

# FACT SHEET

## West Eugene EmX Extension

**SUMMARY.** Lane Transit District (LTD) seeks \$20.9 million in lottery bonds, over three biennia, for construction of the West Eugene EmX Extension bus rapid transit (BRT) system. These funds would be used to leverage \$75 million in federal funds awarded to the project and would create an estimated **1,235 jobs**.

## FUNDING REQUESTS:

- 2009: \$1.6 million (approved in 2009)
- 2011: \$4.2 million (approved in 2011)
- 2013: \$15.2 million

The project was selected to receive \$75 million in federal funding through the Federal Transit Administration (FTA) based on the merits of its cost effectiveness, demonstrated need, and other attributes.

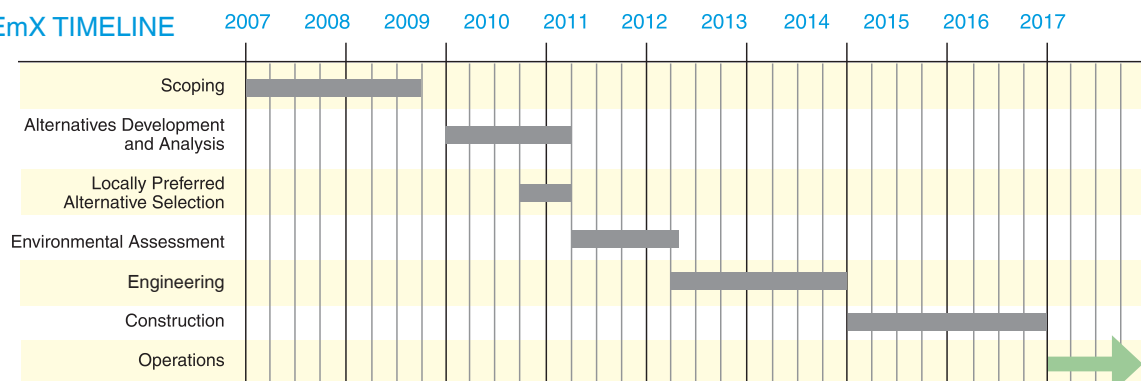
**THE SYSTEM.** EmX is the name of the Eugene-Springfield BRT system. Bus rapid transit uses rubber-tire vehicles to emulate light rail, but at a much lower cost. The first EmX line, connecting downtown Eugene with downtown Springfield, opened in January 2007 and has been a resounding success, with ridership in the first year far exceeding 20-year projections. The second EmX line, from downtown Springfield to the Gateway area to the north, began service in January 2011 and benefited from a *ConnectOregon* grant of \$5.4 million. This extension moved EmX from a single-corridor service to a service that provides more regional connectivity. Weekday ridership on the combined two corridors has jumped from 6,000 customer boardings to approximately **10,000 customer boardings** per day.

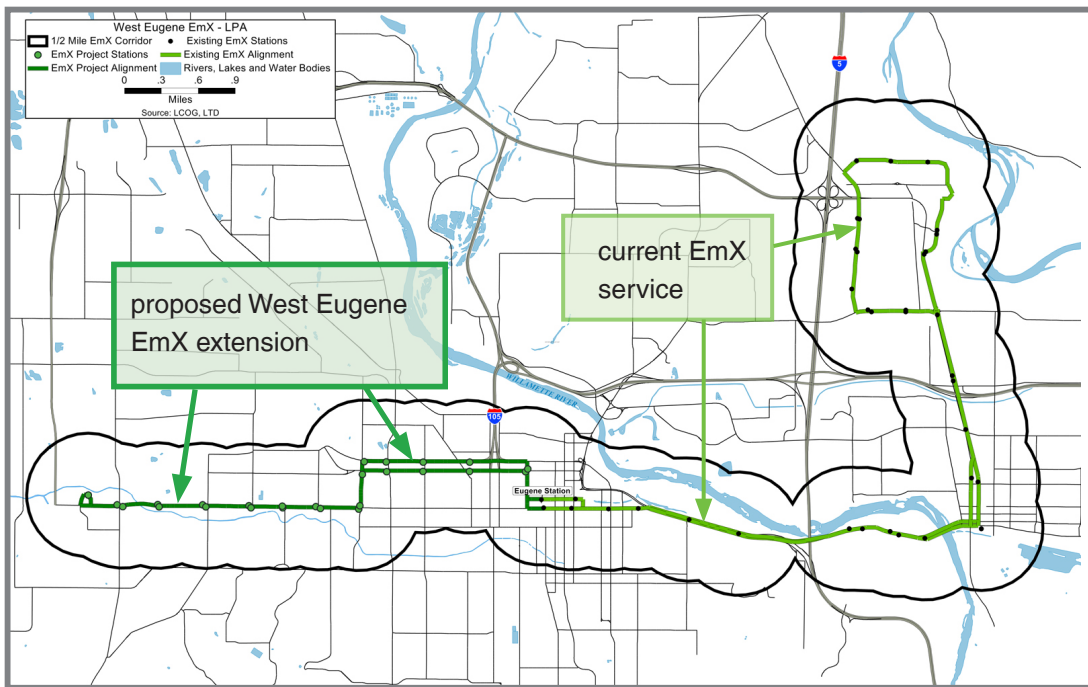


West Eugene was selected by the Eugene City Council and the LTD Board of Directors as the third EmX line to pursue. This corridor would be a westward extension of the EmX line and would serve an area ripe with development opportunities and transportation challenges.

**ECONOMIC DEVELOPMENT.** An extension of EmX to West Eugene creates stronger regional connectivity by linking approximately **52,000 residents with 81,500 jobs**. Additionally, hundreds of acres of undeveloped or underdeveloped land exists within a half-mile of the proposed West Eugene corridor, which would provide new development opportunities adjacent to high-capacity transit.

## WEST EUGENE EmX TIMELINE





*An extension of EmX to West Eugene creates stronger regional connectivity by linking approximately 52,000 residents with 81,500 jobs.*

Short-term economic benefits include the conservatively estimated **1,235 direct and induced jobs** that would be created during the construction period. Adding tens of millions of labor income to the region, at a time when local unemployment continues to outpace the national average, is vitally important to our community.

**STRETCHING TAX DOLLARS.** EmX was developed to address the long-term costs and service impacts of traffic congestion on transit. The extension of EmX service to West Eugene will avoid the costs of congestion over at least the next 20 years and will increase transit travel speeds by 14 percent to 37 percent. This will lock in operating efficiency in the corridor and allow the District to stretch operating dollars.

But it is not all about transit. All other vehicles using the transportation network will experience fewer congested intersections, which will improve travel for all vehicles. The Oregon Department of Transportation (ODOT) supports the project, in part because its technical reviews have proven that the project would **preserve or improve the capacity** of its roadways for all vehicle traffic.

## INCREASING TRANSIT RIDERSHIP.

Through a variety of measurements, the extension of EmX to West Eugene will improve transit ridership within the corridor and throughout the system. System-wide transit trips will increase by **500,000 annually** the year West Eugene EmX opens, and as many as 45 percent of all transit trips in the region will use the EmX system. Transit mode share—or the shift of people choosing to

use transit over other transportation options—will increase significantly throughout all EmX corridors. And finally, one-third of the new trips will be made by riders with limited travel options, showing that the service is providing a needed community service while accomplishing the community's goal of attracting new riders to transit.

**COST-EFFECTIVE.** All federally funded transit projects must compete for limited grant funds. Based on rigorous and comprehensive FTA requirements for service, ridership, and costs, LTD's West Eugene EmX project has shown itself to be highly cost-effective. As a result, the project was selected to receive \$75 million in federal funding. Oregon deserves to receive federal transportation funds when it shows these funds can be used to improve the transportation system. LTD has shown that EmX improves the transportation system, and with the support of the State of Oregon, LTD is poised to invest in the West Eugene EmX project and help our community meet local, regional, and state land use and economic goals.

## FOR MORE INFORMATION:

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