



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS
AD HOC SUSTAINABILITY COMMITTEE**

Thursday, November 14, 2019
2:00 p.m. – 4:00 p.m.

LTD Board Room
3500 E. 17th Avenue, Eugene
(Off Glenwood Blvd. in Glenwood)

AGENDA

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
2:00 p.m.	I. CALL TO ORDER	
	II. ROLL CALL	
	<input type="checkbox"/> Kate Reid <input type="checkbox"/> Joshua Skov <input type="checkbox"/> Don Nordin	
	III. COMMENTS FROM THE CHAIR	
2:05 p.m.	IV. ESTABLISH THE PURPOSE OF THE MEETING	
	<i>Committee members will discuss the development of a sustainability policy.</i>	
3:55 p.m.	V. SET DATE AND TIME FOR THE NEXT MEETING	
4:00 p.m.	VI. ADJOURNMENT	

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

AD HOC SUSTAINABILITY MEETING

LANE TRANSIT DISTRICT

Friday, October 4, 2019

Pursuant to notice given to *The Register-Guard* for publication on September 27, 2019, and distributed to persons on the mailing list of the District, the Ad Hoc Sustainability of the Lane Transit District held a meeting on Tuesday, October 4, 2019, beginning at 2:00 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Kate Reid, Chair
Joshua Skov
Don Nordin

CALL TO ORDER/ROLL CALL — Ms. Reid called the meeting to order and called the roll.

COMMENTS FROM THE CHAIR — Ms. Reid said she had done some research on other transit districts and how their sustainability policies were tied into their strategic business plan.

ESTABLISH THE PURPOSE OF THE MEETING — Ms. Reid said the purpose was to determine what the committee could do to recommend a sustainability policy to the Board to help inform the work that Lane Transit District does.

Ms. Reid reviewed the agenda item summary entitled *Greenhouse Gas Inventory Results*. She said part of the committee's purpose was to update LTD's sustainability policy to better align with the Board's goals and city, regional and state goals.

Mr. Nordin said LTD and the City of Eugene had a history of considering sustainability issues and he hoped they could become more connected and integrated with other agencies and private entities in the region that were also pursuing sustainability goals.

Ms. Reid cited the City of San Mateo, California and Los Angeles County as examples of ambitious sustainability policies. She asked committee members for their thoughts on LTD's current position and what it could be doing.

Mr. Skov said there were qualitative and voluntary goals, such as the statewide goals, plus policies that did not have complete implementation pathways, such as the climate recovery ordinance. He said those were important, but had no binding constraint on LTD and that was concerning. Regarding an approach, it was important to find and articulate multiple opportunities to win. For example, electric vehicles benefited the climate, public health, eventually less expensive to own and operate and quiet, environmentally friendly vehicles.

Mr. Skov said it was important to connect sustainability to policy. For example, Vision Zero addressed climate issues by making other transportation modes safer; increasing transit ridership would also benefit the climate. He stressed the importance of communication and the need to explicitly inform the public of LTD's sustainability efforts. He acknowledged the large amount of working being done by staff and hoped to establish a role for the Board that did not duplicate staff efforts.

Mr. Skov suggested two policies:

1. Taking an organizational position on any subsequent climate policy and legislation, pointing out that LTD was a tool in creating a low carbon transportation system, and having a clear voice at the Board and organizational level.
2. Establish a policy regarding cost benefit analysis and fleet decisions. Increasing ridership and use of transit was a top priority, but no additional vehicles fueled by fossil fuels should be purchased past the point where alternative fuels and electric vehicles were a better deal.

Mr. Skov said it was important to conduct as much analysis and reconsideration of purchasing policies and process as possible ahead of time in order to be able to transition to electric buses as soon as financially feasible. He acknowledged that transition would have many components, including training and infrastructure, but LTD should be dedicated to spending no additional funds on a fossil fuel economy past the point where it was no longer a financial advantage.

Ms. Reid asked if the committee was interested in developing a climate action plan for the District. She described plans that had been developed by other transit agencies, noting that they were not always limited to ways to reduce the carbon footprint of an agency; some addressed how climate affected the transportation system and understanding and preparing for the risks of climate change. She said another option was updating LTD's current sustainability policy and integrating some of those concepts.

Mr. Nordin said that he hoped the committee's process could produce something visible to the community in the short-term. He said one example was installation of solar panels and another was to engage in partnerships with other agencies and organization to use LTD's facilities and combine resources to demonstrate sustainability actions. He added that he was supportive of Mr. Skov's interest in pursuing climate issues

Mr. Skov shared a conversation he recently had with students and their frustration when hearing about the length of time involved in public procurement of things like electric buses. He said that he agreed with Mr. Nordin that LTD should engage in other near term visible efforts and begin laying the foundation for future actions. He noted that Los Angeles County had more capacity and resources than LTD to develop an extensive climate action. He stated he was not certain LTD required a separate sustainability plan; it should be integrated into the strategic business plan and part of everything LTD did. He suggested that University of Oregon students could assist with the work.

Mr. Skov said mitigation was reducing emissions and adaptation was preparing for physical changes in climate and while the California plans emphasized both actions, he felt in the Pacific Northwest mitigation was a higher priority. He said certain types of infrastructure could make LTD and the community more resilient in the event of a major earthquake or other natural disaster. Electrification was a key element.

Ms. Reid said members had indicated an interest in visible implementation, establishing positions on policies not created by LTD and quicker moving towards a low- and no-emissions fleet. She said it seemed the purpose of the committee was to develop policies for the Board to consider,

rather than creating a plan. She asked if taking positions on policy decisions at the local and state level would have ramifications for LTD as a special purpose district.

Ms. Jackson said if the Board adopted a policy related to climate matters, that policy could be cited when the legislature was considering relevant bills. She said bills were very complex and determining whether or not LTD supported a particular bill would be challenging during the volatile legislative process; however, citing LTD's policy would present the District's position in the face of many changes that could occur to a bill during that process.

Mr. Skov said it sounded like it would be helpful to staff if they were able to cite the Board's position on climate and sustainability matters. Ms. Jackson said that was correct and it was also important that policies and the District's internal actions supported the Board's decisions.

Ms. Reid said a special purpose district should not become involved in lobbying for specific requests. It could establish policies that supported efforts at the state level. Ms. Jackson said it was also critical that LTD's actions and positions aligned with transportation, with transit as the primary issue. It was important to carefully choose the issues and times when testifying before the legislature would have the most impact and reinforce the nexus with transit.

Mr. Skov said that transit's role as a solution in addressing climate issues was not well recognized and that message should be communicated to the legislature. He said he was willing to draft some language for the Board to consider. He added that he was not certain what the roles of the Board as representing the community and LTD as a special purpose district should be.

Ms. Jackson said LTD was restricted to the authority it was granted as a special purpose district and encouraged committee members to review the Board's bylaws when considering taking a broader stand on climate matters. She stated that she would follow whatever direction she was given by the Board.

Mr. Nordin commented that electrification could be a policy to reduce emissions and if that was adopted as a goal it could be used to establish LTD as a shareholder of importance that was demonstrating what actions could be taken. LTD could use its purchasing power to encourage others to develop solar power resources.

Mr. Skov acknowledged that it was necessary to act within the Board's bylaws and climate action or explicit statement of emergency dealing with climate change were not in the bylaws, but LTD frequently reinterpreted its purpose as during the Ad Hoc Fare Committee's discussions of transit's role in the community. He said many organizations were wrestling with how to incorporate climate change concerns into their policies and actions without redirecting the purpose of the organization.

Ms. Reid cited the Los Angeles Metro mission statement on sustainability: "We will provide leadership and sustainability within the LA region without compromising our mission of moving people efficiently and effectively." She also cited the vision: "We will be the leader in maximizing the sustainability efforts and its benefits to LA County's people, finances and environment." She said both of those statements would be helpful to consider during the Board's strategic business plan conversations and could help provide some guidance on how to pivot LTD's current

sustainability policy to be a transit-oriented policy for climate change that could help inform legislation.

Mr. Skov said his interest was in seeing specific outcomes, not just high level concepts. He said that he wanted LTD to have a voice in legislation that connected climate and transit. That could include cost/benefit analyses in procurement and other specific actions.

Ms. Reid referred to the white paper on sustainable transit operations included in the agenda packet. She said it included a number of current and planned sustainability measures in many areas of LTD's operations.

Mr. Skov said many of the actions outlined in the white paper were carried forward by staff and did not require Board policy direction. He said he was interested in seeing the Board take positions on larger issues.

In response to a question from Mr. Skov, Sustainability Program Manager Kelly Hoell said the white paper was developed in 2007 and LTD had a number of initiatives related to elements in the paper. She said the metrics were being updated, including those related to energy, water and paper usage. She said updates on those initiatives could be provided. Newer initiatives included procurement of electric buses and cost benefit analyses on all propulsion technologies to provide to the Board.

Ms. Reid asked if Mr. Skov was interested in having a policy specific to procurement of vehicles and cost/benefit analyses.

Mr. Skov said there was no current cost/benefit analysis for total cost of ownership of electric buses and there was no direction from the Board to implement those actions. He said it was important to make clear to employees that the analysis should be done and continue to be updated so that when the time was appropriate low carbon purchasing decisions would be made. That was not guaranteed at this time and he wanted to assure there was no ambiguity. He said it was not a matter of trust, but rather one of resource allocation.

Ms. Reid asked if that should be in the form of a resolution the Board would adopt or something that was included in the strategic business plan process.

Mr. Skov said including that in the strategic business plan was a good idea, but in the absence of movement on that plan it would be irresponsible to not insist on it independently to assure implementation. He said the question was how it would relate to the 2020-2021 budget as there was a tight timeline for making procurement decisions.

Ms. Reid said there was discussion by the Budget Committee on the higher cost of non-diesel buses and criticism of the life cycle cost of those vehicles. It was important to remember there were many in the community who were critical of LTD and how it spent its money. She suggested emphasizing the prioritization of the cost/benefit analysis so information was available to move forward, rather than just insisting on the purchase of electric buses.

Mr. Skov said that he agreed that the purchase price of an electric bus was higher, but questioned how life cycle costs could be used as a criticism when that information was not yet

available. He said he wanted to remove any ambiguity and result in a position that had 100 percent consensus by identifying the point at which it was feasible and appropriate to discontinue the purchase of diesel buses. He it was important to establish a goal in order to achieve certain things.

Ms. Reid said perhaps the committee should look for direct implementation instead of policy goals, such as asking the Board to prioritize the cost/benefit analysis.

Ms. Jackson stated that going green cost more money and a cost/benefit analysis could move the District away from sustainability. She said the District needed to understand there was a cost to protecting the environment and be committed to that even if it was more expensive. She said the total cost of a diesel bus would always be lower, with an electric bus costing more to purchase and having a shorter lifespan, but that should not discourage the District from moving away from fossil fuels. She said the Board could determine that while it was more expensive to be environmentally sustainable it was still committed to that.

Mr. Skov encouraged everyone to revisit on a regular basis the concept that going green was more expensive as that would change as technologies matured. He said he was not advocating for doing things that would cost more; rather he wanted to establish a policy change that made it clear a cost/benefit analysis would be done so decisions were based on information and when it was financially responsible. He said he supported increased ridership and was not in favor of reducing the fleet in order to afford electric buses and LTD needed to be clear to the community about the ridership message. He stated that he hoped to advance a recommendation to the Board regarding cost effectiveness for discussion and volunteered to develop some language.

Mr. Nordin asked if the term cost effectiveness would apply across a spectrum of issues impacted by the use of fossil fuel, such as air quality and public health.

Mr. Skov said those were important issues, but could be difficult to quantify in the same way as dollars.

Ms. Reid summarized the committee's discussion about developing two policies for the Board's consideration. The first policy would relate to connecting transit and climate change that could be used in District operations and cited when legislation related to climate change was introduced. Regarding the second, she said she was concerned about creating a policy on purchasing electric buses before information was available from cost/benefit analyses of the fleet. She suggested prioritizing conducting a cost/benefit analysis on fleet options and delaying a policy decision until that information was available.

Mr. Nordin said favored an overarching policy related to connecting with other agencies in the region to leverage resources.

Mr. Skov said his interest was not in quickly obtain a cost/benefit analysis for the next budget cycle, but rather having the work continue over time to inform decision-making during budget cycles. He said he would develop policy language that expressed the Board's intention and provide guidance over time.

Ms. Reid pointed out that the 2007 white paper contained under each category specific actions LTD would take to achieve those goals and those could help inform creation of a new policy.

Mr. Skov indicated he wanted to see a connection between policy and actions, including having a voice before the legislature and how vehicle purchasing decisions would be made.

Ms. Reid said the next meeting would focus on creating a sustainability policy for the District that to recommend to the Board based on the four elements discussed:

- Mission
- Climate change policy connected to transit
- Tangible changes
- Fleet procurement

Ms. Reid said the committee could develop separate elements to present to the Board instead of creating one policy in order to focus the committee's work.

Mr. Skov said he would draft language related to state policies and cost effectiveness and invited suggestions from other committee members.

Ms. Reid said she would work on language related to mission. The committee could also spend time at its next meeting generating ideas related to tangible changes that would provide physical evidence of its commitment to sustainability and communicating that to the community.

Mr. Skov said it was also important to present the community with information about what the District was currently doing with respect to sustainability.

Ms. Reid said drafts would be available at the next meeting for the committee to consider. She asked that emails among members be informative in nature and require no response.

Mr. Skov asked for a summary of the committee's meeting to be made available to the Board in its next agenda packet.

SET DATE AND TIME OF NEXT MEETING — Committee members would be polled regarding a date and time for the next meeting.

ADJOURNMENT — Ms. Reid adjourned the meeting at 3:55 p.m.

(Recorded by Lynn Taylor)