



**LANE TRANSIT DISTRICT  
BOARD OF DIRECTORS  
SPECIAL MEETING**

Wednesday, April 29, 2020  
5:30 p.m.

**VIRTUAL MEETING**

Zoom details will be provided on the web calendar at [www.LTD.org](http://www.LTD.org).

*No public testimony will be heard at this meeting.*

**AGENDA**

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
5:30 p.m.	I. CALL TO ORDER	
	II. ROLL CALL	
	<input type="checkbox"/> Carl Yeh (President) <input type="checkbox"/> Kate Reid (Vice President) <input type="checkbox"/> Joshua Skov (Secretary) <input type="checkbox"/> Don Nordin (Treasurer) <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Steven Yett <input type="checkbox"/> Emily Secord	
	III. COMMENTS FROM BOARD PRESIDENT	
	<i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	IV. COMMENTS FROM THE GENERAL MANAGER	
	<i>This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA	
	<i>This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.</i>	
5:35 p.m.	A. FRANKLIN BOULEVARD OPPORTUNITY ZONE CORRIDOR PROJECT – BUILD GRANT: <i>Materials Included</i> [Jennifer Zankowski] <b>Action Needed:</b> Adoption	
5:45 p.m.	B. DELEGATED AUTHORITY – LABOR NEGOTIATIONS: <i>Materials Included</i> [Aurora Jackson] <b>Action Needed:</b> Adoption	
5:55 p.m.	C. RIDERSHIP AND OPERATIONS UPDATE: <i>Materials Included</i> [Tom Schwetz] <b>Action Needed:</b> None. Information Only	
6:05 p.m.	VI. ADJOURNMENT	



# AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 29, 2020

**ITEM TITLE:** FRANKLIN BOULEVARD OPPORTUNITY ZONE CORRIDOR PROJECT – BUILD GRANT

**PREPARED BY:** Jennifer Zankowski, Senior Development Planner

**DIRECTOR:** Tom Schwetz, Director of Planning & Development

**ACTION REQUESTED:** Adoption

**PURPOSE:** To request Board adoption of a resolution that demonstrates LTD’s support of the *Franklin Boulevard Opportunity Zone Corridor* project and federal BUILD grant application as a contributing agency by committing, in principal, LTD’s \$5M Lottery Bond resources as local match.

**ROLE OF THE BOARD:** The Board’s role in this instance is to adopt a resolution.

**HISTORY:** The *Franklin Boulevard Opportunity Zone Corridor* project is a joint effort between the cities of Eugene and Springfield and LTD. The purpose of this multi-modal project is to: improve safety for all users of Franklin Boulevard, catalyze investment and growth in the opportunity zones of both communities, add transit capacity to enhance transit level of service, and create access to active transportation modes connecting low income communities to the regional center for jobs, education and social services.

The project includes construction of roundabouts at key intersections, crossings for people walking and biking, protected bikeways, wide sidewalks, stormwater facilities, and transit elements to support LTD’s EmX service, such as double-tracking on the dedicated guideway in Eugene, and relocation of stations. The project is area Franklin Boulevard between Mississippi Avenue in Springfield and Alder Street in Eugene. Eugene and Springfield staff are lead project managers of their respective segments and LTD staff serve as technical advisors throughout project development.

Eugene and Springfield will be jointly submitting a federal BUILD grant application for Phase 2 of this project. Eugene will be the primary applicant, Springfield will be the co-applicant and LTD will be identified as a contributing partner. During its 2017 regular session, the 79<sup>th</sup> Oregon Legislative Assembly adopted House Bill 5006. Section 84 of the bill awards \$5,119,541 to Lane Transit District, which is currently being held by the state as Oregon’s Lottery Bond resources. Since award, LTD and the City of Eugene have been discussing using this resource as local match for the transit elements of the Franklin Boulevard project. Below summarizes the proposed ask and sources of local match developed for the BUILD grant application.

Ask Amount	Match Amount	Total Phase 2 Cost
\$25,000,000	\$9,423,000 (37.5%)	\$34,423,000

Revenue Source for Match	Amount
State of Oregon Lottery Bond to LTD	\$5,000,000
City of Eugene Pavement Preservation Bond Measure	\$1,423,000
City of Springfield Stormwater Capital Funding	\$1,000,000
City of Springfield Transportation & Street SDC Funding	\$2,000,000
Total Match	\$9,423,000

The cities of Eugene and Springfield are seeking a memorandum of understanding with LTD that demonstrates LTD support for the project and, in principal, commitment of LTD’s \$5M Lottery Bond resources for this project.

**CONSIDERATIONS:** The Franklin EmX segment has become the spine of LTD’s entire transit network; it serves the greatest number of riders and it provides a major transportation link within the metro area. Today, the EmX

service along the Franklin corridor experiences overcrowding and travel times are impacted by congestion during peak periods. The one-way segments on this corridor limit the practical operational frequency to 10 minutes. The project advances LTD's ability to provide the transit level of service that riders expect along the most traveled spine of the EmX system – the addition of new dedicated guideway would allow LTD to decrease its existing headway from 10 minutes to 7.5 minutes through this segment.

The goals of the *Franklin Boulevard Opportunity Zone Corridor* project are consistent with LTD's mission statement and the goals and objectives specified in our *Long-Range Transit Plan*.

Leveraging partnerships is a strategic objective that LTD is deploying to plan and implement projects. LTD staff has been actively involved with both community's projects as technical advisors and funding partners from their inception. LTD has also been actively involved in lobbying for the project/discussing project readiness with our state and federal legislators, alongside Eugene and Springfield staff.

The BUILD grant application deadline is **May 11, 2020**. This funding opportunity was established by the U.S. Congress. Despite the current COVID pandemic, the deadline for this grant has not changed as it would require an act of Congress to adjust.

**ALTERNATIVES:** N/A

**NEXT STEPS:** If Eugene and Springfield were awarded this grant, LTD would prepare a Memorandum of Agreement with Eugene and Springfield specifying the scope of work that the \$5M Lottery Bond resources will fund, as well as the roles and responsibilities of each agency (LTD, Eugene and Springfield).

The Springfield project elements and the Eugene project elements are at different stages of development. LTD has an interest in ensuring that the project will continue to (1) maintain safe operating conditions for LTD (LTD operators, LTD riders, and other vehicles, pedestrians, and cyclists) and (2) ensure that LTD can sustainably operate planned headways through the corridor. Eugene and Springfield have agreed to maintain LTD's advisory role throughout the project development and to make project adjustments, as needed, as these projects move through project development and construction.

**SUPPORTING DOCUMENTATION:**

- 1) Franklin Boulevard Opportunity Zone Corridor project – Background Information
- 2) Franklin Project Presentation to USDOT, April 16, 2020
- 3) Resolution No. 2020-04-29-023

**PROPOSED MOTION:** I move adoption of LTD Resolution No. 2020-04-29-023:

It is hereby resolved that the LTD Board of Directors adopts a resolution establishing the following:

- LTD supports the *Franklin Boulevard Opportunity Zone Corridor* project;
- LTD will participate in the BUILD grant application as a contributing agency;
- LTD commits, in principal, to provide its \$5M Lottery Bond resources as local match for the grant application; and,
- If the grant is awarded to the project, LTD will formalize this partnership in a memorandum of agreement.

## **FRANKLIN BOULEVARD OPPORTUNITY ZONE CORRIDOR PROJECT BACKGROUND INFORMATION**

### **Franklin Boulevard**

Franklin Boulevard is one of four east-west arterials in the region connecting Eugene and Springfield – it is a vital link between downtown Springfield and downtown Eugene that also serves as a gateway to both communities. The Franklin Corridor has many natural and built assets, including access to the Willamette River, Interstate 5, the University of Oregon, the PeaceHealth medical complex, a riverfront park and bicycle path system, and numerous institutions, employers, and retail businesses.

This five-lane roadway serves a range of transportation needs: freight movement; commuters; and those patronizing businesses and institutions along the corridor. Today, Franklin Boulevard is served by Lane Transit District's (LTD) flagship EmX bus rapid transit (BRT) line that has been recognized as one of the most innovative BRT systems in the nation. As a BRT corridor, buses now operate in a combination of dedicated lanes and mixed traffic.

### **EmX on Franklin**

The concept of a BRT system for the Eugene-Springfield metropolitan area emerged as the preferred strategy for regional mobility as part of the Eugene-Springfield Regional Transportation Plan, *TransPlan* update in December 2000. The 4-mile Franklin Boulevard segment, from Eugene Station to Springfield Station, was the first piece of this system. The Franklin BRT project (locally branded as EmX) began construction in Fall 2002 and opened for revenue service in January 2007.

The 4-mile project was constructed with a combination of local and federal resources – it is a federal asset. The project included the construction of 10 stations; approximately 1 mile of dedicated guideway (mix of single-track and double-track) between Walnut Street and Alder Street; signal priority and queue jumps at key intersections; and public art.

EmX service on Franklin Boulevard provides 10-to-15-minute service on weekdays and 15-to-30-minute service on evenings and weekends. Service runs from approximately 5:30am to 1:00am on weekdays; 7:00am to 11:00pm on Saturdays; and from 8:00am to 9:00pm on Sundays.

The Franklin EmX segment has become the spine of LTD's entire transit network; it serves the greatest number of riders and it provides a major transportation link within the metro area.

### **Franklin Boulevard Opportunity Zone Corridor Project**

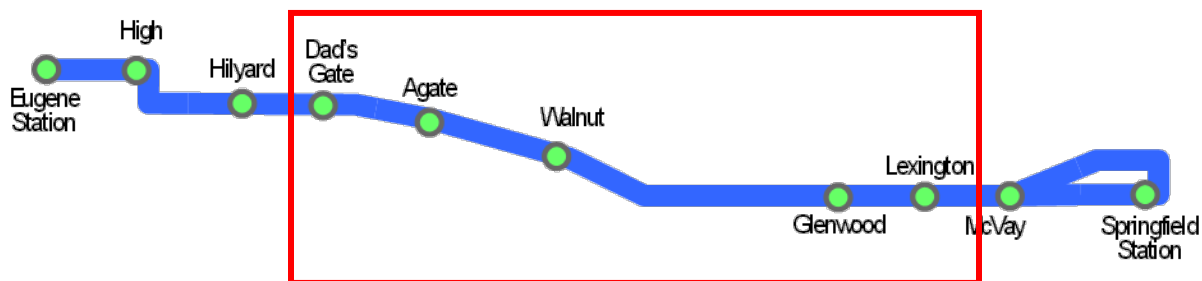
The Franklin Corridor is still in need of enhancements to realize its full potential. In both Eugene and Springfield, Franklin Boulevard is dominated by auto-oriented land uses and has a street design that favors cars over other modes of travel. The Cities of Eugene and Springfield have both engaged their communities to re-envision the land uses along Franklin Boulevard as mixed-use neighborhoods with vibrant, transit-oriented development. A crucial next step is to transform Franklin Boulevard from an auto-oriented arterial into a boulevard that serves all modes of travel – pedestrians, bikes, buses, and motor vehicles.

The *Franklin Boulevard Opportunity Zone Corridor* project is a joint effort between the Cities of Eugene and Springfield and Lane Transit District. The goals of this project are to:

- Improve safety for all users of Franklin Boulevard
- Catalyze investment and growth in the opportunity zones of both communities
- Add transit capacity to enhance transit level of service
- Create access to active transportation modes connecting low income communities to the regional center for jobs, education and social services, including downtown Eugene, the revitalizing Springfield downtown, the University of Oregon, and PeaceHealth University District Hospital.

This project combines two interrelated on-going projects into one coordinated effort -- leveraging resources to enhance Franklin Boulevard.

- The City of Springfield’s project, *New Franklin Boulevard*, proposes improvements along Franklin Boulevard from the McKenzie River Bridge to Interstate 5. <http://newfranklinblvd.org/>
- The City of Eugene’s project, *Franklin Boulevard Transformation*, proposes improvements along Franklin Boulevard from Interstate 5 to Alder Street. <https://www.eugene-or.gov/3830/Franklin-Boulevard>



### **Franklin Boulevard Opportunity Zone Corridor Project Area**

Both projects would construct roundabouts at key intersections, crossings for people walking and biking, protected bikeways, wide sidewalks, stormwater facilities, and transit elements to support LTD’s EmX service. In Springfield, the transit elements would include relocation and reconstruction of Lexington Station and Glenwood Station (2 stations at each location). In Eugene, the transit elements would include relocation and reconstruction of Walnut Station (1 station) and the reconstruction of the BRT

dedicated guideway between Walnut Station and Dad’s Gate Station to double the capacity (1 dedicated guideway in each direction).

The project has been divided into three phases.

- **Phase 1** of the project is already constructed (the roundabouts and improvements along Franklin Boulevard at McVay Highway);
- **Phase 2** of the project includes engineering, right-of-way acquisition and construction including the transit components of the Eugene project, the transit components and roundabout at Mississippi Avenue in Springfield and bike and pedestrian facilities;
- **Phase 3** of the project would include final engineering, possibly right-of-way acquisition and construction of the remaining roundabouts, relocation of Glenwood Station

**BUILD Grant**

In May 2020, Eugene and Springfield will be jointly submitting a federal BUILD grant application for Phase 2 of this project. As this phase of the project will include major transit elements, they have ask that LTD be part of the application. Eugene will be the primary applicant, Springfield will be the co-applicant and LTD will be a contributing partner in the grant application. The table below presents the grant ask amount and the planned local match sources.

Ask Amount	Match Amount	Total Phase 2 Cost
\$25,000,000	\$9,423,000 (37.5%)	\$34,423,000

Revenue Source for Match	Amount
State of Oregon Lottery Bond to LTD	\$5,000,000
City of Eugene Pavement Preservation Bond Measure	\$1,423,000
City of Springfield Stormwater Capital Funding	\$1,000,000
City of Springfield Transportation & Street SDC Funding	\$2,000,000
Total Match	\$9,423,000

**LTD Resources for Local Match**

During its 2017 regular session, the 79<sup>th</sup> Oregon Legislative Assembly adopted House Bill 5006. Section 84 of the bill awards \$5,119,541 to Lane Transit District, which is currently being held by the state as Oregon’s Lottery Bond resources. While not specified in the legislation, the intent of this award was to advance the construction of the BRT system in the Eugene-Springfield metropolitan area. LTD and the City of Eugene discussed the use of this resource as local match for the transit elements in Eugene’s Franklin Boulevard project. This discussion shaped the scoping of the *Franklin Boulevard Transformation* project to include the dedicated guideway in both directions.

## **Considerations**

The BUILD grant application deadline is May 11, 2020. This funding opportunity was established by the U.S. Congress. Despite the current COVID pandemic, the deadline for this grant has not changed as it would require an act of Congress to adjust.

The goals of the *Franklin Boulevard Opportunity Zone* project are consistent with LTD's mission statement and the goals and objectives specified in our *Long-Range Transit Plan*.

Today, the EmX service along the Franklin corridor experiences overcrowding and travel times are impacted by congestion. The project supports LTD's ability to provide the transit level of service that riders expect along the most traveled spine of the EmX system – the addition of new dedicated guideway would allow LTD to decrease its existing headway from 10 minutes to 7.5 minutes through this segment.

Leveraging partnerships is a strategic objective that LTD is deploying to plan and implement projects. Lane Transit District has built strong relationships – staff has been actively involved with both community's projects as technical advisors and funding partners from their inception.

LTD has also been actively involved in lobbying for the project/discussing project readiness with our state and federal legislators, alongside Eugene and Springfield staff.

LTD's contribution would provide a significant portion of the local match needed to make this a competitive application.

## **Next Steps**

If Eugene and Springfield were awarded this grant, LTD would prepare a Memorandum of Agreement with Eugene and Springfield specifying the scope of work for which LTD resources will be used, and the roles and responsibilities of each agency (LTD, Eugene and Springfield).

The Springfield project elements and the Eugene project elements are at different stages of development. LTD has an interest in ensuring that the project will continue to (1) maintain safe operating conditions for LTD (LTD operators, LTD riders, and other vehicles, pedestrians, and cyclists) and (2) ensure that LTD can sustainably operate planned headways through the corridor. Eugene and Springfield have agreed to maintain LTD's advisory role throughout the project development and to make project adjustments, as needed, as these projects move through project development and construction.



# FRANKLIN BOULEVARD OPPORTUNITY ZONE CORRIDOR

US Department of Transportation  
Virtual Meeting  
April 17, 2020



# Introductions

## Local Agencies on the Phone:



Matt Rodrigues, Acting Public Works Director  
Larisa Varela, Transportation Planner  
Jenifer Willer, City Engineer



Tom Boyatt, Community Development Director  
Kristi Krueger, Managing Civil Engineer  
Monica Sather, Senior Planner



Aurora (AJ) Jackson, General Manager  
Jennifer Zankowski, Senior Development Planner

# Key Topics

- Project Location
- Opportunities & Challenges
- Vision & Description
- Readiness
- Innovation
- Questions & Discussion





# PROJECT LOCATION

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Eugene – Springfield

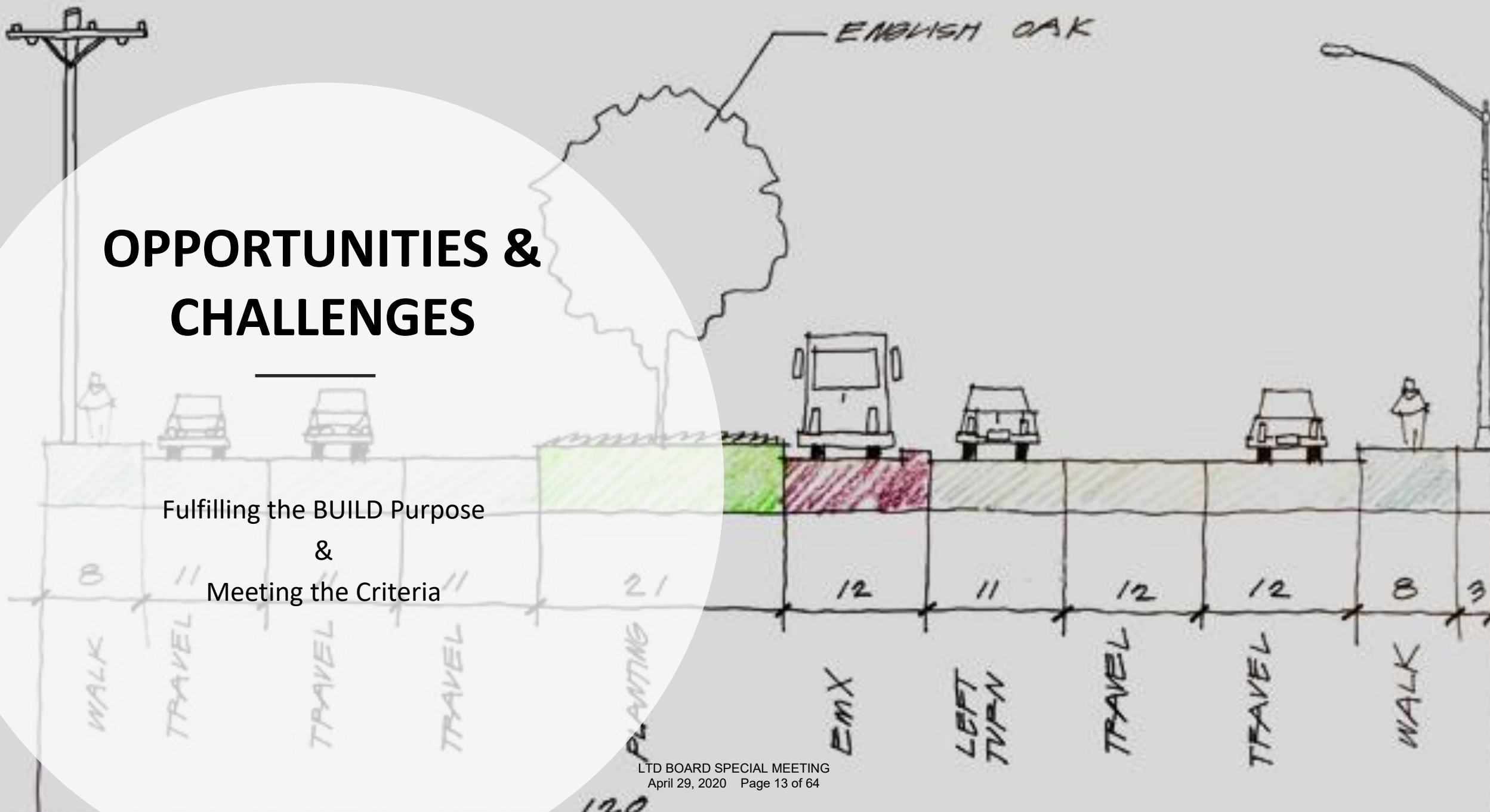


## EUGENE- SPRINGFIELD CONNECTION

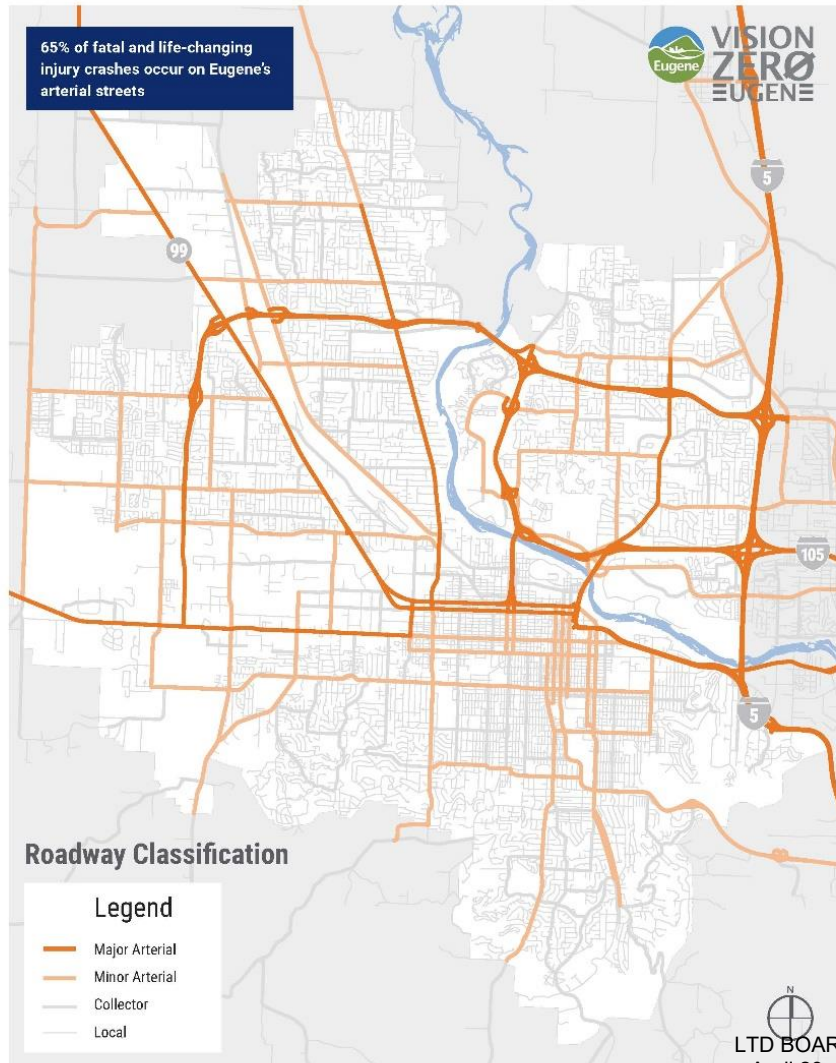
- I-5 Access
- Federal Functional Classification: State Highway System a Principal Arterial with direct connections to the Interstate
- National Highway System: Oregon State Highway Route 126

# OPPORTUNITIES & CHALLENGES

Fulfilling the BUILD Purpose  
&  
Meeting the Criteria



# Safety



65% of fatal and life changing injury crashes occur on Eugene's arterial streets. We expect a similar trend for Springfield.



VISION  
ZERO  
EUGENE

# Systemic Issues & Safety



A screenshot of a web browser displaying a news article on the KEZI.com website. The browser's address bar shows the URL: kezi.com/content/news/Pedestrian-hit-in-Eugene-crash-dies-566610051.html?fbclid=IwAR3RkS7hvf9afIMV-PBujzjMjQ1McNtkl5SijoVNADLvH... The website header includes the KEZI 9 abc logo and the text "KEZI.com Live. Local. Late Breaking." The article title is "PEDESTRIAN HIT IN EUGENE CRASH DIES". The main text reads: "Investigators said leading up to the crash two pedestrians attempted to cross Franklin Boulevard against the stop light." Below the text, it says "Posted: Dec 31, 2019 2:22 PM", "Updated: Dec 31, 2019 4:34 PM", and "Posted By: Bob Schaper". There are social media sharing icons for Facebook, Twitter, Email, and Print. A video player is visible on the left side of the article. The browser's taskbar on the left shows various application icons and the system clock displaying "11:03 AM 2/3/2020".



McKaylah McClure

# Roundabout Safety



## Modern roundabouts reduce collisions



Source: Federal Highway Administration and Insurance Institute for Highway Safety (FHWA and HS)



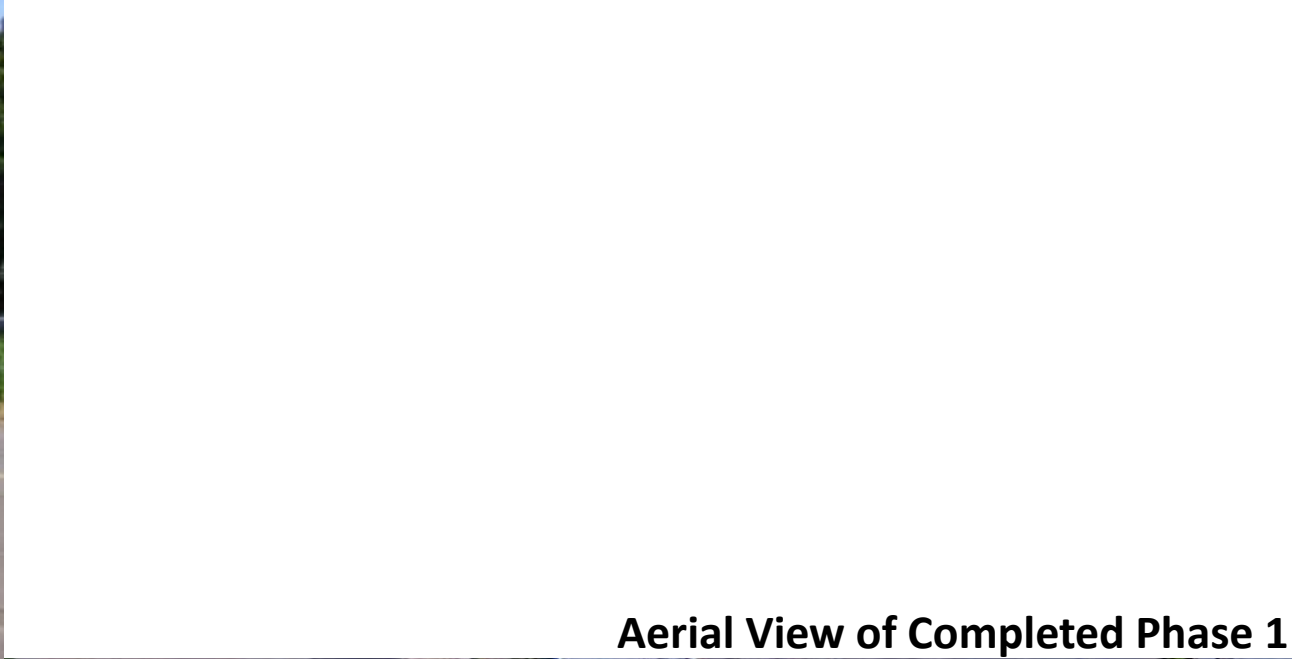
# BUS RAPID TRANSIT EmX CAPACITY



# State of Our Major Arterial/State Highway



Existing Conditions



Aerial View of Completed Phase 1



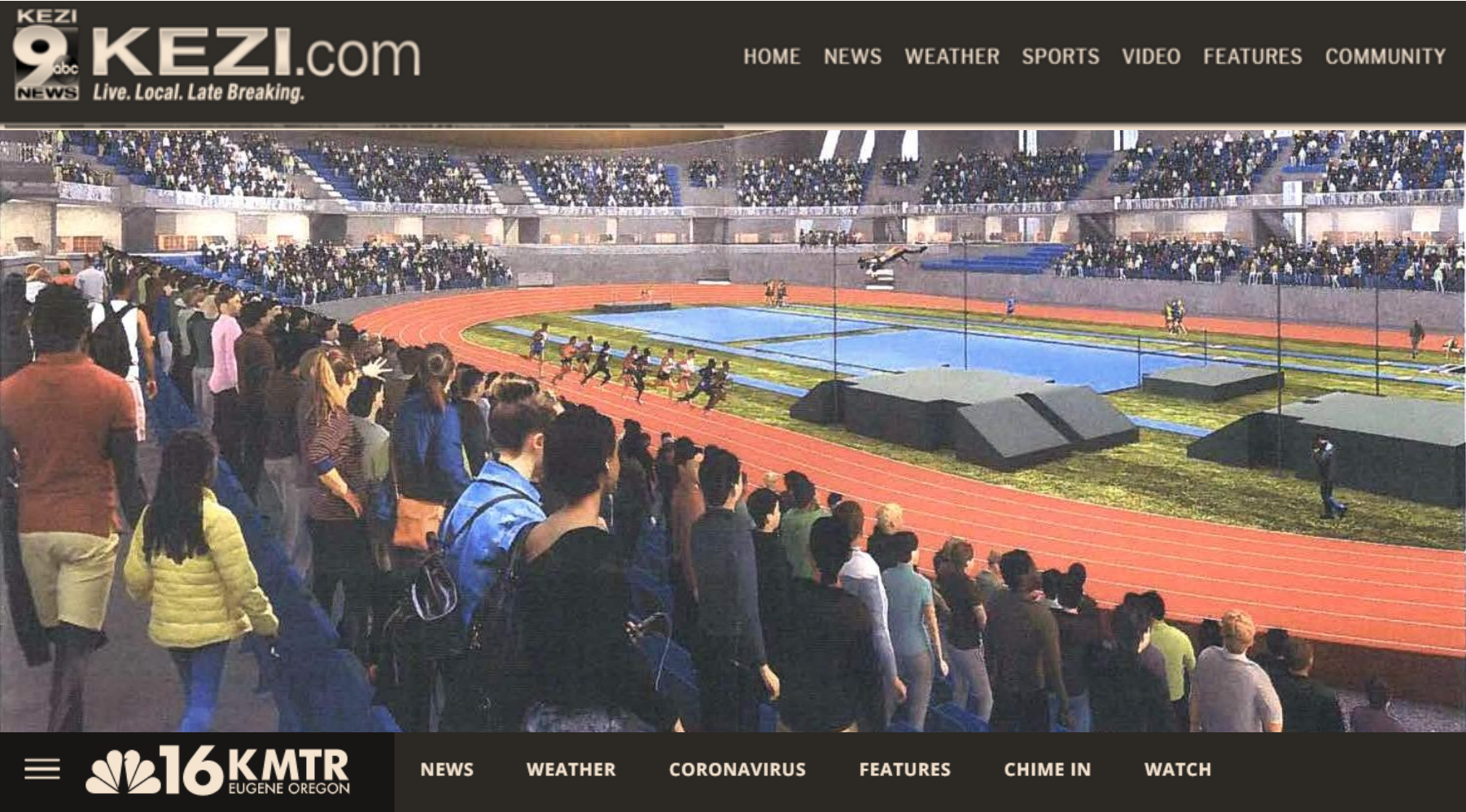
# Economic Edge & Development



# Development in Glenwood: Hotels



# Development in Glenwood: Indoor Track & Event Center

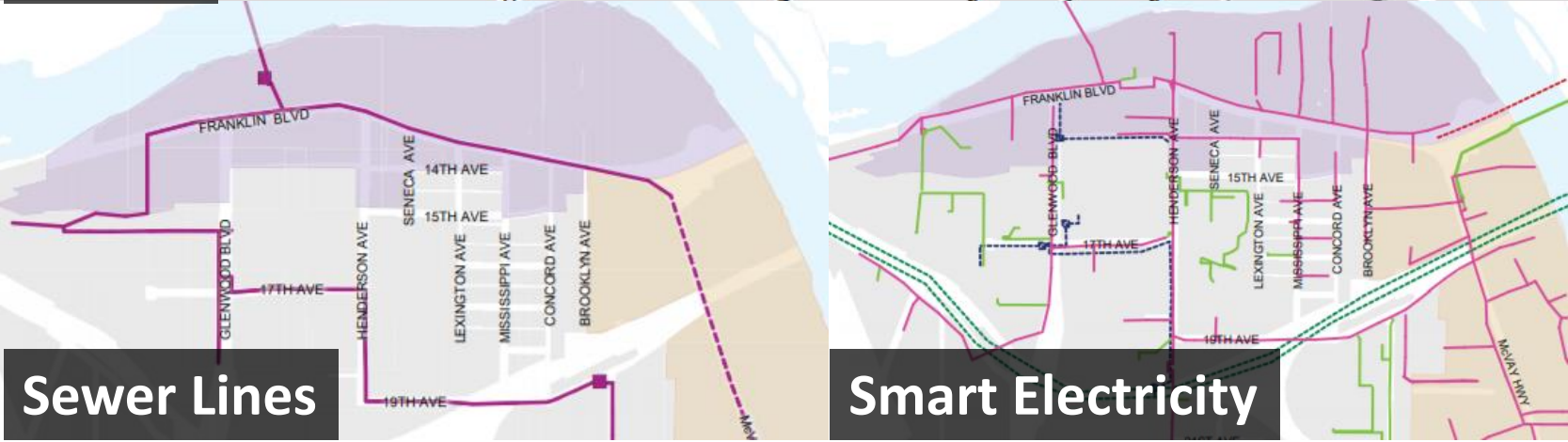


## Discussion underway for indoor track facility in Glenwood

# Development in Glenwood: Residents & Talent



# Development in Glenwood: Infrastructure



# Development in Eugene: University of Oregon's Knight Campus for Accelerating Scientific Impact

Before



After



Currently under construction, opening Fall of 2020  
Construction Webcam

at <https://accelerate.uoregon.edu/construction-webcam>



# Development in Eugene: American Campus Communities 959 Franklin



**Construction photo**



**Opened Fall 2019**

# Development in Eugene: American Campus Communities 2125 Franklin



**Opened Fall 2015**



**Drone Construction Photo**

# Development in Eugene: Greentree Inn & Suites

**Before**



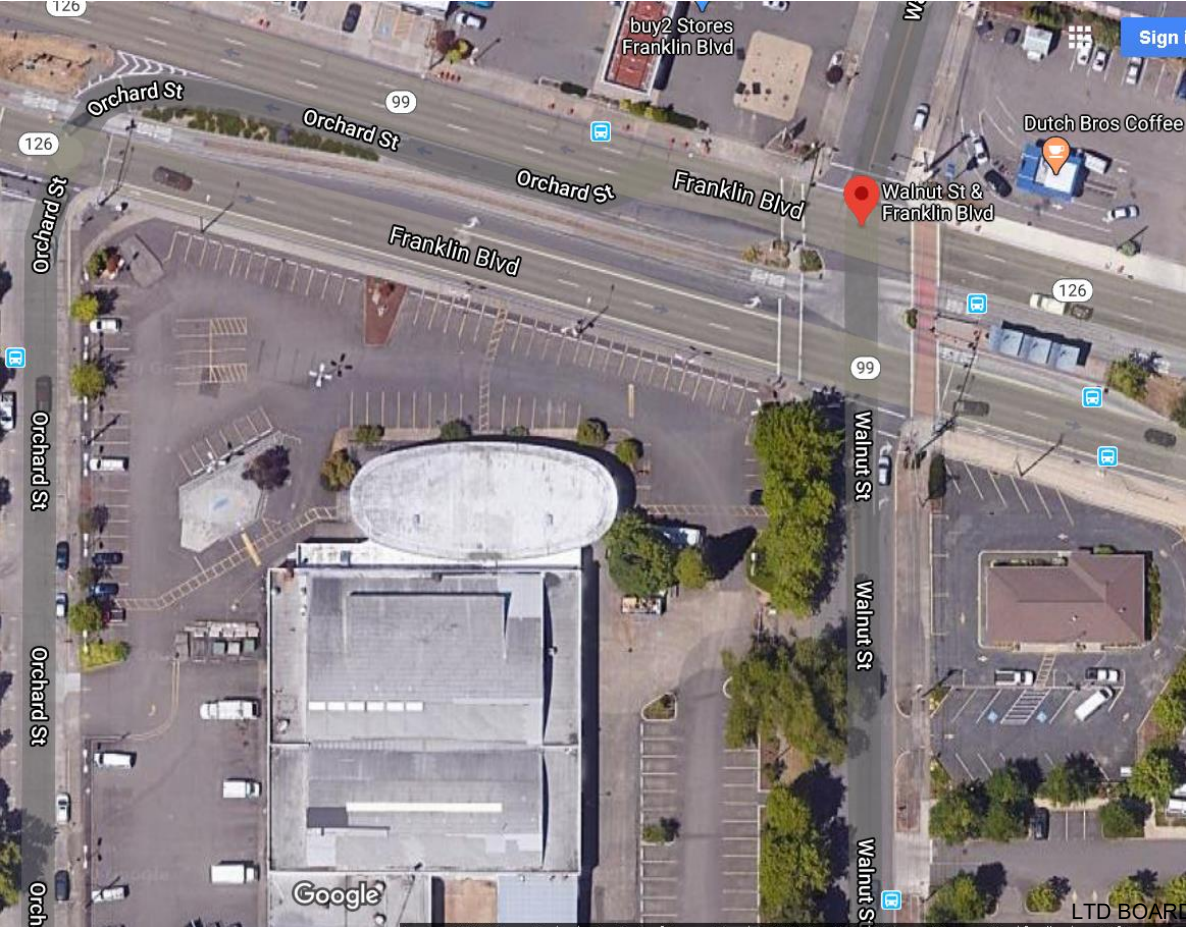
**After  
(Rendering)**



Currently under construction

# Development in Eugene: University Village at 2020 Franklin Blvd

Existing Conditions



Interested Developer's Vision



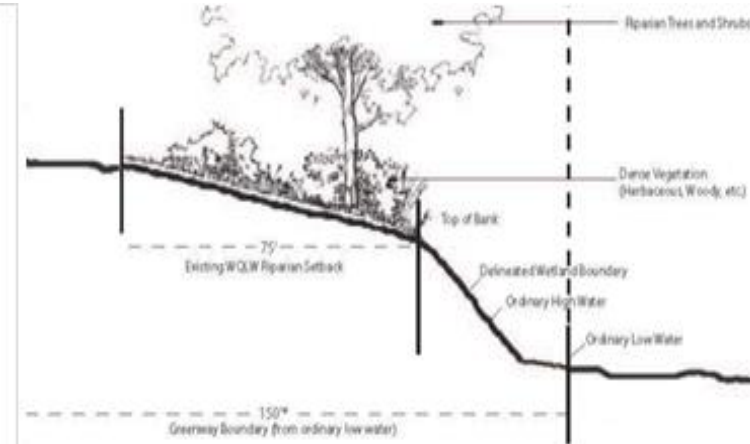
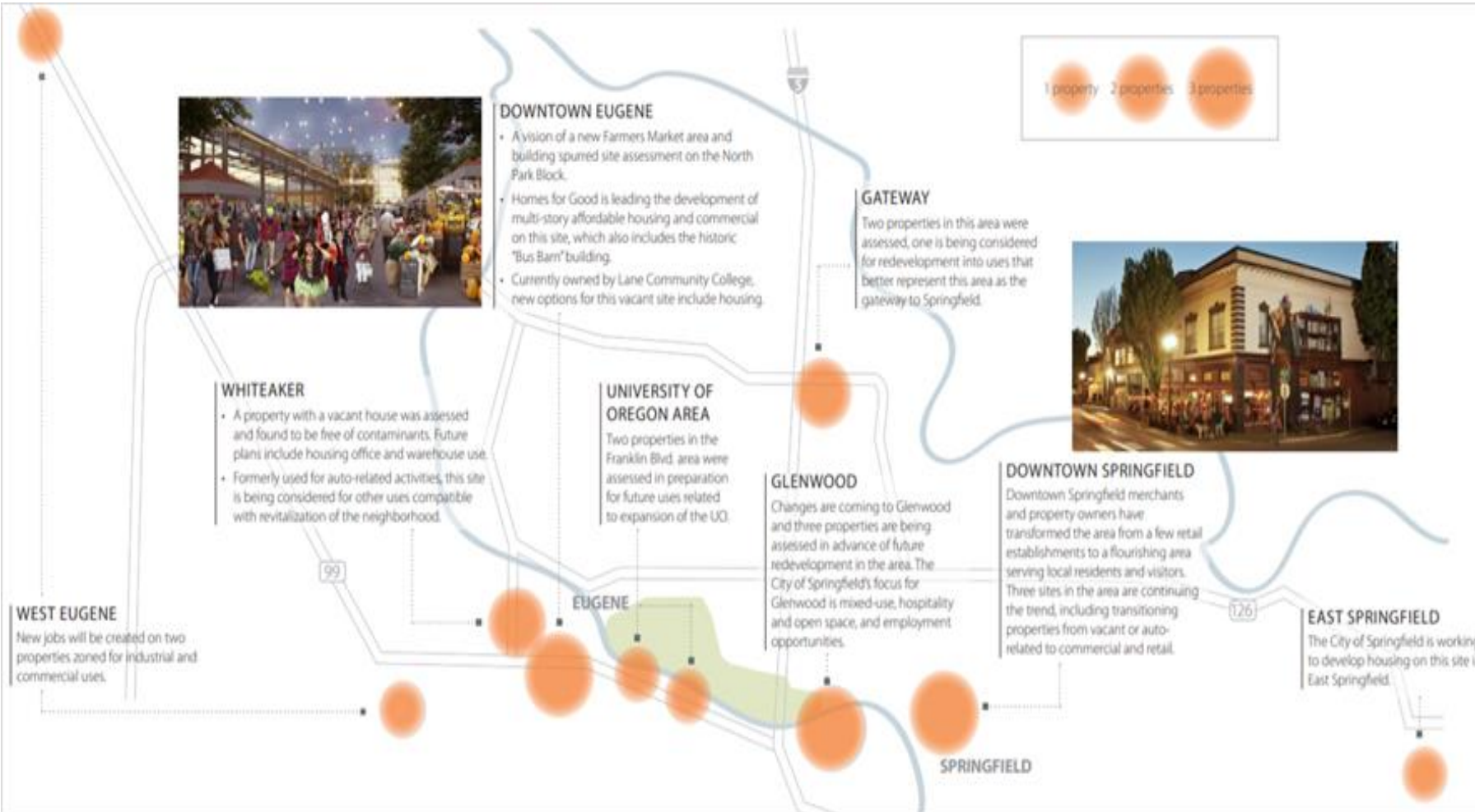
# Development in Eugene: University of Oregon's Hayward Field



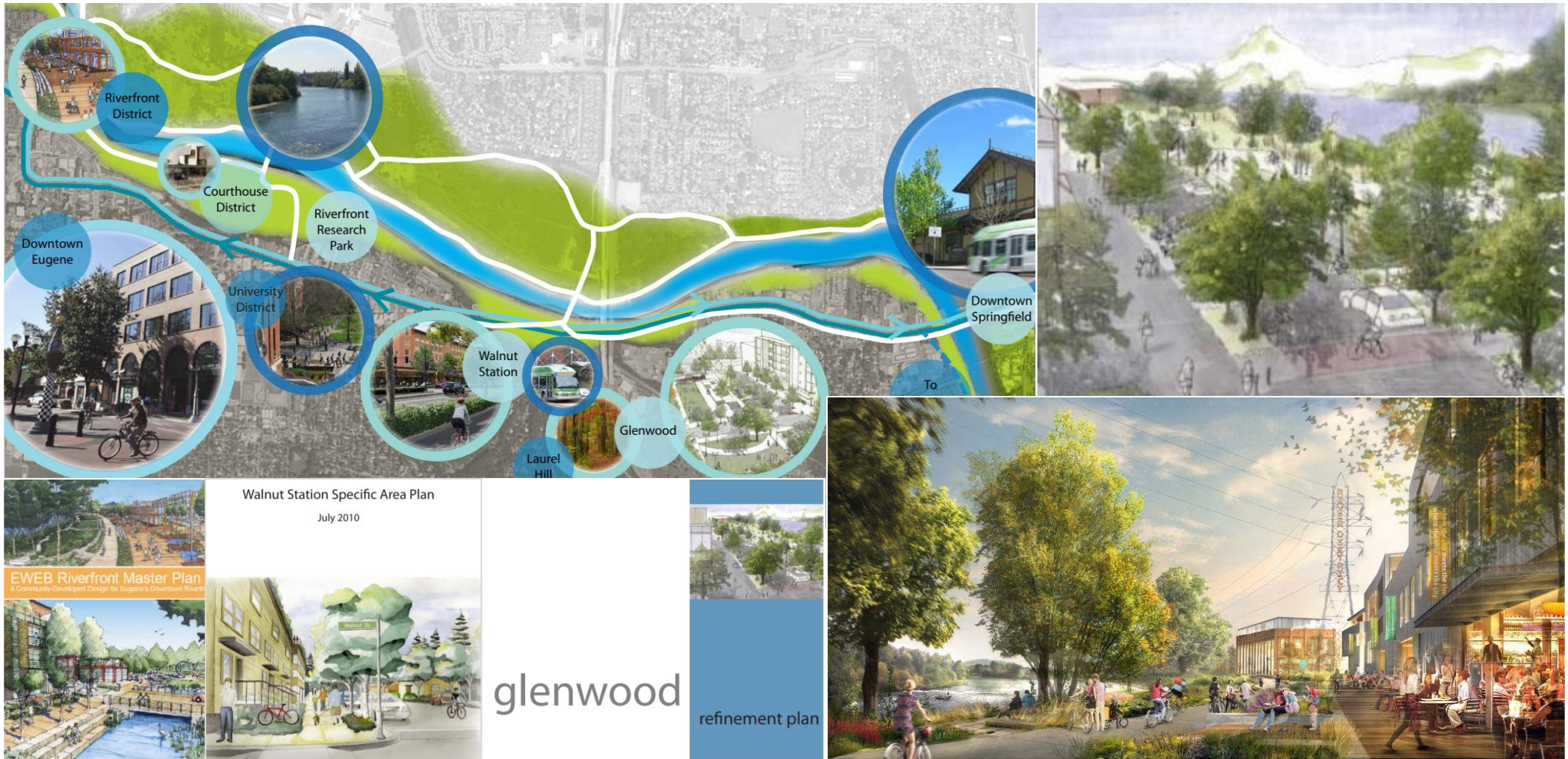
# University of Oregon is Growing: North Campus Master Plan



# Environmental Sustainability



# Quality of Life







# **BIG PICTURE**

The Vision & Project Description



# Project Highlights

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- Roundabouts
- Crossings for People Walking & Biking
- Protected Bikeways
- Wide Sidewalks
- Bus Rapid Transit
- Water Quality
- Roadway & Pedestrian Scale Lighting



# Before & After



**Before**

**After**

# Budget & Project Phasing

<b>Phase</b>	<b>Status</b>	<b>Total Project Cost</b>
Phase 1	Construction Complete	\$ 14 Million
Phase 2	Seeking Funding	\$34.4 Million
Phase 3	15% Design Phase	\$33-50+ Million

# Project Phasing: Phase 1 Complete





# Bike/Ped Viaduct Investment

# Project Phasing: Phase 2 Ahead



Double track center running dedicated EmX lanes in Eugene to alleviate existing capacity challenges



Protected facilities improves safety for all modes, especially people walking and biking



Roundabouts to eliminate fatalities and life changing injuries

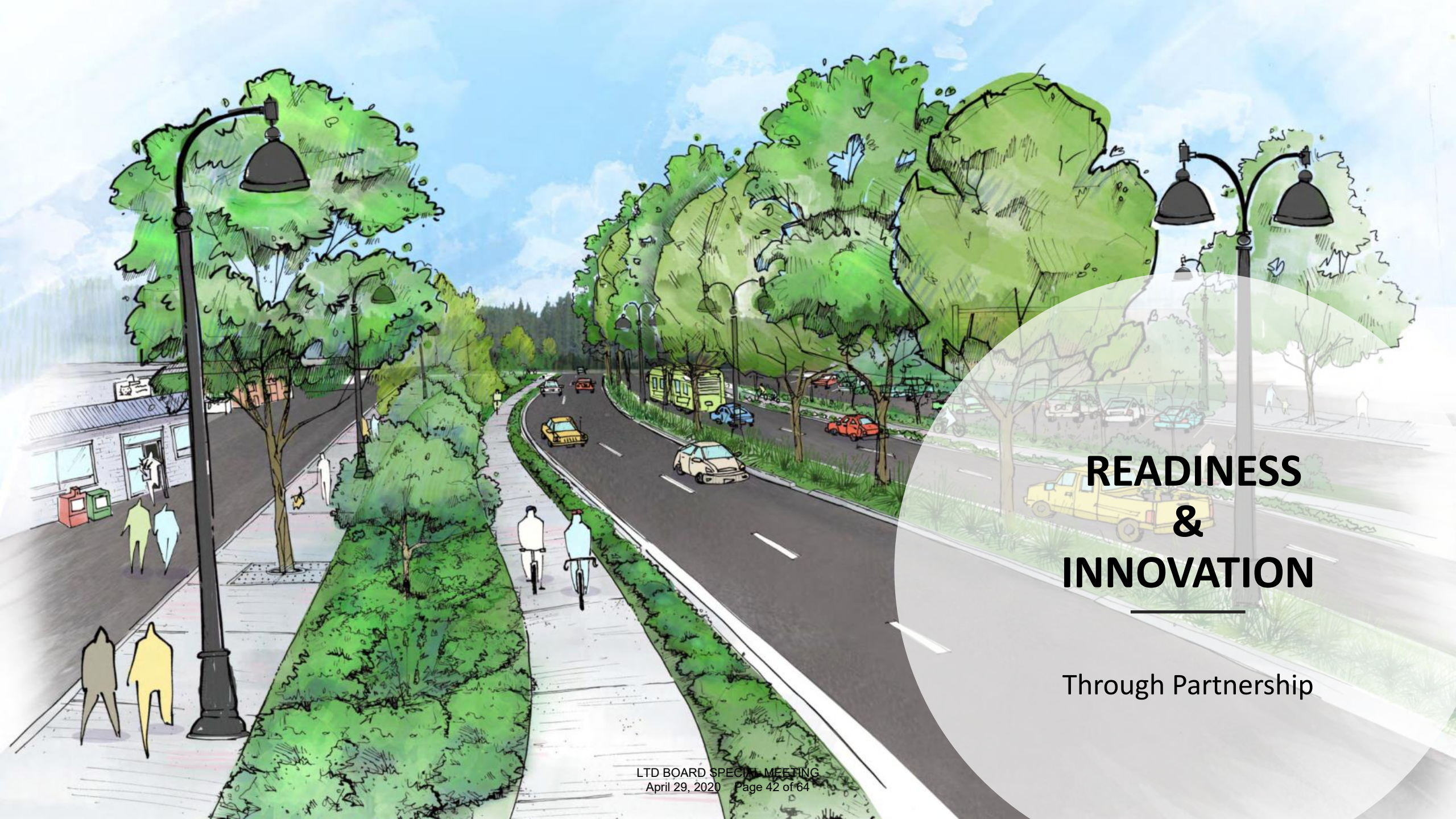


# Phase 2: BUILD 2020 Opportunity

Ask Amount	Match Amount	Total Phase 2 Cost
\$25,000,000	\$9,423,000 (37.5%)	\$34,423,000

## Phase 2 Match Sources

Revenue Source for Match	Amount
State of Oregon Lottery Bond to Lane Transit District	\$5,000,000
City of Eugene Pavement Preservation Bond Measure	\$1,423,000
City of Springfield Stormwater Capital Funding	\$1,000,000
City of Springfield Transportation & Street SDC Funding	\$2,000,000
<b>Total Match</b>	<b>\$9,423,000</b>



**READINESS  
&  
INNOVATION**

Through Partnership

# Federal Aid Track Record

- Eugene is an ODOT-Certified Local Public Agency & Springfield is currently working toward this certification
- Built Phase 1 under budget & 4 months ahead of schedule
- Excellent record of on time obligation rates
- (and record setting athletes)



Steve Prefontaine vs. Gerry Lindgren

# Process Success: Public Involvement



**New Franklin Boulevard**

**When will construction take place?**  
Construction will begin in May 2017 through Autumn 2018.

**Will there be a road closure to through traffic?**  
Yes. The intersection of South Franklin Boulevard/McVay Highway and Franklin Boulevard will be closed near U-Haul. However all businesses will remain open and accessible by detour route. Two-way traffic will remain open on Franklin Boulevard.

**How will this affect me?**  
You may be required to take detours from your usual routes plus hear and see signs of construction.

**What if I ride the bus?**  
Check [www.LTD.org](http://www.LTD.org) or call 541-687-5555 for information about bus routes during construction.

**How do I get more information?**  
For periodic updates, email your name to [info@newfranklinblvd.org](mailto:info@newfranklinblvd.org)  
Visit the website at [www.newfranklinblvd.org](http://www.newfranklinblvd.org)  
Check [www.keepusmoving.info](http://www.keepusmoving.info) and the hotline, 541-984-8484, frequently for traffic related project updates.

**Questions?**  
Please call Project Manager Kristi Krueger at 541-726-4584.

ALL BUSINESSES OPEN!

SPRINGFIELD OREGON



# Process Success: NEPA

## Conclusion

The proposed Project would neither individually or cumulatively result in significant impacts under NEPA. The proposed Project meets the FHWA criteria and conditions as a (d)(13) categorical exclusion pursuant to 23 CFR 771.117. The City of Springfield and ODOT are asking FHWA to approve the proposed Project using this designation and based on the supporting information in this document.

**Adam  
Roberts**

Digitally signed by Adam Roberts  
DN: cn=Adam Roberts, ou=Oregon  
Department of Transportation,  
ou=Region 2 Environmental Unit,  
email=adam.roberts@odot.state.or.us,  
c=US  
Date: 2014.12.09 10:47:01 -0800

ODOT Region Environmental Coordinator  
Adam Roberts

**Bernie Kleutsch**

Digitally signed by Bernie Kleutsch  
DN: cn=Bernie Kleutsch, ou=Oregon Department of  
Transportation, ou=ODOT R2 Geologic/Environmental Unit,  
email=bernie.kleutsch@odot.state.or.us,  
Date: 2016.12.07 10:49:07 -0800

ODOT Environmental Manager  
Bernie Kleutsch

**EMILY A CLINE**

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FHWA/SalemOR, ou=DOT, email=EMILY.A.CLIN@FHWA.SalemOR,  
cn=EMILY A CLINE  
Date: 2016.12.06 11:33:36 -0800

FHWA Official  
Emily Cline



# Built Success: Concept to Completion



# Built Success: Concept to Completion



# Built Success: Concept to Completion







# Built Success: Concept to Completion

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# Built Success: Concept to Completion

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# Built Success: Concept to Completion

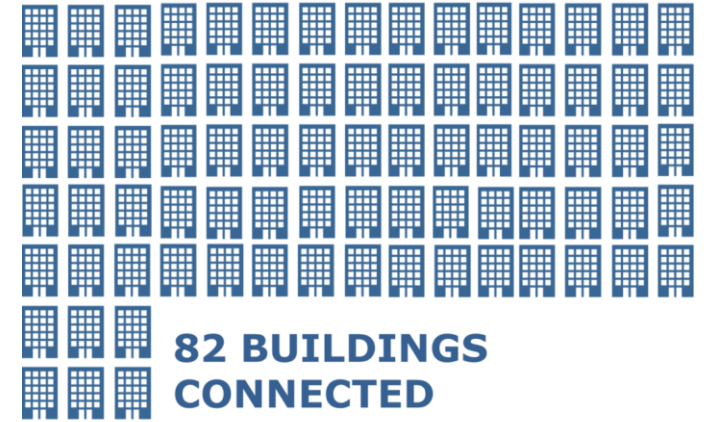
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# Additional Merit Criteria for BUILD

- Innovative Technologies
- Innovative Project Delivery
- Partnership



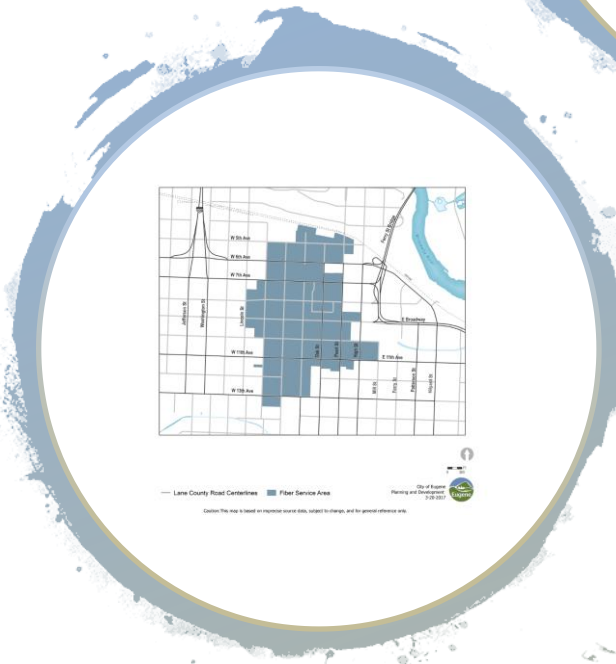
# Innovative Technologies



82 BUILDINGS  
CONNECTED

The graphic consists of a grid of 82 small blue building icons arranged in 8 rows and 10 columns, with the last two columns containing 8 buildings each. Below the grid, the text '82 BUILDINGS CONNECTED' is displayed in a bold, blue, sans-serif font.

- BRT signal prioritization
- BRT travel time reliability
- Camera detection
- Potential to extend EUGNet high speed fiber/signal interconnect



# Innovative Project Delivery

Certified local agency with excellent technical & obligation rate track record

FHWA-Oregon Division and ODOT programmatic agreement for Categorical Exclusions

FHWA statewide Federal-Aid Highway Program (FAHP) for ESA consultations

ODOT, FHWA, SHPO & ACHP programmatic agreement for Section 106 cultural resources

# Partnerships: Regional Emphasis

## Two Applicants & One Goal



## Regional Priority & Partnership





# QUESTIONS & DISCUSSION

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**RESOLUTION NO. 2020-04-29-023**

**LTD SUPPORT OF FRANKLIN BOULEVARD OPPORTUNITY ZONE CORRIDOR PROJECT AND BUILD GRANT APPLICATION**

**WHEREAS**, the Franklin segment of LTD's EmX system is the critical spine of LTD's overall metropolitan transit network, providing a critical regional transportation link;

**WHEREAS**, the capacity of the Franklin segment of LTD's EmX system is constrained by of one-way segments and currently experiences passenger overloading and travel time impacts associated with congestion and improvements are needed to maintain safety and a sustainable level of service;

**WHEREAS**, the cities of Eugene and Springfield and LTD have been partnering on two multi-modal projects (collectively *Franklin Boulevard Opportunity Zone Corridor* project [project]) to improve safety, catalyze investment, add transit capacity, and create access to active transportation modes along Franklin Boulevard;

**WHEREAS**, LTD was awarded \$5,119,541 via House Bill 5006, adopted during the 2017 regular session of the 79th Oregon Legislative Assembly, currently held by the state of Oregon as Lottery Bond resources;

**WHEREAS**, the cities of Eugene and Springfield are jointly applying for a federal BUILD grant to advance Phase 2 of the *Franklin Boulevard Opportunity Zone Corridor* project and have requested that LTD participate as a contributing agency;

**WHEREAS**, the goals of the *Franklin Boulevard Opportunity Zone Corridor* project are consistent with LTD's mission statement and the goals and objectives specified in LTD's *Long-Range Transit Plan*; and

**WHEREAS**, the project advances LTD's ability to enhance the transit level of service along the most traveled spine of the EmX system.

**NOW, THEREFORE, BE IT RESOLVED** that the LTD Board of Directors, adopts a resolution establishing the following:

- LTD supports the *Franklin Boulevard Opportunity Zone Corridor* project;
- LTD will participate in the BUILD grant application as a contributing agency;
- LTD commits, in principal, to provide its \$5M Lottery Bond resources as local match for the grant application; and,
- If the grant is awarded to the project, LTD will formalize this partnership in a memorandum of agreement.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 29<sup>TH</sup> DAY OF APRIL, 2020.

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Board President, Carl Yeh



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 29, 2020  
**ITEM TITLE:** DELEGATED AUTHORITY – LABOR NEGOTIATIONS  
**PREPARED BY:** Aurora Jackson, General Manager  
**DIRECTOR:** N/A  
**ACTION REQUESTED:** Adoption

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**PURPOSE:** To request that the Board of Directors approve a resolution delegating the general manager as the negotiating authority for labor matters.

**ROLE OF THE BOARD:** The Board's role in this instance is to adopt a resolution.

**HISTORY:** In March 2020, the State of Oregon declared an emergency due to the public health threat posed by the novel coronavirus (COVID-19) pandemic, and subsequently issued several orders restricting public gatherings and nonessential business operations to protect the public from contracting COVID-19. In response to this statewide emergency situation, Lane Transit District (LTD) implemented several measures including rear-door boarding, a free-fare system, passenger load limitations, and requirements for employees and the public to wear face coverings onboard all LTD services and while at LTD facilities. During this period of time, LTD and ATU leadership have been working collaboratively to implement the changes needed to respond to the COVID-19 pandemic.

As the State of Oregon begins to develop plans for loosening restrictions in the near future, there will be more changes to LTD's services that affect employees and the public. Those changes are unknown but in anticipation and to prevent any delays in making timely decisions, it is prudent to restate the Board of Directors' delegation of authority to the general manager in matters related to labor negotiations. This delegation is made in accordance with Oregon Revised Statute (ORS) 267.140, which designates the general manager's duties.

**CONSIDERATIONS:** In accordance with ORS 267.140, the general manager of a district shall have full charge of the administration of the business affairs of the district.

**ALTERNATIVES:** N/A

**NEXT STEPS:** The general manager will act on behalf of LTD to work collaboratively with ATU leadership, and if required negotiate with ATU.

**SUPPORTING DOCUMENTATION:**

- 1) Supporting documentation/Resolution No. 2020-04-29-024

**PROPOSED MOTION:** I move adoption of LTD Resolution No. 2020-04-29-024:

It is hereby resolved that the LTD Board of Directors adopts a resolution restating the delegation of authority to the general manager for all matters related to labor matters.



**RESOLUTION NO. 2020-04-29-024**

**DELEGATION OF AUTHORITY FOR LABOR NEGOTIATIONS**

**WHEREAS**, in March 2020, the State of Oregon declared an emergency due to the public health threat posed by the novel coronavirus (COVID-19) pandemic, and subsequently issued several orders restricting public gatherings and nonessential business operations to protect the public from contracting COVID-19;

**WHEREAS**, in response to this statewide emergency situation, Lane Transit District (LTD) implemented several measures including rear-door boarding, a free-fare system, passenger load limitations, and requirements for employees and the public to wear face coverings onboard all LTD services and while at LTD facilities;

**WHEREAS**, during this period of time, LTD and ATU leadership have been working collaboratively to implement the changes needed to respond to the COVID-19 pandemic;

**WHEREAS**, as the State of Oregon begins to develop plans for loosening restrictions in the near future, there will be more changes to LTD's services that affect employees and the public;

**WHEREAS**, anticipated changes are unknown, but to prevent delays in making timely decisions, it is prudent to restate the Board of Directors' delegation of authority to the general manager in matters related to labor negotiations; and,

**WHEREAS**, delegation to the general manager is made in accordance with Oregon Revised Statute (ORS) 267.140, which designates the general manager's duties.

**NOW, THEREFORE, BE IT RESOLVED** that the LTD Board of Directors, adopts a resolution restating the delegation of authority to the general manager for all matters related to labor matters.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 29<sup>TH</sup> DAY OF APRIL, 2020.

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Board President, Carl Yeh



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 29, 2020

**ITEM TITLE:** RIDERSHIP AND OPERATIONS UPDATE

**PREPARED BY:** Tom Schwetz, Director of Planning and Development

**DIRECTOR:** Aurora Jackson, General Manager

**ACTION REQUESTED:** None. Information Only

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**PURPOSE:** To provide the Board with an update on current ridership trends and operations.

**ROLE OF THE BOARD:** The Board's role in this instance is to obtain information.

**HISTORY:** Beginning with the closure of the UO during the week of March 16, LTD's ridership experienced a decline until the week of March 23 when data indicates that ridership leveled out. Figure 1 provides an overall view of LTD's ridership trends between March 2 and April 23, 2020 for both LTD's fixed route service and RideSource services.

### Trends in Fixed-Route Service

Overall, all routes have experienced ridership reductions. In particular, EmX and LTD's core routes have seen heavy reductions, though EmX continues to carry the majority of overall ridership. LTD's ridership has gone from an average of about 35,000 boardings per day on an average weekday in 'normal' times to about 10,000 boardings on an average weekday. This represents about a 70% reduction in our ridership – similar to what is being seen across the country. During this period of time, evening service (after 8:30 PM) - has been fairly stable at about 800 average weeknight boardings.

Anecdotally, we've also seen hiring advertisements for people to stock shelves at places like Costco, Fred Meyer's, other grocery stores, and similar types of outlets (work that usually takes place in the evening and early morning). It is with that reality in mind, that it was decided to move to a modified Sunday service, which is operating from 7:30 AM to 10:30 PM (this service started on March 30), rather than the 8:30 AM to 8:30 PM span that would normally be operated on Sundays.

In the context of who might be using LTD's services during this period of time, it is useful to consider which community residents are most transit dependent. Though there are likely many factors that would cause someone to be dependent on transit, income, access to a vehicle, and possession of a driver's license are important factors. In LTD's recent Origin-Destination Survey, 61% of riders indicated that they do not have a driver's license. Many riders (46%) live in households that do not own a car. While many students do not have access to a vehicle, nearly as many non-students lack driver's licenses or vehicles. Transit dependence is much more highly tied to income. A high percentage of LTD's ridership is comprised of lower-income individuals who tend to ride transit more days per week than those who have higher incomes. It is with that reality in mind, that it was decided to move to a modified Sunday service, which is operating from 7:30 AM to 10:30 PM, rather than the 8:30 AM to 8:30 PM span that would normally be operated on Sundays.

Staff has been researching the change between last year and this year between the end of March and late April with respect to high-volume stop locations. This provides some insight into who might be using those stops and possibly the purpose of their trip making. As can be seen in Figure 2 below, the majority of top stop locations in 2019 were associated with University and LCC students. In contrast, the highest used March-April 2020 stop locations are primarily in the northwest and western side of Eugene, River Road, and parts of Springfield. Several of these stops are associated with shopping-related trip making (for example, Wagner East of Cubit is the stop associated with Winco). Note that several of the stops associated with shopping are on both lists and represent stops on the West Eugene EmX line. There is also a correlation between the 2020 stop locations and lower income concentrations of population.

**Figure 2 - Comparison of Top Stop Locations: March-April 2019 and 2020**

March 29 through April 21, 2019-FIXED		March 29 through April 21, 2020-FIXED	
Stops	Sum of board	Stops	Sum of board
1560		2095	
University of Oregon Station - Bay F	8,235	S/S of Wagner E of Cubit	1,143
1550		964	
University of Oregon Station - South	6,482	W/S of Hwy 99 N of Side	968
542		19	
N/S of MLK Blvd W of Kinsrow	4,665	N/S of Main W of 58th	904
2095		2097	
S/S of Wagner E of Cubit	3,112	N/S of 11th W of Commerce (Target)	789
2097		61	
N/S of 11th W of Commerce (Target)	2,942	N/S of Olympic E of 18th	783
1508		1897	
Gateway Sta.-Bay B (to ES)	2,921	S/S of 11th W of Commerce (Walmart)	758
2302		707	
LCC Station Bay B	2,883	(RRS) E/S River Rd N of River Ave (NE)	564
19		1961	
N/S of Main W of 58th	2,810	E/S of Garfield N of 10th	518
1310		963	
VRC Sta, Bay A--inbound	2,789	W/S of Hwy 99 S of Royal	510
707		564	
(RRS) E/S River Rd N of River Ave (NE)	2,764	W/S of Coburg N of Cal Young	493

Trends in RideSource Operations

On March 16, consistent with LTD's fixed-route service, RideSource switched to urgent and essential trips only. When Sunday service on fixed-route was stopped, RideSource stopped providing non-life sustaining ADA trips on Sundays. Medicaid trips or life sustaining trips are available through LTD's external providers at all times. Data has been gathered on LTD's RideSource operations during this time period. Figure 1, Page 3 provides an overview of the RideSource Call Center Activity and RideSource Trips by Date and Program for March and April through April 23. This data shows a significant reduction on RideSource call activity in that period in a pattern similar to fixed-route ridership trends.

Safe Operations for Essential Trips

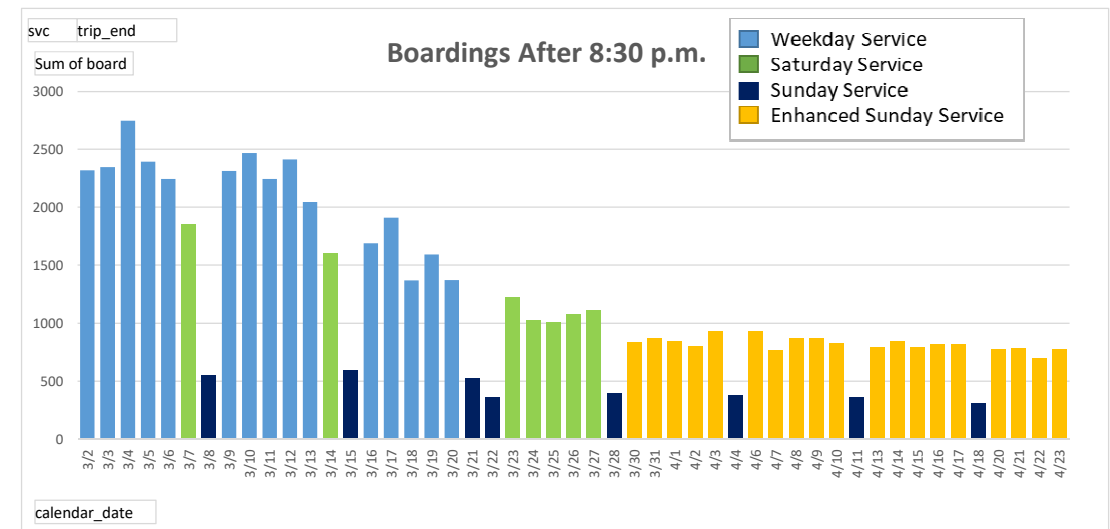
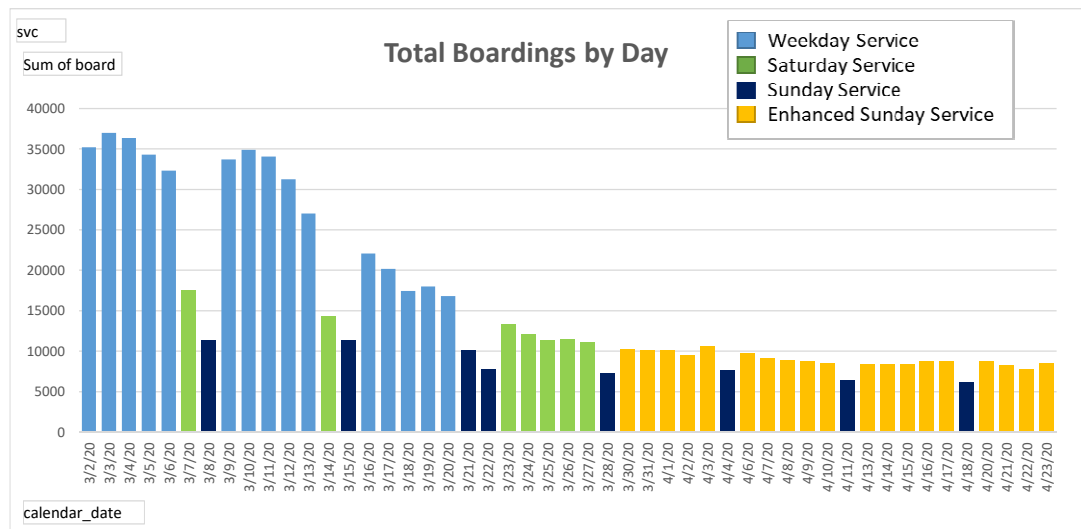
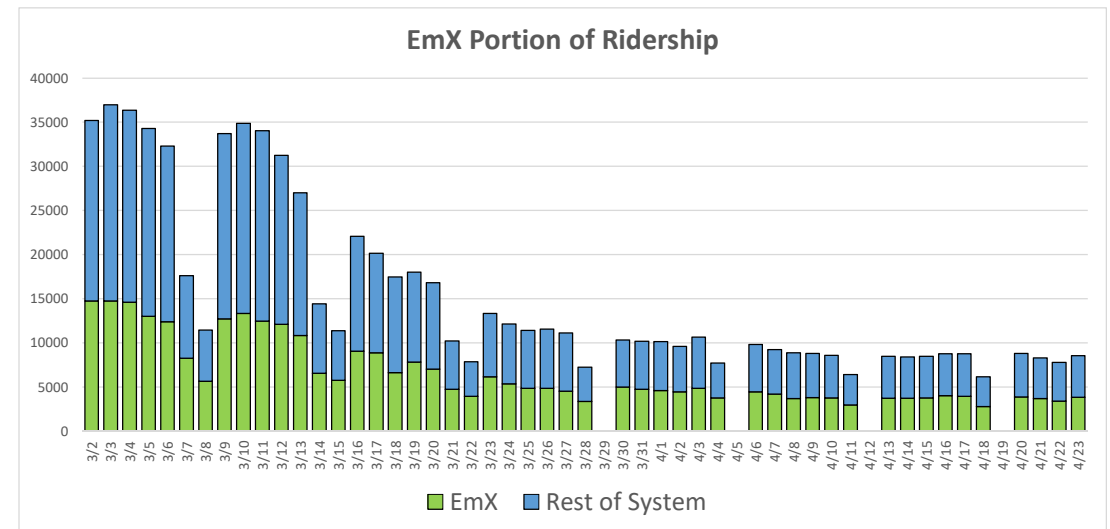
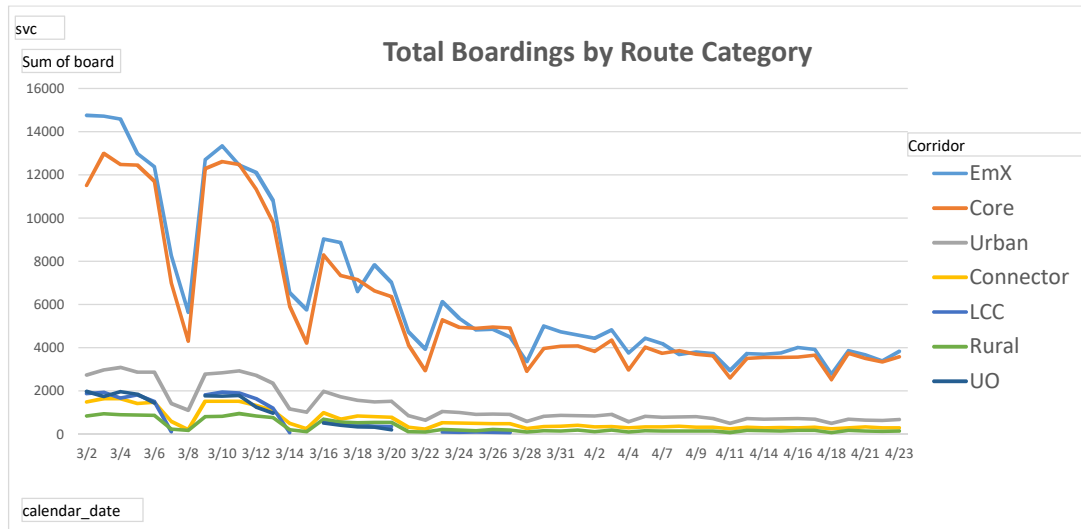
Ridership productivity is not the goal at this time. This is true for two reasons; first, we need to make sure that we are providing a 'useful' level of service - one that meets the demands we are observing during this period; and second, we need to run enough frequency to avoid too many people on a bus at one time. LTD began managing loads on April 4 - limiting 40 foot buses to 15 passengers and 60 foot buses to 20 passengers. In addition, on April 9, LTD began requiring that all passengers wear masks (i.e., masks, bandanas, scarves) while on LTD property or vehicles. This can be characterized as a "Public Health First" approach to service deployment - safely operate the minimum level of service that can be provided for essential trip making in the region.

Ridership levels will continue to be monitored closely as conditions change. A report on both ridership activity and operational activities will be provided at each of the board's meetings during this period.

**SUPPORTING DOCUMENTATION:**

- 1) Figure 1 – LTD's ridership trends between March 2 and April 19, 2020
- 2) Figure 2 – LTD Ridership by Time of Day

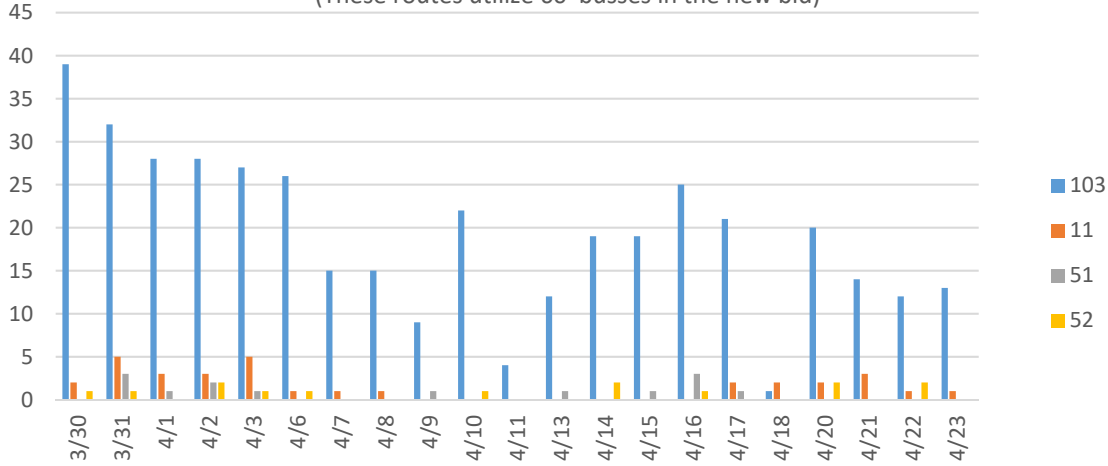
# Figure 1 - Summary of Ridership, Passenger Loads, and RideSource Activity Through 4-24-2020



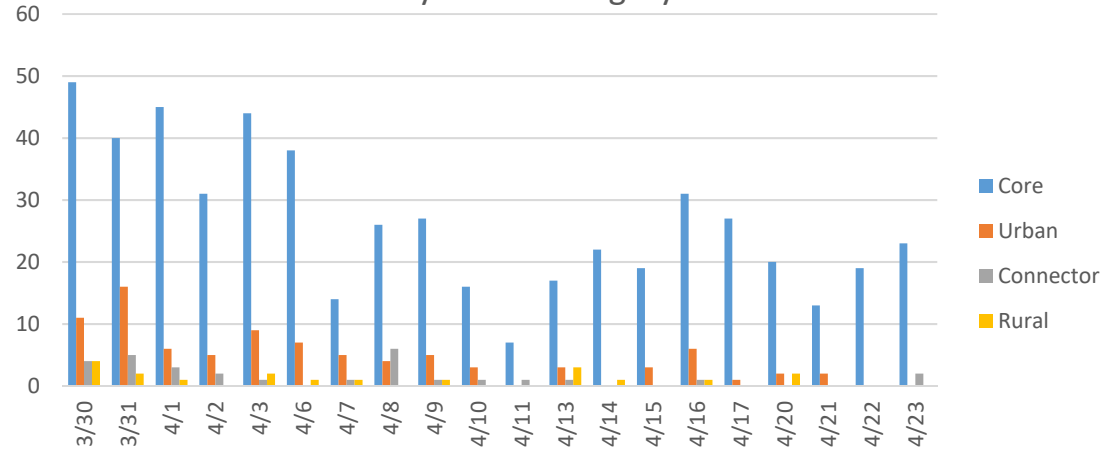
Note: The UO ended on-campus classes starting March 16th. This also coincided with the start of Finals Week when we see a general drop in ridership as well.

### Number of Trips with Loads Over 20

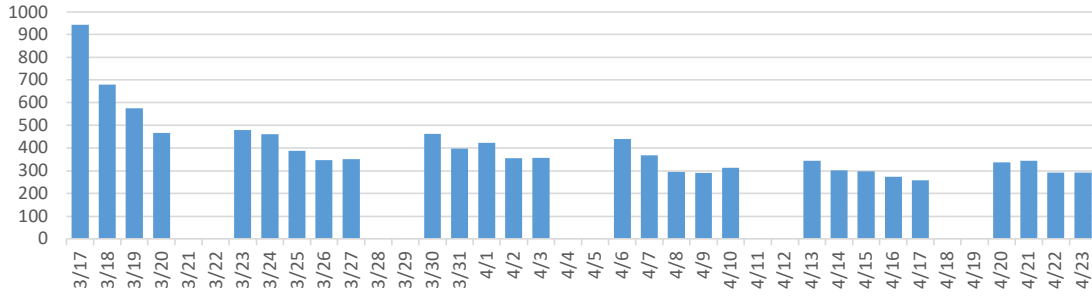
(These routes utilize 60' busses in the new bid)



### Number of Trips with Loads Over 15 by Route Category



### Total Call Volume Over Time



*\*On 3/16, consistent with LTD's fixed-route service, RideSource switched to urgent and essential trips only. When Sunday service on fixed route was stopped, RideSource stopped providing non-life sustaining ADA trips on Sundays.*

### Trip Type Proportion

