



LANE TRANSIT DISTRICT BOARD OF DIRECTORS AD HOC SUSTAINABILITY COMMITTEE MEETING

Wednesday, February 12, 2020 2:00 p.m. – 4:00 p.m.

Next Stop Center 1099 Olive Street, Eugene (at the Eugene Station)

AGENDA

Table with 3 columns: Time, ITEM, Page. Contains agenda items from 2:00 p.m. to 4:00 p.m., including Call to Order, Roll Call, Comments from the Chair, Items for Action, Approval of Minutes, Items for Board Recommendation, Carbon Reduction Goal Discussion, and Adjournment.

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LTD Next Stop Center: The Next Stop Center is located at the Eugene station on the corner of West 11th and Olive Street. Then entrance to the building faces West 11th. Click here for a map.

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From Springfield Station: Take the EmX bus from the Springfield Station and get off at the Eugene Station. From there walk to the corner of the Olive Street and West 11th.

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AD HOC SUSTAINABILITY MEETING

LANE TRANSIT DISTRICT

Wednesday, January 15, 2020

Pursuant to notice given to *The Register-Guard* for publication on January 8, 2020, 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, January 15, 2020, beginning at 1:00 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 December 12, 2019, Ad Hoc Sustainability Committee meeting minutes as presented. Mr. Skov provided the second.

VOTE The motion passed as follows:
AYES: Reid, Skov (2)
NAYS: None
ABSTENTIONS: None
EXCUSED: Nordin (1)

ESTABLISHMENT OF SUSTAINABILITY POLICY — Mr. Skov thought the committee should wait for the materials being developed by staff based on feedback from the Board during its December 2019 retreat on the subject of why, how and what statements.

Ms. Jackson said staff was preparing a comprehensive presentation for the Board on the results of its extensive discussion during the retreat. She said the challenge was to narrow the scope of a core goal using transit language for the triple bottom line concept and identifying actionable items. A sustainability policy to support that goal could then be created. She anticipated that a timeline would be presented to the Board at its January 2020 meeting and a proposed policy would be presented at the February 2020 meeting.

Mr. Skov hoped that those materials could be provided to members of the Ad Hoc Sustainability Committee prior to the Board meetings so members could contribute to the discussion. He hoped that policies from larger transit agencies would be resources for staff to develop a scaled down version for LTD.

Ms. Jackson said one reference document was the Springfield Area Chamber of Commerce strategic business plan because it was a working document that made it easy for operations to be aligned to it. It also placed a strong emphasis on branding.

Mr. Skov stressed the importance of connecting land use and development to transit and asked how productive engagement with jurisdictions at the Board level could be achieved. He noted the

City of Eugene was relaunching discussions of its Climate Action Plan 2.0 (CAP 2.0) and hoped LTD could build a bridge between that effort and Transit Tomorrow and MovingAhead projects.

Ms. Jackson shared conversations with planners about the need for LTD to have a clear vision about how it deployed its fleet services so jurisdictions would understand the connection between its land use decisions and the ability of transit to serve that development. It was important for LTD to communicate its core values and service standards effectively prior to land use decisions being made, instead of being confronted with unrealistic expectations of service after the fact.

Mr. Skov observed that there were many levels of communication between LTD and local government and asked how Board members should engage with jurisdictions at the policy level. Ms. Jackson replied that once core values were established in a strategic business plan the Board would be involved in oversight of plan implementation and assure that projects and activities were aligned with those core values by providing clear direction to staff.

Mr. Skov summarized that the Board should support the core values expressed in the plan and embolden staff with guidance to assure that those values were maintained when engaging with jurisdictions. Ms. Jackson affirmed that the criteria for service should be based on Board policy such as was occurring in the Transit Tomorrow process. That would allow for clear messaging from LTD about how it could respond to community needs.

Assistant General Manager Service Delivery Mark Johnson said that would require jurisdictions to be cognizant of the existing transit network and their own policies and goals when making land use decisions.

Ms. Reid commented that the strategic business plan and conversations with external partners should specify the meaning of all values such as ridership, equity and sustainable service.

Mr. Nordin arrived at 1:40 p.m.

Mr. Skov said the agendas for Board meetings should include interim decisions by the Board, not just discussions, in order to give clear direction to staff as they moved forward with Transit Tomorrow. He asked if there were other opportunities for Board support. Ms. Jackson said as the Transit Tomorrow process evolved opportunities could be created for Board members to talk to elected officials about the issues. Discussions between members of governing bodies could begin to set a tone for expectations of transit and shared understanding of community complexities and reflecting community values.

Ms. Reid agreed that it would be helpful for Board members to meet with elected officials periodically.

Mr. Nordin asked for talking points for Board members so that the message would be consistent.

Committee members agreed that it was important for Board members to interact with elected officials in a way to make the nexus between transit and land use clear and explain how jurisdictions could work with LTD to assure it was able to provide sustainable service to the community.

Mr. Skov said the fleet transformation plan was moving forward and he hoped to see the District develop a decarbonization goal and begin to establish expectations at the Board and community levels about when that might occur. Ms. Jackson said LTD was having discussions with regional utility and commercial vehicle partners and jurisdictions about decarbonizing LTD's fleet. She

said all parties had expressed a desire to formalize those conversations and assistance LTD in its efforts.

Mr. Johnson added that the discussions were identifying opportunities for both short- and long-term decarbonization of the fleet. Staff was gathering data and many efforts were in play.

Ms. Jackson said once the fleet inventory being conducted by Sustainability Program Manager Kelly Hoell was completed it would be easier to predict the impact of different strategies. The goal was to have the best outcome that was implementable. She said typically transit agencies were left on their own to work out these solutions, but LTD was fortunate that its regional partners wanted to be part of those solutions.

Mr. Johnson said a Board policy statement built into the strategic plan would help drive decisions and actions.

Committee members and staff discussed technology advances that could provide solutions and the role of local utilities in pursuing alternative energy sources. Ms. Jackson said she and Ms. Reid would be talking to congressional representatives and agencies during the United Front trip to Washington D.C. on the topics of funding and decarbonization efforts.

Ms. Hoell said there was an opportunity to argue that an electric fleet was the only feasible option, specifically as it related to renewable natural gas (RNG), and dramatically reduce greenhouse gas emissions from the fleet. She said the District would continue to move forward with the purchase of electric buses, but the question to be addressed was what percentage of the fleet would be electric, what other technologies were feasible and how could the purchase of vehicles be funded. She said testing of electric buses on the current transit network had been successful, those vehicles had not been tested on routes such as those proposed under Transit Tomorrow nor had the cost of service been determined.

Mr. Johnson observed that the District did not want a single energy source for all its buses.

Ms. Jackson noted that RNG was a proven technology with fleet runs comparable to diesel range, but the risk was in availability; hydrogen fuel cell technology testing was under way and Eugene Water & Electric felt confident it could provide a steady supply.

Ms. Hoell said she would be conducting a study would answer many of the questions raised by committee members. She estimated that the project would begin in March 2020 and take about six months to complete.

Ms. Reid stated that the issues raised during the committee's discussion should continue to be addressed at the committee level before recommendations were developed for the Board. She asked that staff provide regular reports to the committee on fleet and fuel testing and study findings. She said the committee was charged with creating a sustainability policy that would integrate with the strategic business plan and suggested scheduling meetings as more information became available in February.

Ms. Hoell said there was pressure from the community for LTD to make its entire fleet electric and it was important for the Board to establish a policy that the District would keep its options open by identifying a goal of having the lowest possible carbon footprint, not a goal related to a particular technology. She described the proposed scope of work for the upcoming study and said the resulting information would be shared with regional partners to determine options available for the future.

PARKING LOT FOR FUTURE TOPICS

- Fleet management
- Ms. Hoell's study
- Sustainable level of service models - environmental impact
- Results of Lane Council of Governments scenario planning - land use/transportation
- Shared-use mobility

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

ADJOURNMENT — Ms. Reid adjourned the meeting at 4:00 p.m.

(Recorded by Lynn Taylor)