



EXECUTIVE SUMMARY

ENVIRONMENTAL ASSESSMENT

West Eugene EmX Extension Project

July 2012

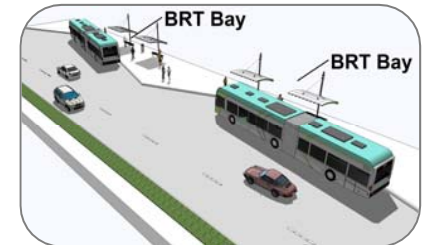
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WHAT IS BUS RAPID TRANSIT (BRT)?

BRT emulates light rail's dedicated right-of-way, efficiency, and reliability without the capital cost of an expensive rail system, and with the advantages of a regular bus system's flexibility and lower operating cost. The West Eugene EmX Extension would be LTD's third BRT line.

This document uses the following terms to describe BRT elements typically implemented by LTD.

- **BRT Bays (and Double Bays):** BRT bays are pullout areas specifically designed to allow BRT buses to pick up and drop off passengers without blocking other traffic in the station area. Double bayed stations are simply stations containing two bus bays.
- **BRT Bus Lanes:** BRT is flexible enough to operate in a variety of physical environments; however, to better support rapid, reliable service, with convenient boarding and alighting, BRT *priority lanes* (bus lanes shared with other traffic) and *dedicated lanes* (BRT-only lanes), also called *transitways*, are preferred. "BRT bus lanes" can refer to either or both of these arrangements.
- **Business Access and Transitway Lane (BAT Lane):** A BAT lane is a kind of BAT-priority lane that provides BRT priority, but lets general-purpose traffic use the lane to make a turn into or out of a driveway or at an intersecting street.
- **BRT Stations:** Farther apart than local bus stops, BRT stations include permanent, architecturally significant shelters and raised platforms. They are well-lit, safe and secure, have unique EmX identity, include passenger amenities (seating, bike parking, real-time passenger information), are easily accessible to all users, and are sited to connect easily with non-BRT bus service.
- **BRT Station Pairs:** A BRT stop may be served by two stations located in the same area, providing incoming and outgoing service. Paired stations can be located on opposite sides of the roadway (curbside platform) or on opposite sides of a median (double-sided center platforms).
- **BRT Vehicles:** BRT systems like LTD use unique branded vehicles that are designed to allow rapid passenger loading and unloading, with front and rear doors on both sides of the bus, on-board bike storage, and quick wheelchair accommodation and securement.



BRT Bays (and Double Bays)



BRT Stations



BRT Vehicles



Business Access and Transitway Lane (BAT Lane)

- **Frequent, Reliable Service:** BRT systems like EmX feature frequent, all-day service. The routes are direct, easy to understand, and minimize the need for transfers. BRT services are integrated with existing local bus services.
- **Level Boarding:** Station platforms are typically level with the bus floor to speed passenger boardings and enhance accessibility.
- **Off-Vehicle Fare Collection:** All station platforms include automated ticket machines that let passengers pay their fares before boarding the bus; BRT further reduces wait times by allowing boarding through multiple doors.
- **Passenger Information:** BRT systems give passengers real-time transit arrival information on electronic display signs at stations and via audible and electronic boards on vehicles. These features give passengers useful information and also attract new riders by making the system easier to use and understand.
- **Queue Jump Lane:** This special roadway design gives preference to buses at intersections. It consists of a transit-only additional travel lane on the approach to a signalized intersection, usually accompanied by a signal that provides a phase specifically for the transit vehicles (see “transit signal priority”). Vehicles in the queue jump lane get a "head-start" over other queued vehicles and can therefore merge into the regular travel lanes immediately beyond the signal. The lane lets the higher-capacity vehicles jump to the front of the queue, reducing the delay caused by the signal and making the transit system more efficient.
- **System Identity and Image or Branding:** BRT systems use eye-catching logos and design to distinguish their service from regular bus service. This helps riders identify the BRT service and easily tell where and when it operates; studies also find that it helps draw new riders. A system can convey its identity through clearly and uniquely marked vehicles, signs, stations, graphics and even transitways.
- **Transit Signal Priority:** This traffic signal phasing technique speeds up BRT travel through intersections. As BRT vehicles approach signalized intersections, the bus is able to alter the signal phasing to receive a priority green light ahead of the green light phase for other traffic. (This is different from the automatic green light used only for emergency vehicles).



Level Boarding



Passenger Information



Queue Jump Lane



System Identity and Image or Branding

EXECUTIVE SUMMARY

In 2007, the Eugene City Council and the Lane Transit District (LTD) Board of Directors selected West Eugene as the City's and LTD's priority for the next Emerald Express (EmX) bus rapid transit (BRT) corridor. The West Eugene EmX Extension (WEEE) project proposes to bring BRT to West Eugene by extending EmX from downtown Eugene through the West 11th Avenue Corridor to Commerce Street (Figure ES.1). This transportation investment will improve the transit network and support the City's goals to create a more livable community.

What is the WEEE project?

The WEEE Project will be an 8.8-mile (round trip) westerly extension of the highly successful Franklin/Gateway EmX BRT line (Figure ES.2). When the extension is complete, the EmX Line will link residential and commercial activity centers in the West 11th Avenue Corridor (the Corridor) with the region's two central business districts (Eugene and Springfield) and the region's two largest employers (the University of Oregon and Peace Health Hospital). The WEEE project will require construction of approximately 5.9 miles of BRT lanes and 13 new BRT stations or station pairs. Similar to the 24 existing BRT stations, the new stations will have level boarding, comfortable shelters, real-time passenger information, and fare-vending machines. As a part of the project, LTD will purchase seven new 60-foot articulated hybrid-electric BRT vehicles using a design and branding similar to its existing fleet of 11 BRT vehicles. Because LTD has existing excess capacity at its bus and BRT maintenance facility, the project will not include any expansion of its maintenance facility or storage yard. And because there will be adequate Park & Ride lot capacity within the corridor by the project's opening year (2017), the project will not need to expand the number or capacity of Park & Ride lots beyond what is otherwise planned.



Figure ES.1. Project Vicinity and BRT Network

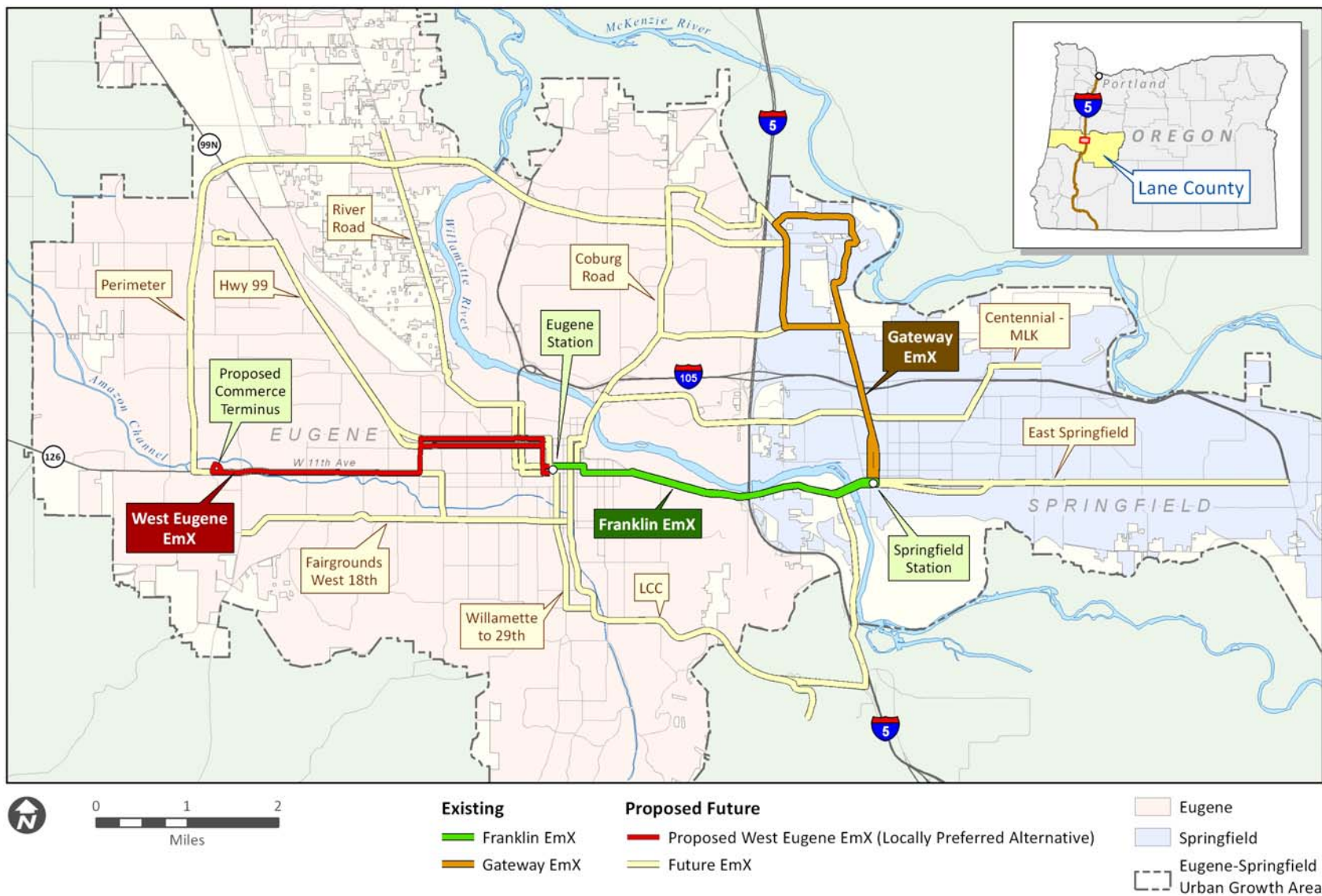
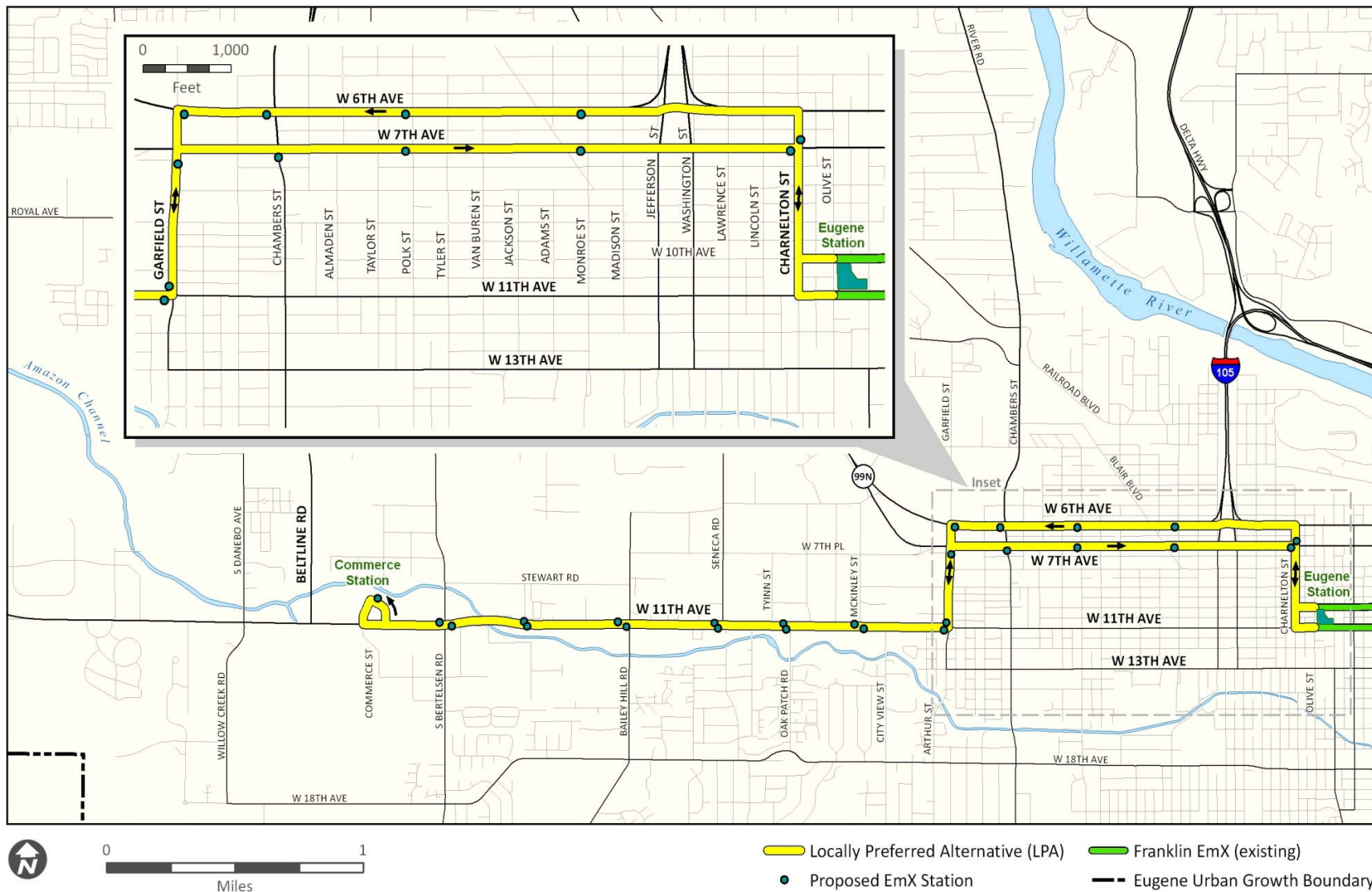


Figure ES.2. West Eugene EmX Extension Locally Preferred Alternative



Why is this environmental study being conducted?

Because LTD proposes to use federal monies to extend the EmX service into West Eugene, LTD is required to evaluate the potential negative (also referred to as adverse) and positive (also referred to as beneficial) effects (also referred to as impacts) of the proposed WEEE project and compare them to the option of taking no action. Two project alternatives – a No-Build Alternative and the Locally Preferred Alternative (LPA)¹ – were evaluated in a series of technical studies. This report, which is called an Environmental Assessment (EA), summarizes the findings from those studies. LTD prepared the EA in cooperation with the Federal Transit Administration (FTA), and it complies with the National Environmental Policy Act (NEPA) of 1969. FTA must consider the EA before it may decide whether to fund the construction of the project.

Why is this project needed?

As explained in detail in Chapter 1, the proposed WEEE project would implement high-capacity public transportation service in the West 11th Avenue Corridor using the bus rapid transit system identified in the adopted Regional Transportation Plan (RTP), extending the system's safe, efficient, effective, dependable, and visually appealing transit service to an important area.

The West 11th Avenue/Highway 126 route from Garfield Street west to the City of Veneta is a highly traveled corridor with a mix of business, residential, and recreational uses, ranging from commercial and office development in the east, to low-density residential development and commercial development in the west. The corridor serves as the gateway to the City of Eugene, the City of Veneta, and the Oregon coast. The existing roadway does not have adequate capacity to serve existing and long-term transportation needs. The inadequate road capacity causes



¹ The term Locally Preferred Alternative (LPA) also means the Preferred Alternative (PA), as used in NEPA and by the Council on Environmental Quality.

congestion during peak travel times, and without high-capacity transit, traffic-induced bus delays are common.

The Oregon Department of Transportation (ODOT) ranks the West 11th Avenue / Highway 126 Corridor (from West Garfield Street to the City of Veneta) 28th among the 50 worst surface transportation choke points in Oregon (TRIP, May 2010). The ODOT report explains that addressing choke points is critical to maintaining or improving safety, quality of life, mobility, travel times, environmental quality, and economic growth throughout the state.

LTD views the West Eugene EmX Extension as crucial to:

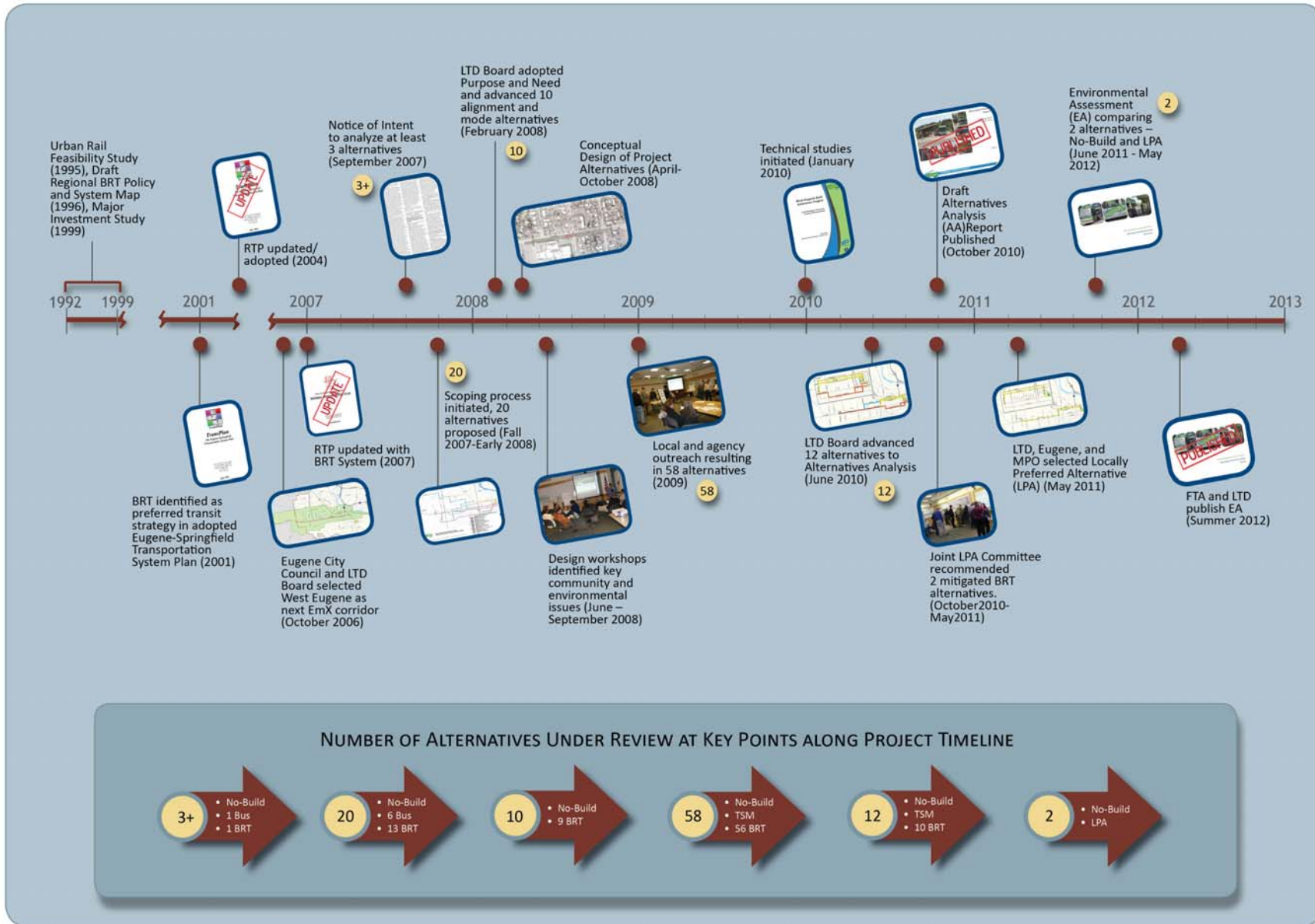
- Addressing the transportation and quality of life needs of the community.
- Addressing current and future operational challenges of the District.
- Building upon the success of the first two EmX corridors.

What alternatives were studied previously?

In 2007, the WEEE project started its Alternatives Analysis (AA) process with a relatively wide range of conceptual alternatives that considered how to extend transit service (that is, by bus or BRT) and where to extend the transit service through the Corridor (Figure ES.3). Over time, through public and agency feedback and environmental screening, the wide range of alternatives was reduced by eliminating those that were unfeasible or would result in too many negative impacts. The remaining alternatives were advanced to conceptual engineering refinement. In response to additional agency and public feedback about potential impacts, the range of design options combined with the project's four BRT Alternatives resulted in 56 unique routing combinations.



Figure ES.3. WEEE Project Alternatives – Background and Timeline



In early 2010, LTD conducted technical impact studies on the No-Build, Transportation System Management (TSM), and two BRT Alternatives (two bus alternatives plus the 56 unique BRT routing combinations). By June 2010, as a result of technical studies, LTD staff recommendations, public input, and advice from the Eugene City Council, the LTD Board eliminated 46 unique BRT routing combinations from further study. The No-Build and TSM Alternatives plus 10 BRT Alternatives (with design options) were then advanced for further consideration in a detailed AA.

Based on the findings of the AA Report (LTD, August 2011) and public and agency input, the project's three local decision-making bodies (Metropolitan Policy Committee, Eugene City Council, and LTD Board of Directors) eliminated the TSM Alternative and nine BRT Alternatives and selected one BRT alternative to advance for further study in this EA. The selected alternative is hereafter referred to as the Locally Preferred Alternative (LPA). Chapter 2 describes the alternatives development process and the alternatives themselves in more detail.

What alternatives are studied in this EA?

This EA builds on the results of the project's AA process and evaluates the transportation benefits, environmental impacts, and financial implications of two alternatives: the No-Build Alternative and the LPA.

The No-Build Alternative would include the region's existing transportation facilities, plus the capital improvements identified in the region's current RTP, with the exception of the planned extension of the existing EmX line into West Eugene.

The LPA would include 8.8 new route miles (round trip); 5.9 route miles of BRT lanes (and 2.9 miles of BRT in shared lanes); 13 new BRT stations or station pairs; and seven additional hybrid-electric BRT vehicles.



Chapter 3 Environmental Elements

- Land Use
- Socioeconomic Effects and Environmental Justice
- Noise and Vibration
- Air Quality
- Visual and Aesthetic Resources
- Historic, Archaeological, and Cultural Resources
- Park and Recreation Areas, and Section 4(f)
- Hazardous Materials
- Geology and Seismic Activity
- Biological Resources and Endangered Species
- Wetlands and Waters of the State and U.S.
- Water Quality and Hydrology
- Utilities
- Energy and Sustainability
- Street and Landscape Trees
- Construction Activities and Consequences
- Cumulative Effects

Would there be any significant environmental impacts from the proposed WEEE project? How would project effects be mitigated?

The alternatives' potential environmental effects help determine their consistency with both the local community environmental values and with laws related to resources in the natural and built environment. Therefore, after describing in more detail the No-Build Alternative and the LPA, the EA reports on the potential environmental effects associated with each. Chapter 3 includes sections on each of the elements of the environment listed in the box at right. Chapter 4 discusses potential transportation effects, such as impacts to traffic and circulation, to transit, and to pedestrians and bicycles. The EA also discusses measures that might be used to mitigate the potential impacts in each area that was examined (noise, air quality, etc.). In addition to the detailed discussion in the chapters, the project's potential effects and mitigation measures are summarized in Appendix ES-1.

Overall, taking into account mitigation, LTD does not expect that building and operating the LPA would cause significant adverse effects.

For summary purposes, one can look at measures in several categories to represent the likelihood and magnitude of the impacts that each alternative could have on the natural and built environment: transportation effects; potential acquisitions and/or displacement of residents, businesses, and parking; potential impacts to street and landscape trees; potential impacts to environmentally sensitive natural resources; and consistency with adopted plans and policies.

Transportation Impacts

Under the No-Build Alternative, out of 58 study area intersections, the number of intersections failing to meet mobility standards would increase from 5 under existing conditions to 19 by 2031. In comparison, by 2031 the LPA would have 16 intersections failing to meet mobility

standards. During the project's opening year (2017) through 2031, 33 LPA intersections would operate as well as or better than under the No-Build Alternative during the PM peak hour. The proposed LPA includes improvements to several intersections to accommodate increased future motor vehicle traffic volumes (including the project), and to meet City of Eugene and ODOT mobility standards.

The LPA would reduce transit travel times between Eugene Station and the proposed Commerce Station.

The No-Build Alternative does not include any pedestrian or bicycle improvements, so would create no new conflicts between vehicles and bikes or pedestrians. The LPA would create a moderate potential for conflicts between BRT and bicycles. However, where EmX replaces existing service, it would likely reduce existing bus/bicycle conflicts, given the reduced number of stops and the shorter time at stops. Pedestrian crossing distances in sections where EmX lanes have been added would be longer, but this should not be problematic with proper signalization and pedestrian refuges.

The LPA would improve sidewalks along West 6th, 7th, and 11th Avenues, creating a wider walking area to serve pedestrians and bicyclists on both sides of the street. The LPA would also create new or enhanced bicycle/pedestrian facilities, including an Amazon bike and pedestrian bridge, path, and sidewalk connecting Buck Street to West 11th and an Amazon bike and pedestrian bridge and path connecting Wallis Street/Obie Station and West 11th Avenue.

These new crossings provide added convenience for pedestrians and bicyclists to access EmX and destinations in the West 11th Avenue area. They also improve safety by reducing the need for bicyclists to use city streets to access West 11th Avenue from the south.

Some properties adjacent to Business Access and Transitway (BAT) lanes could experience improved access because the BAT lanes provide a right-turn deceleration lane at access points.

Left turns out of businesses would be slightly harder in some places due to the additional lane that the vehicles would need to cross.

Transit share and transit ridership would increase under both alternatives, but more travelers would shift to transit under the LPA than under the No-Build Alternative. The LPA would see about 6 percent more of an increase in transit ridership by 2031 than the No-Build. Under the LPA the absolute increase in mode split compared to the No-Build Alternative is 0.3 percent in 2031. Systemwide transit mode splits are also higher for the LPA.

Potential for Acquisitions and/or Displacements of Residents, Businesses, and Parking

The No-Build Alternative would have no property impacts. Under the LPA, just under 2.6 acres would be acquired, including partial acquisitions from 117 tax lots totaling 2.5 acres and possibly full property acquisitions from two tax lots totaling 0.07 acre. The acquisitions are generally small amounts of land along the edges of affected properties. The only possible full acquisitions would be of two small remnant parcels owned by the State of Oregon. The LPA could also displace two retail businesses (a small specialty grocer and an adult store) and one residential unit (one unit of uncertain legal status in a former motel). LTD would pay just compensation for any property acquired, and would assist displaced businesses as directed by the Uniform Relocation Act. LTD would use existing rights-of-way wherever possible to minimize land acquisitions.

The LPA could affect up to 63 on-street parking spaces. LTD would work with the City of Eugene to include in the project's final design up to 10 new on-street parking spaces on the west side of Charnelton Street between 6th and 7th Avenues. The LPA would affect 72 off-street parking spaces. Mitigation measures such as restriping could reduce the net loss of off-street parking to as few as 18 lost parking spaces affecting five business/institutional sites, which would lose between one and seven spaces each. LTD would also replace off-street parking if necessary and where feasible. The LPA would affect up to six property access points (e.g., curb



cuts and driveways), but it would not eliminate access to any property. Where possible, LTD would reduce access impacts by relocating affected driveways along the same roadway. If mitigation for parking or access impacts proved impracticable, LTD would compensate affected owners according to state and federal law. Some or all of the eliminated on-street parking spaces would not be replaced, since on-street parking utilization in the Corridor is below a level that would require mitigation.

On five properties, project property acquisition could affect billboards, regular business signs, landscaping, and bio-swales. LTD will assist the affected property owners with the costs and permitting associated with relocating signs and replacement landscaping. Fourteen properties that now use public ROW for private vehicle parking, landscaping or signs may experience effects resulting from facility expansion in the public ROW.

Potential Impacts to Street and Landscape Trees

This refers to the alternatives' potential impacts to street, charter, and landscape trees. Street, charter, and landscape trees are defined in Chapter 3.16.

The No-Build Alternative would not remove any street, charter, heritage or landscape trees. The LPA would not remove any charter trees or heritage trees. It would remove about 143 street trees and 61 landscape trees. About 130 of the affected street trees would be considered “large street trees” having a diameter of at least eight inches in 2016. Although the project would replace all removed trees at a ratio of at least one tree replanted for one tree removed, the removal of street trees would result in a short-term reduction of the tree canopy in some locations in the LPA corridor.

Likelihood of Adverse Impacts to Other Resources

This section encompasses the alternatives' impacts on certain other environmental and social issues:

- Biological Resources and Endangered Species





- Fish Ecology
- Wetlands and Waters of the State and U.S.
- Water Resources
- Socioeconomics and Environmental Justice Populations
- Hazardous Materials
- Geology and Seismic Standards
- Park and Recreation Areas, and Section 4(f)
- Historic, Archaeological and Cultural Resources (Section 106)
- Visual and Aesthetic Resources
- Noise and Vibration
- Air Quality

In each area listed above, Chapter 3 compares both alternatives' effects to the natural and built environment. The analyses show that the LPA, compared to the No-Build Alternative, is anticipated to have fewer impacts or more beneficial effects in the areas of socioeconomics, environmental justice, and air quality. It is anticipated to have the same or greater impacts in the areas related to biological resources, fish ecology, wetlands, water resources, hazardous materials, geology and seismic standards, historic resources, parks and Sections 4(f) and 6(f) resources, noise, and visual quality. However, even where the LPA would have more of an impact, the impact would not be significant. Of all of the environmental and social issues listed above, only three merit discussion in this summary because of the LPA's potential effects: noise, historic resources and wetlands.

The LPA would likely cause moderate impacts under FTA criteria at up to 11 residences in two structures. FTA noise guidance requires consideration of specified factors to determine whether a project must mitigate noise impacts. In this case, primarily because the impacts are moderate and the slight noise increase is imperceptible to most people, FTA would likely not require mitigation. Sound insulation would be considered, if appropriate. It is possible, though not likely, that the LPA noise levels at a new 25-unit apartment building in the downtown area may

exceed HUD noise criteria; for residential unit living and sleeping areas where noise criteria levels area exceeded building insulation would be considered, if appropriate. (See Section 3.4 for more details.)

There are 57 eligible historic resources along the LPA alignment. The No-Build Alternative would not affect any of them. The LPA would have no effect on 52 of them. It would affect, but not adversely, the other five resources, as a result of minor strip takes and limited tree removal. Neither alternative would affect any known or likely archaeological or cultural resources. (See Section 3.7 for more details.)

The LPA would directly impact 0.048 acre of wetlands, encroach into one wetland buffer, cause temporary construction impacts to one wetland and Amazon Channel, and could indirectly impact three wetlands due to the proximity of construction activities. The project would provide wetland buffer enhancement and riparian plantings along Amazon Channel. (See Section 3.12 of this EA for more details.)

Impacts to (Consistency With) Land Use/Plans and Policies

The No-Build Alternative does not offer a foundation for future nodal development within the Corridor, nor does it implement the policies found in local, regional, and state plans. Under the No-Build Alternative, there would be a lack of high-capacity transit to the West Eugene community, which is inconsistent with adopted land use, economic and transportation plans and policies that encourage increased density and nodal development along major arterial corridors including West 6th and 7th Avenues.

The proposed LPA is consistent with local, regional, and state land use plans and policies, which share the goal of improving transit accessibility and encouraging transit use by concentrating higher density, mixed land uses in nodal development. Additionally, the LPA would provide a basis for future nodal development - higher-density nodes where services and businesses can



congregate around high-capacity public transit. Nodal development is an economic strategy for community growth as well as a transportation strategy.

The LPA is consistent with the city's planned vision for economic growth and development. It would support the West Eugene Enterprise Zone by providing more reliable transit access to businesses and relieving long-term congestion in this area, which is also a freight corridor. As noted above, the LPA would eliminate some on-street and off-street parking spaces. However, LTD would avoid parking loss through redesign, where feasible, and replace parking if necessary and where feasible. The parking changes would not significantly affect land use. The LPA would also adversely affect one or two existing retail uses. In addition to compensation by LTD related to the loss of value as a result of these partial acquisitions, if the businesses are ultimately displaced, they would be eligible for relocation assistance by LTD as specified in the Uniform Relocation Act.

What about impacts from construction activities?

Because the LPA project would affect existing roadways, LTD could not avoid causing impacts during construction. However, with planning and coordination, impacts could be reduced to a manageable level. The following discussion highlights some of the impacts and proposed mitigation; the EA discusses both in more detail.

LPA construction would require short-term full and partial sidewalk and lane closures and rerouting of traffic. No long-term full roadway closures are anticipated.

Under the LPA, LTD and the contractor would carefully plan construction to minimize the potential impact to businesses, roadway users, and surrounding communities. For example, LTD would limit the length of the single lane closures to about five blocks, and one side of the road would be worked on at a time to minimize the impact to road users. Shorter segments would be used in locations with high driveway density. Short construction segments should allow for the



contractor to quickly complete the work within a segment and reopen it to the public. Two adjoining segments would be worked on simultaneously with the goal of excavating, utility installation, base rock, and paving being completed within a two-week period for each segment. Depending on the type of land uses in each construction segment (commercial or residential), and the predominant hours of operation for adjacent businesses, construction could occur at night if it would further reduce potential business and traffic disruptions. Any night work would have to comply with City noise restrictions.

Construction contracts would require contractors to take a number of measures to reduce or eliminate specific impacts. For instance, among other things, they would have to turn off idling engines to reduce air quality impacts, use only well maintained equipment to reduce unnecessary noise, implement erosion and sediment control plans to protect water quality, perform pre-construction site-specific investigations of locations likely to have hazardous soils, coordinate with affected business and property owners in advance of any utility interruptions, and so forth. Sections 3.17 and 4.3.4 summarize the LPA's proposed construction-related mitigation measures. The Summary of Impacts Table in Appendix ES-1 includes construction-related impacts and mitigation.

What are the trade-offs between doing nothing and building the EmX?

In March 2008, the LTD Board of Directors established a goal for the WEEE project: "To implement high-capacity public transportation service, in the West 11th Corridor (east/west), utilizing the adopted high-capacity transit mode identified in the Regional Transportation Plan, that is less hindered by congestion and that provides efficient, effective, dependable, and visually appealing service throughout the life of the project." LTD also established project objectives and measures to evaluate how well the alternatives could meet the objectives. Chapter 6 of this EA provides a detailed comparison of effectiveness, equity, and major trade-offs for the two alternatives.



Key findings of this comparison are:

- Transit travel times for the LPA are estimated to be 28 percent faster than the No-Build Alternative for the Eugene Station/Commerce Terminus trip.
- The LPA would have an operating cost per trip of \$3.90 compared to \$4.03 for the No-Build Alternative.
- The LPA would be consistent with regional, state, and local land use plans in the study area that share the goal of improving transit accessibility and encouraging transit use by concentrating higher density, mixed land uses in “nodal development areas” or transit-oriented development within the project corridor. The No-Build Alternative would support few local, regional, and state land use and transportation policies, and it would be inconsistent with regional and local plans that encourage density and nodal development.
- The LPA would improve access to regional employment centers, including Downtown, areas near the University of Oregon, Gateway Center in Springfield, and the River Bend Hospital. Conversely, under the No-Build Alternative, traffic congestion would increase, which could degrade access to these employment centers, increase the cost of travel, and reduce the efficiency of the region’s roadway network, all of which could negatively affect regional economics.
- The proposed project includes two new dedicated bicycle/pedestrian crossings of the Amazon Channel and other pedestrian (sidewalks) and bicycle facility improvements. The No-Build Alternative does not include any pedestrian or bicycle improvements associated with the project.
- Under the LPA, LTD would have a higher opening-year (2017) systemwide operating cost than under the No-Build Alternative (\$45.76 million vs. \$44.58 million). Over time, the cost difference between the alternatives would narrow as a result of increasing operating costs associated with the No-Build Alternative, such as longer transit and motor vehicle travel times caused by increased congestion, and enhanced service frequency necessary to accommodate ridership increases. By 2031, even with increased service frequency and other amenities, the systemwide operating cost are estimated to be \$54.50 million for the LPA, which is lower than the estimated \$54.95 million for the No-Build Alternative.

How much would the WEEE project cost, and how would it be paid for?

Chapter 5 details WEEE’s anticipated operating and capital costs and sources of revenues. LTD expects to begin building the WEEE project in 2015 and to start operating it in 2017. It estimates that the project cost, in inflated year-of-expenditure dollars, would be \$95.6 million. The WEEE budget assumes funding from FTA’s Section 5309 Small Starts program (\$74.9 million) and \$20.7 million in state lottery bonds.

In its opening year of 2017, the WEEE project is expected to result in an additional \$1.2 million in annual operating costs. LTD maintains a Long Range Financial Plan (LRFP) that projects system general fund revenues and costs for a rolling eight-year period. For this analysis, the LTD Long Range Financial Plan was extended to cover the period through Fiscal Year (FY) 2031. The estimated operating and maintenance revenues and costs between FY2012 and FY2031 show a projected operating surplus of \$9.5 million and, therefore, no projected shortfall in operations and maintenance funding. In years where reserves exceed 10 percent of total general fund expenditures, the analysis assumes LTD would look for the most effective ways to apply the surplus to service increases (see Section 5.5 for more details).

How has the public been involved in the WEEE project so far?

Since it undertook the WEEE project in 2007, LTD has used a broad array of strategies to engage public and agency stakeholders. The public involvement activities have sought to give the public and agencies access to project information and the chance to inform the project. LTD considered all of the input received and incorporated suggestions and recommendations wherever appropriate.

LTD used a variety of tools to reach out to the project’s diverse stakeholder groups and offered numerous opportunities for community conversations, exchanging project information and



providing feedback. Some of the communication tools have included meetings, briefings, workshops, field tours, newsletters, postings on the project website, media releases, radio advertising, open houses, information booths at community events, and public forums.

LTD has taken input for the project via telephone, e-mail, comment forms, meeting flip charts and notes, social media, public meeting testimony, and letters. Public input has been categorized by environmental subject and was considered by the project team throughout the environmental analysis and design refinement.

How can I get more information about the WEEE project?

More information about the WEEE project can be obtained from LTD's website (www.ltd.org), or by calling LTD's main line at 541-682-6100.



How can I comment on the WEEE project and the EA?

Written comments on the WEEE project can be submitted to LTD at the addresses below. Comments on this EA must be submitted in writing during the project's 45-day public review period Monday, July 16, 2012 through Wednesday, August 29, 2012.

By Mail:

Lane Transit District
PO Box 7070
Springfield, OR 97475-0470
Attention: WEEE EA Comments

In Person:

LTD's Glenwood Administration Building
3500 E. 17th Avenue
Eugene, OR 97403

Comments may also be emailed to we.emx@ltd.org.

Please put "EA Comments" in the subject line.

LTD will hold two drop-in sessions during the 45-day review period where LTD staff will be on hand to assist with review of the EA and answer questions. The drop-in session will be held at LTD's Next Stop Center, 1099 Olive Street, Eugene, at the following dates and times:

- July 25, 12 Noon – 7 p.m.
- August 7, 12 Noon – 7 p.m.

The Summary of Impacts Table in Appendix ES-1 of the EA summarizes impacts, benefits, and possible mitigation measures associated with the No-Build Alternative and the LPA under consideration for the West 11th Avenue Corridor.

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