

MPC 4.c Attachment 2a - ConnectOregon Central Lane MPO Bucket Screening Summary

Bucket Screening Summary			
CONSIDERATIONS (from SB 71)	Eugene Depot	Eugene Air Cargo Project	LTD Pioneer Pkwy EmX
Proposed transportation project reduces transportation costs for Oregon businesses	Improve efficiency of transit, taxi, private vehicle and pedestrian circulation on site, improve safety by reducing congestion and traffic conflicts, and reduce wait times. This will be accomplished through a combination of improvements to the parking and site circulation areas, improvements to the rail passenger holding/boarding area and improved integration of the rail passenger and passenger drop off/pick up areas.	Improvements will remove current constraints for efficient movement of air cargo at Eugene. Less time is then needed for movement of time-sensitive shipments to the air cargo network. Project reduces direct and indirect costs associated with cargo movement and handling. According to the draft 2005 Oregon Transportation Plan, investments that expand regional air services, especially air freight, are needed and should be supported because highway congestion will become a financial constraint.	Business transportation cost savings include: <ul style="list-style-type: none"> • travel time savings resulting from dedicated bus lanes, • fewer motor vehicle accidents, • improved freight mobility/accessibility due to reduced congestion on I-5 and city streets, • improved mobility on the state highway system, particularly near I-5 and Beltline Road, and • increased access and mobility for employees/customers with and without cars. For every \$10 million invested in transit, over \$15 million is saved in transportation costs to both highway and transit users. The Pioneer Parkway BRT project could save approximately \$57 million in transportation costs for both Oregon businesses.
<i>Proposed transportation project benefits or connects two or more modes of transportation (strategic consideration)</i>	Major improvement in interconnection of rail passengers arriving and departing by transit, taxi and private vehicles. Improving the efficiency and convenience for rail passengers will enhance the attractiveness of rail service to the public. Supports OTP DRAFT POLICY 1.1 – Development of an Integrated Multimodal System; Policy 1.2 - Equity, Efficiency and Travel Choices, Strategy 1.2.1: Develop and promote inter and intra-city public transportation	The increased demand for the movement of time-sensitive freight requires frequent trucking. The capacity enhancement at the airport improves the connection between ground and the national air transportation system. Supports OTP POLICY 3.1 – An Integrated and Efficient Freight System, STRATEGY 3.1.4: Work with shippers, transportation providers and other groups to improve traffic flows and interactions between modes. It is estimated that the potential value to the community would be an increase of \$42M in goods shipped/received.	The project will connect three modes of transportation: pedestrians/bicycles, auto and transit. The project benefits several modes, including freight mobility, auto, transit and pedestrians.

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<p><i>Proposed transportation project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system (strategic consideration)</i></p>	<p>The Eugene Depot serves as the multi-modal transportation hub for the lower Willamette valley and the southern terminus of Amtrak's high-speed rail system serving the Willamette Valley north to Vancouver, B.C. The Depot is the terminal for Amtrak's interstate passenger rail and bus service, serving the Lane County and surrounding areas to the east, south and west. Supports OTP draft POLICY 3.1 – An Integrated and Efficient Freight System, Strategy 3.1.7 Support rail transportation to achieve greater efficiency of goods movements through public/private partnerships and to reduce traffic on area roadways.</p>	<p>Eugene Airport will be used as a regional hub for cargo operations. The project allows larger aircraft to connect with smaller feeder aircraft from the surrounding region. This air-to-air hub, coupled with enhanced ground-to-air activity, makes this project a strategic link in the state and national air cargo system, and a project that will create a measurable increase in the efficiency of the intermodal system.</p>	<p>The project is an essential link in the Statewide and Regional transportation system. The project supports many of the strategies and policies in the draft Oregon Transportation Plan, particularly Goal 2, Management of the System, and Goal 3, Economic Vitality. This project is identified in TransPlan, and also in the RTP. The project will measurably improve the efficiency of the regional and state transportation system. The peak hour transit mode share on congested corridors, a key plan performance measure that is affected by BRT, would increase from 7.9 percent to 10.1 percent. The percentage of drive-alone trips will decrease from 44.21 percent in 2002 to 40.21 percent in 2025.</p>
<p>How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan</p>	<p>The City of Eugene, with federal funds under the SAFETEA program, will bear 70% of the total \$1.4 million project cost. The ConnectOregon grant request of \$400,000 will be matched by \$1 million in federal funds earmarked for the Eugene Depot project.</p>	<p>The total project cost is proposed at \$5,471,281. The grant request of \$4,103,461 will be matched by local and federal leveraged funds of \$1,367,820, which is 25% of the total, and 5% above the minimum required.</p>	<p>Lane Transit District will provide the \$1.08 million required match to the \$5.4 million ConnectOregon Pioneer Parkway Project request. \$31,520,000 million in funds will be provided from a combination of local funds, land grants, and federal funds. Sufficient Federal funds are authorized in the 2005 federal transportation bill, SAFETEA-LU, Sec. 3043 (d)(17) and LTD has programmed local match in its long range financial plan.</p>

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<i>Proposed transportation project creates construction and permanent jobs in this state (strategic consideration)</i>	Design and construction will be by Oregon firms. With an economic multiplier of 1.9 to 2.0 for construction expenditures, the project is expected to have a \$2.7 to \$2.8 million benefit to the regional and state economy.	The project will create 20 (estimated) local full time construction jobs. The top air cargo users represented 8,945 Lane County jobs. The annual growth rate for air cargo in Lane County over the past three years is 10.4%. With an economic multiplier of 2.0 for construction projects, the project is expected to generate a benefit to the State's economy of approximately \$9.0 million.	LTD's \$38 million Pioneer Parkway Bus Rapid Transit Project would create an estimated 214 construction jobs * Increased demand for goods and services from local suppliers will create an additional 401 indirect jobs *The Pioneer Parkway BRT project is expected to have an annual operating and maintenance cost of approximately \$1,250,000. Over 20 years this would be approximately \$25,000,000 for operations, creating an estimated 1,425 jobs
Proposed transportation project is ready for construction	Conceptual design for this project was completed as part of the Mater Plan for the Depot. Final design will begin as soon as funding is secured. Due to the complexity of the intermodal project and requirement for multiple agency review, the design, approval process and bidding is expected to take up to 18 months, with a construction start date of January, 2008.	Land acquisition, environmental review, initial civil design and construction cost estimates have already been completed. Construction could start by the spring of 2007, as that would coincide with the timing for receipt of the federal grant and completion of the architectural plans for the building.	Construction of the transit station at the Gateway Mall along the Pioneer Parkway EmX corridor can begin in 2007. The other transit stations along the corridor will be built between 2007 and 2009.
BUCKET*	1	1	1

* - Buckets are defined as follows:

1. Project demonstrates it meets all six considerations

3. Project achieves one or more of the strategic considerations, but not all of them.

2. Project demonstrates that it represents strategic investments and connections - two or more modes of transportation, system improvements, and jobs/economic development; but may not be fully ready to construct, able to demonstrate lower transportation costs for Oregon business, or leverage other benefits.

4. Project cannot demonstrate any of the strategic or region wide considerations