

107a  
SUPPLEMENTAL MATERIAL

## SUPPLEMENTAL MATERIAL

February 8, 2006

To: Board of County Commissioners  
From: Tom Stinchfield, Transportation Planning Engineer

**Subject: Supplemental Information for Item #\_\_\_\_, February 15, 2006**

Agenda Item Title: ORDER/In the Matter of Endorsing Project Applications for *ConnectOregon*

The following materials are provided as an update to the packet for February 15<sup>th</sup> on letters of support for *ConnectOregon* applications in Lane County.

**1. Revised Exhibit A to the Order Exhibit A** has been revised to include an additional project at the City of Creswell Airport. The City will apply for construction of a fire suppression capability at the Airport. The City of Florence Airport application has been removed from Exhibit A. City staff indicates they will not be submitting an application for that project.

**2. Draft Letter of Support (to be addressed to each applicant)** Attached is a sample letter on County letterhead that can be used to indicate support for submittal of all the applications, but reserves judgment on the relative priority of these projects until the Board reviews the applications later with any relevant review or comment by ODOT or the modal committees. The alternative is to use the letters prepared by the applicants. These letters indicate more specific support for funding of the applications.

### **3. Project Information and Draft Letters**

- February 9, 2006 MPC packet for metro area projects
  - Proposed MPC letter for Eugene Airport Air Cargo
  - Proposed MPC letter for Eugene Depot Passenger Improvements
  - Proposed MPC letter for LTD BRT (EmX)
  - Information sheets for these three projects
- Draft letter and project information sheet for Port of Siuslaw Maple St Landing and Transient Dock Project
- Draft Letter for City of Creswell Airport Fire Suppression Project. I don't have a separate information sheet for this project yet. The project is construction of a fire suppression water line to the airport and fire hydrants at the airport.

## **Exhibit A**

### **ConnectOregon Applications In Lane County**

Creswell Airport Fire Suppression Project

Eugene Airport Air Cargo Project

Eugene Depot Passenger Improvements

Lane Transit District Bus Rapid Transit Project (EmX)

Port of Siuslaw Maple Street Landing and Transient Dock Project



## Lane County Board of Commissioners

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Bill Dwyer  
Bobby Green, Sr.  
Faye Hills Stewart  
Anna Morrison  
Peter Sorenson

February 15, 2006

(Applicant Name and Address)

Re: (Project title/name)

Dear (Applicant Name),

The Lane County Board of Commissioners discussed a list of six applications for the *ConnectOregon* program today at our regular Board meeting. Based on our review of your project, we are happy to support your application at this stage in the state's submittal process.

As you know, the Board of Commissioners has a role as a regional advisory group to the Oregon Department of Transportation (ODOT) on a range of transportation matters. In this role, we will be asked later in the spring to review all of the applications submitted in Lane County for their relative priority. Given the broad range of projects eligible for the *ConnectOregon* program from different modes of travel, this priority-setting may be difficult.

We will provide you notice and an opportunity to comment when the Board goes through the next phase of the *ConnectOregon* process. Please contact Lane County Public Works staff if you have questions or need assistance with this process.

Sincerely,

Bill Dwyer, Chair  
Board of Commissioners



February 1, 2006

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 4.f – Endorsement of Local ConnectOregon Applications

**Action Recommended: Review Local Applications. Approve Letters of Endorsement.**

**Issue Summary:**

ConnectOregon is a lottery-bond-based initiative (\$100 million) approved by the Oregon Legislative Assembly (SB71) to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. It is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce and remove delays.

It is the first major funding initiative targeted at multimodal or non-highway transportation in Oregon. This effort will leverage the significant investments in the highway network, (from OTIA I, II and III) and the Statewide Transportation Improvement Program (STIP).

Julie Rodwell, ODOT's Freight Mobility Section Manager, provided an overview of the ConnectOregon program at MPC's October 20<sup>th</sup> meeting. An updated fact sheet on the ConnectOregon Program can be accessed through the link provided at the end of this memo. The schedule for implementation of the ConnectOregon program is provided in the diagram below. Applications for ConnectOregon funding are due by February 17, 2006. At this point, there are three applications being developed for the MPO area:

- Eugene Airport Air Cargo Facilities Improvements
- Eugene Depot platform and vehicular improvements
- Lane Transit District Pioneer Parkway BRT

Regarding project selection, the recently adopted permanent administrative rule for ConnectOregon states that the OTC, in selecting projects to be funded, may solicit recommendations from transportation stakeholder and advocate entities not otherwise specified in the rule. Since the funding is based on regions — but the review committees established by SB 71 are divided along modal lines (rail, public transit, etc.), the OTC will solicit recommendations from the state's Area Commissions on Transportation.

In addition, the OTC will convene a “Consensus Committee” comprised of representatives from the State Aviation Board, Oregon Freight Advisory Committee, Public Transit Advisory Committee, Rail Advisory Committee, the ACTs, and the Portland metro area committee. The Consensus Committee will prioritize all the projects and create one draft list of projects for OTC to review at a public hearing on June 28.

The local applications are described in more detail below. A letter of endorsement has been drafted for each project (Attachment 1). Staff is requesting that MPC approve these letters for signature by the MPC Chair.

#### Eugene Airport Air Cargo Facilities Improvements

These improvements include extending a taxiway, widening the existing air cargo ramp, constructing warehouse and distribution facilities, along with utilities to support the infrastructure. The final cost estimate still needs to be refined, but the preliminary estimate is approximately \$2.5M.

The improvements are identified in the adopted Eugene Airport Master Plan, and a preliminary analysis was conducted by the airport’s consulting engineer in 2002. The airport has had to delay advancing progress on these improvements due to lack of funding. The FAA is prepared to approve using AIP Entitlement grant funding to match Connect Oregon grant funding.

The project is needed to improve safety, consolidate air cargo activities at the airport, stimulate economic development, further local employment opportunities, optimize the aviation facilities situated at the airport, and create the necessary multi-modal connectivity to move freight efficiently to and from the community.

Attachment 2 provides additional detail for this project (note that certain maps have been provided to MPC members, but not included in all meeting packets. Copies of these maps have been posted to the MPC Meeting website (see under Links below).

#### Eugene Depot Platform and Vehicular Improvements

These improvements include specialized paving for platform and vehicles, lighting, drainage, covered passenger waiting facilities and amenities, along with selected technology features for security and communications. The preliminary cost estimate is approximately \$1.4M, pending refinement. Eugene has secured commitments for \$1 million of transportation funding in the recently passed federal SAFETEA-LU bill, so the Connect Oregon request is anticipated to be in the \$400,000 range.

This project is needed to improve passenger connectivity between rail and transit, and improve safety of passenger and transit movements within the Eugene Depot site. The improved connectivity will promote economic development, and enhance multi-modal connectivity to move passengers more efficiently.

These improvements support the longer term goals in the City of Eugene's draft Depot Master Plan and will more effectively utilize the land acquired in 2003 as part of the City's Depot renovation project. With the commitment of federal funds for the next phase of this project under the SAFETEA-LU bill, the City needs to secure matching funds to undertake these planned improvements.

Attachment 3 provides additional detail for this project.

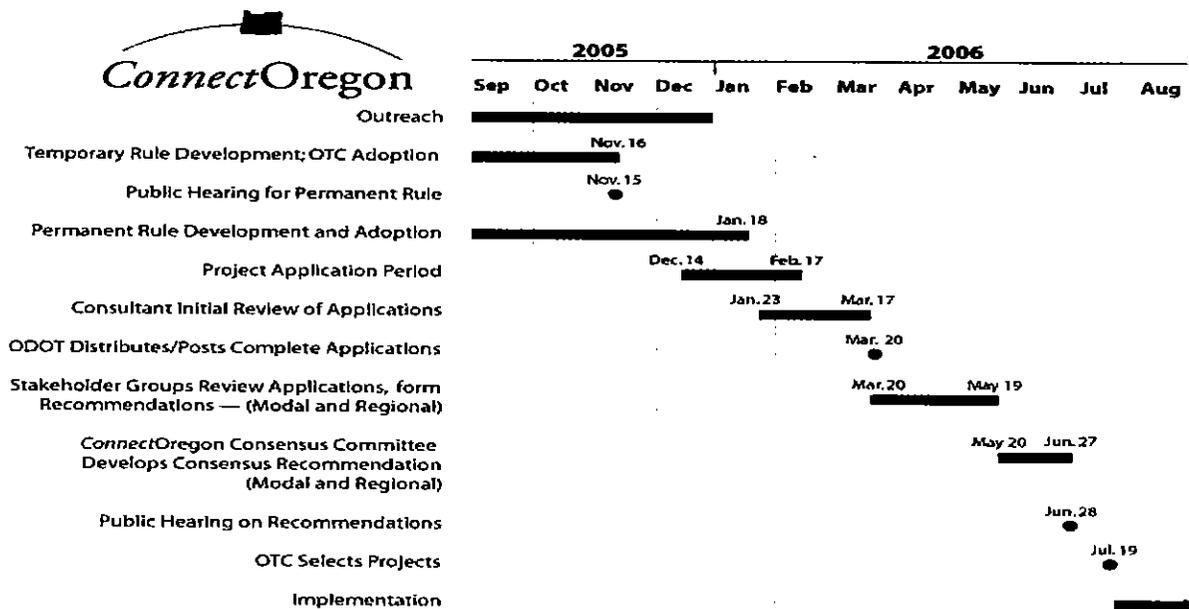
Lane Transit District Pioneer Parkway BRT

LTD is anticipating submittal of an application for ConnectOregon Funding to serve as part of the match required for construction of Pioneer Parkway BRT. The state funds would help leverage \$31 million authorized in SAFETEA-LU, and pay for specific parts of the project, including a new Gateway Station and the transit lanes accessing RiverBend. LTD will be requesting \$7.5 million of ConnectOregon funding.

The Pioneer Parkway BRT is a six mile corridor system that will connect the new downtown Springfield station, Pioneer Parkway, MLK Parkway, RiverBend, International Way and the Gateway area in exclusive transitways, transit lanes and in mixed-traffic with new BRT stations. The project currently is undergoing environmental review in the NEPA process.

The Pioneer Parkway BRT project is listed in the Central Lane MPO, Regional Transportation Plan Financially Constrained project list and also in Eugene/Springfield's regional transportation system plan, TransPlan.

Attachment 4 provides additional detail for this project.



**Attachments:**

**Attachment 1:** Endorsement Letters (one for each application)

**Attachment 2:** Materials on Eugene Airport Air Cargo Facilities Improvement

**Attachment 3:** Materials for Eugene Depot Platform and Vehicular Improvements

**Attachment 4:** Materials for Lane Transit District Pioneer Parkway BRT Project

**Links:**

<http://www.oregon.gov/ODOT/COMM/CO/ConnectOregonFactSheet12606.pdf>

<http://lcog.org/meetings/mpc.html>

February 9, 2006

Mr. Bob Noble  
Eugene Airport Manager  
28855 Lockheed Drive  
Eugene, Oregon 97402

**RE: MPC's Endorsement of City of Eugene *ConnectOregon* Grant Application for Air Cargo Facility Improvement**

Dear Mr. Noble,

The Metropolitan Policy Committee (MPC), representing the Central Lane Metropolitan Planning Organization, strongly endorses the grant application submitted by the Eugene Airport, for improvements to their Air Cargo facilities. The efficient movement of passengers and goods has long been part of our regional and statewide transportation goals and objectives.

This project has been carefully planned and is part of the Eugene Airport Master Plan, a refinement plan to the Metro Area Plan. In addition to the City's interest in advancing infrastructure improvements identified in their plans, the improved capacity and operational enhancements at the airport for freight movement will provide added value to the entire region in commercial opportunities and efficiencies, direct and indirect employment, and relief from freeway congestion and delays.

The Eugene Airport is ideally situated geographically and technologically to accommodate additional freight and small package movement, and to address air space capacity and noise constraints developing in the Portland metropolitan area. The Eugene Airport also has state-of-the-art airfield facilities and has recently commissioned a CAT III ILS (Instrument Landing System). It also has unobstructed approaches, a FAA operated Air Traffic Control Tower, ASR9 Radar, and a new 6000', back-up air carrier runway. These attributes make Eugene highly attractive as a site that can offer reliability of operations.

Given that there is likely to be competition and limitations on the grant funds available, MPC lends its full support to fully funding this grant application.

Sincerely,

Bobby Green  
Chair, Metropolitan Policy Committee

February 9, 2006

Mr. Glen Svendsen  
Facilities Manager  
City of Eugene Facility Management Division  
210 Cheshire Avenue, Eugene, OR 97401

**RE: MPC's Endorsement of City of Eugene *ConnectOregon* Grant Application for Eugene Depot Platform and Vehicular Improvements**

Dear Mr. Svendsen,

The Metropolitan Policy Committee (MPC), representing the Central Lane Metropolitan Planning Organization, strongly endorses the grant application submitted by the City of Eugene, for improvements to the Eugene Passenger Rail Depot. A strong multimodal transportation hub is an important part of our regional and statewide transportation goals and objectives.

The Eugene City Council has adopted a set of policies that identifies the Eugene Depot as the site to provide links between urban bus service, Amtrak intercity bus service, Greyhound intercity bus, passenger cars, taxi, bikes and pedestrians. As stated in the Eugene Depot Multimodal Transit Station master plan, "The Eugene Depot is a unique opportunity to enhance a vibrant commercial district, rehabilitate significant historic structures, create a transit gateway connecting Eugene to major Northwest cities, and to consolidate multiple modes of transit, including intercity bus, local transit, train, automobile, bike and pedestrians in a single facility."

The Eugene Depot serves as the multi-modal transportation hub for the lower Willamette valley. The Depot is the terminal for Amtrak's interstate passenger rail service, serving the Lane County and surrounding areas to the east, south and west. The Eugene Depot is also designated as the southern terminus of Amtrak's high-speed rail system serving the Willamette Valley north to Vancouver, B.C. A number of regional bus services connect travelers with passenger rail services at the Depot. Amtrak also operates a bus system supplementing rail service, using the Eugene Depot as the terminal.

With the commitment of federal funds for the next phase of the Eugene Depot project under the SAFETEA-LU bill, the City needs to secure non-federal matching funds to undertake the planned Depot improvements. ConnectOregon grant funds provide the ideal means to leverage these federal funds. MPC enthusiastically lends its support to fully funding this grant application.

Sincerely,

Bobby Green  
Chair, Metropolitan Policy Committee

February 9, 2006

Mark Pangborn  
Interim General Manager  
Lane Transit District  
P.O. Box 7070  
Eugene, OR 97401

**RE: MPC's Endorsement of Lane Transit District/City of Springfield *ConnectOregon* Grant Application for Pioneer Parkway EmX project**

Dear Mr. Pangborn:

The Metropolitan Policy Committee (MPC), representing the Central Lane Metropolitan Planning Organization (MPO), strongly endorses the grant application submitted by the Lane Transit District (LTD) and the City of Springfield to fund elements of LTD's bus rapid transit project in Springfield. Bus Rapid Transit is one of the key initiatives identified in the Central Lane MPO's Regional Transportation Plan.

The total project cost for the Pioneer Parkway EmX is estimated to be \$38 million. The project is authorized in SAFETEA-LU for \$31 million in federal funds, but those funds require local match and will not be available before FY08. State participation in this project will help leverage these federal funds and will enable the city and LTD to begin construction of particular elements of the project. Those elements include dedicated transit lanes for service to a regional medical facility currently under construction as well as relocation and improvements to transit stations.

The Pioneer Parkway corridor and the Gateway/RiverBend area in particular, have the highest level of employment growth in the community. In 2005, Springfield issued more than \$407 million in building permit value for the Gateway/RiverBend area. Total employment for the Pioneer Parkway corridor is expected to be 16,500 employees by the year 2030 and will reach several thousand by the end of this year. The rapid growth has created the need for transportation infrastructure investments by FHWA, ODOT and the City of Springfield at the I-5/Beltline interchange of over \$90 million. It is absolutely vital that the infrastructure investment include an appealing transit option for thousands of commuting employees.

Given the tremendous leverage that *ConnectOregon* funds can provide, MPC enthusiastically lends its support to fully funding this grant application.

Sincerely,

Bobby Green  
Chair, Metropolitan Policy Committee



# MEMORANDUM

City of Eugene  
28855 Lockheed Drive  
Eugene, Oregon 97402  
(541) 682-5430  
(541) 682-6838 FAX  
[www.eugeneairport.com](http://www.eugeneairport.com)

**Date:** February 1, 2006  
**To:** Metropolitan Policy Committee  
**From:** Bob Noble, Airport Manager  
**Subject:** ConnectOregon Grant Application for Air Cargo Project

**SOURCE/PURPOSE:** The ConnectOregon program was created through Senate Bill 71 by the 2005 Oregon legislature. It is an economic stimulus program of \$100 million, funded through lottery bond proceeds. The program focuses on strategic investments that improve the efficiency of regional or the statewide transportation system through connecting modes. Air, marine, rail and public transit are eligible for funding. The proposed Air Cargo project appears to meet all the stated criteria of the program.

**MATCH REQUIRED:** The ConnectOregon program requires a minimum local match of 20% of total project costs. The Airport estimates the total project cost to be \$5,471,281. The Airport grant request is currently estimated at \$4,377,025, with the 20% matching source derived from \$1,039,543 Federal Aviation Administration (FAA) Airport Improvement Program grant funds and \$54,713 from City of Eugene Airport Capital Reserves (Fund 512).

**DESCRIPTION:** Enclosed in the packet is a one page project overview and rationale accompanied by a two-paged description of the project elements and cost estimate.

**SCHEDULE:** The Airport is currently expecting grant awards to be announced in June or July of 2006. If this time-frame holds, then the Airport is prepared to initiate construction in May or June of 2007 and complete the project within a one-year period.

**RELATION TO ADOPTED PLANS:** The project and concepts proposed for the project are already outlined and depicted in the adopted 2000 Eugene Airport Master Plan, a refinement of the Metro Area General Plan.

**RELATION TO OTHER JURISDICTIONS:** LCOG is coordinating regional endorsements through the Metropolitan Policy Committee. Grant applications are due by February 17, 2006. Aviation related projects will also be submitted to the Oregon State Aviation Board, which will prioritize aviation related projects and forward their recommendations to the Oregon Transportation Committee, who will make the final decision on grant awards.

**ENDORSEMENTS OBTAINED:** The Eugene Airport has received letters of support from the following: UPS, DHL, Jet Delivery, Horizon Air, Flightcraft, Lawrence Air Service, Eugene Area Chamber of Commerce, Springfield Chamber of Commerce, and the Airport Advisory Committee. The Eugene City Council approved support for the grant application on January 23, 2006.



**Air Cargo Project**  
Eugene Airport  
2006

Air Cargo has always played an important role in the viability of the Eugene Airport. The movement of goods remains an essential component of the economic vitality and development of the Southern Willamette Valley.

Prior to September 11, 2001 scheduled airlines and small package entities actively transported cargo and mail through the Eugene Airport utilizing the cargo hold capacity on commercial aircraft or the services of air cargo handlers. Due to current security measures, the use of scheduled airlines for US mail delivery has all but ceased putting an even bigger burden on the exclusive cargo carriers. This shift also means more freight was redirected to trucking, placing a higher burden on I-5.

The changing landscape of air freight/cargo means that the Eugene Airport must move forward to accommodate the changing needs of shippers and air freight/cargo handlers using the airport as a gateway to the region. Current conditions make it difficult to support the expanding freight/cargo business with an open air truck-to-truck ramp operation. Further, some existing facilities at the airport are antiquated and need modernization, or are deficient for the needs of users.

The Connect Oregon grant creates an opportunity for the Eugene Airport to meet immediate needs and be positioned for future growth in this important segment of the State of Oregon's intermodal transportation system. The movement of goods in and out of the region by air is centered at Eugene and the regions' economy relies heavily on the continuation of accessibility and the efficiency of delivery services for local businesses. The proposed expansion will support continued business growth, help insure the retention of jobs, and stimulate new employment in the region by strengthening the intermodal links that support the movement of products and time sensitive materials. Additionally, quieter, more fuel efficient aircraft will be able to use the new facility.

Recently completed airfield improvements at the Eugene Airport have improved safety and reliability, moving Eugene to the top of quality air transportation facilities in the Northwest. The Connect Oregon grant will enable Eugene to leverage federal Airport Improvement Program funds for the project creating the appropriate environment to attract new activity, and expand capacity for existing air freight/cargo companies. Improved reliability, on-time performance and relieving pressure from the congested I-5 corridor will be of significant benefit to the community for many years to come.

The Eugene Airport's proposal includes the extension of existing taxiways, expansion of the air cargo ramp to accommodate larger aircraft and consolidation of existing operations, and the construction of a freight/cargo facility enabling air freight/cargo companies to conduct business more efficiently in all weather conditions. The proposed building is designed with the expandability and flexibility to handle scheduled airline freight, incumbent small package shippers and air cargo carriers not currently operating at the airport. Approval of this multi-million dollar project would also create substantial local area employment during the construction period.

Since the airport has already conducted the necessary planning, amended appropriate land use documents, completed the necessary land purchases, upgraded adjacent airfield facilities, examined environmental impacts, and consulted with users, the Eugene Airport is ready to initiate the project subject to the determination that financial support would be available. The granting of State monies through the Connect Oregon legislation comes at a pivotal time. The value received from this proposed enhancement to Oregon's transportation system makes this project a top priority for the Southern Willamette Valley.

**Eugene Airport  
Air Cargo Facilities Improvements  
February 1, 2006**

**Summary**

The proposed project improvements will expand the existing air cargo ramp to accommodate narrow body jet aircraft. Taxiway "A" will be extended and Taxiway "L" widened to serve the expanded ramp. A new cargo office/warehouse will be constructed to accommodate the air cargo operators. Other improvements include a truck lot, new access road to the air cargo office/warehouse, parking lot, security fence and access gate, water, sewer, electrical and communications improvements.

**Existing Air Cargo Facilities**

The existing air cargo ramp, located on the south portion of the airport near the approach end of Runway 34L, is approximately 155 feet by 780 feet and is designed to accommodate Airplane Design Group II aircraft with wing spans up to 79 feet. The ramp is lit with nine ramp lights, four on the west side and five on the east side. Vehicular access to the air cargo ramp is via the air cargo road and a motorized access gate located north of the ramp in the area between the Lane Community College maintenance hangar and the existing air cargo ramp. Access from the air cargo ramp to the airfield is provided by a 35-foot wide taxiway.

**Proposed Air Cargo Facilities Improvements**

The proposed project improvements consist of the following work elements:

**Taxiway "A" Extension and Taxiway "L" Widening.** Taxiway "A" will be extended approximately 703 feet south and then 364 feet east to connect to the existing air cargo ramp pavement. The width of the extended taxiway will be 75 feet to match the existing Taxiway "A" width. With this width, the taxiway will be able to accommodate an aircraft such as a B757. Taxiway "L" will be widened to 75 feet to match a Taxiway "A". With these taxiway improvements, circulation will be provided the air cargo ramp allowing the aircraft to enter the ramp via Taxiway "A" and exit via Taxiway "L". The taxiway improvements includes new asphalt concrete pavement, drainage, markings, taxiway lighting and signage work

**Air Cargo Ramp.** Expand the air cargo ramp approximately 150 feet to the east by 857 feet (130,000 square feet). This ramp expansion work includes new asphalt concrete pavement, drainage, markings, and lighting work. The expanded air cargo ramp will be designed for Aircraft Design Group III.

**Air Cargo Office/Warehouse.** A 15,000 square foot facility will provide separate office and warehouse space for the air cargo operators. Common restroom facilities will also be provided. The office/warehouse will be a single story, metal-frame with metal siding and roof shell structure. Rough-in in electrical and communications utilities, rollup cargo doors, lighting, sprinklers and common restroom facilities will be provided. The tenants would construct their office and warehouse improvements. A landside truck lot, parking lot and access road will be constructed to service the warehouse facilities.

**Site Utilities.** Water, sewer, underground electrical and cable service will be provided to the air cargo facility. Approximately 650 lineal feet of 8-inch water line for fire protection and potable will be constructed with a connection to an existing 8-inch water line that services the Lane Community College maintenance hangar. A new 8-inch gravity sanitary sewer line will be constructed from the facility with a connection to the airport gravity sewer main at the intersection of Douglas Drive and Lockheed Drive. The proposed sanitary sewer line is approximately 5,310 feet long with an alignment along the future airport entrance road. The underground electrical service will be provided by a new duct bank line that will tie into an existing EWEB primary 12kV transformer about 1,000 feet from the air cargo building. Two existing transformers currently serving the ramp lights will be relocated outside the expanded ramp area. Underground telephone and cable service will be provided by a new 1,960 foot duct bank from the air cargo facility to the intersection of Airport Road and Douglas Drive.

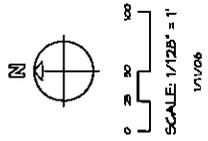
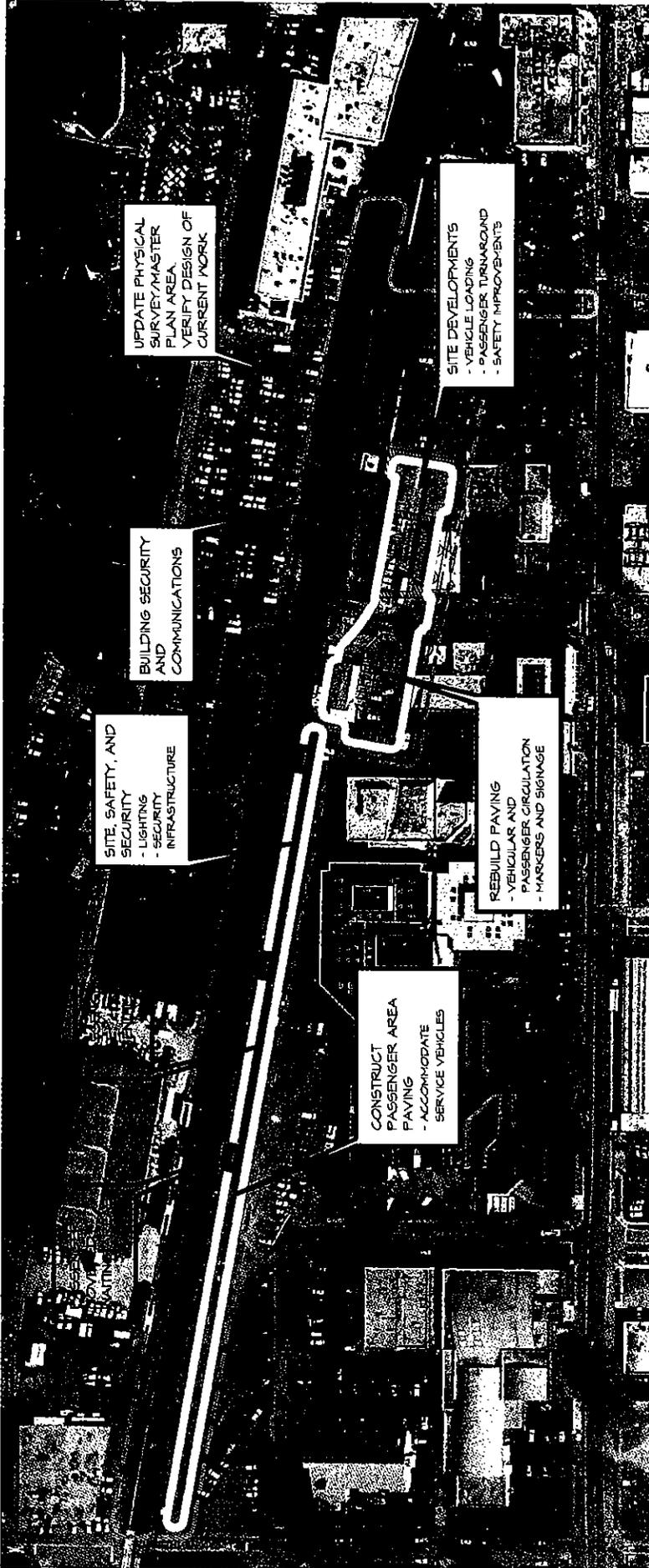
**Security Fencing and Access Gate.** The existing access gate located north of the cargo ramp will be replaced with a new gate approximately 200 feet east along the cargo ramp service road to accommodate the cargo ramp expansion. Approximately 1,130 lineal feet of new security fencing will be installed for the expanded cargo ramp and relocated security access gate.

#### **ESTIMATED CONTRUCTION AND ENGINEERING COSTS**

<b>Taxiway "A" Extension and Taxiway "L" Widening</b>	<b>\$ 709,431</b>
<b>Air Cargo Ramp</b>	<b>\$ 882,005</b>
<b>Air Cargo Office/Warehouse</b>	<b>\$ 2,216,975</b>
<b>Site Utilities</b>	<b>\$ 771,395</b>
<b>Security Fencing and Access Gate</b>	<b>\$ 96,503</b>
<b><u>Engineering and Construction Management</u></b>	<b><u>\$ 794,972</u></b>
<b>Total Estimated Cost</b>	<b>\$ 5,471,281</b>

#### **Funding Allocation**

The total cost estimate for the proposed Air Cargo project is \$5,471,281. Connect Oregon requires a minimum of a 20% match. The Eugene Airport proposes allocating \$1,039,543 from Airport Improvement Program (AIP) funds provided by the FAA, and \$54,713 from local airport reserves (Fund 512) for use toward the construction of the taxiway extension, taxiway and ramp widening. This combined amount of \$1,094,256 represents 20% of the total project cost (including construction and engineering). Therefore, \$4,377,025 is proposed to be the amount requested in the Connect Oregon grant application.



# EUGENE DEPOT PROPOSED PASSENGER IMPROVEMENTS



# BUS RAPID TRANSIT

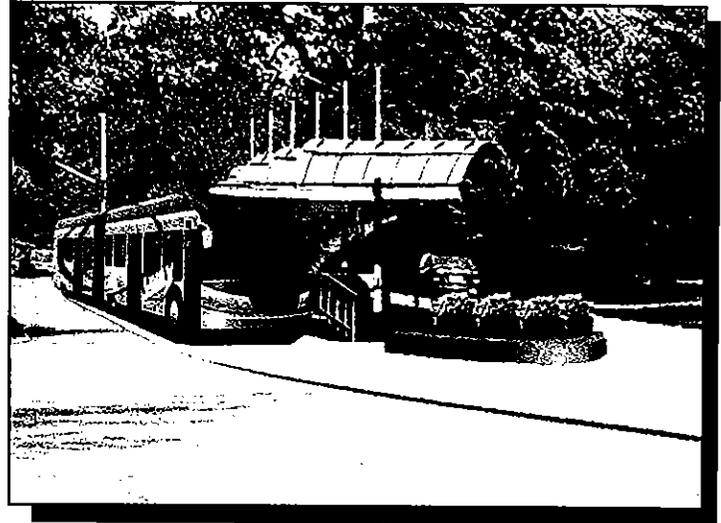
## MOVING AHEAD!

January, 2006

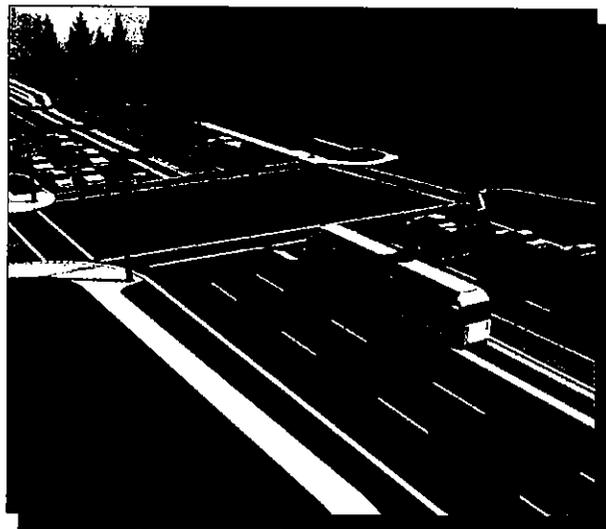
Since 1998, Lane Transit District (LTD) has been developing a new transportation system for the Eugene/Springfield area called bus rapid transit (BRT). EmX, as LTD's BRT system has been named, is most easily envisioned as using buses to emulate the speed, comfort, and convenience of rail systems. The EmX system is composed of high-frequency, fast transit service along major corridors, with smaller buses providing access from neighborhoods to the EmX lines, as well as to nearby shopping and employment. The system includes exclusive bus lanes, traffic signal priority, precision docking at stops, off-board fare payment, level boarding, wider stop spacing, and supports land use planning.

LTD intends to create a public image for the EmX system that is consistent with the image people have of rail. Studies have shown that more people will choose to ride a train than a bus, even if the service is equivalent. Achieving a rail-like image can be accomplished by the design of the system and through the marketing of the system.

Eventually, LTD will develop a comprehensive system of EmX corridors within the community. The first corridor between downtown Eugene and downtown Springfield is under construction and will be in operation in 2006. Planning work has begun on the next EmX corridor in Springfield.



EmX station near the University of Oregon



Emx vehicle at Franklin Blvd. and Onyx St. intersection

### **BRT STEERING COMMITTEE**

#### **LTD Board of Directors**

Gerry Gaydos  
Dean Kortge  
Deborah Davis

#### **Springfield City Council**

Tammy Fitch

#### **Eugene City Council**

George Poling

#### **Lane County Board of Commissioners**

Peter Sorenson

#### **Community Representatives**

Dan Egan  
Dave Jewett

#### **Oregon Department of Transportation**

Jack Lee



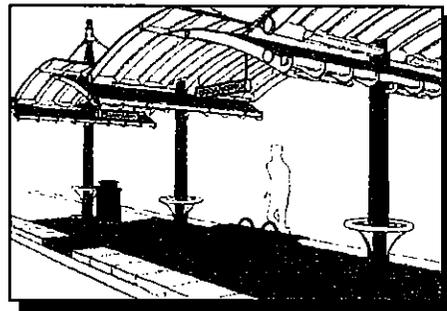
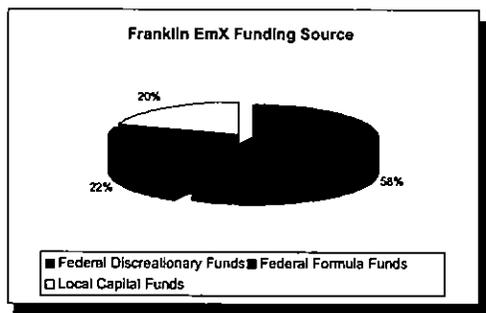
# BUS RAPID TRANSIT

## Franklin Corridor

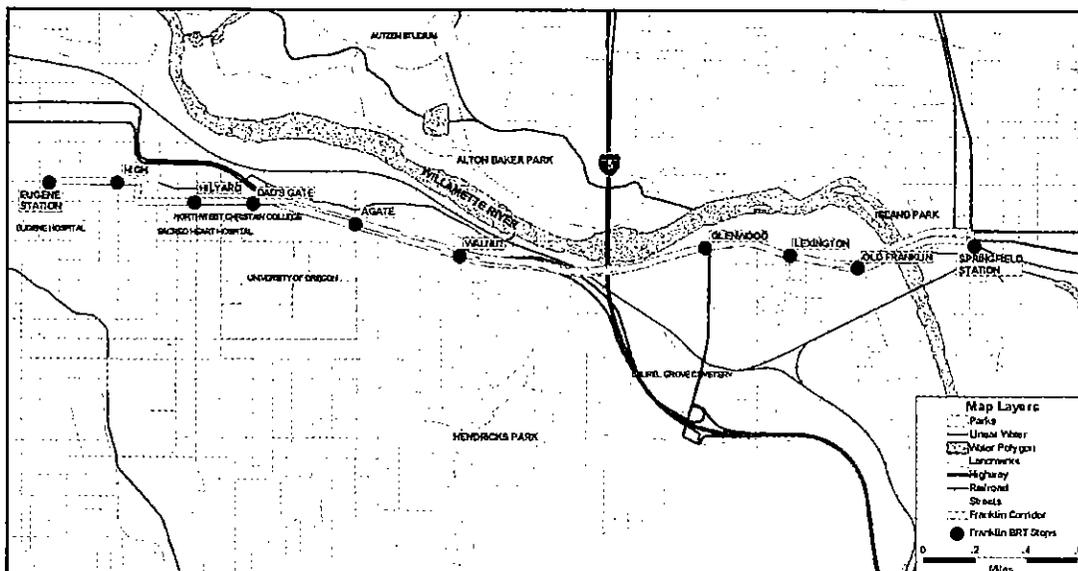
January, 2006



The first EmX corridor is four miles long and connects downtown Eugene and downtown Springfield; the two main hubs for the transit system. This corridor also serves a regional hospital and the University of Oregon, two key markets for the District's services. This corridor will be in operation in 2006. There will be eight EmX stations between downtown Eugene and downtown Springfield that are located to serve the most significant destinations along the corridor.



Map of EmX route between downtown Eugene and downtown Springfield



Lane Transit District  
3500 E. 17th Avenue  
Eugene, Oregon 97403  
541-682-6100  
www.ltd.org  
E-mail: brt@ltd.lane.or.us

*"Progressive leadership in finding effective and efficient solutions to the community's transportation needs and integrating transportation and land use planning."*

*exerpt - LTD Mission Statement*

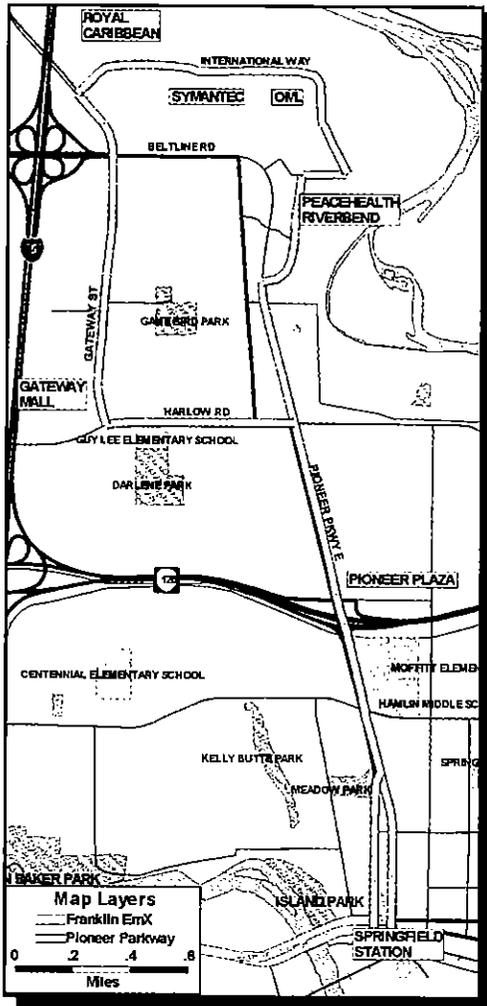


# BUS RAPID TRANSIT SPRINGFIELD EXTENSION

January, 2006

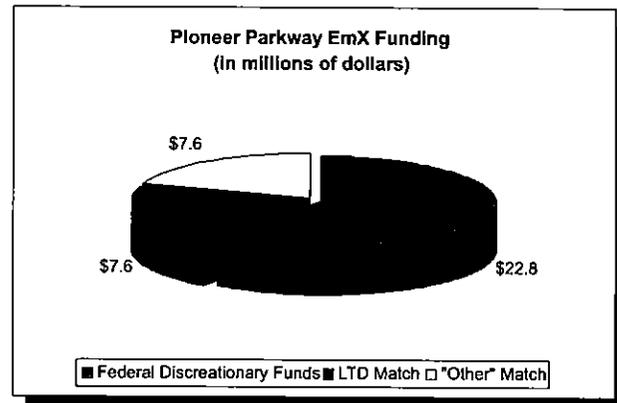
## PIONEER PARKWAY

The City of Springfield and LTD have selected the Pioneer Parkway corridor to be the next EmX corridor developed in Springfield. More frequent and reliable transit service is necessary to serve the growing Gateway area. The City of Springfield is building the MLK Jr. Parkway to serve the PeaceHealth Hospital and the Riverbend development area. The ability to incorporate EmX into the planning process is a unique opportunity. The Pioneer Parkway corridor could be operational in 2009.



### Corridor Information:

- Corridor length: 5.9 miles
- 90 % exclusive right of way
- Cost: \$6.4 million per mile (including vehicles)
- Serves new and existing development
- Uses vacated railroad right of way
- Future possible connection to Coburg Road EmX
- Environmental review completion in 2006



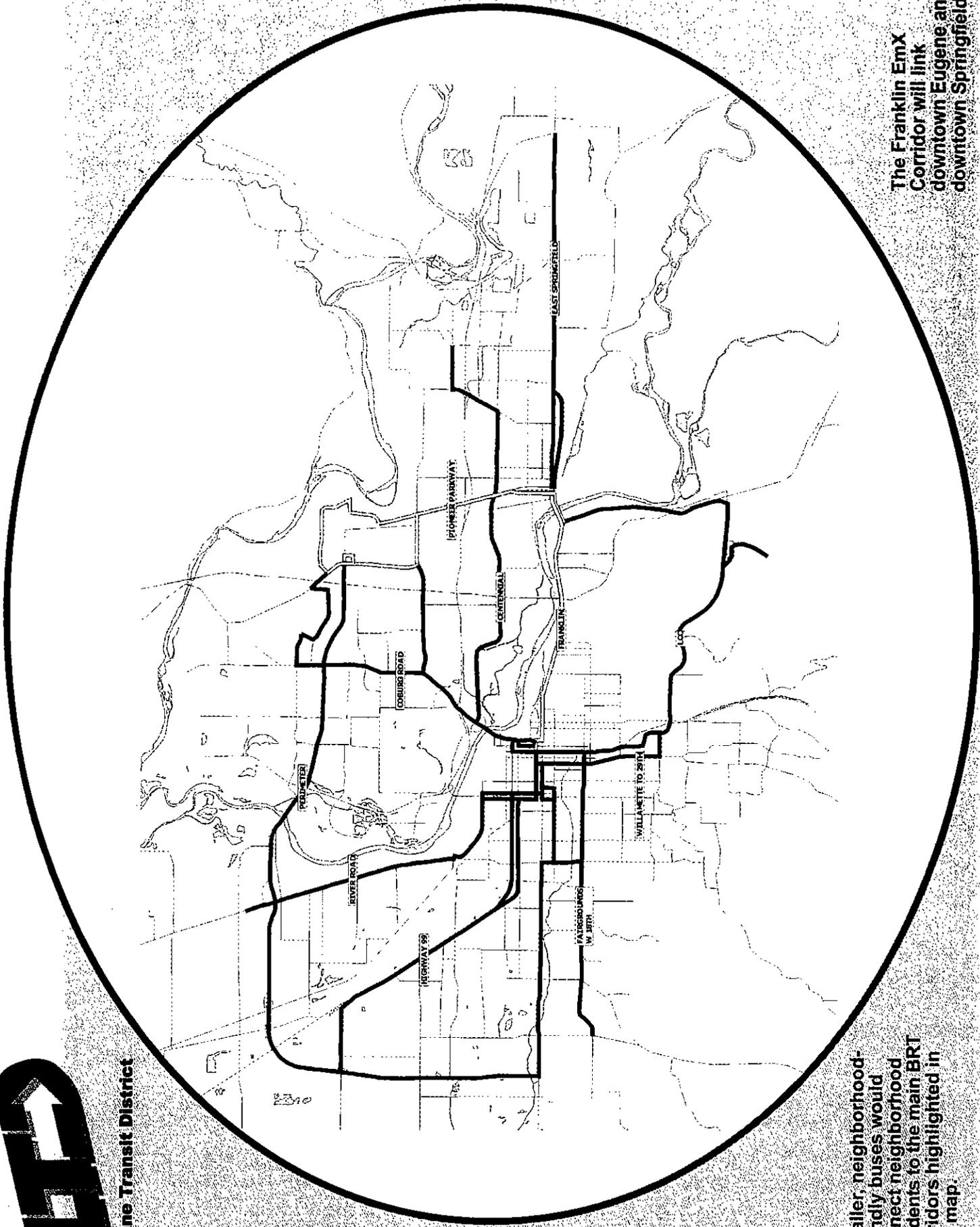
*"The City of Springfield is committed to improving public transit. Bus rapid transit has the potential to make transit operate faster and better."*

*Sid Leiken, Mayor, City of Springfield*





Lane Transit District



Smaller, neighborhood-friendly buses would connect neighborhood residents to the main BRT corridors highlighted in this map.

The Franklin EmX Corridor will link downtown Eugene and downtown Springfield.

Re: Connect Oregon Program Funding Request

The Board of County Commissions urges you to fund the Port of Siuslaw Maple Street Landing and Transient Dock project. We support the Port's development efforts and recognize the Port as important to the state and local economy.

More specifically, Connect Oregon funding for Phase I of the project will enable Lane County to take a great step towards achieving Policy 17-C in our Transportation System Plan, which states "Lane County shall support Port of Siuslaw efforts to improve navigability of the river and promotion of the local fishing industry, consistent with state and local land use and zoning laws."

Restoring and preserving the waterfront infrastructure necessary for the transfer of commercial seafood products is critical to economic competitiveness of the local fishing industry. The Board of County Commissioners supported the Port's successful effort to secure a \$500,000 federal appropriation for this project, and we ask the Oregon Department of Transportation to now commit the necessary Connect Oregon funds to complete the project.

Respectfully,

## Maple Street Landing and Transient Dock Project

The Maple Street Landing and Transient Dock project is a multiple phase project to replace deficient public wharf and dock facilities in Old Town, Florence, Oregon. Phase I seeks Connect Oregon Program assistance to replace and rehabilitate marine infrastructure critical to safe and efficient movement of commercial fish products from vessels to markets. Phase II will use other funding sources to replace adjoining marine infrastructure essential to recreational boating and sportfishing operations that also sustain the local economy and contribute to the livability of the community.

The Port of Siuslaw's Maple Street Landing and Transient Dock provides the only Siuslaw River facility for the transfer of fish product from commercial fishing boats to surface transportation system in Lane County. Phase I replaces 495 feet of floating dock and rehabilitates the adjoining wharf for replacement of the hoist equipment. Project works includes demolition and removal of existing dilapidated wooden floats and deteriorated wooden piles, and replacement with a modern concrete float system and environmentally safe steel piling. Additionally the project will replace a weight and reach restricted fixed boom hoist with a modern hydraulic knuckle boom hoist with increased load capacity. Related necessary structural modifications to the existing wharf and marina floats are also included in the project.

**This project will reduce fuel costs and transit time for both the commercial fishing vessels and seafood dealer trucking operations. The project will also reduce transportation facility maintenance costs for the Port and reduce the safety liability risk associated with deficient wharf and floating dock facilities.** The project site is the closest commercial seafood transfer facility to the exceptional Heceta Bank fishing grounds and the I-5 Corridor markets, reducing both marine and highway transportation costs and improving seafood product quality and value.

**This project connects a federal navigation project to the national highway system.** For decades the Maple Street Landing and Transient Dock has linked commercial fishing vessels to seafood dealers, and the dealers to their markets using the federal waterway and highway system. Commercial fishing vessels transit the US Army Corps of Engineers Siuslaw River Navigation Project to the Florence turning basin and moor at the Port of Siuslaw Maple Street Landing and Transient Dock facilities to offload seafood and load fishing gear. Public hoists on the Port's adjoining Old Town Wharf are used by vessel crews and commercial seafood dealers to transfer the fresh seafood cargo to from the vessels to containers and transport vehicles on the wharf. The fresh seafood cargo is then quickly moved by truck from the wharf to local seafood markets, and using Highway 126 to regional markets in the Willamette Valley, and beyond to distant markets on the I-5 Corridor like Seattle and San Francisco. Seafood is also transported north and south on Highway 101 to seafood processing facilities in Newport and Coos Bay, respectively. Some seafood delivered in Florence has then been routinely air freighted from Seattle and San Francisco to national and international markets.

**This project is linked to several critical state, regional and local transportation systems.** The Maple Street Landing and Transient Dock project is a locally important component of the planned development patterns along the south coast maritime-rail-truck Major Freight Corridor described in the 1999 Oregon Highway Plan<sup>1</sup>, and is referenced in the 2004 Lane County Transportation System Plan<sup>2</sup> and 2002 City of Florence Transportation Systems Plan<sup>3</sup>.

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<sup>1</sup> 1999 Oregon Highway Plan, Oregon Department of Transportation, Figure 8.

<sup>2</sup> 2004 Lane County Transportation Systems Plan, Goal 17-C, Page 51.

<sup>3</sup> 2002 City of Florence Transportation Systems Plan, Chap. 12, Florence 2000/2020 Comprehensive Plan, Pages 147-150.

The Maple Street Landing and Transient Dock is located on the turning basin at River Mile 5.5 of the federally authorized Siuslaw River Navigation Project, and is denoted as “Florence Wharf – Dock Code 905” in the US Army Corps of Engineers inventory of principal Oregon waterway terminal and transfer facilities in 2001<sup>4</sup>. Less than one half mile of local surface streets connect the port project site to US Highway 101 and State Highway 126, both designated freight routes of the National Highway System.

The project site also serves as a link in the lifeline route for the coastal communities in the Port District. US Coast Guard Station Siuslaw uses the Transient Dock for emergency moorage of disabled or seized vessels. The rehabilitated wharf and floats are planned as a logistical support facility for government vessels and vessels of opportunity employed in emergency response and disaster recovery.

**The Port of Siuslaw, through its own capital reserves and a federal appropriation earmark, will provide 55% of the total cost of Phase I of the Maple Street Landing and Transient Dock project. Connect Oregon Program funds will provide only 23% of the total cost of the combined Phases I and II of the project.** The significance of Phase I is demonstrated by the federal earmark of \$500,000 in the FY06 Appropriations Bill as partial funding for the project. The Federal Highway Administration will be dispersing the money through their Surface Transportation Projects (STP) fund. The Port is seeking \$343,433 in Connect Oregon Program funds (\$85,859 as loan, \$257,574 as grant). The Port has \$6,000 reserved in its Capital Maintenance Reserve Fund for this project. The Oregon State Marine Board and Oregon Economic Development Department are assisting the Port with the \$715,950 financing package for Phase II.

**This project preserves critical local jobs and protects the sustainability of small transportation dependent businesses.** Access to the Maple Street Landing and Transient Dock facility has already been limited; closure due to poor condition is imminent. Loss of use will create a significant hardship for commercial fishing and waterfront businesses in the Old Town Florence commercial district. Seafood deliveries and shipments would have to be restricted. Oregon Coastal Zone Management Association data in the report “Navigation and Other Activities on Oregon Coastal and Columbia River Waterways and Harbors in 2001” indicates that 80 local commercial fishing jobs and 11 local tourism jobs are dependent upon this transportation infrastructure. Over 555 additional retail and commercial jobs in Old Town Florence could be impacted by the loss of use.

**This project is ready to proceed upon funding after July 1, 2006.** Planning and conceptual designs are complete. Permits have been secured or have applications pending.

Phases I and II of the Maple Street Landing and Transient Dock will replace deficient existing facilities, minimizing the need for planning and permitting. The Port has contracted with Norwest Engineering to complete the planning and preliminary design of Phase I to support this application for Connect Oregon Program funds. The Port has cooperated with the Oregon State Marine Board to complete the planning and preliminary design of Phase II. Preliminary design and cost estimates have been completed for both phases.

A Joint Permit Application for “maintain/repair an existing structure” is being prepared for submittal to the Oregon Department of State Lands and the US Army Corps of Engineers for Phases I and II of the Maple Street Landing and Transient Dock project. Both agencies have issued permits for previous maintenance and repair projects at this location.

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<sup>4</sup> US Army Corps of Engineers Port Series Report No. 33, Ports on the Oregon Coast, NDC-01-P-6

February 7, 2006

Ms. Julie Rodwell, Manager  
ODOT Freight Mobility Section  
555 13<sup>th</sup> Street NE, Suite 2  
Salem, Oregon 97301-3871

Dear Ms. Rodwell and Members of the State Aviation Board:

On behalf of the Creswell Chamber of Commerce, I am pleased to extend our wholehearted support for the water line/fire suppressant project for the Creswell Hobby Field Airport. As an organization of businesses whose mission is economic development, we understand the critical role our airport plays in the growth and well-being of our community.

This project is an essential component of the *City of Creswell and Creswell Region Economic Development Plan*, completed in August 2004, and we endorse its inclusion. Our airport has shown a steady increase in business and auxiliary and secondary businesses for more than a decade. It is increasingly used by travelers coming to our area for recreation—sky diving, as well as golf at the nearby Emerald Valley Golf Course. And with plans underway by Emerald Valley to construct a convention center, we expect the airport's use to only grow.

We know, too, that national delivery businesses—both FedEx and UPS—whose reputation and “bottom line” depend on fast delivery, rely on Hobby Field during inclement weather at the Eugene Airport. This saves them time and money because of the distance to alternative landing sites. They value the Creswell Airport “link” within their transportation delivery system.

Without this project, our airport cannot grow and cannot provide the services that local, regional and national business are increasingly relying upon. We deeply appreciate your consideration of this project for ConnectOregon funding.

Sincerely,

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Creswell Chamber of Commerce