

Exhibit B-2

Second Errata, including corrections to September 2001 TransPlan
And to Exhibit B-1, Errata to September 2001 TransPlan

[Changes from September 2001 TransPlan and Exhibit B-1, Errata to September 2001 TransPlan, are shown in legislative format: new text is underlined; deleted text is shown in ~~strikeout~~.]

Chapter 2 Errata:

Correction to Exhibit B-1, Errata to September 2001 TransPlan and to September 2001 TransPlan:

Chapter 2, Page 29, make further revisions to the Policy Definition/Intent statement for TSI Transit Policy #2, Bus Rapid Transit, to read as follows:

Policy Definition/Intent: BRT is, in essence, the use of buses to emulate the positive characteristics of a rail system, but at a fraction of the cost of a rail system. The BRT system will include:

- Exclusive busways along ~~major corridors~~ the majority of each corridor,
- Faster boarding through low-floor, multiple door vehicles,
- Minimum ten minute frequency during peak hours,
- Increased convenience and comfort,
- Limited stops,
- Improved travel time through reduction of impact from normal traffic congestion through bus priority treatment
- A connected system of BRT corridor and neighborhood routes

BRT, when combined with other system improvement, land use, and demand management strategies, is expected to increase the share of riders who use public transportation. BRT is also expected to help the region maintain conformity with federal air quality standards. BRT, combined with nodal development, is a key strategy in the region's compliance with alternative performance measures for the Transportation Planning Rule. Commitment by the region to full system build out of BRT within 20 years is essential to meeting the alternative performance measures. The full system will include 61 miles of BRT corridor service. The majority of each corridor will include ~~exclusive bus treatment~~ exclusive busways. When funding or traffic conditions restrict implementation of ~~exclusive bus treatment~~ exclusive busways within a corridor, priority should be given to improvements providing the greatest benefit to travel timesavings. The BRT strategy will be implemented to the extent that planning and engineering studies show that the system would increase the use of transit, is supported by the community, and can be funded. As BRT is implemented, LTD, Springfield, Eugene, Lane County, and ODOT will consider neighborhood impacts when designing elements of specific segments.

Chapter 3 and Appendix A Revisions/Errata:

Correction to Exhibit B-1, Errata to September 2001 TransPlan and to September 2001

TransPlan:

Chapter 3, Page 3-28, Page 3-13 and the Financially-Constrained Roadway Projects Map in Appendix A, make further revisions as follows:

- (1) revise the geographic limits for the I-5 Interchange Study to read: “McKenzie-Willamette River south to 30th Avenue”; and
- (2) add the following footnote to the description of the geographic limits on page 3-28: “Inclusion of the Beltline/I-5 Interchange in this study is not intended to delay the Beltline/I-5 Interchange Project, but to incorporate the design elements from the final Environmental Assessment in the overall interchange study.”

Appendix F Errata:

Correction to September 2001 TransPlan:

On Appendix F, Page 9, revise Section 2 of Policy F-15 for consistency with Chapter 2, page 26 to read as follows:

2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: Level of Service E within ~~designated nodal development areas~~ and Eugene’s Central Area Transportation Study (CATS) area, and Level of Service D elsewhere.