



# LANE TRANSIT DISTRICT BOARD OF DIRECTORS AD HOC SUSTAINABILITY COMMITTEE MEETING

Monday, March 09, 2020  
10:00 a.m. – 12:00 p.m.

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

## 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	
2:05 p.m.	A. APPROVAL OF MINUTES	2
	<b>Action Needed:</b> Approval	
	<i>Approve minutes from the January 15, 2020, meeting</i>	
	V. ITEMS FOR BOARD RECOMMENDATION	
2:10 p.m.	A. DEVELOPMENT OF THE DISTRICTS SUSTAINABILITY POLICY [Aurora Jackson]	
	Committee members will continue discussions regarding the development of the District's Sustainability Policy.	
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).*

**LTD Next Stop Center:** The Next Stop Center is located at the Eugene station on the corner of West 11<sup>th</sup> and Olive Street. Then entrance to the building faces West 11<sup>th</sup>. Click [here](#) for a map.

**Bus:**

From Eugene Station: Walk to the corner of Olive Street and West 11<sup>th</sup>.

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 11<sup>th</sup>.

**Bicycles:** There are bicycle racks located by the front entrance to the customer service center at the Eugene Station.

**Parking:** Pay parking is available in the parking lot across Olive Street from the Next Stop Center, or at parking meters on the street.

AD HOC SUSTAINABILITY MEETING

LANE TRANSIT DISTRICT

Wednesday, February 12, 2020

Pursuant to notice given to *The Register-Guard* for publication on February 7, 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, February 12, 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 (via phone)  
Mark Johnson, Assistant General Manager  
Kelly Hoell, Sustainability Program Manager

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

**COMMENTS FROM THE CHAIR** — Ms. Reid welcomed committee members and staff.

**APPROVAL OF MINUTES** — Mr. Nordin offered the following amendment to Ms. Hoell's comments on page 3 of the minutes: "Ms. Hoell said there was an opportunity to argue that an electric fleet was **not** the only feasible option..."

MOTION Mr. Skov moved to approve the January 15, 2019, Ad Hoc Sustainability Committee meeting minutes as amended. Mr. Nordin provided the second.

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

**ITEMS FOR BOARD RECOMMENDATION**

**Carbon Reduction Goal Discussion** — Ms. Jackson said with the pending purchase of 11 electric buses it was apparent, although everything was not yet in place, that it was a good time to discuss establishing a goal and realistic timeline for when LTD would stop using fossil fuels. She said 15 years might be an achievable goal, but the District's financial status would need to be considered when setting a goal.

Ms. Reid agreed that it was time to begin a conversation about a financially achievable carbon reduction goal. She said the purchase of 11 electric buses would get LTD closer to a 20 percent Low-No goal in two years. She wanted the committee to develop a recommendation to the Board that would establish a goal and timeline that the District could comfortably achieve.

Mr. Johnson said 2035 was a realistic target based on the District's financial outlook because there was reliable revenue over that 15-year period. An earlier target date would require competitive grants or other funding sources that were not guaranteed. He said a known percentage of the federal formula funds LTD would receive could be spent on buses and that was the primary source of funding for the fleet. He noted that most agencies were establishing goals between 2030 and 2040.

Ms. Reid commented that during her discussions while in Washington D.C. it appeared that there would not be a significant increase to transit funding, but if that did occur as part of the transportation and infrastructure legislation LTD could consider an earlier target date. If state funding for fleet replacement became available LTD could pursue that.

Mr. Nordin said he hoped as projects like Transit Tomorrow moved forward, that the entire community could join in finding a way to provide coverage such as first and last mile and not expect that LTD would be solely responsible.

Mr. Skov identified the following criteria for a goal:

- Inspiring, ambitious and consistent with the "bigger picture"
- Achievable and flexible
- Define the goal, define the outcomes desired and establish policy guidance

Mr. Johnson said a zero emissions goal was reasonable because it did not limit LTD to a technology like a goal of all electric would.

Ms. Reid questioned whether setting a zero emissions goal could constrain LTD from using fuel such as capturing Short Mountain emissions and creating renewable natural gas from the methane to use for its fleet.

Ms. Hoell said a number of potential fuels for the LTD fleet were discussed in the report about carbon footprint results.

Mr. Skov said he might prefer a simpler goal than one that had to account for other emissions caused by the fuel LTD used, although it was important to understand the implications of that. He said with the existing fleet there were drop-in fuel options and that should be considered when establishing a goal. He thought the community should be made aware of how buses were purchased and the availability of funding as part of the discussion of a carbon reduction goal.

Mr. Johnson agreed that an explanation of why 2035 was a financially prudent timeline would be helpful and the details could be provided at the next committee meeting.

Ms. Reid said representatives of the FTA had indicated that if an agency had received a grant for fleet replacement it might not be on the list for a grant in the next round of funding and if a large infrastructure grant was received the agency would not receive a fleet replacement grant. She said FTA was trying to balance distribution of funding around the country.

Ms. Hoell asked if the goal would focus on fixed-route and EmX transit buses or include the entire fleet.

Mr. Johnson said the discussion was focused on fixed-route and EmX, not paratransit.

Ms. Reid said she felt a carbon goal should address the entire fleet and understood the interest in a simpler goal that did not include life cycle or infrastructure, but the reality was those were included in LTD's emissions as an organization. She said she was concerned the community would object if all aspects of emissions were not addressed.

Mr. Johnson said there were fewer options for the paratransit vehicles and the market needed to catch up.

Ms. Hoell explained that LTD's greenhouse gas inventory showed direct emissions from the fleet and included fixed-route, EmX, paratransit, administration and operations vehicles. LTD had the most control over vehicles it owned. Shared emissions were the upstream emissions associated with fuel used for those vehicles. Those two items represented life cycle emissions. She said it was important to also focus on life cycle emissions.

Committee members agreed that the carbon reduction goal should focus on life cycle emissions.

Ms. Jackson said the District should prioritize direct emissions and 2020 was a good year to begin making that commitment. The larger goal of addressing life cycle emissions should not be ignored, but it was important to act soon on the larger source of emissions.

Ms. Hoell said the results of the carbon footprint could be separated to show the percentage coming from the direct emissions of the fleet to show that was the largest source and explain why that was what LTD would address first. She noted that fixed-route and EmX vehicles were 90 percent of the fleet.

Ms. Reid summarized that LTD would address lower emissions in two areas: initially fixed-route and EmX buses which had the greatest impact, followed by a secondary goal to address other emissions. Work on both goals would move forward concurrently.

Committee members and staff discussed the need to better understand the procurement process and options and costs for implementing low-carbon drop-in fuels. There needed to be policy direction on the use of drop-in fuels and budgetary impacts of utilizing those fuels.

Mr. Skov said the least comfortable, but highest leverage of climate action for LTD involved its impact on the community as a whole. He said he felt LTD would be remiss if it did not begin a conversation with the City of Eugene about establishing an inter-jurisdictional goal that reflected what was in the City's Transportation System Plan (TSP) and Climate Recovery Ordinance (CRO).

Mr. Johnson said he agreed that transit ridership was one of the largest opportunities to reduce greenhouse gas emissions and the City had an obligation to assist LTD in increasing ridership.

Ms. Reid said she hoped that at some point Coburg, Springfield and Lane County could be engaged in a conversation to encourage their support of LTD's climate goals, which included ridership.

Mr. Skov said he would share an article on the unit cost of energy with committee members and staff.

Mr. Skov left the meeting at 3:00 p.m.

Ms. Hoell announced that OSPIRG was developing a campaign to ask the LTD Board to establish a goal of 100 percent electric buses by 2030. She said she discussed with OSPIRG representatives that a goal related to reduction of emissions was preferable to one that was tied to a specific technology.

Staff and committee members reviewed information in the greenhouse gas inventory and discussed the benefits and disadvantages of various fuel technologies and associated life cycles and pathways.

Ms. Hoell described Eugene Water & Electric Board policies regarding the use of certain fuels when the price was within a certain range. She said the other operational benefits and savings realized from using alternative fuels such as renewable diesel often justified the higher cost and did not impact the budget.

In response to a question from Ms. Reid, Mr. Johnson said policy direction on the use of alternative fuels was not necessary because it was a matter of professional judgment and managing the costs to stay within the budget.

Ms. Hoell said Sequential had made an offer to LTD on low-carbon blended renewable diesel and biodiesel. She said she needed to develop methods for measuring differences when LTD did use alternative fuels.

Ms. Reid said she felt that if there were ways to reduce emissions immediately without adversely affecting the budget staff should move forward and provide the Board with information on the use of alternative fuel. She said she supported working with a local company such as Sequential.

Mr. Johnson said staff would need to research the use of biodiesel and renewal diesel in its current fleet before making that decision.

**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** — Mr. Johnson said staff would develop a draft proposal for drop-in fuels and emissions reduction for the fleet for the committee's next meeting and present information on the economics and procurement of electric buses.

Ms. Reid said committee members would be polled on the next meeting date.

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

*(Recorded by Lynn Taylor)*