

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING/JOINT WORK SESSION WITH EUGENE CITY COUNCIL

Tuesday, February 19, 2019

Pursuant to notice provided on Lane Transit Districts (LTD) website at www.ltd.org on February, 14, 2019, and distribution to persons on the mailing list of the District, a Joint Eugene City Council/ LTD Board Work Session was held on Tuesday, February 19, 2019, beginning at 5:30 p.m., at the Lane County Public Services Building, Harris Hall, 125 East 8th Avenue, Eugene, Oregon.

Lane Transit Board

Present: Carl Yeh, President
Kate Reid, Vice President
Josh Skov, Secretary
Don Nordin, Treasurer
Emily Secord
Caitlin Vargas
Steven Yett
Aurora Jackson, General Manager

Eugene City Council

Present: Lucy Vinis, Mayor
Jon Ruiz, City Manager
Councilor Betty Taylor
Councilor Mike Clark
Councilor Jennifer Yeh
Councilor Emily Semple
Councilor Alan Zelenka
Councilor Chris Pryor

CALL TO ORDER/INTRODUCTIONS — Ms. Vinis welcomed everyone to the joint work session of the Eugene City Council and Lane Transit District (LTD) Board of Directors.

Mr. Yeh convened the LTD Board meeting.

Councilors and Board members introduced themselves.

ITEMS FOR INFORMATION AND ACTION AT THIS MEETING

MovingAhead Presentation — City of Eugene Transportation Planning Engineer Chris Henry, Principle Planner Teri Harding, and LTD Development Planning Associate Andrew Martin provided an update on the MovingAhead project.

Mr. Henry said that MovingAhead intended to provide safe and accessible transportation for users of all modes in five key corridors. He explained that at the end of the presentation the City

Council and LTD Board would be asked to affirm the proposed investment packages as presented for public review. Action would allow the public to review and comment on the packages and that feedback would be provided mid-year to inform the Board and City Council's action later in the year.

Ms. Harding said that MovingAhead decision-making had been incremental beginning with which corridors to study, to public outreach on the needs along each corridor, and technical analysis of corridor concepts. The work session was another step in the incremental process that would prepare for the large decision later in the year. She listed LTD and City of Eugene plans that were the guiding documents for the MovingAhead work. MovingAhead focused on the next ten years and what should be built along the city's most important streets, while coordinating with near term city and LTD projects.

Mr. Martin said LTD's Transit Tomorrow project was looking at the current transit system and would result in a three-year plan for meeting the community's expectations as it moved toward the longer term vision established in MovingAhead. He reviewed the history of MovingAhead's planning, design, and public engagement activities. Previously the public had been asked to consider and prioritize investment strategies in each corridor. He said following the work session the public would be asked to comment on investment packages at the system level.

Mr. Martin said the community was asked to identify the most important criteria from a list of 13 items. Responses from online and in-person open houses named the same top five criteria:

- Bike/pedestrian safety
- Bus ridership
- Transit travel time
- Annual operating cost
- Job/population served

Mr. Martin said people were asked to choose a preferred alternative for each corridor from among 1) no build, 2) enhanced corridor, and 3) EmX. He said enhanced corridor was the preferred alternative for all corridors except River Road; EmX was the preferred alternative for River Road. The proposed investment packages were developed based on technical analysis and public feedback and included all-enhanced corridor and all-EmX packages as bookends and three "mix and match" packages. He reviewed the package options for each corridor and said they would prioritize projects for ten-year funding design and construction.

Mr. Henry said the project's Oversight Committee and LTD's Strategic Planning Committee both recommended the proposed set of investment packages for public evaluation. The Oversight Committee also stressed the need for clarity about the "no build" alternative: it only meant nothing would happen in the next ten years, but there was a community cost in terms of not advancing community goals. He reviewed the schedule and next steps in the MovingAhead process.

Mayor Vinis invited comments and questions from councilors and Board members.

Councilor Clark shared an example of a large investment in a new facility that was quickly rendered obsolete by technological innovation. He said that he was pleased that LTD was working on future mobility options for the community but it was a very large investment and he had concerns that technology might alter how people moved about on a public transportation model. He said that he had more questions about what the future held before committing to an investment strategy.

Ms. Reid asked when the Lane Council of Governments (LCOG) funding and implementation information was expected and would there be a strategy for each corridor. Mr. Martin said that he thought the information would be available towards the end of the year. Mr. Henry added that the intent was to have it available as the Board and Council moved into the MovingAhead decision-making process. He said LCOG would take a system-level approach to funding sources and how other communities were addressing the need for resources. He said one option might be an incremental approach.

Councilor Yeh said that she appreciated MovingAhead's multi-modal approach to mobility, which engaged the community more broadly than just a focus on transit. She said the project was well aligned with the city's discussions about investments in housing, density, and affordability. She asked if the decision not to consider an EmX option on Martin Luther King, Jr. Boulevard was based on the possibility that Springfield might not participate, or were there other factors. Mr. Henry said Springfield was not ready at the time the corridors were identified to consider investments on Centennial Boulevard; that was an opportunity for future consideration.

Councilor Yeh said that she hoped to see that option remain open as there was a very dense population in that area, including a large amount of affordable housing, and transit was important to those residents. She asked why no bike improvements were included in the packages for Martin Luther King, Jr. Boulevard and Coburg Road. Mr. Henry said there were bike lanes on Coburg Road that could potentially become protected bike lanes and on Martin Luther King, Jr. Boulevard the sidewalk, by design, was a shared bike and pedestrian facility.

Mr. Yeh pointed out the large number of topics and issues that intersected in the MovingAhead project, such as climate recovery, Vision Zero, mobility options, public health, housing and equity, all of which were impacted by transportation. He said the community did not have the luxury of waiting and needed to take action now to assure that citizens had an excellent transportation system. He said that he appreciated Councilor Clark's concerns about changing technology, but as with computers, if a person kept waiting for the latest model before buying one, the purchase would never happen. He emphasized the importance of having projects that were ready to implement when funding became available.

Councilor Pryor said that he agreed with Mr. Yeh's remarks. He added that he felt an investment in transportation was a core function and a responsibility of a community, whether through its transit agency or municipal government, to assure a safe, reasonable, and timely transportation system was in place. He said in order to be timely, investments had to be considered and planned for now. He said that he agreed that technology would change, but there would still be cars on the road. Most communities were seeking to reduce the number of cars and transit was an important tool in reaching that goal. He expressed that he was supportive of the MovingAhead project as a plan for achieving balance in the transportation system.

Mr. Nordin said there was congressional interest in finding funding for alternate fuels for public transportation. He asked if that subject had been researched. He also asked if there was any consideration of creating more density in exurb communities over the next ten years with a public transportation system between those rural communities. Mr. Martin said rural communities were outside the scope of MovingAhead, but the Transit Tomorrow project was looking at LTD's entire system.

Councilor Taylor said there was public concern about the small outlying communities without any public transit. There was also interest in transit service on holidays, weekends and evenings.

She said being from South Eugene, Moving Ahead did not directly affect her area, but it did not currently have very good bus service.

Regarding intra-city transit and rural communities, Ms. Reid said that new resources from HB 2017 were targeted to intra-city connections with transit and LTD had launched a pilot mobility-on-demand service in Cottage Grove which could be a model for other rural communities, as well as the metro area. LTD was actively pursuing different options for transit and transportation outside of the metro area. She said the Transit Tomorrow project was evaluating options for increased weekend and evening service and the public comment period was open. She invited citizens to go online and offer comments and suggestions.

Councilor Semple asked if any consideration was being given to taking dogs and bicycles on buses. She said that she often heard people express an interest in more weekend and evening service.

Mr. Skov noted that the question of service hours was part of the Transit Tomorrow project and based on community feedback to date, it was likely LTD would look at increasing weekend and evening service. He encouraged citizens to provide their input using LTD's online survey. He said MovingAhead aligned well with Eugene and LTD's plans and policies. He said that he shared Councilor Clark's concern about making large investments while technological changes were on the way, but some of those changes would make walking, biking, and transit more viable through multi-modal applications. He asked what feedback staff had received about changes to the built environment, particularly housing, along corridors such as River Road.

Mr. Henry said while MovingAhead was not about land development, it did have a Federal Transit Administration (FTA) grant to explore transit-oriented development along the River Road corridor. He said Envision Eugene made a connection between transit and neighborhood development, but that was not directly addressed in MovingAhead. Ms. Harding added that feedback through neighborhood planning and the FTA-funded study indicated a general preference for increasing density along the corridor and major streets in the neighborhood.

Councilor Zelenka said communities that did not plan for future infrastructure needs had found that trying to do it later was extremely expensive. He said the infrastructure was the critical component and would be needed regardless of technology and automation in the future. It was a multi-modal plan that would serve future transportation needs well. He supported moving the investment packages forward and suggested adding to the summary table information for all of the packages about the number of jobs and people that would be impacted. He agreed with Mr. Yeh's comments about the many other issues that intersected with the MovingAhead project.

Ms. Reid said the implementation of the West Eugene EmX brought usable transit to the West 11th Avenue corridor - along with pedestrian, bicycle, and beautification improvements - making it a much more attractive gateway to the community. Having seen the success of that project, she had faith in the packages presented and was anxious to see the community's response. She said Transit Tomorrow was intended to create a strategic three-year business plan and an iterative process for looking at how transit and transportation were working as a whole in the community.

Councilor Clark asked what percentage of the population used transit regularly. Mr. Martin said about five percent commuted by transit.

Councilor Clark wanted a larger number of people to ride differently, but did not think they were going to ride buses. For the cost of an EmX package on the Coburg Road corridor, 10,000

electric vehicles could be purchased for ride-share when needed. He said that he agreed corridor work needed to be done, but with new technology on the horizon he was hesitant to spend \$113 million to prepare for transit using large buses in the hopes more people would start riding buses.

Mr. Nordin said that he did not think adding a large number of vehicles on the streets would improve transportation.

Councilor Yeh pointed out that MovingAhead was not just about buses. It was about improving the system and infrastructure for all modes of transportation. She said that she felt the investments, because of their broad impact, made good sense for the future. She said that she did not think anyone who had spent time on Coburg Road would support the no build option.

Ms. Secord cautioned that MovingAhead should not be negated because of possibilities for change in the future. She said there was already congestion and the community would be growing; if investments were not made now, it would be a disservice to the community. She said that she hoped to see more discussion of the economic sustainability of investments before final decisions were made.

Mr. Henry said the project team would take another look at bike improvements along Coburg Road as Councilor Yeh had suggested.

Mayor Vinis thanked staff for the presentation and City Council and LTD Board members for the discussion. She said there would be a presentation on Transit Tomorrow before a decision on MovingAhead corridors was made.

Eugene City Council:

MOTION Councilor Taylor moved to direct staff to take the MovingAhead proposed investment packages described in Attachments C and D out for public review. Councilor Semple provided the second.

VOTE The motion was approved as follows:
AYES: Clark, Pryor, Semple, Taylor, Yeh, Zelenka (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Evans, Syrett (2)

Lane Transit District Board of Directors:

MOTION Ms. Reid moved that the LTD Board of Directors approve the proposed investment packages as presented for public review. Mr. Skov provided the second.


VOTE The motion was approved as follows:
AYES: Nordin, Reid, Secord, Skov, Vargas, Yeh, Yett (7)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

ADJOURNMENT

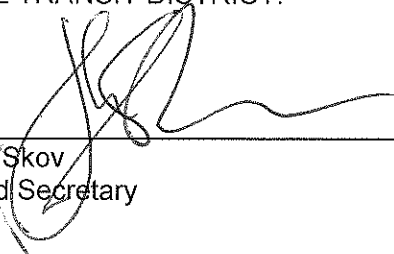
Mr. Yeh adjourned the meeting of the LTD Board at 6:25 p.m.

ATTEST:


LANE TRANSIT DISTRICT:



Camille Gandoff
Clerk of the Board



Josh Skov
Board Secretary



Date Approved: 3/17/19