



Public notice was given to
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**LANE TRANSIT DISTRICT
STRATEGIC PLANNING COMMITTEE MEETING**

**Tuesday, March 6, 2018
5:30 p.m. to 7:30 p.m.**

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

I. CALL TO ORDER

II. ROLL CALL

- Mike Eyster (Chair) Josh Skov (Vice Chair) Frannie Brindle Carl Yeh
 Gerry Gaydos Andy Vobora Sid Leiken Annie Loe Sheri Moore
 Kate Reid Rick Satre Greg Evans Lindsey Hayward Amy Cabbage
 Matt Nelson

III. COMMENTS FROM THE CHAIR (2 minutes)

IV. AGENDA REVIEW (2 minutes)

V. AUDIENCE PARTICIPATION

- ◆ *Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
- ◆ *Citizens testifying are asked to limit testimony to three minutes.*

VI. APPROVAL OF MEETING MINUTES (2 minutes)

Action Needed: Vote to approve minutes from February 06, 2017 (attached)

VII. HB 2017 RULE-MAKING UPDATE (20 minutes)

Action needed: Information and discussion only.

Edward McGlone will give an update on the rule-making committee for HB 2017 monies.

VIII. HB 2017 ADVISORY COMMITTEE (30 minutes)

Action needed: Determine interest in serving as the HB 2017 Advisory Committee.

At the Board of Directors Retreat, the Board discussed the opportunity for SPC to serve as the HB 2017 Advisory Committee. The Board would like SPC's input on their interest in serving that role and how to fulfill statutory and regulatory requirements.

IX. BOARD RETREAT DEBRIEF (10 minutes)

Action needed: Information and discussion only.

Board Members on SPC will provide an overview of the Board's discussion at their Board Retreat, including a review of the discussion on fare policy.

X. STANDING PROJECT REPORTS AND Updates

a. MovingAhead (25 minutes)

Action needed: Information and discussion only.

LTD staff will outline the project schedule and status of the Alternatives Analysis, and provide details about the public engagement plan and decision-making process.

b. Comprehensive Operations Analysis (COA) (10 minutes)

Action needed: Information and discussion only.

Staff will provide an overview of the COA project timeline and key milestones.

c. Main-McVay Transit Study

Action needed: No report.

A project update will be provided once the Governance Team receives a project update and next steps are determined.

d. City of Eugene Bike Share

Action needed: No report. Written update provided.

Peace Health Rides has scheduled a formal launch event for April 19 at 11:00 a.m. at the EWEB River Front Plaza.

e. Electric Bus Roll-Out

Action needed: No report. Written update provided.

LTD purchased five BYD all-electric 40' buses. To date, LTD has received three of the five from BYD. The remaining two vehicles are expected to arrive later this Spring. The vehicles are currently being road tested to determine the state of charge details and actual achievable range when they are driven within the LTD service district, and staff are seeing good results so far of ~150 miles per charge. LTD has a contract with Center for Technology and the Environment (CTE), a consulting firm out of Atlanta that specializes in deployment of zero-emission bus technology and we hope to kick off our work with them in March to determine route selection and an optimal charging schedule that will minimize the electrical demand charges from Springfield Utility Board to the greatest extent possible. LTD Operations staff is also planning for operator training on these vehicles later this Spring. We will have a more specific sense of when the first of these buses will be entering revenue service by April. In the meantime, LTD Marketing and Public Affairs staff are working on scheduling events to share some of the details about our all-electric vehicles with the public in coordination with Earth Day.

XI. NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT (5 minutes)

Action Needed: Additions/Changes to SPC Work Plan.

The Chair will ask for updates to be added to the work plan and which month they should be placed. Per usual, the existing work plan, and project milestone Gantt chart are attached to inform this discussion.

XII. ADJOURNMENT

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, February 6, 2018

Pursuant to notice given to The Register-Guard for publication on January 29, 2017, and distributed to persons on the mailing list of the District, the Strategic Planning Committee of the Lane Transit District held a meeting on Tuesday, February 6, 2017, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

PRESENT: Mike Eyster (Chair)
Josh Skov (Vice Chair)
Frannie Brindle
Carl Yeh
Gerry Gaydos
Andy Vobora
Sid Leiken
Sheri Moore
Kate Reid
Rick Satre
Greg Evans
Lindsey Hayward
Matt Nelson

ABSENT: Amy Cabbage
Annie Loe

CALL TO ORDER/ROLL CALL— Chair Eyster convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

COMMENTS FROM THE CHAIR — Chair Eyster did not provide comment.

AGENDA REVIEW — Chair Eyster moved Item XII. a. Main-McVay Study to directly after Item VIII Youth Pass and HB 2017 Rulemaking.

AUDIENCE PARTICIPATION — There was no public comment.

APPROVAL OF MEETING MINUTES

MOTION: Mr. Gaydos moved to approve the December, 5 2017, Strategic Planning Committee meeting minutes as presented. Mr. Skov provided the second.

VOTE: The motion was approved as follows:

AYES: Frannie Brindle, Mike Eyster, Matt Nelson, Kate Reid, Rick Satre, Andy Vobora, Carl Yeh (7)

NAYS: None

ABSTENTIONS: Sid Leiken, Greg Evans, Lindsey Hayward (3)

EXCUSED: Sheri Moore (arrived after the vote), Amy Cabbage, Annie Loe (2)

SPC MEMBERSHIP UPDATE – Those on the SPC introduced themselves to new members and the audience. Chair Eyster welcomed Councilor Evans and Ms. Hayward to their first meeting.

YOUTH PASS AND HB 2017 RULEMAKING — Edward McGlone, Director of Public Affairs, provided an update on the rule-making committee for HB 2017 monies and how it related to the potential for adding a youth pass into the next LTD budget cycle. He said that he wanted to cover three topics including background, the status of the committee's work, and challenges that the committee had faced.

Mr. McGlone said there was a new state transportation bill which provided a large amount of funding to improve transit services. He explained that LTD used to provide a student transit pass, funded by the state. When those funds disappeared, and the program was cut, LTD saw a decrease in student ridership. Mr. McGlone said LTD recently committed to restoring the student pass. Mr. McGlone said another part of the program was fare relief for low-income individuals. Mr. McGlone said that while LTD was focusing on creating these pass programs, it was also developing an electronic fare system and revisiting the district's fare structure.

Mr. McGlone said the committee spent the first few months researching efforts by other agencies. The purpose was to collect case studies and understand how a low-income pass worked successfully in other places. He said they spent mid-January through February 2018 talking to community members about what they wanted to see in both program areas. Outreach included surveys sent to nonprofit service providers and area school districts; interviews and small group conversations; and outreach to riders. He added that the work was ongoing. The next committee meeting was scheduled for February 8, 2018.

Mr. McGlone stated there were four specific challenges: timing, legislation, coordination with an electronic fare, and district finances. He said the timing was twofold. From an administrative standpoint, money used to fund the program would come from state dollars, which were not going to be available until after January 1, 2019. Mr. McGlone clarified that any money invested by LTD for fares and improved service from September 2018 until at least January 2019 would be shouldered by the district's current funding sources which were not sufficient to pay for that. Another issue was the timing of when funding would be available. The goal of funding the program was January 2019, but he heard from ODOT that as the Department of Revenue worked through the new taxation model, money would not be available until June or July 2019. Mr. McGlone understood LTD would be reimbursed for anything spent during that period of time, but the district would have to front all the money. Mr. McGlone said another part of the timing challenge was with the school districts. If LTD were to implement the program in September 2018, the school districts would want to know by May 2018 in order to program and distribute end of school and back to school packets for the change.

Mr. McGlone said the restraints to successfully rolling out the program in September 2018 were substantial. Mr. Skov asked if the timeline for ODOT rulemaking and availability of funds was certain. McGlone said the rulemaking process was on track, with the advisory committee set to provide recommendations on rules in February 2018. Mr. McGlone noted it was not the timeline of rulemaking that was a barrier, but the fact that funds would not be available for many months after the rules were finalized.

Mr. McGlone said that the legislation was currently evolving. There was legislation proposed by Representative McKeown to siphon \$1 million out of the transit funding program, into a new program to pay for student transit passes. The funds would be applied for by school districts with a 50 percent match. Mr. McGlone said one issue with the legislation was money would come off the top, so there would be fewer resources statewide. With the new pot of money available, LTD staff believed it would be responsible for LTD to partner with school districts to apply for the fund of money, before pulling from LTD's pool of resources. If the program came to fruition, it would

change LTD's approach and timing to the Youth Pass Program again. Ms. Reid asked if the program was formulated under HB 4060. Mr. McGlone responded that it was. HB 4060 was a series of policy changes that individual legislators were proposing to the transportation bill itself. It was a mix of all sorts of ideas.

Mr. Vobora asked for further details about Representative McKeown's proposed program; he clarified that there would be \$1 million statewide. Mr. Skov said the total anticipated cost of LTD's program was \$1 million a year. Ms. Reid asked if the bill would be discussed in the public hearing on Monday, February 12, 2018. It was confirmed the bill would be discussed.

Mr. Yeh said that he thought it could be fairly easy if LTD implemented a youth program in the simplest fashion possible, where students flashed their middle or high school identification cards. Mr. McGlone said it would be easy to implement, administratively. However, there was a revenue loss component and a service component to the change. Service planners said there would be major overcrowding on certain routes if the program was introduced without adjusting service time and frequency. Mr. McGlone added that LTD may not currently have service that aligned with bell times that made the service usable for students. Mr. Vobora recommended not doing a pass program without reacting on the service side. There were many elements that need to be taken care of for students and other riders.

Mr. McGlone said as the committee explored low-income options, the workgroup leaned more strongly toward the conclusion that the program had to be integrated with an electronic fare system, and in alignment with a broader strategy to address fares. He said people expressed a desire for different types of passes, such as family fares or company passes. Mr. McGlone worried the programs, which required a lot of time and resources to implement, would have to be redone if the work was not done simultaneously.

Mr. McGlone said the fourth challenge was financial. He explained a large employer had mistakenly overpaid payroll taxes; the Department of Revenue realized the fact. It was amended, but the ordeal created two financial burdens. First, there was an immediate loss of \$2.8 million. Second, it negatively impacted the way LTD forecasted revenue. Mr. McGlone explained LTD forecasting was done inaccurately because of the inaccurate filing by someone else. Mr. McGlone concluded LTD could not solely fund the programs without reducing service somewhere. It was a challenging restriction to implementation.

Mr. Vobora asked whether the tax issue was a done deal. Mr. McGlone said it was done, and that staff was able to update their projections. Ms. Moore said that she wondered if anyone reached out to Senator Byer regarding legislation coming before the committee. Mr. McGlone said he would be contacting his office on February 7, 2018. Ms. Moore asked what LTD's stand was on the bill. Mr. McGlone said in an ideal world LTD would be opposed to the bill, but the political challenge LTD faced was Representative McKeown did a lot of heavy lifting to get the transit tax for service districts. LTD would prefer not to fight her on the bill; however, LTD was sharing with her how the bill may achieve a contrary outcome than what she wanted. The new program would delay youth pass programs because it created a perverse incentive for LTD and Salem-Keizer, who were planning to implement youth passes right away.

Mr. Skov said the committee was moving the project along productively, but LTD still did not have much time to plan for integration in 2019. He said in the shorter term; it was painful to lose a year of access to transportation for kids. He said that he wondered if there was a productive stop-gap, where the district did something to boost access for the most vulnerable populations, while not investing too many resources.

Commissioner Leiken asked if there was an opportunity to collaborate with another transit district, such as TriMet. Then, districts could pool resources. Mr. Skov asked if Commissioner Leiken meant legislative dollars. Commissioner Leiken meant the two largest districts could collaborate together and use leverage. If the District's came together to say there was a significant need people may listen. Mr. McGlone said he would have to contemplate the idea and get back to him. He added TriMet was nervous about a youth pass program because they had a tumultuous relationship with school districts.

Mr. Evans asked whether the program costs would be split halfway between the state dollars and the school district. Mr. McGlone said that was how the bill was originally envisioned. Mr. Evans asked where the school districts were on the bill because their budgets were just as strained as transit budgets. Mr. McGlone said the school districts had not been very vocal and did not take a strong position. Mr. McGlone also noted that local school districts did not have many resources to contribute to youth passes. He said that they already put some money into a program they already operate but were not prepared to contribute the tens of thousands of dollars a new program would cost. Mr. Yeh said that he thought the committee should send a clear message to the LTD Board on whether the committee wanted to implement a program in September 2018 or not. Mr. Yeh said that time was of the essence because children did grow up and then the district missed serving that population.

Ms. Reid said there was a pilot project coming out that would look at mobility on demand, which had all sorts of fare pieces to look at. She agreed that waiting to integrate a permanent youth pass made a lot of sense. There was a larger context behind the issue to consider. Ms. Reid added that LTD already lacked funding. LTD generally received federal funding for large projects, but that piece was also tentative. She said the money could be drastically less for projects, and it was important to consider that the shift of funds could eliminate a project. Finally, Ms. Reid explained that Willamalane partnered with the City of Eugene on a one pass program, which encouraged youth to use the bus and be active during the summer. Willamalane provided scholarships for 130 students under 18 years of age to ride the bus and participate in activities across the community. Ms. Reid said that she thought more organizations could become engaged in the program and provide funding for additional scholarships. She added that she was curious to hear people's ideas. Ms. Reid concluded that the program was one way the community was already achieving a youth pass program, and the program could be built upon to provide more access to youth.

Councilor Moore added that the summer program was very successful. She said that she agreed with Mr. Skov that it was difficult to let another year go by without offering youth passes. Councilor Moore wondered if Parent Teacher Associations (PTA) could get involved. The current youth pass was \$25 a month; she said that she thought there could be ways to engage the community for sponsorships. Mr. Gaydos said that sustainability was the most important. If LTD added a program, then cut it, it could lead to people not trusting in LTD. He said that he did not want to disappoint community members. Mr. Vobora said that he agreed and thought implementation should be 2019.

Mr. Skov returned to a stop-gap measure. He said that he thought a small pot of money from many different organizations could help thousands of kids in the short-term. It could even bridge to a future program. Ms. Jackson said that she heard committee members' sense of urgency. She said that she went to a local nonprofit that worked with unhoused families, and transportation was a barrier to them getting housed. Ms. Jackson noted that with a one pass program that included all family members, children and parents could not ride separately. The

community encouraged LTD to offer a comprehensive pass that worked for all family members. Ms. Jackson said LTD was currently brainstorming how to implement the pass quicker. She said that LTD knew funding would come 2019, so that was the latest implementation date, but the goal was to implement it sooner and perhaps get reimbursed. Ms. Jackson reiterated that LTD wanted to ensure the logistics were handled correctly. She added that LTD could put a stop-gap to direct funds toward, but then the focus would be on a stop-gap measure, rather than the solution. Chair Eyster asked to move to the next agenda item, as the meeting was running over time.

COMPREHENSIVE OPERATIONS ANALYSIS (COA) AND PEDESTRIAN NETWORK ANALYSIS (PNA) – This item was moved to a future agenda.

CITY OF EUGENE BIKE SHARE — Bike Share General Manager Lindsey Hayward said that in the past week the City of Eugene had a press announcement event for the bike share. She said that Mayor Vinis had the honor of announcing the title sponsor which was Peace Health. Ms. Hayward said that she was excited to have a local sponsor invest in the program. At the event, staff unveiled the brand of bikes. Ms. Hayward told the committee that staff was gearing up for a launch on April 19, 2018, when they would be doing a ribbon cutting of bike stations. She handed out postcards advertising the program to Committee members. At the March meeting, Ms. Hayward would provide updated information about bike share's spring launch and pricing model.

Ms. Moore asked about future involvement with the City of Springfield. Ms. Hayward said the City of Eugene funded the initial program, but that she had spoken with Emma Newman about possibilities for the future. She said that she knew it was an interest of the community and Peace Health – she noted there was one station at River Bend. Ms. Reid said Willamalane was also very interested in supporting the program. Ms. Hayward concluded stating that there would be more outreach opportunities.

ELECTRIC BUS ROLL-OUT— This item was moved to a future agenda.

STANDING PROJECT AND COMMITTEE REPORTS

Main-McVay Transit Study: Project Manager and Senior Planner Molly Markarian introduced herself and provided a presentation on the Main Street Safety Project and the Main-McVay Transit Study. There were three phases of the Main-McVay Transit Study. Phase I occurred in 2015 when LTD and the City of Springfield worked extensively with the community to develop a range of possible transit options for the Main Street corridor. Ultimately, the LTD Board and Springfield City Council endorsed a range of options. The study went into Phase II to evaluate those options. The goal was to have a locally preferred solution. In 2016, the City was awarded funding to construct a safety median on Main Street, while ODOT pledged to fund an extensive community planning effort to help determine where the median would be most appropriate. She concluded the transit study was paused at the time.

Ms. Luftig said the Main-McVay Transit Study was not only for transit but for re-envisioning Main Street and how it could improve the accessibility, especially for those taking the bus, walking, or biking. Many concepts focused on adding infrastructure and making it feel more comfortable for people using Main Street and McVay Highway. They conducted extensive outreach to business and property owners along Main Street to ensure they understood what the project involved and to understand their concerns and possible future opportunities.

In response to a question from Chair Eyster, Ms. Hoell said the project was officially put on pause as of September of 2016. Chair Eyster asked someone to explain the governance team. Ms. Hoell said a governance team (GT) convened to provide strategic direction for the Main-McVay Transit Study. The team included representatives from ODOT, LTD, and the City of Springfield. Mayor Lundberg also sat on the governance team. She explained it was the decision-making body which provided guidance and oversight of the project, and then work with Springfield City Council and the LTD Board of Directors. Mr. Eyster asked if the governance team was paused. Ms. Hoell said yes, and added the last meeting was early May of 2017 to give an update on the safety project.

Ms. Markarian said that she met with the Springfield City Council in summer 2017 and received direction on how to proceed with the project. They then returned in November 2017 to review the scope of work that was developed with ODOT, the consultant team, and LTD. Ms. Markarian pointed out that the project was a collaborative effort between the City of Springfield, ODOT, and LTD. Ms. Hoell was LTD's lead on the project while Bill Johnston was the ODOT Project Manager.

Ms. Markarian provided background on why they were doing the Main Street safety project. In 2011, the City Council gave staff direction to improve safety on Main Street. The following year, ODOT and the City completed Main Street's safety study, which made a number of recommendations for improvements. Over the subsequent six years, the City and ODOT implemented crossing improvements on Main Street, such as rapid flashing beacons. In 2016, ODOT awarded All Routes Transportation Safety (ARTS) funding for \$3.9 million to the City of Springfield to install a raised center safety median and also pledged to fund the planning phase. Ms. Markarian said that over the course of 2017, the team did a lot of project coordination and scope development. They were very close to having a finalized scope of work with the consulting firm.

Ms. Markarian explained funding for the project was a combination of ODOT dollars and City staff time. The project would be staffed with an extensive consultant team, City staff, and ODOT staff. Ms. Markarian provided an overview of the tasks and timeline. She said the planning phase would take about three years. Springfield City Council requested City staff look at ways to shrink the timeline as much as possible. Ms. Markarian noted they were not starting fresh because lots of work had already been done for the Main-McVay Transit Study. Task 1 was project oversight and project management; Task 2 was public involvement; Task 3 was looking at the economic impact of safety improvements; Tasks 4 and 5 was inventory and analysis of existing conditions; Task 6 was future baseline travel forecasts & conditions analysis; Task 7 was developing a problem statement and principles; Task 8 was develop and evaluate alternatives; Task 9 was policy and ordinance amendments; Task 10 was prepare facility plan; and Task 11 and Task 12 were the adoption process.

Ms. Markarian said the team would be going to City Council and the governance team throughout the project, but during the adoption phase was where those two bodies would make decisions on the potential median concept. Ms. Markarian said stakeholder involvement was critical for the project. She explained they would work with the consultant team to create an outreach and engagement plan. She said they would be working with ODOT, the City, LTD, the school district, the Springfield Utility Board, and Department of Land Conservation and Development (DCLD) for technical analysis. They needed to procure a consultant team, and the City needed to finalize its intergovernmental agreement with ODOT. Ms. Markarian said they would then receive notice to proceed from ODOT and formally launch the project. They were hopeful the notice would be received in April 2018.

Mr. Eyster asked if the GT was commissioned before the ODOT study was conceived. Ms. Markarian said yes; the GT was for all Main Street projects, not only the safety study. She explained that the bylaws were adjusted to include ODOT participation.

Councilor Moore said from a constituent's perspective; there had been lots of confusion. She said that the very word median had created anxiety. City Council wanted to move forward as fast as possible to get involvement from the public. Chair Eyster said that he thought the City of Springfield asked for the project stop. Ms. Moore said yes, because it did not make sense to work on a transit study without involving the safety piece. She added that businesses on Main Street were concerned. She said that she hoped whoever was brought in for the study would involve the public as much as possible.

Ms. Reid said she was part of the governance team. She said that it seemed the City and ODOT were working on the safety piece, specifically the median. She stated that LTD wanted to help the City, and would help decide what the locally preferred alternative was for the transit route. Ms. Reid asked if the process described was specifically around the median. Ms. Markarian responded yes; the funding was specifically for the study and the median.

Mr. Skov asked what LTD's role was in the study. He wanted to make sure LTD was involved in the process. Ms. Reid said LTD would be engaged throughout to see what the best alternative solution would be if Route 11 did not work. Mr. Skov said the work was done and EmX was not selected; the only options were no change or an enhanced corridor. Ms. Reid said yes, but the community does not yet understand those options yet. Mr. Skov said it was important to work on pedestrian safety long term. He wanted to ensure people were engaged in a way that exemplified safety trade-offs. Ms. Moore said the economic study was part of that as well, because businesses were concerned about how the infrastructure update would affect their business.

Commissioner Leiken said that Main Street was still technically Highway 126 so it was under ODOT's jurisdiction, which included access management. He said that he thought it was an opportunity to put the street in the City's hands. He thought ODOT rules would be the biggest challenge for the City, especially when addressing access management. Mr. Skov asked if he meant stakeholder expectations needed to be reset around what ODOT would insist on with the safety project. Mr. Leiken said no, he thought the City had done a superb job in communicating the project to business owners. The long-term issue would be that the City had to follow ODOT rules which became challenging when it came to economic development opportunities. He encouraged the City to continue looking at a jurisdictional transfer in the future.

Mr. Gaydos said LTD did a wonderful job on West 11th, but they received a lot of backlash from the public on the project. He said Springfield and ODOT had an opportunity to let constituents know the Main Street Safety Project was not LTD's doing. Mr. Gaydos explained leadership was important from City Council and the Mayor.

Commissioner Leiken said that he agreed and said it was critical for the City to work along that direction and maintain a strong relationship with LTD to get the public onboard. Chair Eyster attended a City Council meeting in November. He recalled a presentation and thought he remembered two directions from council. One, was they were not happy about the pace of the project. Two, they wanted it to be a coordinated project between LTD, ODOT, and the City. Ms. Moore said it would not make sense to leave LTD out of the planning process if they wanted to improve the corridor.

Chair Eyster clarified that LTD had put the Main-McVay project on hold; he wondered how long that would be for. Mr. Schwetz said they were not sure where the safety project would go. The governance team directed staff to reduce impacts and come up with a minimum configuration. He said they talked about what collaboration would look like, and it involved taking the transit study and working with the City and ODOT on the safety project as they figure out what elements would be made segment by segment. LTD could then look at the impact. Chair Eyster said the Mayor wanted the projects to be considered a single project. Ms. Markarian said the desire was for the community to understand the City was trying to make transportation enhancements to the corridor. There was a transit component, as well as a safety component. The reality was the project management and delivery was that they had to be done separately, due to different funding sources and different regulatory components. Ms. Markarian said staff would do their best to reduce confusion with the public. She said the project paths were still parallel.

Councilor Moore asked whether there was funding set aside for Main Street LTD improvements. Ms. Hoell said four grants were identified. One was a Federal Transit Administration (FTA) grant which had been fully expended for the first three years of work. The remaining three grants were largely untouched at that point, and they totaled about \$315,000. Those funds came from service transportation and urban block grant money. Ms. Hoell said LTD originally envisioned the grant would be primarily used for continued business outreach, as well as for the City to look at the possibility of roundabouts. The money went to LTD, although the grants were joint grants between the district and the City. She noted there was no deadline for the grant. Chair Eyster said that he did not want City Council to be surprised about the long timeline. Councilor Moore said there was concern; however, they understood LTD had other areas to focus on. She concluded stating that it did not make sense to look at Main Street without the safety study completed.

Ms. Reid said the LTD transit study was not just focused on Main Street. It went along McVay Highway and connected to Lane Community College. Ms. Reid said the governance team was ready to support Springfield, but there was not a lot for them to do at that time. Mr. Skov reminded the committee that part of its role was to outreach to constituencies. At some point, they needed to figure out exactly what the committee was reaching out about. He wanted to make sure people understood the overall purpose. Mr. Skov asked Springfield and LTD staff to direct the committee, if any help was needed. Mr. Schwetz thought it was important that the group understand the process of the project.

Commissioner Leiken cautioned how LTD and the City approached the McVay area, because Lane Community College did not have their property included in Envision Eugene meaning it was not part of the urban growth boundary (UGB). If it had been included, LTD could make a case that there would be future development in the area, thus needed improved transit service. He said that he thought it would be easy for LTD to defend going through Glenwood, but it was important to explain why going out to McVay Highway was a good project.

Ms. Hoell added that Emma Newman was a Senior Project Manager for the City of Springfield. She said that she had been a joint project manager with LTD on transit. As staff looked at coordination along paths of the projects, they concluded that LTD would be watching the safety project, understanding the alternatives the project was developing for the corridor and understanding how transit could fit in. Primarily, LTD would act as a technical advisory committee. Ms. Hoell said the technical advisory committee entailed about 14 meetings over a three year period. At the conclusion of that phase, Springfield staff and LTD would try to understand and match outreach for each phase of the project. The second phase of the safety project would include more significant design work, which would not be for another three years.

Ms. Hoell said they were four to five years out for a locally preferred solution. At that point, construction could move forward for safety improvements; however, transit would be looking for funding.

Mr. Vobora said the process sounded very reactive and not coordinated. He said that he thought it was important to share results from studies to each body. Mr. Schwetz said if there was not a development project on Main Street, LTD would still be involved as the transit operator. He said that he thought it was a question of how work done for transit infrastructure improvement would collaborate with ongoing safety design. Ms. Reid said that she thought there was some political uncertainty within the governmental advisory, but they wanted to be a collaborator in ways they were allowed to be. She said that the hope was that in moving forward they could be transparent. Ms. Brindle said that from the perspective of ARTS, the project was completely a cost-benefit analysis on how to provide the most safety at the lowest price. ODOT was specifically addressing pedestrian safety, so they worked with the City on a number of crossings with pedestrian-activated beacons. They found a need for pedestrians to have a landing spot, instead of crossing five or six lanes of traffic. It was very much about pedestrian mobility, which would be affected if a safety median were installed because it could act as a landing. In addition, the median would affect ADA, transit, sidewalks, and movement of cars. Ms. Brindle said the project was a refinement to a corridor that would look at mobility. The project would change the cross-section of the five-lane facility, slow traffic, and make it more multimodal. She acknowledged the change would have access implications to businesses.

Ms. Brindle said ODOT was mitigating and minimizing impacts to the business community as they put in the safety features. The economic analysis was all about how to get to businesses. She said the scope of work took a long time to put together because of all the players. Ms. Brindle added public outreach will take a long time and involve going business to business. She said a bright side of the long timeline is more opportunity for funding.

Mr. Skov asked a question regarding Bus Rapid Transit (BRT) and federal funding. Ms. Markarian said BRT was still a possibility. Ms. Reid said BRT was not necessary to enhance the corridor. She said that there were a number of other options that could be suitable. Ms. Reid said some political outcry came from small businesses, because they were worried about access. Some thought BRT could be a barrier to access.

Mr. Evans said he was on the first West Eugene EmX committee eleven years ago. It took from 2006-2017 to get the project done. He said that City Council told Springfield a few years ago they wanted to lead the project and not have the political quagmire that occurred in Eugene. Mr. Evans said Springfield and LTD have two different visions. There was the LTD grand vision for BRT, which was not necessarily the same vision Springfield had for transit service on Main Street. He explained the direction Springfield wanted to go was not the same direction that Eugene went. Mr. Evans thought the Committee needed to be cognizant of that fact and follow leadership of City Council and the Mayor. He added that the dynamics of federal funding were changing rapidly. They would not get 80 percent investment from the federal government for BRT.

Chair Eyster said that he had the same impression from City Council, but noted Springfield initiated the Main-McVay Transit Study. Chair Eyster said it was complex, and the project was important to discuss. Commissioner Leiken said the governance committee structure was important. He said that he thought members had to be direct and honest about the issues, so that they could iron out problems behind closed doors and return to the public with a deal.

Chair Eyster said he saw two potential wrinkles in the project. First, he said City Council and the city government wanted it done faster, but the project could not be faster than five years. He said that he wondered if that timeline was understood. Second, Chair Eyster said the project was supposed to be coordinated and collaborative. He said that he did not think 14 meetings over three years constituted collaboration. Chair Eyster said that he thought it was a misnomer to call it a collaboration, and he was not sure how to reconcile that difference. Ms. Markarian said that while the governance team would be the primary consensus body for the project, ultimately OTC and City Council will be making a decision on the facility plan. She said that they would use the governance team as a check-in point along the way to build consensus around the project and address concerns earlier. Chair Eyster said that he wondered who called the governance team to meet. Ms. Markarian said City staff or City Council. Chair Eyster said that he wondered when they would get the governance team together again. Ms. Markarian said City staff did not feel comfortable calling another meeting until receiving the notice to proceed, which would likely be in April 2018, making it a year since the last meeting.

MovingAhead: This item was moved to a future agenda.

Ridership Report: This item was moved to a future agenda.

NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT — There was no discussion of this agenda item.

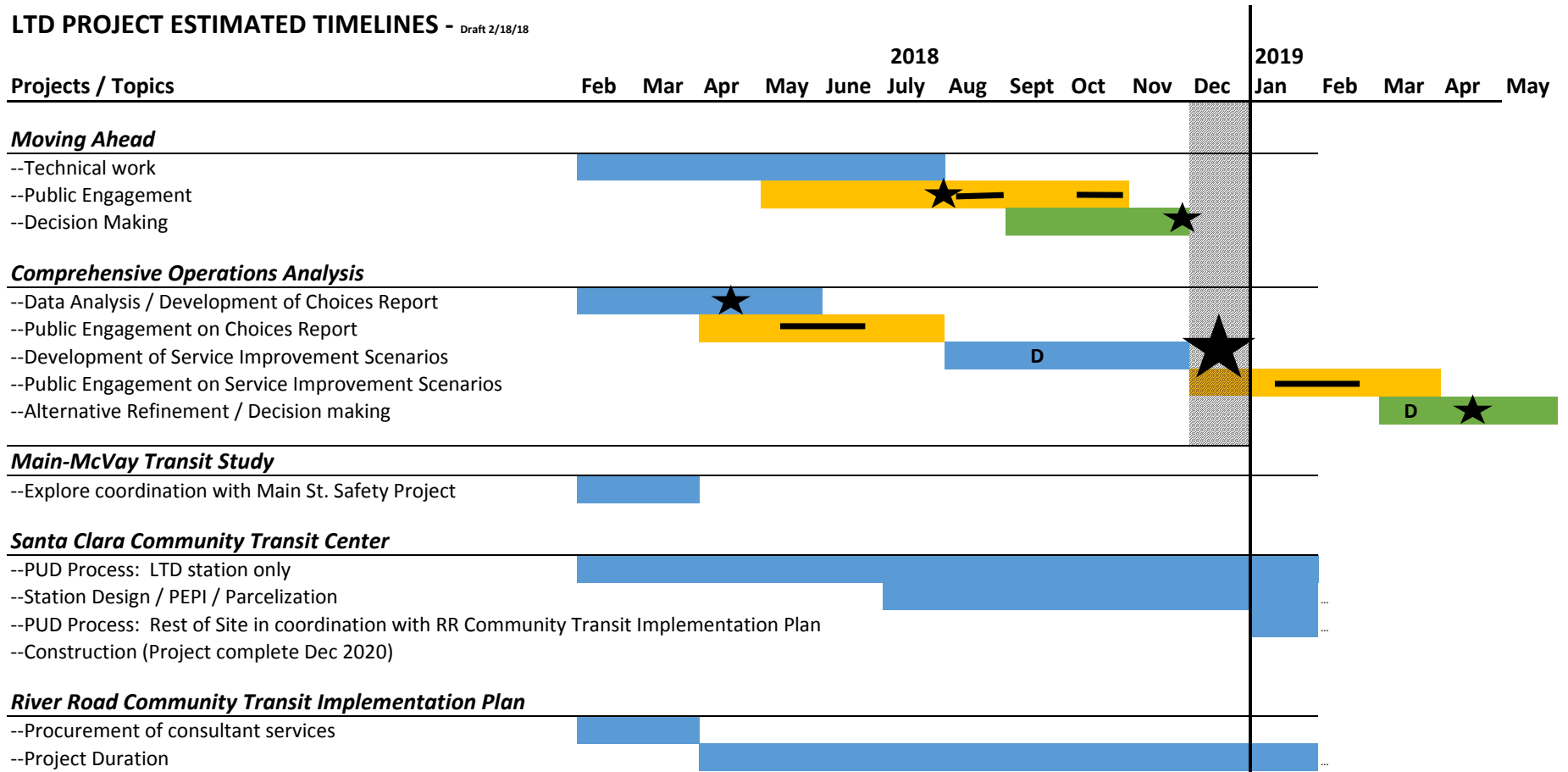
ADJOURNMENT — Chair Eyster adjourned the meeting at 7:25 p.m.

(Recorded by Marina Brassfield)

LTD Strategic Planning Committee Work Plan, 2018–19 (Draft 1/30/18)

<p>February: 4/06/2018</p> <ul style="list-style-type: none"> • Youth Pass • COA Kickoff • City of Eugene Bike Share: sponsor • Electric Bus Roll-Out • Main-McVay – Coordination w/ Safety Project • MovingAhead • System Ridership report 	<p>March: 3/06/2018</p> <ul style="list-style-type: none"> • Bylaws Update • City of Eugene Bike Share: Launch update • 2021 World Championships • Quarterly Vision Zero Progress Report • MovingAhead • Santa Clara Community Transit Center 	<p>April: 4/03/2018</p> <ul style="list-style-type: none"> • HB 2017 Update • Fare Management • Future of Transit: Uber/Lyft/AVs/MicroTransit
<p>May: 5/01/2018</p> <ul style="list-style-type: none"> • COA Choices Report • Electric Bus Roll Out 	<p>June: 6/05/2018</p> <ul style="list-style-type: none"> • Quarterly Vision Zero Progress Report 	<p>July: Recess due to Independence Day</p>
<p>August: 08/07/2018</p> <ul style="list-style-type: none"> • COA: Results of Public Engagement • MovingAhead 	<p>September: 09/04/2018</p> <ul style="list-style-type: none"> • Quarterly Vision Zero Progress Report • MovingAhead 	<p>October: 10/02/2018</p> <ul style="list-style-type: none"> • COA Service Improvement Scenarios • System Ridership report (Annual) • MovingAhead
<p>November: 11/06/18</p> <ul style="list-style-type: none"> • MovingAhead 	<p>December: 12/04/2018</p> <ul style="list-style-type: none"> • Quarterly Vision Zero Progress Report 	<p>January: 1/08/2019</p> <ul style="list-style-type: none"> •

LTD PROJECT ESTIMATED TIMELINES - Draft 2/18/18



LEGEND

- Technical work
- Public Engagement (Comment Period)
- Decision Making by LTD Board
- ★ Major Deliverable Due
- D** = Core Design Retreat
- Major Holiday time period

Sources of Project Risk

- Number of reviews needed for key deliverables
- Availability of key staff from Partner Jurisdictions
- Desire by community for more Public Engagement
- More time needed by decision makers to digest information and make decisions
- Data availability and completeness

MovingAhead Project Schedule	2018											
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
<i>Technical Work</i>												
Complete Alternatives Analysis (AA) Draft												
Values public opinion poll												
Internal staff review												
Final editing, layout, and graphics												
Publish draft AA												
<i>Public Engagement</i>												
Audience building /engagement												
Targeted outreach												
1st public comment period												
Corridor-specific open houses												
2nd public comment period												
Community-wide open house												
<i>Decision Making Process</i>												
Sounding Board												
Strategic Planning Committee												
Oversight Committee												
Eugene City Council/LTD Board												

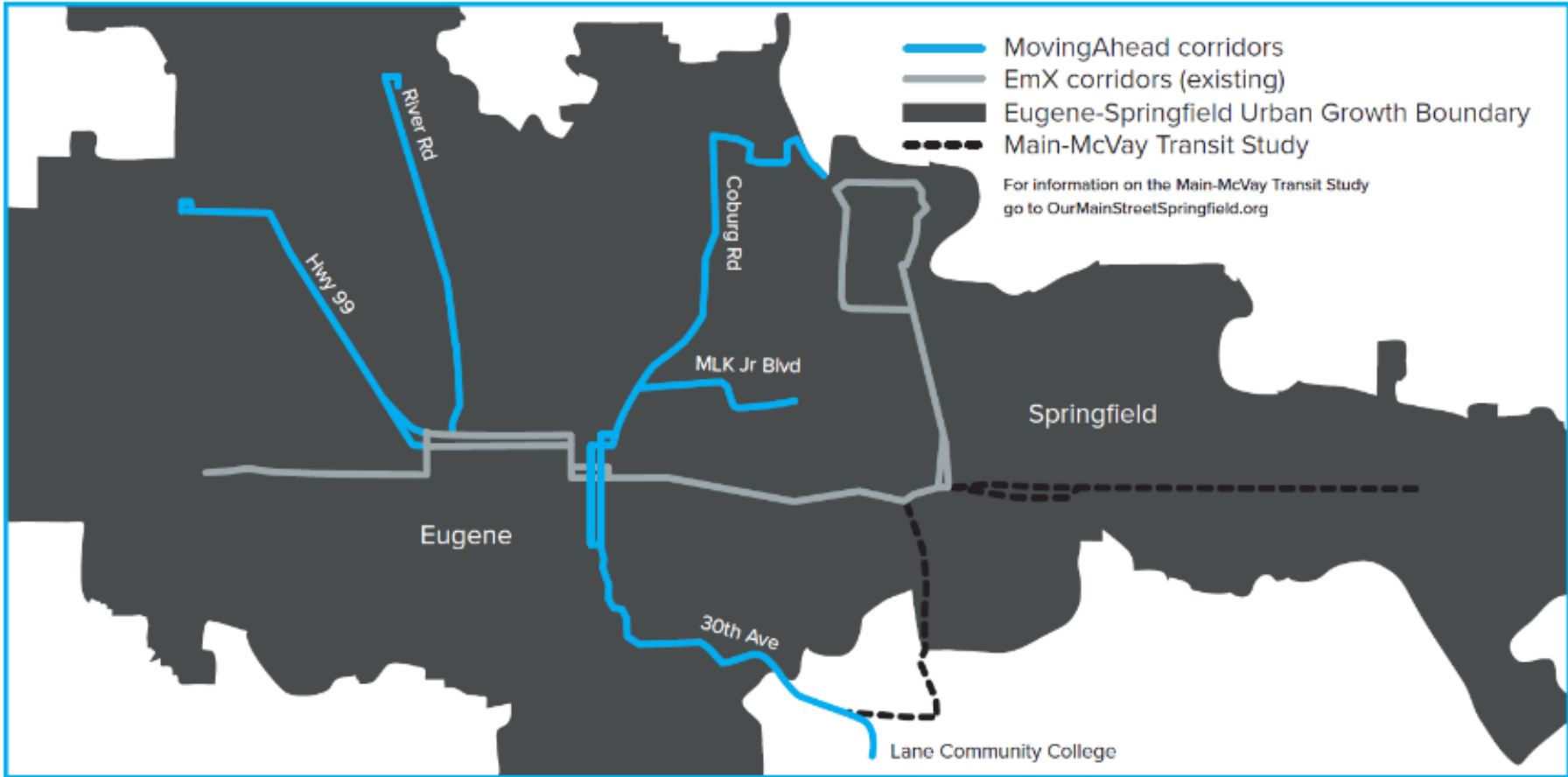




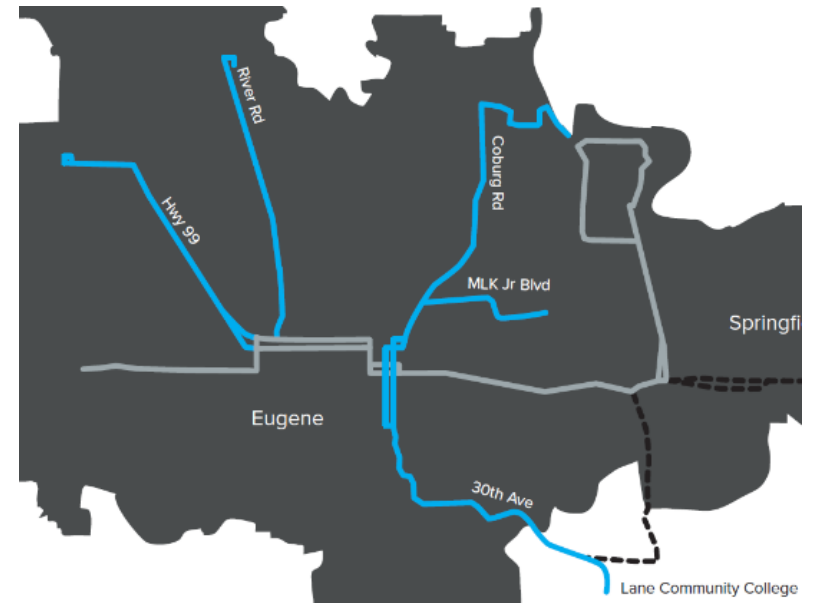
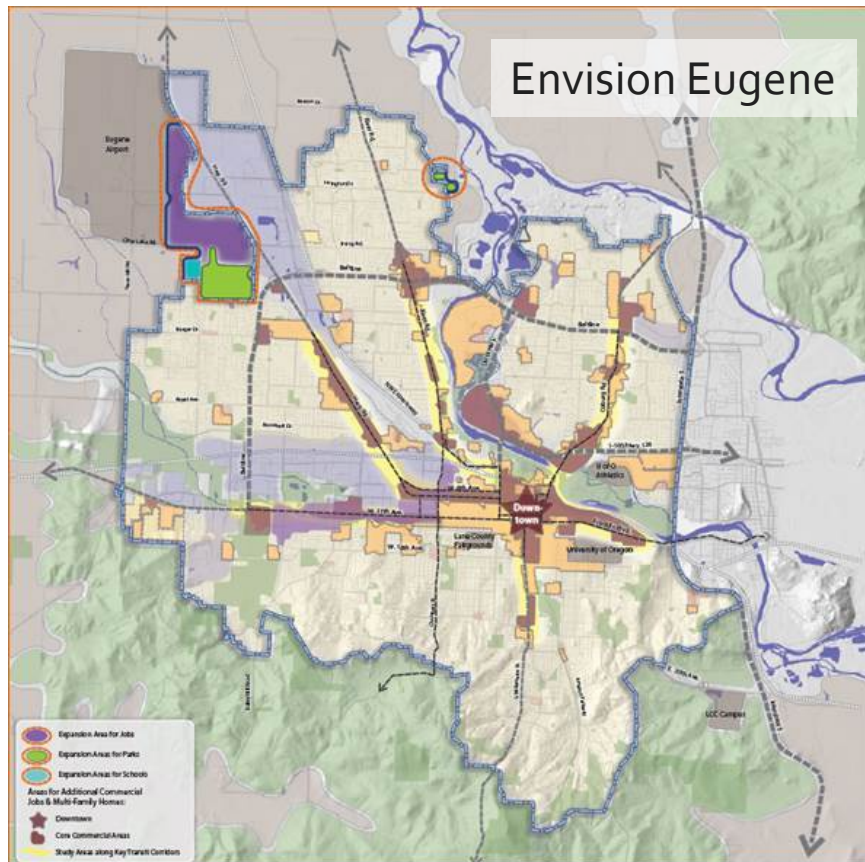
MovingAhead

STREETS AND PLACES REIMAGINED

MovingAhead.org



Integrating Land Use and Transportation Planning



Changing the Conversation

System-level, multi-modal, integrated

"How will we construct BRT in the corridor?"

"What role does transit play in the community's vision for your corridor?"



Range of Transit Choices

Fixed route service

Enhanced corridor

Comprehensive EmX



Service frequency



Improvements to enhance reliability on congested streets



Rider amenities at stops/stations



Transportation for Everyone



Safe and accessible transportation for people riding the bus, walking, biking, or driving.

New Approach to Corridor Development

- Look at multiple corridors at one time
- Better integrate transportation, land use, and environmental planning
- Full collaboration with partner agencies
- Scalability
- Effectively change community conversation



Past engagement: Input

- Designs came directly from the corridor communities

If we come back in 20 years and we've been successful in this corridor, what kind of place is it? How are people getting around?

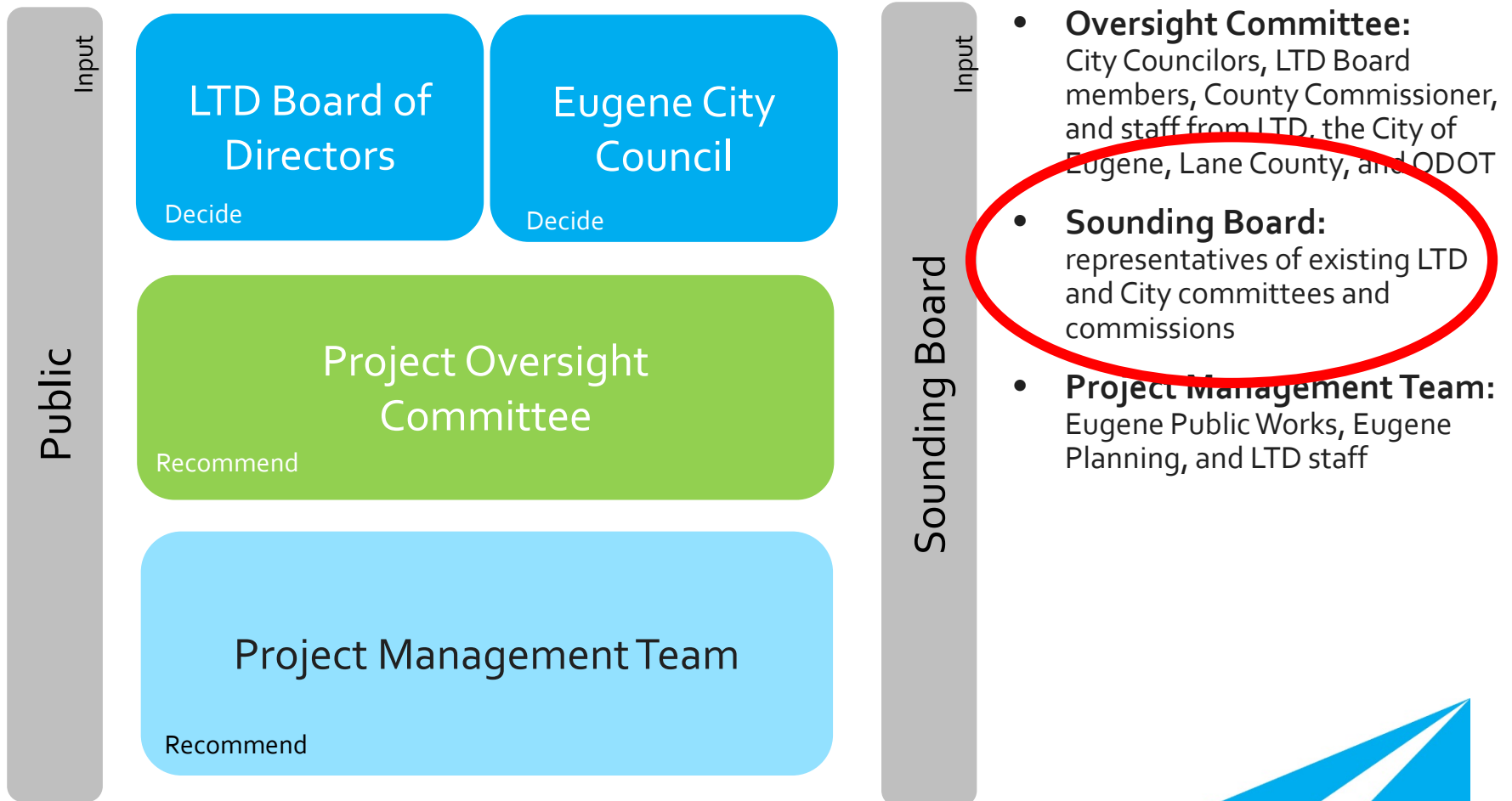


Upcoming engagement: feedback loop

- Open houses
- Online open house
- Surveying
- Neighborhood meetings
- Listening sessions
- Tabling
- Corridor outreach
- Targeted outreach



Decision-Making Process



**Phase
1**

10 BRT & FTN Corridors

- Tiered evaluations
- Identify and prioritize corridors ready for capital investments in BRT or multimodal infrastructure

**BRT Corridors ready
for near term
capital investment**

**Non-BRT Corridors
ready for near term
capital investment**

**Corridors not
ready for near
term capital
investment**

**Phase
2**

**Preliminary
Engineering & NEPA
Documentation**

**City or LTD Capital
Improvements
Program (CIP)**

**Reconsider in
future**

Fatal Flaw Screening

EmX and Frequent Transit Network (FTN) Corridors

- Screening of corridors identified in the EmX System Plan and Frequent Transit Network
- Identify corridors not ready for capital investments in multimodal infrastructure
- Advance corridors likely ready for investments in multimodal infrastructure to next level of evaluation

Level 1 Evaluation

Corridors Likely Ready for Multimodal Infrastructure Investments

- Develop corridor concepts, cross sections, and order-of-magnitude cost estimates
- Conduct high-level PNGO-based evaluation of corridors
- Determine community interest in corridor investments
- Identify corridors most ready for near-term investments in multimodal infrastructure

Level 2 Alternatives Analysis

Corridors Ready for Near Term Investments

- Corridor concept and cross section refinement, including alternatives
- Order-of-magnitude costs refinement
- NEPA-compliant Alternatives Analysis
- Select corridors for development and NEPA documentation

Phase 1 final outcome

Selection of a preferred investment package of multimodal improvements



Selecting Preferred Investment Package



Original process

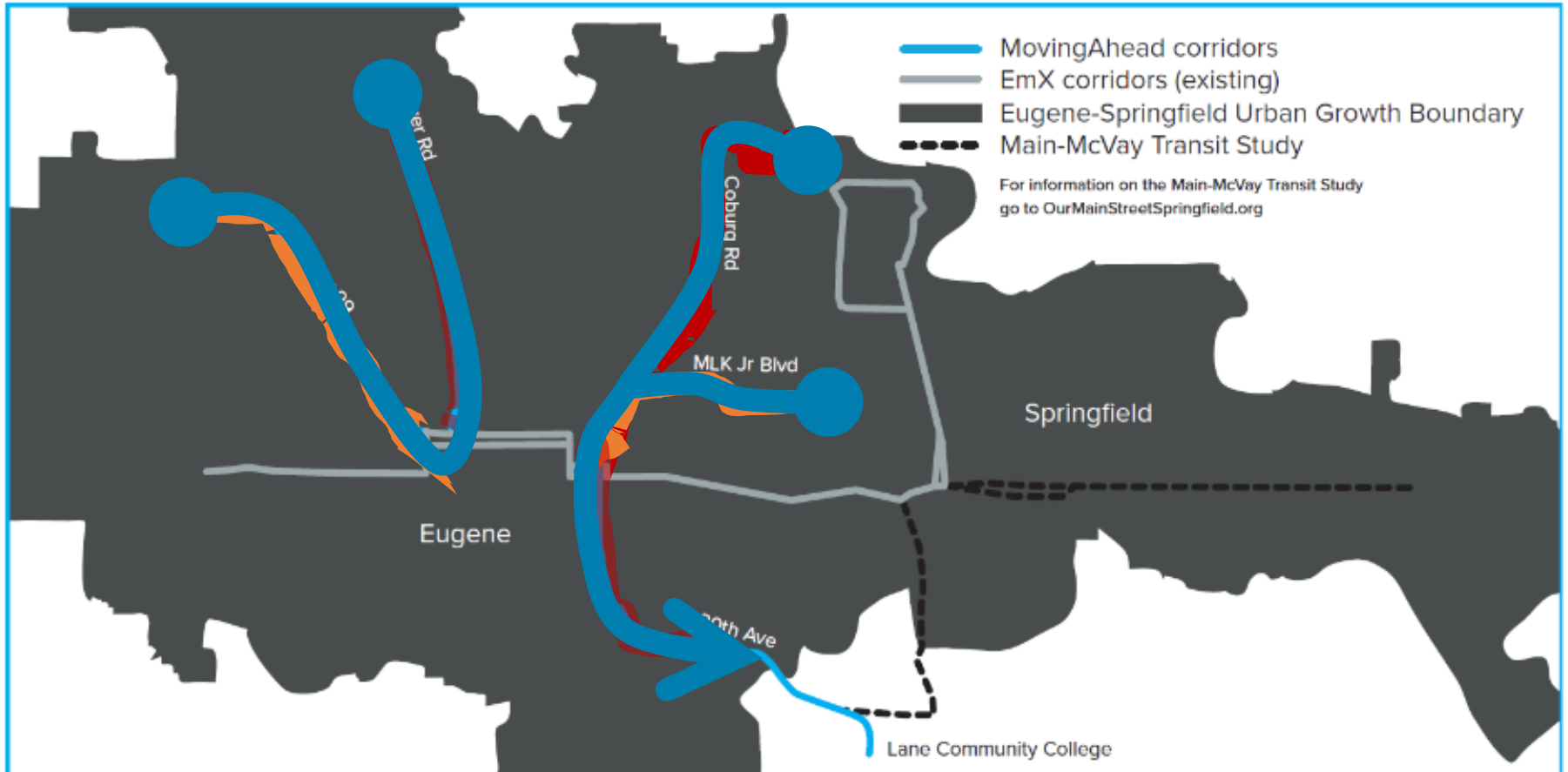
Step 1

Select 1
Alternative for
each Corridor

Step 2

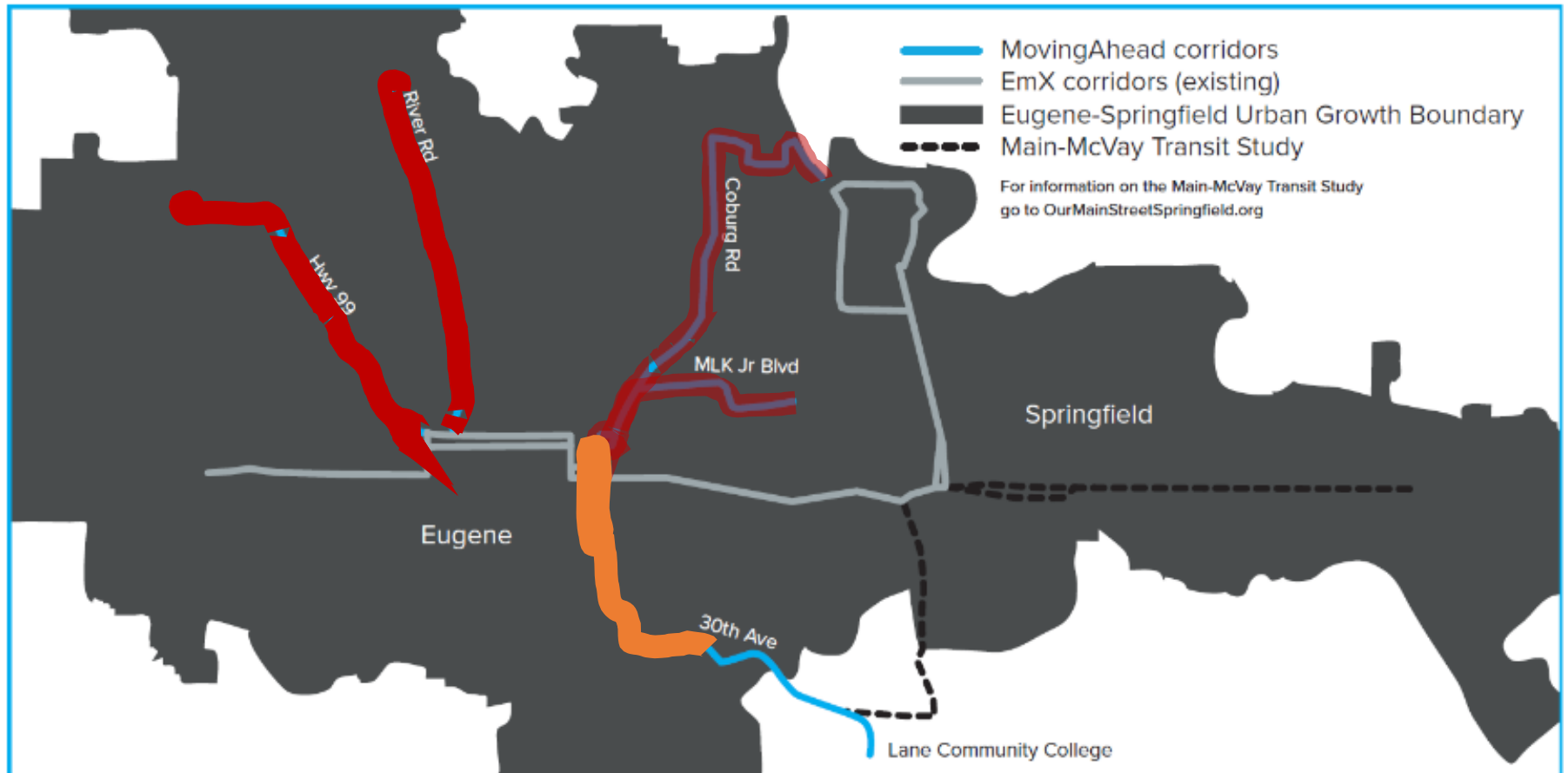
Prioritize selected
Alternatives
1..2..3...4...5

New process – evaluate packages



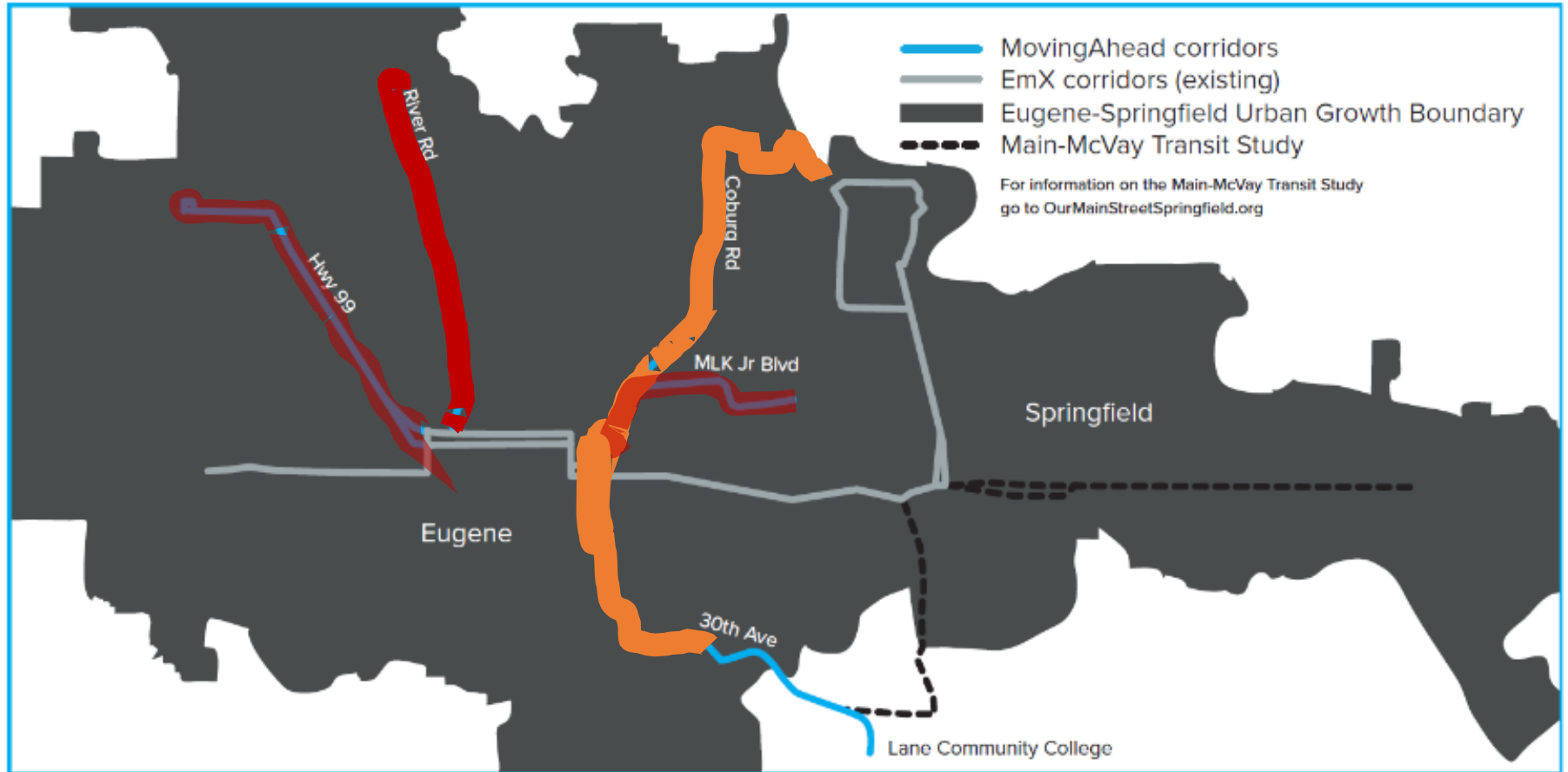
Illustrative Examples

New process – evaluate packages



Illustrative Examples

New process – evaluate packages



Illustrative Examples



Project Schedule

MovingAhead Project Schedule	2018											
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
<i>Technical Work</i>												
Complete Alternatives Analysis (AA) Draft	■	■	■	■	■							
Values public opinion poll		■										
Internal staff review					■	■						
Final editing, layout, and graphics					■	■	■					
Publish draft AA								★				
<i>Public Engagement</i>												
Audience building /engagement					■	■	■	■	■	■		
Targeted outreach					■	■	■	■				
1st public comment period								■				
Corridor-specific open houses								■				
2nd public comment period										■		
Community-wide open house										■		
<i>Decision Making Process</i>												
Sounding Board			■				■		■	■	■	
Strategic Planning Committee			■				■		■	■	■	
Oversight Committee				■			■		■	■	■	
Eugene City Council/LTD Board				■			■		■	■	■	★

Questions + Discussion





March 6, 2018

To: Strategic Planning Committee (SPC)
From: Edward McGlone, Director of Public Affairs
Subject: Potential HB 2017 Advisory Committee Structures

Dear Strategic Planning Committee Members:

Oregon HB 2017 created a new source of statewide transit funding to be distributed to transit agencies. The law requires that in order for transit agencies to receive funding, each agency must create an Advisory Committee to review and recommend projects to the agencies' governing bodies. The statute and subsequent rulemaking proscribes a number of membership requirements and other bylaw mandates that must be followed by the advisory committees.

The SPC has previously indicated interest in serving as LTD's Advisory Committee. In order for SPC to serve in that function, changes would need to be made to both the membership and bylaws of the SPC. The LTD Board of Directors has asked SPC for their guidance on three potential approaches to formation of the advisory committee:

1) Expand SPC membership and revise bylaws

For SPC to serve as the advisory committee, the current membership would need to be expanded and revised and bylaws would need to be changed in accordance with rulemaking. Specifically, members designated as representing the following groups would need to be added to the SPC roster:

- A. low-income individuals;
- B. individuals age 65 or older or people with disabilities;
- C. Public Transportation Service Providers or non-profit entities which provide public transportation services; and
- D. K-12 education providers.

These new representatives would serve as full time members of the SPC and be expected to attend all meetings of the committee, even if it is not conducting business directly related to the work of an Advisory Committee under HB 2017.

2) Create unique, independent Advisory Committee

The Board could create a unique Advisory Committee that is independent of SPC that complies with the membership requirements and bylaws proscribed by rule and statute.

SPC members could serve on the Advisory Committee and/or SPC could have official representation on the Advisory Committee. This committee would meet on an as-needed basis and in compliance with the requirements of HB 2017.

3) Create a new Advisory Committee that is inclusive of SPC membership

The Board could create a unique Advisory Committee that includes in its roster parts or the entirety of SPC’s membership and the other required representative groups as directed by rule. This group would meet on an as needed basis and in compliance with the requirements of HB 2017. When called, the Advisory Committee meetings could meet at the same time and location as the regularly-held SPC meeting to reduce the number of meetings volunteers are asked to attend.

<u>Advisory Committee Scenario Impacts</u>			
	Option 1	Option 2	Option 3
Required Meeting Frequency	Monthly	Minimum twice/year	Minimum twice/year, replace SPC meetings when convened
Minimum Membership	Current SPC + Option 2	7 members Must meet at least 1 of 16 membership criteria At least 1 representative from out of District At least 1 representative from each of 4 different groups	Selected SPC + Option 2
Bylaw Requirements	Amend current bylaws to include Option 2	Specific subjects required by rule	Same as Option 2

Thank you for your consideration of these options and I look forward to sharing your feedback with the Board of Directors.

Sincerely,

Edward McGlone
Director of Public Affairs