



**DRAFT**

*to the TIP to include the construction phases of this project does not trigger the need for a new conformity determination.*

**OTHER COMMENTS:**

*This project is funded through the FTA Small Starts 5309 program. These funds will be obligated in 2007 and 2008 with completion of construction targeted for 2010. The source of matching funds is ConnectOregon and LTD general fund.*

**CHECKLIST OF ATTACHMENTS:**

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes







and Eugene, Lane County, University of Oregon, Oregon Department of Transportation (ODOT), Federal Transit Administration, and at-large community representatives.

### Environmental Assessment

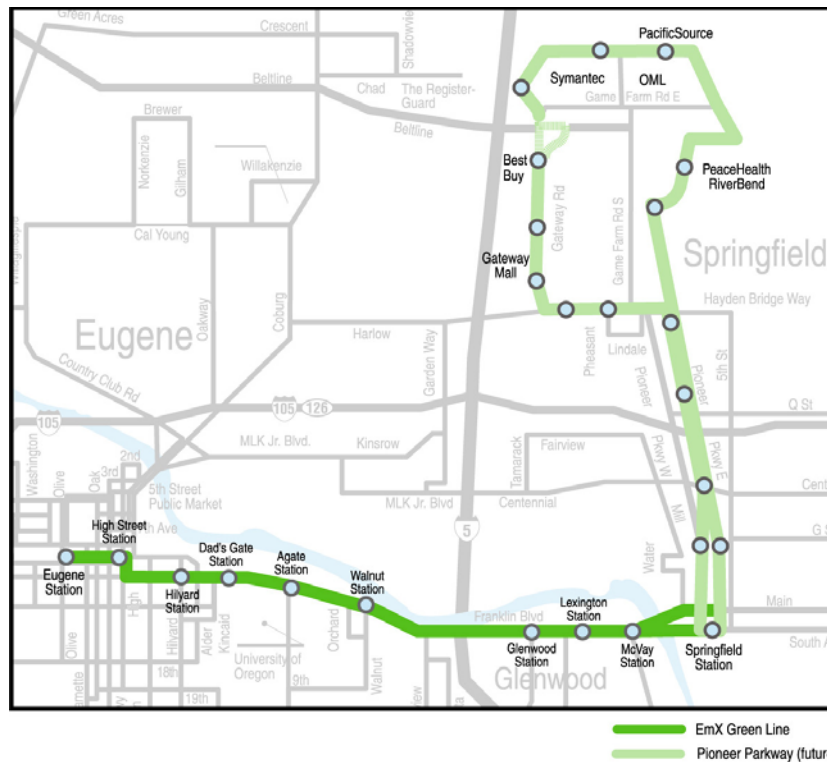
The community’s preferred design has been analyzed for potential environmental impacts. The Federal Transit Administration reviewed public comments and issued a “Finding of No Significant Impacts” (FONSI), allowing the District to move forward with an application for federal funding of the project. The FONSI is available at <http://www.ltd.org/pdf/Emx%20EA/approved%20FONSI%2012-22-06.pdf>

The Environmental Assessment determined that no significant impacts would result from the project. Elements analyzed in the review include: air quality, water quality, noise and vibration, traffic, parking, aesthetics, land use, property acquisitions, ecologically-sensitive areas, energy, archaeological resources, construction impacts, safety, and environmental justice.

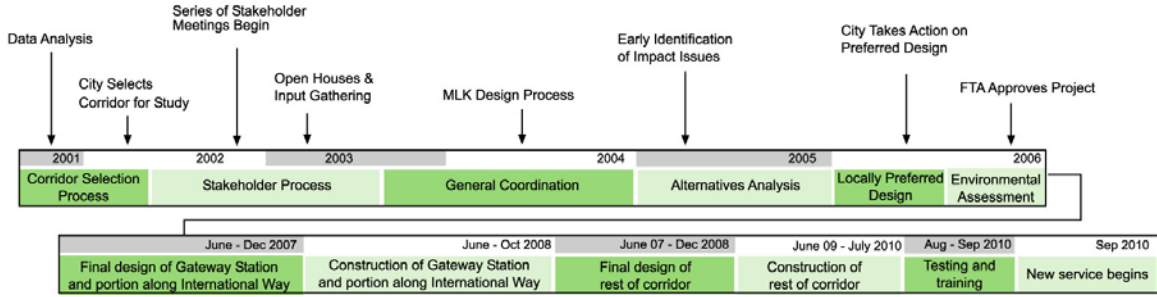
### Proposed Route

The proposed Pioneer Parkway EmX bus rapid transit project would add approximately 6-miles of exclusive transit lanes and 14 stations. The southern part of the alignment would follow Pioneer Parkway, utilizing portions of an abandoned railroad right-of-way. The existing pedestrian and bicycle path on this corridor would be maintained.

Along the northern “loop,” a single lane would be located in the median of MLK Jr. Parkway. On River Bend Drive and International Way, EmX would operate in the median. On Gateway Street and Harlow Road, EmX would operate in mixed traffic. The EmX line would be built in ways that lessen the impact on neighborhoods and businesses.



## Timeline



## Funding:

LTD applied for and was awarded a SMALL STARTS grant from Federal Transit Administration. This funding comprises \$14.8 M in 2007 and \$14.8 M in 2008. These funds cover project development, construction, and purchase of EmX vehicles. A 25% match to the federal funds is required from local sources.

LTD also was awarded a CONNECT OREGON grant of \$5.4 M in 2006. These funds will be used to build the transit stations planned for Pioneer Parkway. These funds can be used as match to the Small Starts federal funds.





## Memo

Subject: Regional Air Conformity and BRT Pioneer Parkway Project  
Date: 18 July 2006  
From: Susan Payne, Central Lane MPO air quality planner

The Eugene-Springfield area is a maintenance area for carbon monoxide (CO). The budget of **6,021 tons/yr** is defined only for a subregion of the Air Quality Maintenance Area – this area is known as the “CATS” area and is the downtown Eugene Central Business District.

The last regional conformity analysis was performed in October 2005 for the FY06-09 Metropolitan Transportation Improvement Program (MTIP). This MTIP was adopted by the MPO policy board on 13 July 2006, and is currently being considered for approval by USDOT. Two future analysis years were modeled: 2015 and 2025. The results of the emission calculations are shown below, demonstrating that the budget is easily met:

YEAR	TONS/YR
2015	1,051
2025	965

An earlier regional conformity analysis was performed in October 2004 for the FY05-07 MTIP which was approved by USDOT in March 2005. (This is the MPO’s current MTIP until the FY06-09 MTIP is approved). Three future years were modeled: 2007, 2015 and 2025. The results of the emission calculations are shown below, and again, demonstrate that the budget is easily met:

YEAR	TONS/YR
2007	1,336
2015	982
2025	891

In the FY05-07 MTIP analysis, the BRT Pioneer Parkway project was modeled in 2025, the horizon year of the MPO’s Regional Transportation Plan. In the FY06-09 MTIP analysis, the project was modeled in both 2015 and 2025 since right-of-way was purchased on MLK Parkway for the project which was assumed to be operational by 2015. Comparing the 2015 emissions calculations in the two tables above, it is clear that the *presence or absence* of the BRT Pioneer Parkway project has no adverse effect on the achievement of the CO budget.

In both conformity analyses, the BRT Pioneer Parkway project was described as it is represented in the Locally Preferred Alternative (LPA) except that it was assumed that the BRT buses would operate in dedicated right-of-way along Gateway and Harlow Roads. Instead, in the LPA, the BRT buses will operate in mixed traffic on these roads.

Qualitative analysis concludes that this change will result in a) a somewhat lower ridership, and b) somewhat increased capacity for vehicles along Gateway and Harlow Roads.

The impacts of these changes on regional conformity are expected to be negligible. While inside the AQMA, this project is *not* inside the CATS area. The south end of the project is about 2.5 miles west of the eastern boundary of the CATS area; the north end of the project is about 5.5 miles from the CATS area. The project's impacts are expected to be centered outside the CATS area, and have little influence on the total emissions inside the CATS area. This is borne out by the insensitivity of the 2015 emissions calculations to the presence or absence of the BRT Pioneer Parkway project, as discussed above.

Further, it is clear that any minor changes in the total emissions cannot possibly cause the budget to be exceeded since the 2015 CO emissions are estimated to total only around 1,050 tons/yr compared with the budget is 6,021 tons/yr. It is not possible that the differences between the LPA and the modeled Pioneer Parkway BRT project could result in a 5,000 tons/yr increase in CO within the CATS area.

**Thus, it is concluded that regional conformity will not be adversely affected by the BRT Pioneer Parkway project as represented by the LPA.**