



Lane Transit District

Modification of MovingAhead Recommended Investment on River Road Corridor

PRESENTED BY: Dave Roth, Director of Mobility Planning and Policy

ACTION REQUESTED: Adoption of Resolution No. 2024-05-15-012 Adopting modification to the MovingAhead Build Alternative for the River Road Corridor from the EmX Option to the Enhanced Corridor Option.

In the time since the MovingAhead Locally Preferred Alternative (LPA) was adopted, significant change has occurred requiring reconsideration of the recommended option for the River Road corridor.

Factors influencing this decision include the following:

- **Cost:** Over the past several years, capital project costs have increased significantly due to inflation. The initial estimated River Road EmX build costs were \$78 million. To build the same project in 2025, it would cost \$103 million; a 32% increase. Further, any grant opportunity that would fund a new EmX corridor would require a matching contribution, typically transferred from LTD's operating fund. Limited operating dollars would be better utilized to support transit frequency, reliability, and speed throughout the fixed route system.
- **Benefit:** Ridership projections utilized in the MovingAhead analysis were calculated prior to the pandemic and suggested an increase in boarding's along the River Road corridor to be less than 2,000. Although increasing, current fixed route ridership is still 30% lower than when the MovingAhead study was conducted. Targeted Enhanced Corridor improvements such as transit signal priority provide similar benefit with much lower capital investment requirements.
- **Community Expectations:** In the time since the MovingAhead project was conducted, community expectations and sentiment have evolved, not just regarding River Road but for public services throughout the community. Given these changes, it is an appropriate time to focus on fixed route improvements that can make an impact on outcomes that are important for the region right now.

MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District, regional agencies, and the Eugene-Springfield community. The project studied a range of potential transit investments and conducted an alternatives analysis on five major corridors in Eugene – Highway 99, River Road, Downtown to LCC via 30th Avenue, Coburg Road, and Martin Luther King Jr. Boulevard. Results of community engagement and technical analysis resulted in an LPA build alternative recommendation for future investments on the corridors being studied:



Lane Transit District Modification of MovingAhead Recommended Investment on River Road Corridor

- Highway 99 Corridor: Enhanced Corridor
- River Road Corridor: EmX
- 30th Avenue Corridor (Downtown to LCC): No-Build
- Coburg Road Corridor: Enhanced Corridor
- Martin Luther King Jr. Corridor: Enhanced Corridor

The final MovingAhead LPA was adopted by the Eugene City Council on March 14, 2022; the LTD Board on March 16, 2022; and the Metropolitan Policy Committee (MPC) on May 5, 2022.

While a decision to modify the MovingAhead LPA build alternative for River Road does not require formal or technical action, a resolution to do so clarifies with the community and project partners LTD's intention to not pursue EmX on River Road. Upon adoption of this resolution, LTD staff would notify the Federal Transit Administration (FTA), the City of Eugene, Metropolitan Policy Committee (MPC), project stakeholders, and the broader community of the decision.

MOTION: I move to adopt Resolution no. 2024-05-15-012 adopting modification to the MovingAhead build alternative for the River Road corridor from the EmX option to the Enhanced Corridor option.



RESOLUTION NO. 2024-05-15-012

CHANGING THE MOVING AHEAD ACTION FOR EMX ON RIVER

WHEREAS, LTD has engaged in a partnership with the City of Eugene to conduct a study of key transit corridors within Eugene,

WHEREAS, The Eugene City Council and the Lane Transit District Board of Directors took actions on March 16, 2022 and March 18, 2022, respectively to adopt a Locally Preferred Alternative (LPA) for each of those corridors,

WHEREAS, The LPA build alternative for the River Road Corridor was to construct EmX infrastructure along that corridors,

WHEREAS, The construction costs for EmX infrastructure along that corridor have significantly escalated,

WHEREAS, The ridership estimates for EmX along the River Road corridor were moderate relative to existing EmX corridor ridership,

WHEREAS, The Enhanced Corridor Alternative identified for River Road provides similar benefit with lower capital cost requirements, and

NOW, THEREFORE, BE IT RESOLVED, that the LTD Board of Directors, passes a resolution modifying the EmX Build Alternative from the EmX option to the Enhanced Corridor option for River Road.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 15 DAY OF MAY, 2024.

Board President, Gino Grimaldi