



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

Thursday, December 12, 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	
	IV. ITEMS FOR ACTION	
	A. APPROVAL OF MINUTES	2
	Action Needed: Approval	
	<i>Approve minutes from the November 14, 2019, meeting</i>	
2:05 p.m.	V. ESTABLISHMENT OF SUSTAINABILITY POLICY - <i>Materials Provided as a Handout</i>	
	Committee members will receive a presentation regarding the Districts current sustainability efforts and discuss and review a draft sustainability policy.	
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, November 14, 2019

Pursuant to notice given to *The Register-Guard* for publication on November 7, 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 Thursday, November 14, 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
Aurora Jackson, General Manager

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

COMMENTS FROM THE CHAIR — None.

MOTION APPROVAL OF MINUTES — Mr. Skov moved to approve the October 4, 2019, Ad Hoc Sustainability Committee meeting as presented. Mr. Nordin provided the second.

VOTE The motion passed as follows:
AYES: Nordin, Reid, Skov (3)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

ESTABLISH THE PURPOSE OF THE MEETING — Ms. Reid distributed a document that combined elements of the L.A. Metro and LTD vision and mission statements to use as a starting point for the committee's discussion.

Mr. Skov listed issues that he hoped the committee could address during the meeting:

- City of Eugene updated Climate Action Plan and the role of transit
- Reporting to the LTD Board of Directors
- Cost effectiveness
- Response from the Governor's Office regarding lobbying

Ms. Reid said issues brought forward from the previous meeting were:

- Climate change policy related to transit
- Tangible changes
- Fleet and fuel procurement/cost effectiveness

Mr. Skov said the city's Climate Action Plan mentioned transit but there was an absence of concrete actions or timelines. He said that he felt that vagueness could be discussed with the city, including articulation of current areas of collaboration on climate with LTD, such as intersection work related to safety improvement. He said the community was interested in more specificity in the plan and LTD should be ready to assist.

Ms. Reid stated that she preferred to see tangible items that could be accomplished rather than hypothetical projects.

Mr. Skov pointed out there were no specific timeframes in the city's Climate Action Plan and no clarity about the role of transit that the public could see. He said for example LTD could support the city's community greenhouse gas reduction goals by achieving a certain level of ridership and provide details of what was being done to reach that ridership goal.

Mr. Nordin expressed interest in collaboration using current efforts among jurisdictions to focus the metro area on what could be done as a whole instead of individually. He proposed funding a portion of an LTD staff position to work with other agencies to coordinate efforts and produce physical, visible actions that the public could see.

Ms. Jackson explained the duties of LTD's Sustainability Program Manager Kelly Hoell, which included working at the local, regional, state and national levels in addition to the District's internal sustainability program. She conducted outreach to the community through presentations to groups about LTD's sustainability efforts. She was also the LTD contact person for the city's Climate Action Plan, with a focus on what LTD could influence within the city's schedule.

Mr. Nordin reiterated his interest in seeing visual efforts that the community would recognize and support. He hoped a work group could be formed to expand awareness of climate issues.

Ms. Reid said that she was not certain how much influence LTD as a transit agency could have beyond Ms. Hoell's efforts. She said that she wanted to see a Board policy on how to move forward with addressing sustainability and the reduction of greenhouse gas emissions. She noted that LTD was a special purpose district and it was important to understand what could be done within those guidelines.

Mr. Skov commented that the Climate Action Plan was vaguely written and not actionable or binding. He said Brendan Finn in the Governor's Office had indicated it would be productive for LTD to have opportunities to move towards a low carbon economy and greenhouse gas reduction in currently planned projects in order to advocate for additional transit funding. That would require an analysis of projects to make that case.

Ms. Reid said the fleet management plan was a good example of how additional funding could move replacement of vehicles forward more quickly.

Mr. Skov said another example would be the benefits of different mixes of coverage and frequency in the system and offering other transportation options if budget constraints were removed, but the information to make that case was not currently available. He said Mr. Finn also indicated updated Metropolitan Planning Organization (MPO) scenario planning data that examined different ways the local transportation system could contribute to reduction of greenhouse gas emissions, including the role of transit.

Mr. Nordin said using service like EmGo to fill in where coverage was being lost was also an opportunity to advocate for additional funding. He also urged having other agencies in the region contribute to funding a position to coordinate climate change activities and develop tangible solutions.

Ms. Jackson noted that Ms. Hoell's position was not full-time and her efforts were primarily focused on LTD. Ms. Hoell's job could be expanded to full-time to include regional collaboration, but she would not be able to convene meetings of staff from other jurisdictions. Ms. Jackson said she was willing to contact elected officials in those jurisdictions to discuss such a plan and determine if they were supportive of moving in that direction. She also requested that the committee define specific outcomes they wanted to see from the expansion of that position to full-time.

Ms. Reid reminded the committee that its charge was to create climate change and sustainability policies to present to the Board. She recognized there was more work to be done at the regional level but LTD's focus should be on how it could impact the community positively within transit and transportation. She suggested that the committee could begin to address collaboration at future meetings by inviting representatives from other jurisdictions to join its discussions.

Mr. Skov suggested the committee could define where collaboration was not happening and the Board could direct that interagency collaboration should occur. He said there were many plans in the region, but nothing that supported what transit could contribute and Transit Tomorrow did not specifically address climate change. LTD could provide a menu of options to offer willing partners and gain support for pursuing additional resources. He said he felt that in addition to formulating policy language, the committee's work should include assembling those menu items.

Ms. Jackson said that she agreed Transit Tomorrow was a comprehensive analysis of deployment and did not have a connection to climate change. She said it was appropriate as the Transit Tomorrow project moved to begin connecting it to LTD's values by showing how decisions made in Transit Tomorrow support a larger vision. She said to achieve the most effective deployment of a transit system and a reduction in greenhouse gas emissions the Board would need to support certain types of land use decisions related to housing density and urban sprawl and emphasize the importance of having land use and transportation function together. LTD should clarify how city land use and development actions could have a negative impact on transit and define development conditions that facilitated transit. While she was having those conversations with jurisdictions, a Board policy would provide leverage by identifying circumstances in which additional transit resources could not be allocated when there was no collaboration.

Mr. Skov said that he concurred with developing a message to other decision-makers clearly stating the importance of considering transit in land use planning and development activities. The public should also be aware of how those decisions affected the ability of transit to serve the community. He suggested that Ms. Jackson could draft some language for the Board to consider.

Ms. Jackson said she appreciated Mr. Skov's suggestion. She said while LTD could not tell the city where to locate sidewalks, it could identify for jurisdictions what was needed to support LTD's transit model and the conditions under which it could be successful, such as dense housing and employment centers. Transit Tomorrow could serve as an example of where less dense development made transit access less feasible. She said having a policy in place would change the nature of future projects.

Mr. Skov suggested Ms. Jackson draft a policy statement communicating LTD's policies and tradeoffs and making the logic of those policies explicit to regional jurisdictions. The statement could address issues such as the impact of sidewalk and bike lane placement and deployment of micro-mobility solutions. He said the Governor's Office was also interested in determining the status of scenario planning follow-up at Lane Council of Governments (LCOG) and asked Ms. Jackson to make inquiries. Transit should be prepared to have a voice at the legislature about how transit could be a benefit to the community as part of broader climate action.

Committee members discussed mission and vision statements that would influence and support development of LTD's strategic business plan.

Mr. Skov said the Board should have a discussion at its December strategic planning retreat about the meaning of "sustainability" and "leadership" and develop a common understanding of those terms before updating the mission and vision statements.

Ms. Reid said she felt a policy to guide development of a strategic business plan would be helpful at the retreat.

Ms. Jackson said LTD had what, why, and how statements that would be a good starting point if some background to those statements was provided, including what policies supported those statements. A strategic business plan should support the District's values and provide policy direction for decisions moving forward.

Ms. Reid suggested the committee meet again once Ms. Jackson had developed draft language for its review.

Mr. Skov summarized that the committee had consensus on direction to Ms. Jackson on the following:

- Follow-up on the status of the MPO's greenhouse gas modeling for transportation
- Draft a policy explaining to local jurisdiction the tradeoffs related to transit, land use and development

Mr. Skov also urged development of a Board policy addressing the need to have a strong voice on the benefits of transit when climate change issues were discussed by the legislature.

Ms. Reid said she felt that it was important to first have a policy statement on how LTD did business with local jurisdictions, which could then inform taking positions when climate change issues arose. She said the committee could schedule two more meetings in order to present proposals to the Board at its January 2020 meeting.

Mr. Skov asked that Ms. Hoell provide a report on fleet management and cost effectiveness of different energy sources at the next committee meeting. Ms. Jackson said some information Ms. Hoell required for a report had been slow in forthcoming but she would present what was available.

SET DATE AND TIME OF NEXT MEETING — The next meeting was scheduled for Thursday, December 12, at 2:00 p.m.

ADJOURNMENT — Ms. Reid adjourned the meeting at 3:35 p.m.

(Recorded by Lynn Taylor)

LTD's Sustainability Program

Board of Directors Ad Hoc Sustainability Committee - Dec 12, 2019



PURPOSE

- Understand:
 - job responsibilities for Sustainability Program Manager,
 - sustainability accomplishments to date,
 - status of current projects



OVERVIEW

- 3 Slides of Background / Context
- Review 3 areas of focus for Sustainability Program:
 - Fleet Projects
 - Regional Coordination
 - Green Dream Team
- Changes to Kelly's job in 2020
- Q&A



SUSTAINABILITY POLICY 2007

- The District commits to pursue action in the following four areas:
 - Providing quality transit service
 - Using environmentally-friendly vehicles
 - Constructing earth-friendly projects
 - Implementing sustainable operating practices





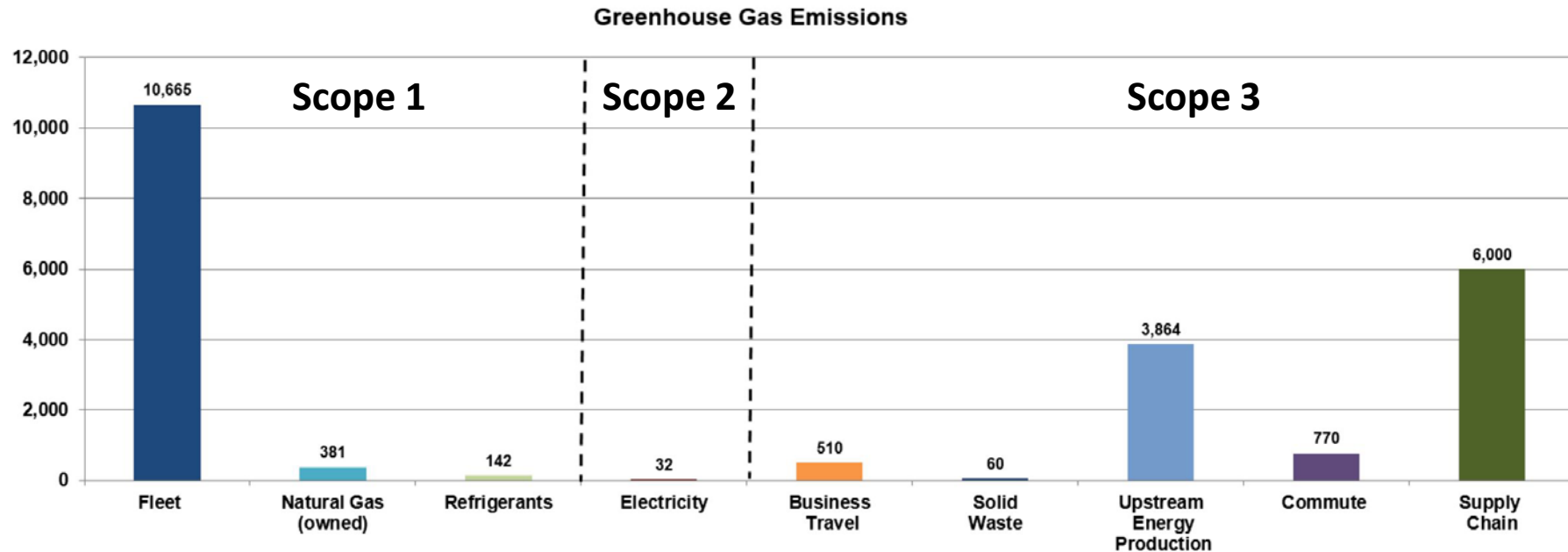
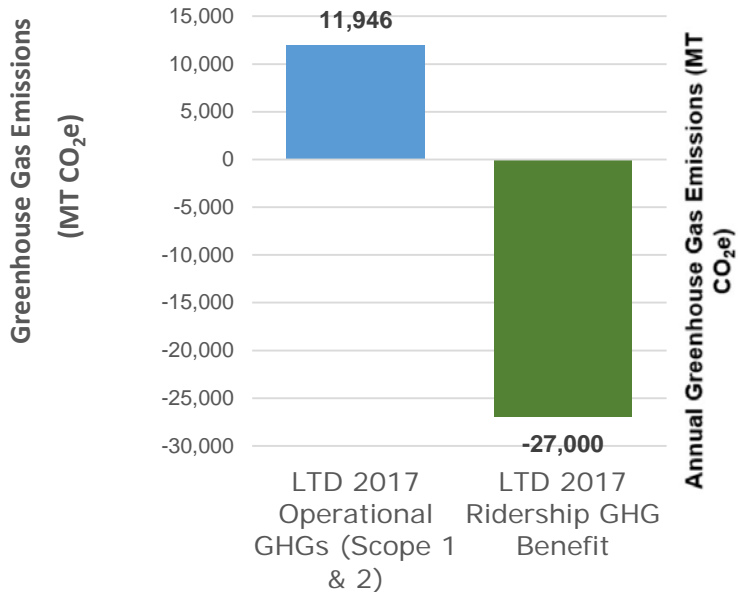
MISSION / VISION / VALUES 2015

- Why do we do what we do?
 - We believe in providing people with the independence to achieve their goals, creating a more vibrant, **sustainable**, and equitable community.
- How do we do it?
 - We serve the community with respect.
 - We continuously question if there's a better way.
 - We collaborate internally and externally.
 - We care for our employees, customers, and business partners.
 - We plan for a **sustainable** future.
- What we do?
 - We provide reliable transit services that address the needs of the community.
 - We provide a viable alternative to the automobile through high-quality transportation options, programs, and services.
 - We provide leadership in the development of the region's transportation system.
 - We practice safety and maintain safe and accessible vehicles, services, and facilities.
 - We practice sound fiscal and **sustainability** management

GHG INVENTORY RESULTS 2019

1. Get people on the bus
2. Focus on fleet; think lifecycle...
3. Emissions reductions are possible!
4. Seek low-emissions construction projects

LTD Operational Emissions vs. Ridership Benefit



PROGRAM MANAGER ROLE

1. Ridership
2. Fleet
3. Regional Coordination
4. Green Dream Team



FLEET

- Electric bus testing program
- Greenhouse gas inventory
- Fleet Procurement Plan



REGIONAL COORDINATION

- MPO Scenario Planning – Strategic Assessment
- City of Eugene Climate Action Plan 2.0
- Other strategic partnerships
 - ZEBRA
 - APTA Sustainability Commitment
 - NW Alliance for Clean Transportation
 - DEQ/GC: Climate Action Peer Exchange
 - Eugene 350 – Climate Town Hall(s)
 - GreenLane
 - City Club





LTD GREEN DREAM TEAM

- WHY WE DO WHAT WE DO: The Green Dream Team (GDT) exists to guide and facilitate a collaborative cross-departmental effort that will support LTD's mission of creating a more vibrant, sustainable, and equitable community.
- HOW WE DO WHAT WE DO: We serve the community with respect. We continuously question if there's a better way. We collaborate internally and externally. We care for our employees, customers, and business partners. We plan for a sustainable future.
- WHAT WE DO: The GDT's projects and initiatives focus on education, research, analysis and evaluation activities to support robust decision-making and project implementation throughout the organization on issues related to the three components of sustainability: economy, environment and social equity.

GDT ACCOMPLISHMENTS

- Implemented DriveLess 365 program
- Implemented Admin Paid Volunteer Program
- BRING Waste Audit
 - Conducted District-wide recycling training
- OSU Energy Efficiency Audit
 - Implemented server room efficiency recommendations
- Sustainability Education for Employees
 - Conducted 30 min training for all employees 2017, 2018



KELLY'S NEW ROLE - 2020

- Sustainability Program Manager
- Fleet Analyst
- Training Supervisor



HOW YOU CAN HELP

- Explicit policy-level connections between:
 - Sustainability Policy,
 - Mission/Vision/Values,
 - What the data is telling us,
 - Goal setting.



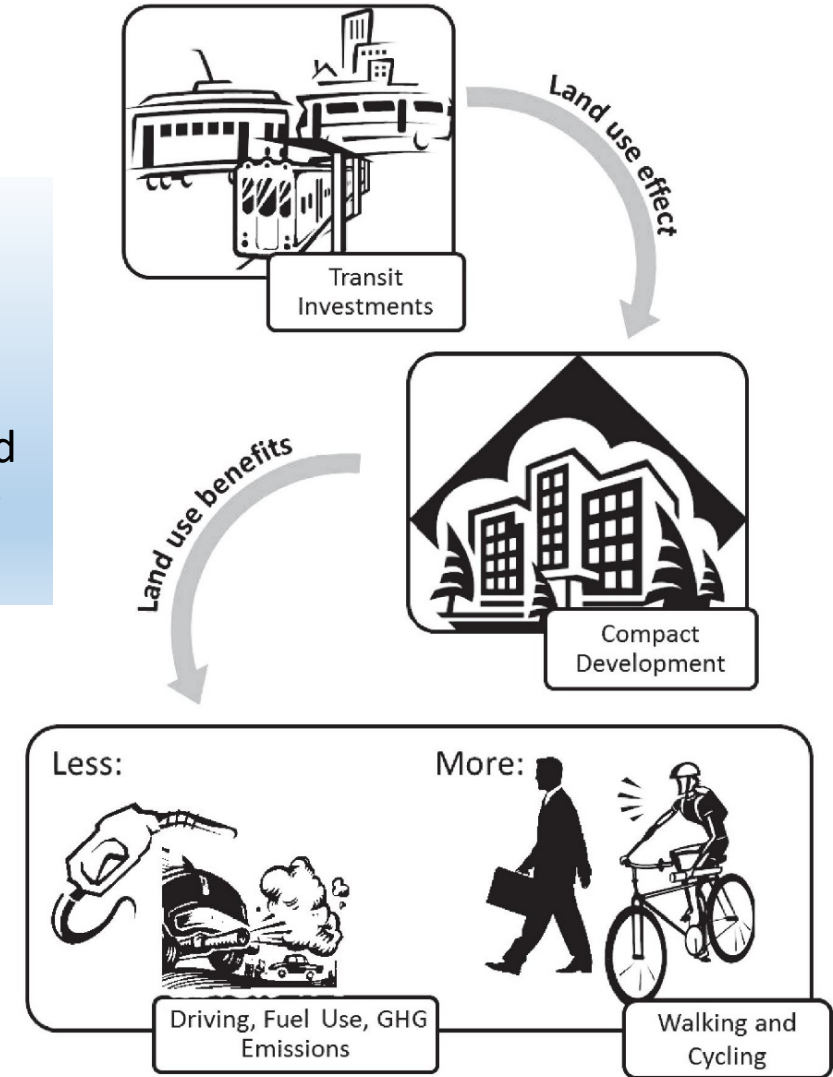
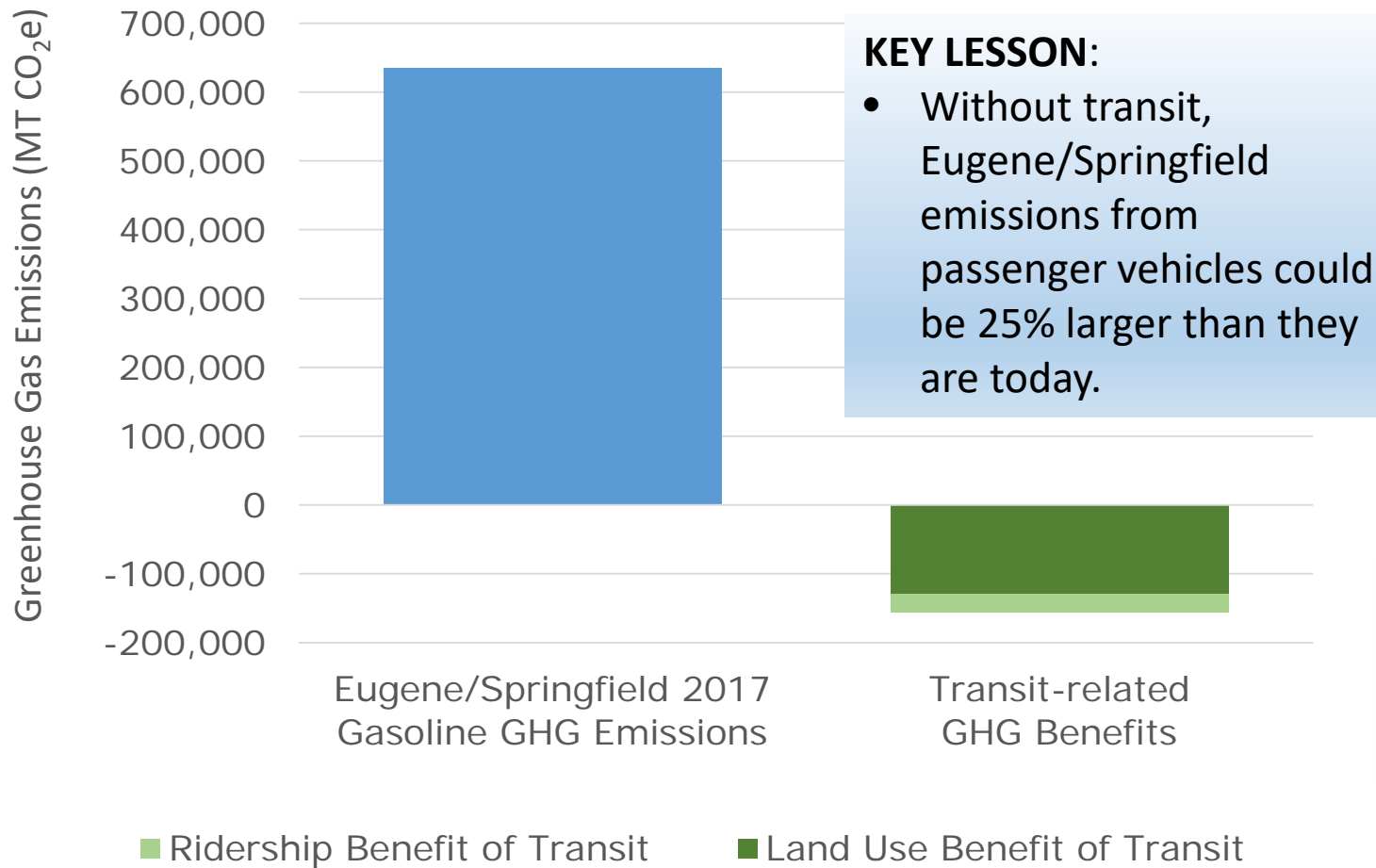
Q&A? Thank you!



Kelly Hoell
Sustainability Program Manager
541-682-6146
Kelly.hoell@ltd.org

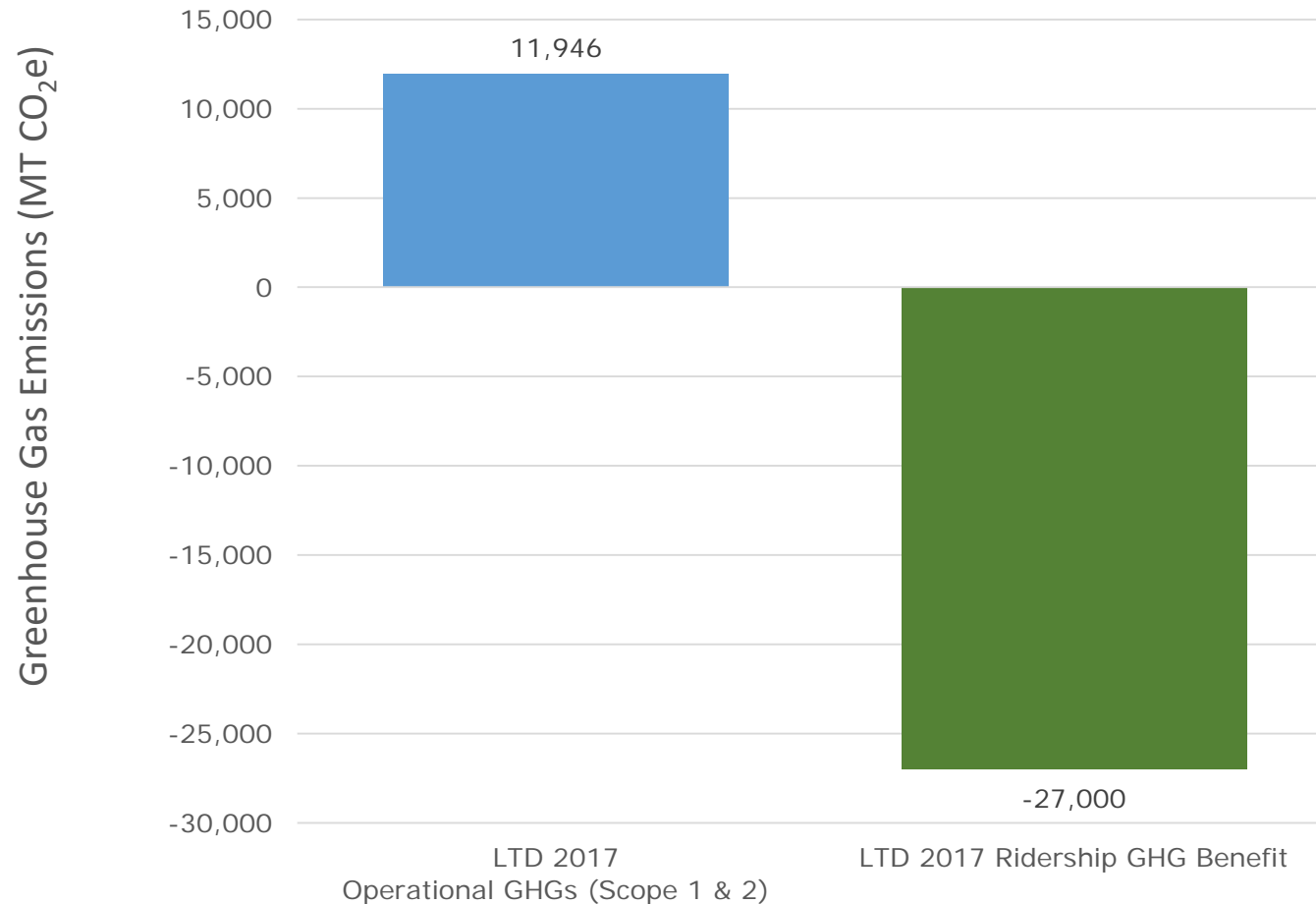
GHG BENEFITS OF LAND USE EFFECT

Community Emissions vs. Transit-related GHG Benefits



1. GET PEOPLE ON THE BUS

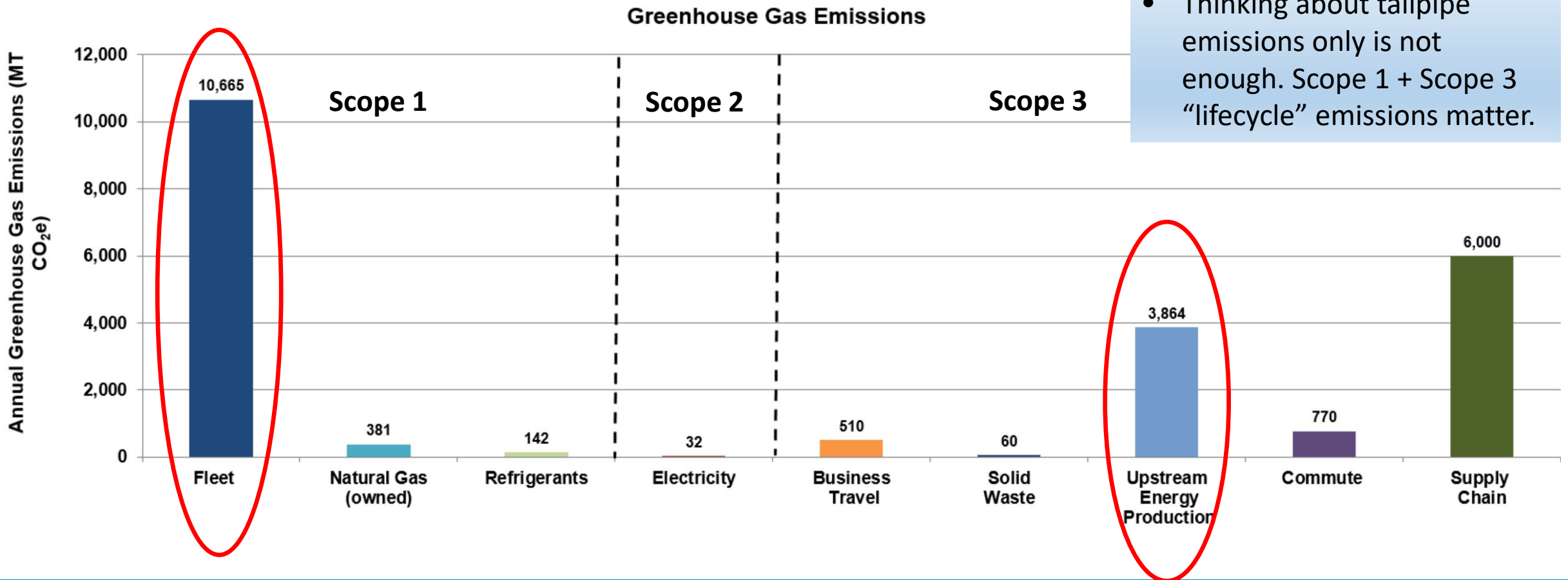
LTD Operational Emissions vs. Ridership Benefit



KEY LESSONS:

- Ridership benefits from transit are more than 2x the emissions from transit operations.
- Public transit is an important strategy to reduce community emissions.

2. FOCUS ON FLEET; THINK LIFECYCLE...

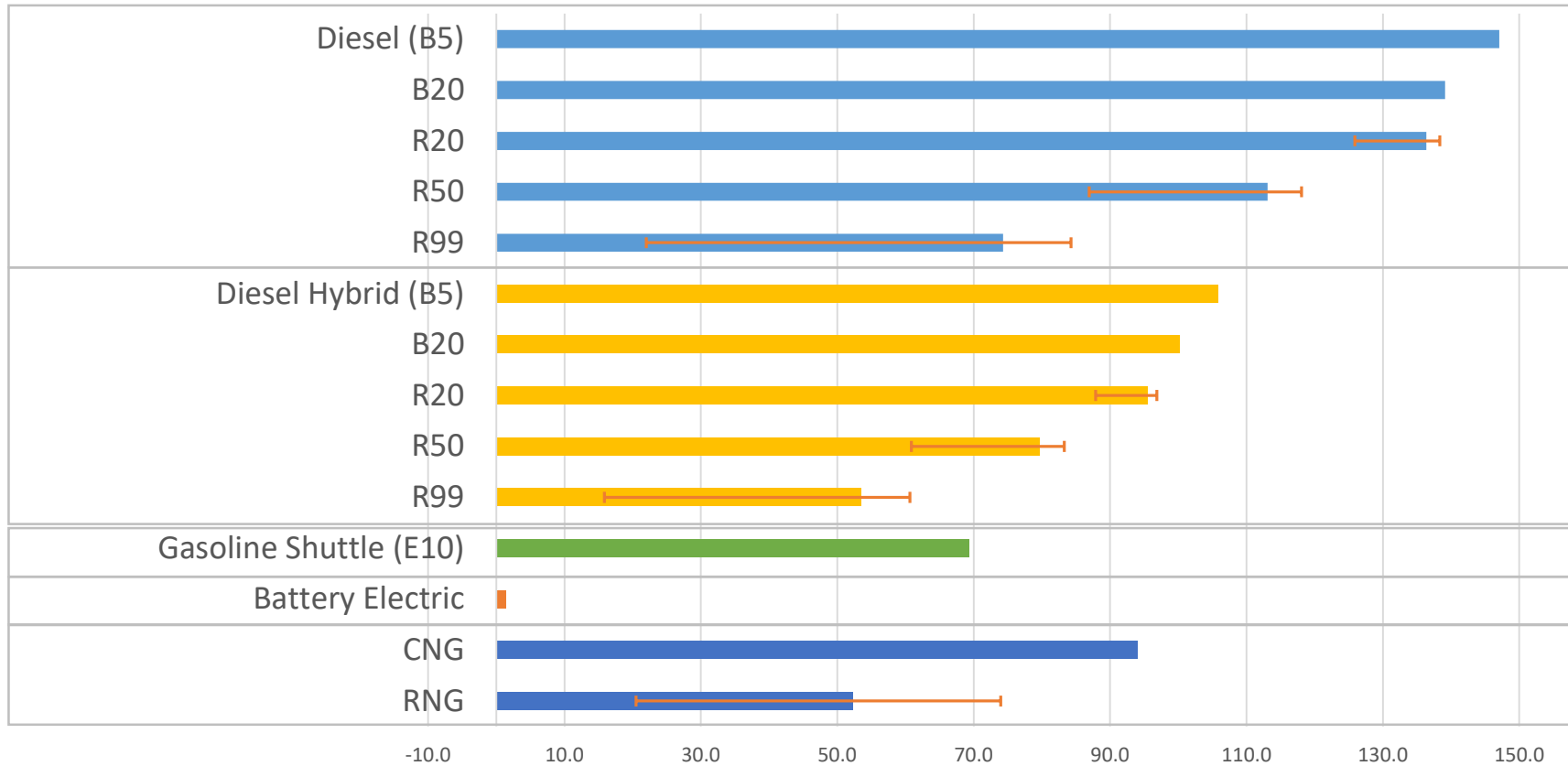


KEY LESSONS:

- Fleet matters most!
- Thinking about tailpipe emissions only is not enough. Scope 1 + Scope 3 “lifecycle” emissions matter.

3. EMISSIONS REDUCTIONS ARE POSSIBLE

Lifecycle GHGs by Fuel Type for 40,000 miles of travel
(with error bars for range of carbon scores)

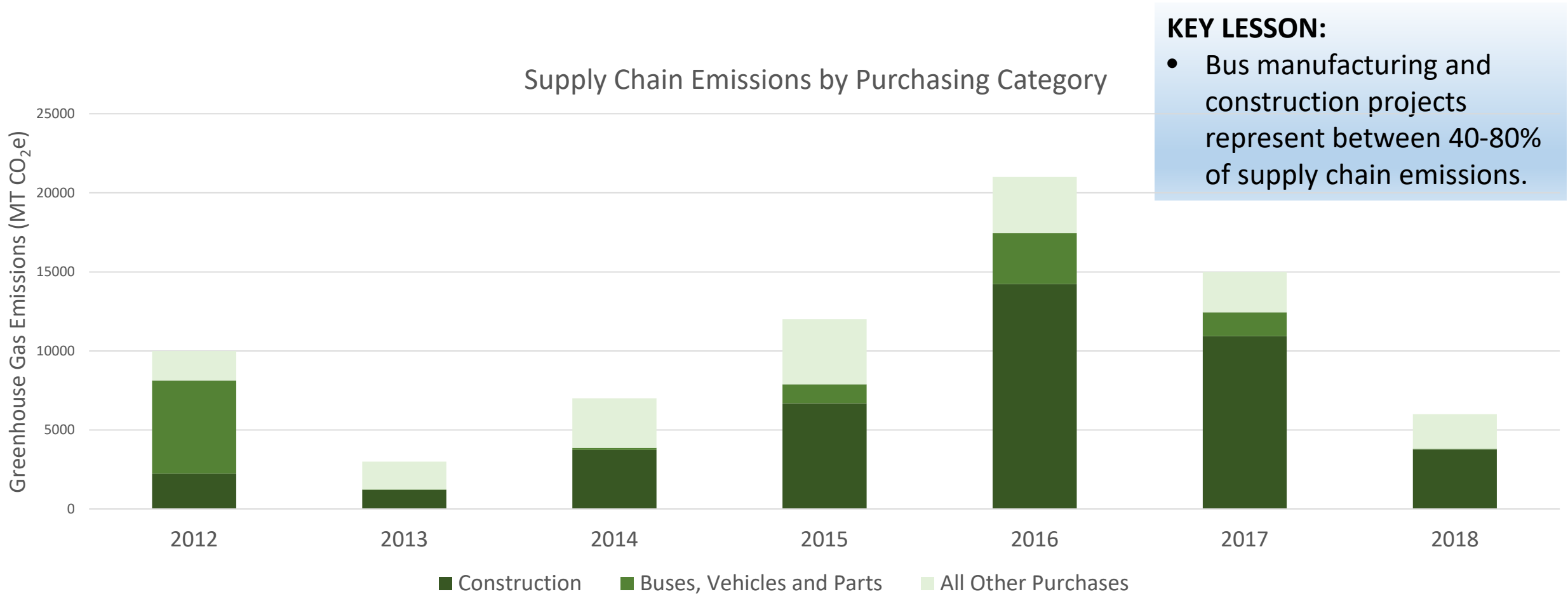


Greenhouse Gas Emissions (MTCO₂e) / 40,000 vehicle miles

KEY LESSONS:

- Opportunity abounds to reduce fleet emissions.
- LTD will study the opportunities in detail in 2020 for long-term fleet plan.

4. SEEK LOW CO₂ CONSTRUCTION MATERIALS





Key Websites & Sample Sustainability Language

1. <https://metro.kingcounty.gov/am/reports/2014/metro-sustainability-plan-2014.pdf>
2. <https://www.kingcounty.gov/depts/dnrc/wtd/sustainability.aspx>
3. <https://www.soundtransit.org/sites/default/files/documents/2019-sustainability-plan.pdf>
4. <https://www.soundtransit.org/get-to-know-us/who-we-are/environment-sustainability>
5. <https://www.metro.net/projects/sustainability/>
6. <https://www.apta.com/research-technical-resources/sustainability/>
7. <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/transit-environmental-sustainability/transit-role>

8. Combined LTD and LA Metro language:

Mission - We will provide leadership in sustainability within Lane County without compromising our core mission of operating a transit network that create a more vibrant, sustainable, and equitable community.

Vision - We will be the leader in maximizing sustainability efforts and its benefits to Lane County's people, finances and environment.

Overview - Our commitment means we plan, partner, design, build, operate and maintain transit infrastructure to meet our current needs without compromising the future needs of Lane County. We continually integrate the principles of sustainability in all aspects of decision making and execution. This includes seeking out and implementing innovative solutions to improve air quality, protect natural resources, reduce waste and create connected communities.

9. Transit's Role in Environmental Sustainability (FTA)

Public transportation plays an important role in confronting environmental challenges. Public transportation can:

- Improve air quality
- Reduce greenhouse gas emissions
- *Facilitate compact development, conserving land and decreasing travel demand*
- Save energy
- Other benefits
- Minimize impacts

Facilitate compact development, conserving land and decreasing travel demand

Public transportation can support higher density land development, which reduces the distance and time people need to travel to reach their destinations, meaning fewer emissions from transportation. Compact development also leaves more land in the

region for parks, wildlife preserves, forests and other uses such as agriculture. Finally, it reduces the need for pavement, meaning less run-off that degrades the water supply.

Transit-oriented development (TOD) is compact, mixed-use development near transit stations. A recent report, *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*, by the Transit Cooperative Research Program (TCRP) found that by encouraging in-fill and accommodating small lot projects, TOD can reduce pressures to convert farmland and environmentally sensitive areas into housing and commercial development. Another TCRP report, *Costs of Sprawl – 2000*, concluded that compact development could save the United States nearly 2.5 million acres of land. That TCRP report also found that compact development through TOD can improve water quality through reducing the amount of impermeable surface runoff and preserve biodiversity through reducing fragmentation of natural habitat.

10. What is Sustainability? (APTA)

Sustainability, preserving the environment, being socially responsible and maintaining economic vitality, with an overall contribution to quality of life, is integral to what we do and what we provide as the public transportation industry. At its core, it's about practices that make good business sense and good environmental sense.

Sustainability is a way to make our communities more livable by integrating and balancing economic, social, and environmental needs.