



Memorandum

To: David Davini
Date: October 17, 2019
Subject: MovingAhead

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You asked me to provide a brief summary memo of our review of the MovingAhead Alternatives Analysis report. Our review was previously made available to the Eugene City Council, Lane Transit District Board of Directors and their respective staffs. Our review and findings were based on the data provided in the MovingAhead report.

- As a planning document, the MovingAhead analysis is incomplete¹. The analysis fails to evaluate how the goals and objectives set forth in the document will actually be achieved by the millions of dollars spend on project construction and operations. Until this critical step is satisfactorily completed, our professional opinion is that this analysis **should not be used as a basis to select investment alternatives that require millions of dollars and years of operational commitments.**
- For the past 10 years ridership on LTD has **decreased** by 29% from its peak. Despite this trend, the MovingAhead analysis projects a 1.5% **increase** in annual ridership for each of the next 20 years without any new investment. No meaningful explanation for the planned trend reversal is given.
- The most expensive All-EmX package costs ~\$331 million in local funds and would add **less than 9.5% in additional systemwide rides over the No-Build alternative.**
- **If the 1.5% average annual ridership increase projected under the No-Build turns out be only slightly less (~1.2% per year), then the All-EmX alternative would not result in any more rides than could be achieved without spending \$331 million of local resources.**
- The MovingAhead consultant's analysis shows that increases in GHG emissions from the project are not offset by GHG emission savings from efficient transit. Regionally, every EmX investment package **fails to reduce greenhouse gas** emissions.
- Since sharing our review in March with both public entities we have received **one request for clarification** which we responded to.

Separate but related observations concerning EmX ridership:

- o CSA's in independent study of the Gateway line, conducted in 2015, found that the Gateway EmX was utilizing less than 10% of its capacity and the ridership was 60% less than projections (in some specific locations even much worse).
- o The West 11th EmX line was projected to carry 7,399 people a week. It is actually falling short by 57%, carrying 4,245 people a week according to an article in the Eugene Register Guard.

As we have discussed, there are many technical issues that concern me about the MovingAhead project but the above summary speaks for itself without requiring someone to read and digest the 350-plus-page document. Please let me know if you have any additional questions.

CSA Planning, Ltd.

Jay Harland
President

¹ The Alternatives Analysis is presented as following a standard planning process such as that explained in the American Planning Association's, "The Practice of State and Regional Planning". The critical evaluation steps (5&6) prior to policy action being taken (step 7). Has not been completed.