

Attachment 4

ConnectOregon II - Tier Ratings and Justifications Projects within MPO Area plus LTD Project with Substantial Influence on MPO Area

EUGENE DEPOT TRANSIT/ACCESS IMPROVEMENTS

This project will improve transit circulation and passenger facilities to enhance the Depot site's role as a multi-modal transportation facility. This is the 2nd phase in the implementation of the master plan for the multi-modal Depot development site.

Factors to Consider	Lane Co. RAC and Staff		ODOT Initial Review	
<i>Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor</i>	Project could broaden rail use by making commute to a job in Eugene from Corvallis, Albany, Harrisburg more attractive, especially if light rail is implemented. This would broaden labor market for Eugene.	X	No. Eugene Depot serves intercity travelers who are very unlikely to be commuting to work. Project will not reduce costs to Oregon businesses or provide improved access to jobs/labor. Project does not meet this criteria.	
<i>Project results in an economic benefit to this state</i>	May be an economic benefit to Eugene, but not necessarily the state.		Project may provide some benefit in the form of increased tourism. This benefit, however, is unlikely to result in measurable changes in employment or income in Oregon. Project does not meet this criteria.	
<i>Project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system</i>	Makes travel by train to Eugene more attractive by making it easier to take the bus once you get here.	X	Yes. Connections between intercity passenger service and local transit are critical links in the transportation system that are often missing. Project can improve utilization of passenger rail by facilitating mobility once passengers reach Eugene.	X
<i>Ability of applicant to fund the project from any source other than the (Connect Oregon II) fund</i>	City has provided a match far in excess of 20% and is also finding other funds for multiple other phases.	X	City has provided match in excess of 20% requirement but it is unlikely to have sufficient funds to fully construct the project themselves.	X
<i>Construction readiness</i>	No apparent obstacles. Only permits from the City's permit office are needed.	X	No apparent obstacles. Only local permits are needed, and City is likely to approve its own permits.	X
Resulting TIER rating		3		3

Connect Oregon II REVIEW OF ECONOMIC BENEFIT TO STATE:

ODOT Economist – “Has the potential to result in economic benefit”

OECD Economist – “Unlikely to result in economic benefit”

TRANSIT MODAL COMMITTEE RATING: Tier 3/ HIGH RANK/ Priority 10 of 13

UNION PACIFIC RAILROAD EUGENE YARD CROSSING

Install crossover in Eugene Yard between yard track nos. 305 and 311

Factors to Consider	Lane Co. RAC and Staff		ODOT Initial Review	
<i>Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor</i>	Rail freight is chosen for reduced costs, and not speed. May result in reductions to freight waiting times as trains can move more easily within the switching yard, however.	X	Not clear if project will result in reduced shipping rates, but it may reduce transit times for businesses shipping by rail. No improved access to jobs/labor. Reduced transit time for freight shipments is only a slight benefit as most shippers on rail are not highly time sensitive or they would not be shipping on rail in the first place. Slight benefit of improved freight transit times not enough to “thoroughly” meet this criteria	
<i>Project results in an economic benefit to this state</i>	Rails primarily make improvements to mainlines, and these improvements are often not made because they have lower overall value. Without the funding, project may not get done. Rail statewide not meeting demand for freight. Any improvement is good.	X	Dubious. Will jobs and incomes in Oregon increase due to more efficient operations in the Eugene yard? No letters of support from area businesses to document economic benefit from project. UPRR periodically announces intention to close Eugene yard; are they now committed to operating this facility for the 25+ year useful life of this project? Not enough to “thoroughly” meet this criteria.	
<i>Project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system</i>	Unclear. Rail is primarily chosen for reduced costs, so increased use of rail seems unlikely.		Slight improvement in efficiency of freight and passenger rail system. Not clear if this will improve utilization of rail – no letters of support to indicate that increased utilization will result. Project does not create a link in the transportation system that does not already exist. Not enough to “thoroughly” meet this criteria.	
<i>Ability of applicant to fund the project from any source other than the (Connect Oregon II) fund</i>	UPRR is proposing a 20% match.	X	UPRR has substantial financial resources from which they could fund this project. It is not clear why UPRR needs Connect Oregon II grant. If this project improves efficiency of their system, then it should make sense for UPRR to construct this project themselves – they can capture the benefits of the project as reduced operating costs or increased shipping rates. If the project does not make economic sense as a private investment because the costs are greater than the benefits, then why should the public make this investment? Applicants that have required matching funds meet this criteria. Applicants fail this criteria if they are at the extreme end of a funding continuum – either a) they have no local funds to contribute without a good reason why, or b) they have sufficient funds themselves without a good reason why a public investment is needed. Project fails to thoroughly meet this criteria.	
<i>Construction readiness</i>	Railroads are highly unregulated and it is unlikely they could not go forward.	X	Good. Railroads are generally free from requirements to get permits for construction activities or to conduct environmental analysis. UPRR owns the land.	X
Resulting TIER rating		3		4

Connect Oregon II REVIEW OF ECONOMIC BENEFIT TO STATE:

ODOT Economist – “Will likely result in economic benefit”

OECD Economist – “Unlikely to result in economic benefit”

RAIL MODAL COMMITTEE RATING: Tier 3/ MEDIUM RANK/ Priority 3**FREIGHT COMMITTEE RATING: Tier 3/ LOW RANK/ Priority 28 of 36**

LANE TRANSIT DISTRICT VENETA TRANSIT CENTER

The Veneta Transit District is a partnership project between Lane Transit District and the City of Veneta that will serve to stimulate more economic activity in the City of Veneta and reduce congestion along Highway 126 through increased bus ridership. The project calls for an enhanced Park and Ride facility near the central area of the City’s growing downtown, identified in the City of Veneta’s Downtown Master Plan. The project is ideally timed with LTD’s plan to meet increasing ridership demand by increasing service frequency and improving the service currently provided by Route 96 Eugene-Veneta.

Factors to Consider	Lane Co. RAC and Staff		ODOT Initial Review	
<i>Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor</i>	Can reduce travel costs for Veneta commuters working in Eugene, and provide better access for physically disabled workers. Increased bus service and covered shelter will improve transit use for commuters.	X	Project can reduce transportation costs for workers in Veneta area who commute to jobs in the Eugene/Springfield area. Project may also increase the workforce available to Veneta-area employers by providing improved service for potential workers in the Eugene/Springfield area.	X
<i>Project results in an economic benefit to this state</i>	Project may attract new business to Veneta if congestion is reduced on Highway 126W to Eugene, making it easier to attract a larger work force. Could attract businesses from out of state.	X	Project may help attract new businesses to Veneta due to increased accessibility to a larger workforce. Benefits to individuals and businesses are unlikely to be substantial enough to generate measurable changes in employment or income in Oregon.	
<i>Project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system</i>	Transit is currently provided but demand is under-supplied, so increased bus service would improve a critical transportation link and increase ridership.	X	LTD currently offers bus service to/from Veneta. Transit Center can provide a critical link, however, by providing park-and-ride facility for residents in the Fern Ridge area where none currently exists. Improved transit service should measurably improve utilization of transit, particularly in the context of existing and future levels of congestion on Highway 126 and the lack of alternative routes to Eugene-Springfield.	X
<i>Ability of applicant to fund the project from any source other than the (Connect Oregon II) fund</i>	LTD has sufficient match but not enough to fund the project themselves.	X	LTD has sufficient match funds but not enough to fully fund the project themselves.	X
<i>Construction readiness</i>	Project appears ready to construct. No major planning, permitting, or environmental obstacles.	X	Project appears ready to construct. Property negotiations with ODOT underway and will likely be successful. No major planning, permitting or environmental obstacles to construction.	X
Resulting TIER rating		1		3

Connect Oregon II REVIEW OF ECONOMIC BENEFIT TO STATE:
ODOT Economist – “Has the potential to result in economic benefit”
OECD Economist – “Will clearly result in economic benefit”

TRANSIT MODAL COMMITTEE RATING: Tier 2/ HIGH RANK/ Priority 4 of 13

