¹ Note that these results are preliminary and are pending approval by the LTD Board of Directors, with concurrence from the FTA. If LTD and FTA determine that any of the alternatives preliminarily screened out based on the Tier I analysis would actually successfully address all of the Tier I screening measures, then that or those alternatives will be assessed using the Tier II evaluation measures and this report will be amended to reflect those results.

Based on the results of the Tier I screening of modes, the following modes will advance into the Tier II evaluation for further study (these mode alternatives meet all applicable elements of the project’s Purpose and Need Statement): TSM Bus and BRT. The following modes will not advance into the Tier II evaluation for further study (these mode alternatives would not meet one or more of the applicable elements of the project’s Purpose and Need Statement): trolley bus, streetcar, light rail, and separated guideway.

⁷ Note that the Tier I screening results included within this draft report are pending approval by the LTD Board of Directors and the FTA. If the LTD Board of Directors and FTA determine that an alternative that has been preliminarily screened out from further study in Tier II would adequately address the project’s Purpose and Need Statement, then that alternative would be advanced in the Tier II screening phase for further study and consideration. This report would be updated to reflect the conclusions from subsequent Tier II analysis.

Table ES.3-2 summarizes the results of the Tier I screening described in Sections 4.2 to 4.5 of the Findings Report for the proposed alignment alternatives.

Based on the results of the Tier I screening of alignment alternatives, the following alignment alternatives by corridor segment will advance into the Tier II evaluation for further study (see Section 5.0):

Segment A – Eugene Station to Garfield Street

- Alternative 1 – 13th Avenue
- Alternative 2 – 6th/7th Avenues
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue

Segment B – Garfield Street to Beltline

- Alternative 1 – 7th Place/Stewart Road
- Alternative 2 – 10th Avenue/11th Avenue
- Alternative 3 – Amazon Channel
- Alternative 4 – 11th Avenue

Segment C – West of Beltline Segment

- Alternative 1 – 11th Avenue to Terry Street Loop
- Alternative 2 – 11th Avenue to Veneta

The following alignment alternatives will not advance into the Tier II evaluation for further study:

Segment A – Eugene Station to Garfield Street

- Alternative 5 – West 18th

Segment B – Garfield Street to Beltline

- Alternative 5 – West 18th
- Alternative 6 – Highway 99/Roosevelt
- Alternative 7 – 1st Avenue/Roosevelt

Segment C – West of Beltline Segment

- Alternative 3 – West 18th
- Alternative 4 – Roosevelt/Danebo
- Alternative 5 – Roosevelt/Royal

**Table ES.3-2
Summary Tier I Screening Results – Alignment Alternatives**

	Is in W 11th Corridor	Is Primarily Transit	Is BRT if it is HCT	Would Improve Speed/Reliability	Would Serve Developed/able Land
Segment A – Eugene Station to Garfield Street					
1 – 13th Avenue	Yes	Yes	N/A	Yes	Yes
2 – 6th/7th Avenues	Yes	Yes	N/A	Yes	Yes
3 – Amazon Channel	Yes	Yes	N/A	Yes	Yes
4 – 11th Avenue	Yes	Yes	N/A	Yes	Yes
5 – West 18th	No	Yes	N/A	No	Yes
Segment B – Garfield Street to Beltline					
1 – 7th Place/Stewart Road	Yes	Yes	N/A	Yes	Yes
2 – 10th Avenue/11th Avenue	Yes	Yes	N/A	Yes	Yes
3 – Amazon Channel	Yes	Yes	N/A	Yes	Yes
4 – 11th Avenue	Yes	Yes	N/A	Yes	Yes
5 – West 18th	No	Yes	N/A	No	Yes
6 – Highway 99/Roosevelt	No	Yes	N/A	No	Yes
7 – 1st Avenue/Roosevelt	No	Yes	N/A	No	Yes
Segment C – West of Beltline Segment					
1 – 11th Avenue to Terry Street Loop	Yes	Yes	N/A	Yes	Yes
2 – 11th Avenue to Veneta	Yes	Yes	N/A	Yes	Yes
3 – West 18th	No	Yes	N/A	No	Yes
4 – Roosevelt/Danebo	No	Yes	N/A	No	Yes
5 – Roosevelt/Royal	No	Yes	N/A	No	Yes

Source: LTD; February 2008 (see Sections 4.2 to 4.5 of the Findings Report).

Note: TSM = transportation systems management; BRT = bus rapid transit.

¹ Note that these results are preliminary and are pending approval by the LTD Board of Directors, with concurrence from the FTA. If LTD and FTA determine that any of the alternatives preliminarily screened out based on the Tier I analysis would actually successfully address all of the Tier I screening measures, then that or those alternatives will be assessed using the Tier II evaluation measures and this report will be amended to reflect those results.

ES.4 Tier II Evaluation Findings

This section describes the alignment alternatives evaluated during the Tier II Evaluation, the screening criteria and measures used to evaluate those alternatives, and the resulting findings.

ES.4.1 Description of Alternatives Evaluated in Tier II

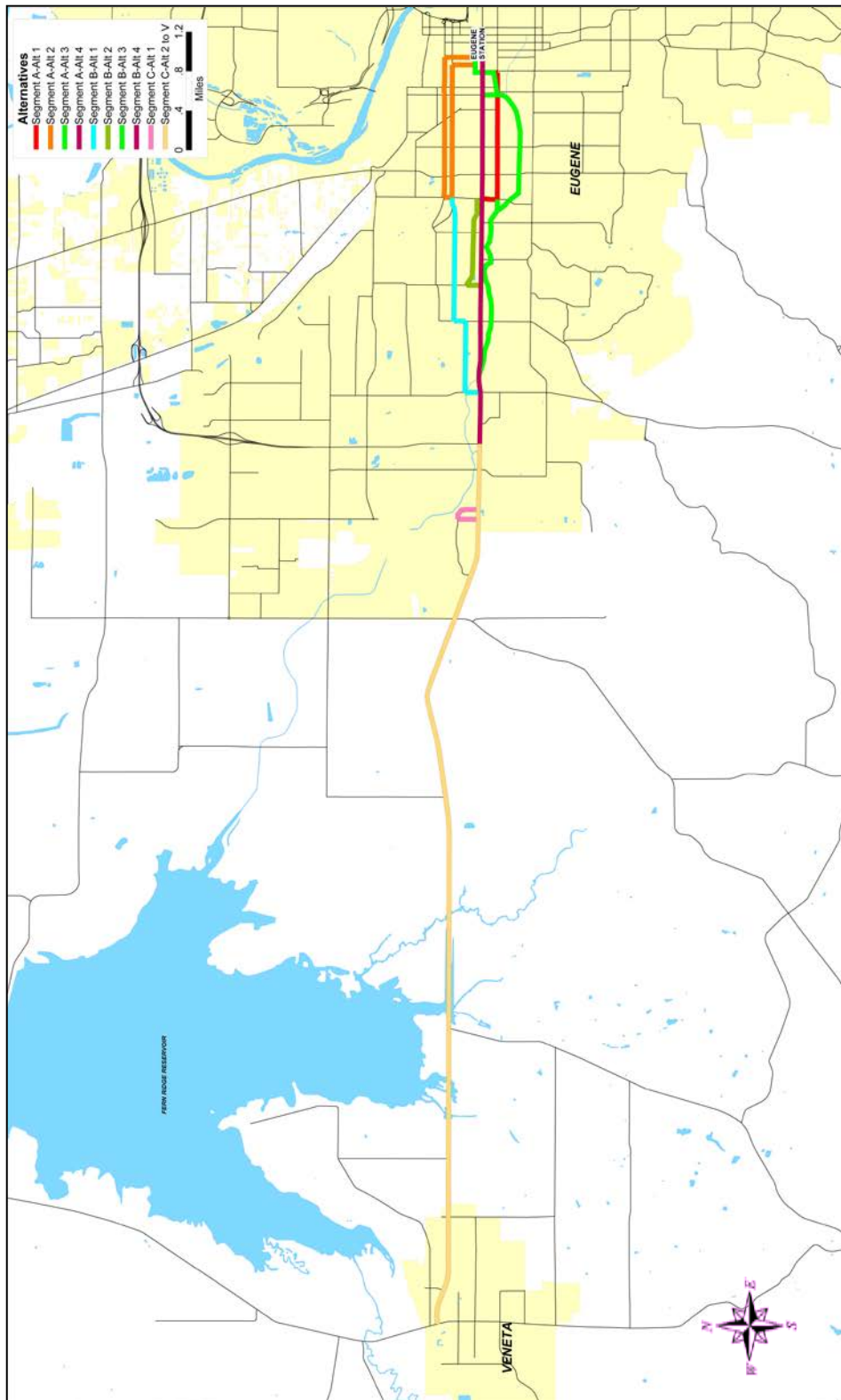
The alignment alternatives evaluated in Tier II were selected based upon the Tier I Screening measures, described in Section ES.3. Figure ES.4-1 illustrates the alignment alternatives evaluated in Tier II. Note that the descriptions and potential placement of a BRT alignment included in this section are only for the purpose of assessing the relative potential for impacts in this Tier II analysis and are not meant to describe where the BRT alignment would actually be placed. The proposed design of the alignment alternatives selected for further study in the AA/DEIS will be prepared as an early stage in the AA/DEIS and those designs will be used to assess the potential impact of the alternatives. Also note that while some alignment and terminus design option have been identified to date, they are not being evaluated or screened within Scoping. Design options will be developed, evaluated, and screened as needed and as appropriate throughout the AA/DEIS phase as the conceptual definitions and designs of the remaining alignment alternatives are developed.

ES.4-2 Tier II Evaluation Measures

Following is a summary of the Tier II evaluation criteria and measures:

1. Improve customer convenience by reducing travel time, increasing service reliability, and making other service improvements:
 - Round trip transit travel time between select origins and destinations
2. Improve operating and other efficiencies to maximize the use of scarce resources:
 - Operating service hours (round trip travel time proposed service frequency)
 - Operating hours of regular service replaced by EmX within the corridor
3. Support development that is consistent with planned land use documents and serve as a catalyst for planned transit-oriented development:
 - Vacant and redevelopable land value within ¼ mile (or ⅓ mile in the context of BRT) of the alignment
 - Number of mixed-use centers (land use nodes) served by the alignment
4. Help accommodate future growth in travel by increasing public transportation's share of trips:
 - Population and employment density within ¼ mile (or ⅓ mile in the context of BRT) of alignment
5. Consider the mobility and safety needs of pedestrians, bicyclists, and motorists:
 - General assessment of alternative's interface with pedestrian, bicycle, and vehicle facilities

Figure ES.4-1 Proposed Tier II Alignment Alternatives (pending LTD Board Approval)



6. Provide for a fiscally stable public transportation system:
 - General assessment of alternative’s effect on the fiscal stability of the public transportation system

7. Design the project in a way that protects resources in the natural and built environment:
 - Potential for displacement of residents and businesses
 - Potential impact to historic trees
 - Likelihood of adverse impact to environmentally-sensitive natural resources (i.e., wetlands, parklands, historic resources, and critical habitat)

8. Support LTD’s sustainability policy and the City of Eugene’s efforts to reduce greenhouse gas emissions:
 - General assessment on the alternative’s ability to support LTD’s sustainability policy

ES.4.3 Tier II Evaluation Findings

Following is a summary of the Tier II Evaluation findings for the alignment alternatives listed and illustrated in Section ES.4.2, based on the evaluation criteria and measures outlined in Section ES.4.3. See Section 5.0 of the Findings Report for additional detail, including a description of the methods and quantitative data used to prepare these findings.

ES.4.3.1 Findings: Improve Customer Convenience

Table ES.4-1 Summary: Transit Travel Time Comparison of Alignments (Minutes)

Origin-Destination Pairs	Alignment Alternative						
	SA-A1, SB-A4	SA-A2, SB-A1	SA-A3, SB-A3	SA-A4, SB-A4	SA-A4, SB-A2	SA-A2, SB-A4	SA-A2, SB-A2
	13th / 11th	6th / 7th / 7th Place / Stewart	Amazon / W11th	11th Avenue	11th / 10th Place / 11th	6th / 7th / 11th	6th / 7th / 10th Place
Eugene Station to Terry Street	●	○	●	○	●	○	○
Eugene Station to Beltline Road	○	●	○	○	●	●	●
Eugene Station to Garfield Street / 11th	●	●	●	●	-	-	-
Eugene Station to Fisher Rd	○	○	○	○	○	○	○
Eugene Station to Veneta	○	○	○	○	○	○	○

Notes:
 ● = Potential travel time less than 20 minutes
 ○ = Potential travel time between 20 and 40 minutes
 ○ = Potential travel time greater than 40 minutes

ES.4.3.2 Findings: Improve Operating and other Efficiencies

Table ES.4-2 Summary: Daily Service Cost (Dollars)

	Alignment Alternative						
	SA-A1, SB-A4	SA-A2, SB-A1	SA-A3, SB-A3	SA-A4, SB-A4	SA-A4, SB-A2	SA-A2, SB-A4	SA-A2, SB-A2
Origin-Destination Pairs	13th / 11th	6th / 7th / 7th Place / Stewart	Amazon / W11th	11th Avenue	11th / 10th Place / 11th	6th / 7th / 11th	6th / 7th / 10th Place
Eugene Station to Terry Street	●	○	●	●	●	○	○
Eugene Station to Beltline Road	●	●	●	●	●	●	●
Eugene Station to Garfield/11th	●	●	●	●	-	-	-
Eugene Station to Fisher Rd	○	○	○	○	○	○	○
Eugene Station to Veneta	○	○	○	○	○	○	○

Notes:

- = Potential daily service cost under \$4,000
- = Potential daily service cost between \$4,000 and \$6,000
- = Potential daily service cost over \$6,000

ES.4-3 Summary: Daily Hours of Service Replaced (Hours)

	Alignment Alternative								
	SA-A1, SB-A4	SA-A2, SB-A1	SA-A3, SB-A3	SA-A4, SB-A4	SA-A4, SB-A2	SA-A2, SB-A4	SA-A2, SB-A2	SA-A1, SB-A3	SA-A4, SB-A3
Origin-Destination Pairs	13th / 11th	6th / 7th / 7th Place / Stewart	Amazon / W 11th	11th Avenue	11th / 10th Place / 11th	6th / 7th / 11th	6th / 7th / 10th Place	13th / Amazon	11th / Amazon
Eugene Station to Terry Street	●	○	○	●	●	○	○	●	●
Eugene Station to Beltline Road	●	○	○	●	●	○	○	●	●
Eugene Station to Garfield/11th	●	○	○	●	●	○	○	●	●
Eugene Station to Fisher Road	●	○	○	●	●	○	○	●	●
Eugene Station to Veneta	●	○	○	●	●	●	●	●	●

Notes:

- = Potential to replace 40 or more service hours
- = Potential to replace between 20 and 40 service hours
- = Potential to replace less than 20 service hours

ES.4.3.3 Findings: Support Planned Transit-Oriented Development

Table ES.4-4 Summary: Vacant and Redevelopable Land within 1/3 mile of BRT Alignment Potentially Available for Redevelopment

Segment / Alternative	Total Acres within 1/3 Mile	Redevelopable and Vacant Land		
		Acres	Percent	Relative Potential
SA-A1	617.3	75.1	12.2%	○
SA-A2	581.8	130.9	22.5%	●
SA-A3	687.3	75	10.9%	◐
SA-A4	566.3	67.3	11.9%	○
SB-A1	1,336.1	606.7	45.4%	●
SB-A2	1,239.7	488.7	39.4%	◐
SB-A3	1,204.1	428.8	35.6%	○
SB-A4	1,176.2	421.8	35.9%	○
SC-A1	715.2	250.7	35.1%	●
SC-A2	3,626.7	769	21.2%	○

Table ES.4-5 Summary: Level of Potential Service to Mixed-Use Centers

Segment / Alternative	Mixed-Use Centers												
	Segment A					Segment B				Segment C			
	Downtown	Midtown	Whiteaker	Chambers	Westmoreland	City View	Bailey Hill	Churchill	Beltline Employment	Willow Creek Residential	Willow Creek Employment	Greenhill Employment	Crow Road
SA-A1	●	◐	○	●	●								
SA-A2	●	○	●	●	○								
SA-A3	●	◐	○	○	●								
SA-A4	●	○	○	●	◐								
SB-A1						○	●	○	●				
SB-A2						◐	●	○	●				
SB-A3						●	●	○	●				
SB-A4						◐	●	○	●				
SC-A1										○	◐	◐	○
SC-A2										○	◐	●	●

Notes:

- = High potential to serve mixed-use center
- ◐ = Moderate potential to serve mixed-use center
- = Low potential to serve mixed center

ES.4.3.4 Findings: Accommodate Future Growth in Travel

Table ES.4-6 Summary: Potential Population and Employment Density Served by BRT Alignment

Segment / Alternative	Population Density (People / Ac)	Population Density (People / Ac)	Employment Density (Employees / Ac)	Employment Density (Employees / Ac)
SA-A1	9.64	●	14.39	○
SA-A2	9.93	●	21.03	●
SA-A3	9.31	●	13.00	○
SA-A4	9.89	●	15.75	●
SB-A1	0.08	○	6.57	●
SB-A2	3.45	○	6.76	●
SB-A3	5.41	●	5.78	○
SB-A4	4.41	●	6.52	●
SC-A1	0.20	○	2.03	●
SC-A2	0.49	○	0.41	○

Notes:

- = Potential to serve areas with higher population density or higher employment density
- = Potential to serve areas with moderate population density or moderate employment density
- = Potential to serve areas with low population density or low employment density

ES.4.3.5 Findings: Travel and Safety Needs

Table ES.4-7 Summary: Adverse Impacts to Mobility and Safety Needs of Pedestrians, Bicyclists, and Motorists

Segment / Alternative	Pedestrians	Bicyclists	Motorists
SA-A1	●	○	○
SA-A2	●	○	○
SA-A3	●	○	○
SA-A4	●	○	○
SB-A1	●	○	○
SB-A2	●	○	○
SB-A3	●	○	○
SB-A4	●	○	○
SC-A1	●	○	○
SC-A2	●	○	○

Notes: ● = Low potential for impact; ○ = Moderate potential for impact; ○ = High potential for impact

ES.4.3.6 Findings: Establishing a Fiscally Stable Public Transportation System

Table ES.4-8 Summary: Order of Magnitude Estimated Range of Capital Costs

Segment / Alternative	Order of Magnitude Estimate	
	2-way Fixed Facility	50% Mixed Traffic
SA-A1	○	○
SA-A2	○	○
SA-A3	○	○
SA-A4	●	●
SB-A1	○	○
SB-A2	○	○
SB-A3	○	○
SB-A4	●	●
SC-A1	●	●
SC-A2	○	○

Notes: ● = Potential lower cost alternative; ○ = Potential moderate cost alternative; ○ = Potential higher cost alternative

ES.4.3.7 Findings: Consistent with Laws Related to Resources in Natural and Built Environments

ES.4.3.7.1 Potential for Displacement of Residents and Businesses

Table ES.4-9 Summary: Potential Displacements

	Commercial Zone	Industrial Zone	Residential Zone	Government / Education Zone	Potential Displacements TOTAL	Area Counted
SA-A1	●	●	○	●	○	south side of 13th, east side of Garfield
SA-A2						
SA-A2 Overall					○	
6th Ave North Side	○	●	●	●	○	north side of 6th Ave
6th Ave South Side	○	●	●	●	○	south side of 6th Ave
7th Ave North Side	○	●	●	●	○	north side of 7th Ave
7th Ave South Side	○	●	●	●	○	south side of 7th Ave
Garfield West Side	●	○	●	●	○	west side of Garfield St
Garfield East Side	○	○	●	●	○	east side of Garfield St
SA-A3	●	●	○	●	●	north side of Amazon Channel segment
SA-A4	●	●	●	●	●	both sides of alignment for entire alternative
SB-A1 (both sides of alignment for entire alternative)						
North Side	●	○	●	●	●	north side of alignment
South Side	●	○	○	●	○	south side of alignment
SB-A2	●	○	●	●	○	both sides of alignment for entire alternative
SB-A3	○	○	●	●	○	north side of Amazon Channel segment, both sides of street segments
SB-A4	○	●	●	●	○	both sides of alignment for entire alternative
SC-A1	●	●	●	●	●	both sides of alignment for entire alternative
SC-A2	●	●	●	●	●	both sides of alignment for entire alternative

Notes:

- = Potential lower number of displacements
- = Potential moderate number of displacements
- = Potential higher number of displacements

ES.4.3.7.2 Potential for Displacement of Historic Trees

Table E.4-10 Summary: Potential Impacts to Trees by Diameter Breast Height (DBH)

Segment / Alternative	DBH (inches)			TOTAL
	0-7	8-24	25 and greater	
SA-A1	○	●	●	●
SA-A2				
6th North side	○	○	●	○
6th South side	○	○	●	○
7th North side	●	○	●	○
7th South side	●	○	●	○
Charnelton West side	●	●	●	●
Charnelton East side	●	●	●	●
Olive West side	●	●	●	○
Olive East side	●	○	●	○
Garfield West side	●	●	●	●
Garfield East side	●	●	●	●
SA-A3	●	●	●	●
SA-A4				
North side	○	○	○	○
South side	○	○	●	○
SB-A1				
North side	●	●	●	●
South side	●	●	●	●
SB-A2	○	●	●	○
SB-A3	○	●	●	○
SB-A4	○	○	●	○
SC-A1	○	●	●	○
SC-A2	○	●	●	○

Notes: DBH = Diameter Breast Height
 ● = Potential lower number of displacements: 0-20 trees
 ○ = Potential moderate number of displacements: 21-40 trees
 ○ = Potential higher number of displacements: 41 or more trees

ES.4.7.3 Potential for Displacement of Environmentally-Sensitive Natural Resources

A. Findings: Wetlands

- In Segment A, no potential effects to wetlands are anticipated.
- In Segment B, Alternative 3 (Amazon Channel) has the potential for the highest number of wetland resource acres affected (approximately 2.5 acres) and Alternatives 2 (10th Avenue / Seneca Road) and 4 (11th Avenue) have the potential for the fewest number of wetland resource acres affected (approximately less than 0.1 acres each).

- In Segment C, Alternative 2 (11th Avenue / Veneta) has the potential for the highest number of wetland resource acres affected (approximately 3.4 acres). In addition, there is potential for wetland impacts on the route from Fisher Road to Territorial Highway. Quantities are not known, but there are significant wetland resources where the alignment passes by Fern Ridge Reservoir.

B. Findings: Parks and Open Space

- In Segment A, Alternative 3 (Amazon Channel) has the potential to affect the highest number of designated parks and open spaces (approximately 3.3 acres) and Alternative 4 (11th Avenue) has the potential to affect the fewest number of designated parks and open spaces.
- In Segment B, Alternative 3 (Amazon Channel) has the potential to affect the highest number of designated parks and open spaces (approximately 9.7 acres) and Alternatives 2 (10th Avenue / Seneca Road) and 4 (11th Avenue) have the potential to affect the fewest number of designated parks and open spaces (approximately 0.5 acres).
- In Segment C, Alternative 1 (11th Avenue / Terry Street Loop) has the potential to affect 0.2 acres of designated parks and open spaces and Alternative 2 (11th Avenue / Veneta) is not anticipated to have any effect on designated parks and open spaces. The segment from Fisher Road to Territorial Highway passes adjacent to Perkins Peninsula Park. Widening of this street segment could potentially affect this park.

C. Findings: Historic

- No historic structures would be potentially displaced by any of the proposed alignment alternatives.
- In Segment A, Alternative 1 (13th Avenue) has the potential to affect eight historic resources.
- In Segment A, Alternative 2 (6th / 7th Avenues) has the potential to affect seven historic resources.
- In Segment A, Alternative 3 (Amazon Channel) has the potential to affect eight historic resources.
- In Segment A, Alternative 4 (11th Avenue) has the potential to affect two historic resources.
- In Segment B, no potential effects to historic resources are anticipated.
- In Segment C, no potential effects to historic resources are anticipated.

D. Findings: Critical Habitat

- There is no Designated Critical Fish Habitat near any of the alignment alternatives. The rest of the findings in this section refer to non-fish critical habitat.
- The Segment A alternatives do not have the potential to affect critical habitat. There is no Designated Critical Habitat in the vicinity of these alignments.
- The Segment B alternatives terminate at the eastern edge of a Designated Critical Habitat at Beltline. As such, there is some potential for impact to these resources.
- Segment C alternatives have the greatest potential for impact. Moving west from Beltline, these alternatives are aligned on roadways that pass through and are adjacent to Willamette Daisy and Fender's Blue Butterfly Designated Critical Habitat. SC-A1 runs adjacent to approximately 0.7 miles of habitat. The SC-A2 alternative travels further west to Veneta, potentially affecting 1.2 miles of adjacent habitat within the metro boundary. Critical Habitat data was not readily available for the section west of Fisher Road, so it is unknown if additional resources may be affected by SC-A2.

ES.4.3.8 Findings: Support LTD's Sustainability Policy

See findings in Section ES.4.1 (round trip transit travel time) and Section ES.4.2 (operating service hours), which serve as measures for this criterion.

Q:\BRT\EmX\West Eugene EmX Extension\Range of Alternatives\Screening Report\Draft Final WEEE Project AA-DEIS Range of Alternatives Report and Appendices- 02-27-08a.doc



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Fiscal Year 2008-09 Pricing Plan Recommendation

Prepared by Andy Vobora, Director of Service Planning, Accessibility, and Marketing
March 10, 2008

Background:

The cash fare has not changed since 2001, and current budget pressures are leading staff to recommend a more aggressive increase than typically would have occurred if a change had been made in 2004.

The District's fares are priced according to an adopted fare policy. This policy outlines structured fare increases by rotating price increases among fare types on an annual basis. This methodology has served the District well since the Board adopted the fare policy in the mid-1980s.

- In 2006 the District increased the price of single-ride tokens from \$1.00 to \$1.10. This was followed in 2007 with increases in the price of monthly passes, three-month passes, and group pass contract prices. The Pricing Plan calls for increases in cash fares in 2008.
- Day Pass prices are set at two times the cash fare; therefore, an increase in cash fares also will increase Day Pass prices.
- The 2008 changes included an 8.1 percent increase in group pass contract prices, which was effective on January 1, 2008. Group pass contract pricing is determined by averaging the last three years of operating cost increases experienced by the District. Using this methodology, the 2009 group pass contract price is proposed to increase 8.8 percent.
- A change in the adult cash fare to \$1.50 will allow the District to increase RideSource fares to \$3.00. This change may be a strategy the District would pursue in order to address the increasing demand and cost of RideSource service. The LTD Accessible Transportation Committee reviewed and approved the recommendation to increase the RideSource cash fare to \$3.00 per trip and the ten-ride ticket book to \$30.00.
- The Associated Students of the University of Oregon (ASUO) group pass contract continues to be negotiated outside the standard group pass pricing structure. LTD's ASUO budget request for the 2008-09 school year would bring the per-term price in line with the price paid by all other LTD group pass organizations. The ASUO budget request for an increase from \$12.48 per student per term to \$13.89 per student per term was approved in January 2008 and will become effective for the 2008-09 school year.

- The Honored Rider pass currently is provided to anyone age 70 and older, and provides unlimited rides at no cost to the customer. Through an evaluation of customer use of *RideSource* service, staff have determined that lowering the Honored Rider qualifying age to 65 may encourage a greater number of senior riders to use regular fixed-route bus service. If successful, the District hopes to save significantly on *RideSource* operating costs. Since the District's policy of half-fare for seniors currently begins at age 62, staff propose a phase-in approach to increase the age at which a senior customer receives a price break. Seniors who currently are ages 62 through 64 would be merged into the adult fare category through a phase-in approach. Following the three-year phase-in, the new adult fare category would include customers ages 19 through 64. At age 65 seniors would be eligible to join the Honored Rider Program. The federal requirement for transit districts to provide half-fare is age 65, and LTD's Honored Rider Program at age 65 would be an enhancement to this requirement. The revenue impact of this change is difficult to determine, since customers in these age groups represent a small percentage of overall riders. Staff believe the short-term impact would be neutral, at worst, and could be positive, due to a greater number of riders paying full fare with the adult age category expanded to age 65. In the long run, there is the risk that because of the aging population, more customers will ride free, thereby affecting revenues. However, if the program is successful in delaying a percentage of these customers from using *RideSource*, the program will continue to pay dividends. The estimated fare revenue from riders ages 65 to 69 is less than one-half of one percent of cash fares, or approximately \$7,000 annually. It is noted that one additional *RideSource* rider, riding three days per week, results in approximately \$7,000 per year in added cost for LTD.

MEMORANDUM

March 10, 2008

To: LTD Board

From: Tom Schwetz, Director of Planning and Development

Subject: Detail on Requested Board Actions for the West Eugene EmX Extension (WEEE) Project

LTD and the Federal Transit Administration (FTA) initiated the WEEE Project on September 18, 2007, by publishing in the *Federal Register* their Notice of Intent to prepare an Environmental Impact Statement (EIS) for the project. The first phase of the EIS process is called Scoping. The primary objectives of Scoping, as prescribed by Federal regulations, are to establish: 1) a purpose and need for the project; 2) the range of alternative alignments to be studied in the project's Alternatives Analysis (AA) and draft EIS; and 3) the range of environmental disciplines to be addressed in the project's EIS.

This agenda item's three proposed actions, if adopted by the LTD Board of Directors, would address those three Scoping requirements for the WEEE Project, pending agreement with FTA. Following is additional background for each of the three proposed actions.

1) Adopt a Revised Purpose and Need Statement and Goal and Objectives:

The federal environmental process requires the development of a project Purpose and Need Statement. In addition, Federal Transit Administration procedures require the development of the companion Goal(s) and Objectives. This Purpose and Need Statement is a summary of the reasons for the project. The project's Goal(s) and Objectives outline the desired outcome of the project. Together, they serve as the foundation for the development of criteria that will be used to evaluate the range of alternatives taken into the Alternatives Analysis/Draft Environmental Impact Statement phase of the project, constituting the project's Evaluation Framework.

In October 2007, LTD staff proposed a Purpose and Need Statement and Goal and Objectives for the WEEE Project, which was circulated to the public, agencies, and jurisdictions for review and comment. The Scoping comment period concluded on November 5, 2007. Based on the comments received, LTD staff prepared the draft Final Purpose and Need Statement and Goal and Objectives, which was circulated to the project's interested agencies and jurisdictions for a courtesy review and comment opportunity. The WEEE Corridor Committee reviewed the draft final document and offered advice to the LTD Board of Directors and the EmX Steering Committee recommended revisions to the draft final document.

On December 19, 2007, the LTD Board of Directors adopted the Final Purpose and Need Statement and Goal and Objectives, as recommended by the EmX Steering Committee. Subsequently, FTA proposed a few wording changes to the Purpose statement (Attachment 2 to Agenda Item Summary). Because Federal regulations require that a project's Federal and local lead agencies reach consensus on a project's Purpose and Need Statement before the EIS can be published, FTA's proposed revisions to the

project's Purpose statement are being presented to the LTD Board for consideration and adoption. The proposed revisions would revise the Purpose Statement by:

- 1) Noting that LTD and FTA are proposing to study BRT alternatives;
- 2) Correcting the tense of the statement in one location; and
- 3) Clarifying that the project will continue to obtain local participation in its development.

The LTD Board of Directors could:

- 1) Adopt the revisions as proposed by FTA;
- 2) Adopt other revisions and forward them to FTA for its consideration; or
- 3) Choose not to revise the project's Purpose statement and direct LTD staff to continue discussions with FTA (recognizing that the project's EIS cannot be published until FTA and the LTD Board of Directors reach consensus on the project's Purpose statement).

LTD staff recommend that the LTD Board of Directors adopts the revisions proposed by FTA, as shown in the attached proposed revised Final Purpose and Need Statement and Goal and Objectives.

2) Adopt the Draft Range of Alternatives Report:

Background

Federal regulations require that a project provide the public, agencies, and jurisdictions with the opportunity to review and comment on the proposed range of alternatives to be studied in an AA/DEIS. Further, Federal regulations require that the Federal and local lead agencies agree on the range of alternatives to be studied in the AA/DEIS before it can be published. In general, the alternatives to be studied in an AA/DEIS should represent a reasonable range of the reasonable alternatives that address the project's Purpose and Need Statement. This is often termed "a handful of promising alternatives." A two-tiered approach is used to reach this determination: 1) screen out any alternatives that do not meet the project's Purpose and Need Statement; and 2) assess the remaining alternatives using evaluation measures to identify the alternatives that are reasonable, based on criteria related to the project's Evaluation Framework (i.e., the Purpose and Need Statement and Goal and Objectives).

In October 2007, LTD staff issued a proposed range of alternatives to be studied in the project's AA/DEIS, which was circulated to the public, agencies, and jurisdictions for review and comment. The comment period concluded on November 5, 2007 and additional mode and alignment alternatives were proposed by the public (none were proposed by agencies or jurisdictions). A copy of the comments received during the Scoping comment period was made available to the LTD Board of Directors at its December 19, 2007 meeting.

Alternatives Screening

LTD staff then: 1) more precisely defined the mode and alignment alternatives as proposed by LTD staff and the public (e.g., named, mapped, conceptually described); 2) agreed with FTA on the Tier I and Tier II Scoping measures to be prepared for the alternatives; 3) prepared findings on the proposed alternatives based on the Tier I Screening and Tier II Evaluation measures (*Scoping Screening of Alternatives Findings Report*); and 4) prepared the *Draft Final AA/DEIS Range of Alternatives Report*.

The *Scoping Screening of Alternatives Findings Report* (Attachment 3 to Agenda Item Summary) provides comprehensive documentation of the two-tiered screening and evaluation process and results, by providing: 1) a summary of the screening and evaluation process; 2) a description of the Purpose and Need Statement, Goal and Objectives, and the West 11th Corridor; 3) the mode and alignment alternatives proposed by LTD staff and the public during Scoping; 4) the findings and preliminary results (pending approval by the LTD Board of Directors) of the Tier I analysis and screening; and 5) the findings of the Tier II analysis and evaluation. The Findings Report describes the methods used to prepare the findings and the detailed and summary findings for each measure for each alternative evaluated.

The *Draft Final Range of Alternatives Report* (Attachment 4 to Agenda Item Summary) identifies the alternatives that would, or could reasonably, address the project's Purpose and Need Statement, based on the results documented in the Finding Report. The *Draft Final Range of Alternatives Report* also includes an Executive Summary of the Findings Report. It also provides the rationale for the selection of the mode and alignment alternatives to advance into the AA/DEIS for further study and for the selection of the mode and alignment alternatives to be removed from further study.

Committee Review

Both the *Scoping Screening of Alternatives Findings Report* and the *Draft Final Range of Alternatives Report* were provided to the WEEE Corridor Committee for review. The Corridor Committee met on December 8, 2007 (tour), January 29, 2008, and February 21, 2008, to review preliminary work related to the proposed range of alternatives and their screening and evaluation. On March 3, 2008, the Corridor Committee met to discuss the *Draft Final Range of Alternatives Report* and to provide committee members the opportunity to provide comment and advice on the draft report to the LTD Board of Directors (Attachment 5 to Agenda Item Summary).

On March 4, 2008, the EmX Steering Committee met to review and discuss the Range of Alternatives Report. The Steering Committee unanimously approved a recommendation to the LTD Board of Directors to adopt the draft Final Range of Alternatives Report with one addition: the Steering Committee recommends adding W.11th Avenue between the Eugene Station and Garfield Street to be part of an alternative alignment in conjunction with W. 13th Avenue. This would create an alternative using 11th and 13th--similar to the alternative using 6th and 7th Avenues.

Staff Recommendation

Staff presentations to the committees and Board have described the screening process as a balancing between resource management and risk management. On the one hand, staff do not have the resources to fully evaluate every alternative that has been suggested. On the other hand, we do not want to limit the alternatives we take into the next phase to the point where there is a risk of not finding a viable alternative. Both the Corridor Committee discussion and the EmX Steering Committee discussion and recommendations reflect a very concerted effort to balance those two factors. The EmX Steering Committee recommendation to keep West 11th Avenue between the Eugene Station and Garfield Street on the table is intended to provide an additional alternative in that segment in order to reduce risk.

Based on the Corridor Committee discussion, and EmX Steering Committee discussion and recommendations, staff believe it is important to clarify the intent of the screening

process and the recommendations in the *Draft Final Range of Alternatives Report*. The screening process has largely focused on build alternatives. The required Transit System Management (TSM) alternative mentioned in the report has not yet been described in any detail. This alternative is intended to provide an option that tries to get close to the operational benefits of BRT without the capital costs. In essence, it is similar to portions of the current EmX route that run in mixed-traffic. In that context, West 11th Avenue and other streets on which LTD currently operates could be considered for a TSM alternative.

While staff have discussed with both the committees and the Board the concept of mixing and matching alternatives that will be part of the Alternatives Analysis, no detail has been developed around how that process would work. At this point it is important to understand that a TSM alternative could be matched with a build alternative to best meet the needs of the project (as specified in the Purpose and Need Statement).

Both the TSM alternative and the mixing and matching of alternatives serve the purpose of reducing the risk of not finding a viable alternative. In addition, the decision about the range of alternatives to be taken into the next phase is a management decision, not a selection of a preferred alternative. As such, it represents our determination, based on the best information available at this time, of the most promising alternatives to study further, but does not necessarily restrict us to those alternatives. The Alternatives Analysis phase has the flexibility to add back alternatives should additional analysis indicate that the promising alternatives coming out of screening end up having significant or possibly fatal flaws. Any reconsideration of alternatives originally screened out at this point would be taken through discussion with the Corridor Committee and EmX Steering Committee and Board and FTA approval.

The TSM alternatives, the ability to mix and match, and the flexibility to reconsider currently less promising alternatives provide for a strong capability to manage the risk of not finding a viable alternative. For these reasons, staff recommend the following with respect to the range of alternatives:

1. Adopt the recommendations contained in the *Draft Range of Alternatives Report* as presented;
2. Direct staff to develop a clear description of how the process will work to create a TSM alternative and how alternatives will be mixed and matched during the Alternatives Analysis phase. This description would make clear that West 11th Avenue and other streets within the corridor that currently serve as LTD routes will be considered in the development of the TSM alternative.
3. Direct staff to schedule a check-in during the Alternatives Analysis phase to verify the viability of the range of alternatives identified for further study with this action.

Concurrence with FTA

Note that once the Draft Final Range of Alternatives is adopted by the LTD Board of Directors, it will be forwarded to FTA for review and agreement. FTA may recommend changes to the range of alternatives, which would be forwarded to the LTD Board of Directors for their review and agreement. As per Federal regulations, LTD and FTA (as the project's local and Federal Lead Agencies), must reach agreement on the range of alternatives before a draft EIS can be published.

3) Adopt the Proposed Range of Environmental Disciplines for the EIS:

Federal regulations require that the public, agencies, and jurisdictions have the opportunity to review and comment on the proposed range of environmental disciplines to be studied in an EIS. In October 2007, LTD staff proposed the range of alternatives to be studied in the WEEE Project's EIS. That proposed range of alternatives was distributed to the public, agencies, and jurisdictions for review and comment. The Scoping comment period concluded on November 5, 2007, and no additional environmental disciplines were suggested by the public, agencies, or jurisdictions for the WEEE Project's EIS. On March 3, 2008, the WEEE Corridor Committee was provided the opportunity to review and discuss the proposed final range of environmental disciplines, and they offered no additional advice to the LTD Board of Directors. On March 4, 2008, the EmX Steering Committee unanimously recommended that the LTD Board of Directors adopt the proposed final range of environmental disciplines to be addressed in the WEEE Project's EIS.

The following table provides the list of environmental disciplines that, with approval by the LTD Board (and subsequent agreement by FTA), will be addressed in the WEEE Project's EIS. A description of the impacts assessed within each discipline is provided as Attachment 6 to the Agenda Item Summary.

Range of Environmental Disciplines to be Addressed in West Eugene EmX Extension

- | | |
|---|--|
| <ul style="list-style-type: none"> • Land Use • Socioeconomic • Air Quality • Utilities • Public Parks and Recreation Areas and Wildlife and Waterfowl Refuges • Geology and Earthquake Standards • Wetlands and Waters of the State and U.S. • Energy and Sustainability • Cumulative and Secondary Impacts | <ul style="list-style-type: none"> • Acquisition and Displacements • Noise • Visual and Aesthetic Resources • Historic, Archaeological, and Cultural Resources • Hazardous Materials • Biological Resources and Endangered Species • Water Quality, Hydrology, and Floodplains • Construction Activities • Transportation |
|---|--|

Next Steps

Following adoption of these three items (and subsequent agreement by FTA), Scoping for the WEEE Project EIS will be complete, with the exception of one additional item: the preparation of analysis methods and data reports (AMDRs) for the various environmental disciplines to be addressed in the EIS. These AMDRs establish the ways in which project impacts will be determined within each area of discipline. LTD and its consultant team are working to prepare drafts of the AMDRs, which will be circulated to the project's Participating Agencies for review and comment (as required by Federal regulation). Following receipt of comments, LTD will work with FTA to address the comments received and will issue the final AMDRs. Once the final AMDRs are issued, Scoping for the WEEE Project EIS will be complete.

LTD staff, in close consultation with FTA, are also initiating work on the AA/DEIS phase of the project, working to prepare a work plan and schedule, consultant scopes of work, and initiating the technical analysis on the alternatives identified for further study.

Q:\Reference\Board Packet\2008\03\Regular Meeting 3-19-08\WEEE Attachment 1 Detail memo - Prop Bd actions-Project Scoping - tbs030608.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: March 10, 2008

ITEM TITLE: WORK SESSION: WEST EUGENE EmX EXTENSION (WEEE) PROJECT SCOPING—PROPOSED RANGE OF ALTERNATIVES

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None

BACKGROUND: At its March 19 meeting, the Board will be asked to consider the following actions related to the West Eugene EmX Extension project:

1. Adopt the proposed revised Purpose and Need Statement based on the Federal Transit Administration's (FTA) review and request for modification to the statement that was previously adopted by the Board on December 19, 2007.
2. Adopt the Range of Alternatives Report on staff recommendations for alternatives to be taken into the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) phase of the project, and then forward to FTA for concurrence.
3. Adopt a Range of Disciplines and forward to FTA for concurrence.

At the March 10 Board work session, staff will provide the Board with an overview of these actions, focusing on the recommended range of alternatives. Attached is the Draft Final West Eugene EmX Extension Project Range of Alternatives Report. This report summarizes the staff recommendations for the range of alternatives that will be studied further in the Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS) for the West Eugene EmX Extension Project.

These recommendations have been discussed by both the WEEE Corridor Committee and the EmX Steering Committee. The Corridor Committee's advice and the Steering Committee's recommendations will be presented at the March 10 work session, together with the staff recommendations contained in the report. The Board will then be asked to approve a range of alternatives for further study, with concurrence from the FTA.

Summary of Staff Recommendations:

The following modes and alignment alternatives have been selected for further study in the project's AA/DEIS (Appendix A of the attached report provides a map illustrating the alignment alternatives selected for further

study in the AA/DEIS). Sections 2.0 and 3.0 of the attached report provide a summary of how and why these alternatives were screened, evaluated, and selected.

Selected Mode Alternatives:

- Transportation systems management (TSM) bus improvements
- Bus rapid transit (BRT)

Selected Alignment Alternatives (by Segment):

- *Segment A – Eugene Station to Garfield Street*
 Alternative 1 – 13th Avenue
 Alternative 2 – 6th/7th Avenues
- *Segment B – Garfield Street to Beltline*
 Alternative 1 – 7th Place/Stewart Road
 Alternative 3 – Amazon Channel
 Alternative 4 – 11th Avenue
- *Segment C – West of Beltline Segment*
 Alternative 1 – 11th Avenue to Terry Street Loop

ATTACHMENT: Draft Final West Eugene EmX Extension Project Range of Alternatives Report

PROPOSED MOTION: None