



LANE TRANSIT DISTRICT STRATEGIC PLANNING COMMITTEE MEETING

Tuesday, August 7, 2018
5:30 p.m. to 7:30 p.m.

LTD BOARD ROOM

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

AGENDA

<u>Time</u>		<u>Page</u>
5:30 p.m.	I. CALL TO ORDER	
5:31 p.m.	II. ROLL CALL	
	<input type="checkbox"/> Mike Eyster (Chair) <input type="checkbox"/> Josh Skov (Vice Chair) <input type="checkbox"/> Frannie Brindle <input type="checkbox"/> Carl Yeh <input type="checkbox"/> Gerry Gaydos <input type="checkbox"/> Andy Vobora <input type="checkbox"/> Sid Leiken <input type="checkbox"/> Annie Loe <input type="checkbox"/> Sheri Moore <input type="checkbox"/> Kate Reid <input type="checkbox"/> Vacant <input type="checkbox"/> Greg Evans <input type="checkbox"/> Lindsey Hayward <input type="checkbox"/> Amy Cabbage <input type="checkbox"/> Matt Nelson	
5:32 p.m.	III. COMMENTS FROM THE CHAIR	
5:35 p.m.	IV. AGENDA REVIEW	
	<i>This agenda item provides a formal opportunity for the Chair to announce additions to the agenda, and for Committee members to make announcements.</i>	
5:40 p.m.	V. AUDIENCE PARTICIPATION	
	<ul style="list-style-type: none"> ◆ <i>Public Comment Note: This part of the agenda is reserved for members of the public to address the Committee on any issue. The person speaking is requested to sign-in on the Audience Participation form. 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 Committee from your seat.</i> ◆ <i>Citizens testifying are asked to limit testimony to three minutes.</i> 	
5:45 p.m.	VI. APPROVAL OF MEETING MINUTES	3
	Action Needed: <i>Vote to approve minutes from June 5, 2018</i>	
5:50 p.m.	VII. OFFICER ELECTIONS	
	Action Needed: <i>Vote to elect committee officers for 2018-2019</i>	
	<i>Committee members will elect a committee chair and vice chair for 2018-2019.</i>	
5:55 p.m.	VIII. TRANSIT TOMORROW PUBLIC INVOLVEMENT UPDATE	
	Action needed: <i>Discussion.</i>	
	<i>Staff will provide a verbal update.</i>	

6:10 p.m. XI. STATE TRANSPORTATION IMPROVEMENT FUND (STIF) COMMITTEE

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Action needed: Discussion.

Staff will provide an update regarding the STIF committee applicants and committee start date.

6:25 p.m. XII. NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT

Action Needed: Additions/Changes to SPC Working Agenda (formerly work-plan).

The Chair will ask for updates to be added to the working agenda and which month they should be placed.

6:30 p.m. XIII. 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, June 5, 2018

Pursuant to notice given to *The Register-Guard* for publication on May 29, 2018, 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, June 5, 2018, 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
Amy Cabbage
Sheri Moore
Kate Reid
Rick Satre
Andy Vobora
Carl Yeh (via teleconference)
Aurora Jackson, LTD General Manager

Absent: Greg Evans
Gerry Gaydos
Lindsey Hayward
Sid Leiken
Annie Loe
Matt Nelson

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

COMMENTS FROM THE CHAIR — There were no comments.

AGENDA REVIEW — Mr. Skov asked that a discussion of LTD's proposed services changes be added to the agenda. Mr. Eyster said the discussion would occur following approval of the minutes.

AUDIENCE PARTICIPATION

Rob Zako, Eugene, Oregon, representing Better Eugene-Springfield Transportation (BEST), distributed copies of a memorandum dated June 5, 2018, from BEST to the SPC regarding coordination of LTD's major efforts. He noted that LTD's Service Committee reviewed proposed service changes, but the SPC also had an interest in them as it represented the community and should be aware of what LTD was considering. He said one of the proposed changes was to split the EmX line in two, with a West Eugene to Springfield line and a Springfield to Gateway line and since the SPC was formerly the EmX Steering Committee that was something in which it should be interested.

Mr. Zako pointed out the list of major efforts in which LTD was involved, as set forth in the memorandum. He said while the SPC discussed those projects at different times, it should be aware of the big picture and suggested a "cheat sheet" that included all of the projects, relationships among them, timelines and how decisions about one project affected others.

MOTION APPROVAL OF MEETING MINUTES — Ms. Moore moved to approve the May 1, 2018, Strategic Planning Committee minutes as submitted. Mr. Satre provided the second.

VOTE The motion was approved as follows:

AYES: Brindle, Cabbage, Eyster, Moore, Reid, Satre, Skov, Vobora, Yeh (9)

NAYS: None

ABSTENTIONS: None

EXCUSED: Evans, Gaydos, Hayward, Leiken, Loe, Nelson (6)

PROPOSED SERVICE CHANGES — Mr. Skov distributed a document entitled *Areas for Improvement in Service Changes Documentation*. He said the document addressed how LTD was communicating with the public about service changes. He expressed concern that the very limited information provided on LTD's website did not allow the public or transit users to understand the impact of the changes on specific routes or the system overall, nor did it provide a context for the changes or allow people to draw conclusions about them. He said that while the service adjustments were characterized as "changes," in fact they represented cuts to service and should be called that, otherwise it was misleading to the community.

Mr. Vobora said that he agreed that it was difficult to understand the service changes and including football service on the list as a consideration, with no additional information, was confusing. He stressed the importance of transparency and the need to be out in front to such issues in order to avoid a backlash in the community. He noted that LTD had recently increased service to support EmX West, but the community did not have a context for why other services were now being cut.

Ms. Moore asked about the origin of the proposed cuts. Ms. Jackson said LTD's financial position and service delivery over the past three years were under review and staff had been tracking the efficiency and productivity that had been added over that period. She said some of the added service, such as on weekends, had been very productive, but there had not been concurrent adjustments in areas where service was unproductive. Once service adjustments to support EmX West had been completed, staff took a two-pronged approach to review of the system. Some adjustments made during the winter had been very productive, which served to protect and sustain those routes. The agency, however, determined it would need to inflate its budget in order to sustain routes that were non-productive. Public conversations with the Board about budgetary issues began in September 2017 and after a series of discussions staff began to develop strategies for addressing those issues. Because of the other major initiatives under way at that time, including the launch of EmX West and moving quickly to implement the COA process, there was insufficient time to conduct a traditional annual route review. Instead, non-productive routes were reviewed for adjustments that could be made within the existing budget. She emphasized that the Board had not made any decisions about the proposed changes and there would be an open engagement process. She said the list of changes had been presented to the Board at its last meeting and staff had been given direction on how to proceed, including changes to how University of Oregon football service was provided.

Director of Public Affairs Edward McGlone said opportunities for public comment included submission of comments via email, online and in writing, a public hearing at the June 20 Board meeting, direct outreach to the community at the Eugene and Springfield stations and community groups.

In response to a question from Mr. Eyster, Ms. Jackson said the Board would be provided with all of the community feedback at its June 20 meeting and it would be up to the Board to decide if it wanted to take action on the proposed changes at that time.

Mr. Vobora asked if the changes would be implemented in the fall bid or could be delayed past that point. Ms. Jackson said implementation of changes could be moved to the winter bid if the Board postponed its decision.

Mr. Eyster said he had received considerable input from a variety of people over the past weeks and the message he heard had less to do with whether the cuts were a good idea or necessary, but more related to concern that LTD was not putting itself in the customer's place and the lack of details about what was being considered. He said that when he was on the Board and service adjustments were being considered, the meeting space would be filled with people who wanted to testify at the public hearing. He noted that only one person had testified during the public hearing on service adjustments at the Board's May 16, 2018, meeting. He implored the District to be more sensitive to the needs and concerns of bus riders. Ms. Jackson thanked Mr. Eyster and invited any suggestions for increasing public engagement, particularly at Board meetings. She said it had been difficult to achieve engagement at public hearings.

Ms. Reid said LTD had a flexible public engagement plan that employed a wide range of options and multiple platforms for providing input. She said when service adjustments around EmX West were being considered a large amount of feedback had been provided through online comments and the Board found that very helpful, but in-person comments at meetings had been very low. She said LTD was engaged in many activities on which public comment was needed and as a Board member she wanted to know what communication paths were best from the perspective of the community.

Ms. Jackson said LTD was aware that those most affected by service changes were the riders and that was why staff conducted tabling at transit stations during peak times. She said staff had reached out to news media about covering a tabling event as a way to reach more people.

Mr. McGlone said that just over 15 comments had been received to date. He said the website had endeavored to provide key information without over-burdening people with too much detail. He said website information related to scheduling or route changes included maps and new proposed schedules so riders could determine if they were going to be affected by a proposed change. He said typically transit agencies did not provide revised schedules this far in advance of implementing changes, but LTD chose to do that so the community would be better informed. Helpful feedback had already resulted in working with the University to avoid problems for students and faculty. A second public hearing would be held at the June 20 Board meeting and a press release would be issued. Tabling to reach bus riders was also continuing.

Mr. Skov said that he appreciated the information from staff, but remained concerned about the quality of website information regarding service changes when LTD was trying to foster conversations about the system as a whole.

Mr. Eyster urged LTD to identify the service adjustments as service cuts.

MAIN STREET PROJECTS — Ms. Reid reported that the Main/McVay Governance Team had recently met and engaged in a robust discussion of transit's role of the Main Street safety study currently in progress. She said there was agreement that transit was an integral part of the safety study along that busy route and the team also approved moving forward with the Main/McVay transit study concurrently with the safety study. She said LTD would remain the lead for the transit study and the safety study lead would be clearly identified to distinguish it from LTD's project. She said LTD would remain part of the Governance Team to support its work and help to identify the transit mode choice for the corridor.

Mr. Eyster was pleased that the transit study was no longer on pause and it was now clear that the City of Springfield wanted it to move forward. He noted the Governance Team was scheduled to meet quarterly and could maintain momentum. He said that he felt the two projects were now better integrated.

Ms. Brindle said the Governance Team also agreed on protocols and when the safety project was discussed publicly members of the team would be informed about the information to be provided and the audience that would receive it. She said team members placed high importance on avoiding confusion for constituencies along the corridor who would be affected by the processes, either as a transit user, business owner or transportation provider, by providing a coordinated message.

Mr. Skov asked if there would be a cost associated with renewing work on the transit study and how would the study fit with LTD's capacity given all of the other projects in progress. Director of Planning and Development Tom Schwetz replied that the transit project was already funded and even those the project had been paused, those funds were still available. He said the technical work done to date was adequate to develop a decision-making process for choosing a transit mode, whether that was EmX, enhanced corridor or no build. He said being aligned with the safety project would help to confirm input during the early stages of public engagement about the preferred transit mode on the corridor, which would provide focus for the study.

STATE TRANSPORTATION IMPROVEMENT FUND (STIF) POLICY PRIORITIES — Ms. Jackson provided an overview of LTD's service investments over the past three years. She said about \$6 million of service had been added during that time, the most recent being additions related implementation of EmX West and redesign of West Eugene service to better connect with the new EmX line.

Mr. Skov clarified that his request for this agenda item was intended to help inform the SPC about policy priorities so it could, when acting as the STIF Advisory Committee, provide guidance based on what LTD wanted to achieve with the transit system.

Ms. Jackson said projects that came before the STIF advisory Committee for review and recommendation should be evaluated from the perspective of alignment with the state's priorities

and the District's Long-Range Transit Plan (LRTP). The approach would include consideration of what capital investments would be needed to support future service additions and what other investments would support access to public transportation. She said the Board and the SPC had also been very supportive of a youth pass program and an ad hoc committee was investigating how that program might be structured. She said state goals also related to providing more transit options for low-income households and deploying transit to areas where those households were concentrated. Projects presented to the STIF Advisory Committee would be consistent with those goals and priorities. She noted that more details were provided in the agenda packet.

Mr. Vobora asked for clarification of the allocation of STIF funds between the metro area and rural service. Ms. Jackson said the state had provided a preliminary estimate of \$2.5 million, with \$2.1 million targeted for the metro area and \$400,000 available for rural areas. Mr. McGlone said the state had determined the division of STIF funds, but the LTD Board could, on the advice of the STIF Advisory Committee, choose to allocate more than \$400,000 to communities outside of LTD's service area.

Mr. Vobora observed that under state rules STIF funds could be used for a wide range of activities and asked if LTD would provide a narrower list of uses that were specific to its LRTP. Ms. Jackson said that a primary concern during the legislative and rule-making processes associated with STIF was the need for more service; however, it was recognized that in order to provide more and sustainable service infrastructure improvements were needed. For example, LTD had historically used its capital funds for operating expenses and thus many buses in the fleet were old and operated on diesel, which was not consistent with environmental responsibility.

Ms. Jackson said the Board had been focusing on LTD's financial situation and ways to avoid having to make major service cuts during periods of recession and instead adjust services for better efficiency while protecting core service. She said STIF funds would help the District build reserves in order to sustain service during difficult economic times.

Mr. Skov said it was important to articulate high-level priorities for use of STIF funds, such as expanding ridership and expanding transit options and access in ways directly related to housing and land use goals of the communities being served. He said that he hoped that connecting to emerging modes such as Lyft and Uber would also be a goal in the future. He asked how and when the committee would be able to weigh in on the use of funds.

Ms. Jackson said there was an opportunity to submit projects to the state before the end of the calendar year and another opportunity would occur in May 2019, although submitting projects in the second round would not preclude the District from being reimbursed back to July 1. She said SPC members would be asked to submit an application online for STIF Advisory Committee membership and then staff would determine if there were gaps that needed to be filled in the list of required representation. Lane Council of Governments (LCOG) would assist in reaching out to additional applicants to assure the committee was in full compliance. She noted the STIF Advisory Committee would be staffed by LCOG and specific STIF project proposals would not be discussed with the SPC in order to avoid any appearance of conflict. She said if the SPC had projects it had prioritized and wished to see LTD submit during the first round that could be communicated to the Board and staff could prepare applications.

In response to a question from Mr. Skov, Ms. Jackson explained that if LTD began a STIF eligible project before an application was submitted and the project was prioritized for funding, the District could be reimbursed for project expenditures that occurred between July 1, 2018, and approval of the application. An example was the contract with LCOG to staff the STIF Advisory Committee and project application process, which would begin in July 2018. Another example was a youth pass program.

Ms. Reid said the Board had formed an ad hoc fare committee to discuss fare policy and structure as a whole, including a youth pass program, rather than examining only certain pieces. She said the intent was to look at how the entire fare system was meeting community needs and adapt service and policies to meet those needs.

Mr. Skov left the meeting at 6:30 p.m.

In response to a question from Ms. Cabbage, Mr. McGlone said the fare committee included members with backgrounds in economics and social services.

Ms. Cabbage asked if staff would develop scoring criteria for evaluating STIF project applications and method for prioritizing and would the advisory committee have an opportunity to provide feedback on those. Ms. Jackson said the COA, now called Transit Tomorrow, was the first step in identifying community needs, how service was currently provided and ways to improve delivery of service. She said those results, and the state's priorities, would form the basis for LTD's business plan. She said initial priorities would be capital investments to position the District to expand services. Those decisions would reflect the community conversations that identified needs and priorities.

Ms. Reid commented that the criteria for evaluating STIF projects would be based on state parameters and the STIF Advisory Committee would be functioning as a state advisory committee on the use of STIF funds being used locally. When functioning as the SPC, the committee would staff by LTD and focused on LTD transit community priorities.

Mr. McGlone said that the state would provide a template for STIF project applications and would ask applicants to discuss how projects addressed the state's seven criteria. That would allow for objective comparisons of projects, although a project that did not address the criteria could be considered if the objective values of the project were determined to be worth funding.

In response to a question from Ms. Moore, Ms. Jackson said the STIF Advisory Committee bylaws would be approved by the LTD Board, once final guidance was provided by the state. She expected the bylaws would be approved at the Board's July meeting and encouraged SPC members to submit applications for STIF Advisory Committee membership so the Board could also begin appointments at the July meeting. Any additional appointments to meet committee membership requirements could be made at the Board's August meeting.

COMPREHENSIVE OPERATIONAL ANALYSIS — Mr. McGlone distributed a fact sheet entitled *Transit Tomorrow* that identified the purpose and desired outcomes for the COA. The Transit Tomorrow project began in January 2018 and the first public engagement phase was scheduled from about the end of June through the month of July. The first phase was about gaining a sense of people's values, needs and goals for the transit system from a broader perspective. Based on

technical analyses, a choices report would be released on or near June 25, 2018, and there would be a stakeholder forum on June 26 to which all SPC members were invited. He said a number of forums would also be held across the region to gather public input. An online open house would also give people an opportunity to provide interactive feedback. SPC would be notified when the open house went live and were encouraged to spread the word to encourage participation. When the public engagement phase was completed a preliminary report would be prepared and the technical consultants would take that information and combine it with the large amount of data that had been collected and conduct a multi-day design workshop with transportation planners from across the region to develop a series of scenarios that would be presented in the fall and winter during the second public engagement phase. He said staff was available to make presentations to any interested group or organization.

Several committee members commended LTD for moving forward with the major initiative that Transit Tomorrow represented.

WRITTEN REPORTS AND UPDATES

Moving Ahead — A written report was provided. There were no questions.

State Transportation Improvement Fund Implementation Update — A written report was provided. There were no questions.

NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT — Mr. Eyster polled the committee and there was consensus to schedule the next meeting on July 10.

Mr. Eyster suggested that the memorandum from BEST distributed by Mr. Zako might provide some structure for scheduling future agenda items. Mr. McGlone said staff was preparing reports on the projects listed in the memorandum.

ADJOURNMENT

Mr. Eyster adjourned the meeting at 7:00 p.m.

(Recorded by Lynn Taylor)

AGENDA ITEM SUMMARY

DATE OF MEETING: August 6, 2018

ITEM TITLE: STATE TRANSPORTATION IMPROVEMENT FUND (STIF) COMMITTEE UPDATE

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: Review and Discussion

BACKGROUND

Pursuant to the Oregon Administrative Rule ("OAR") 732-040-0030, LTD must appoint an advisory committee for the purpose of advising and assisting the District in carrying out the purposes of the State Transportation Improvement Fund ("STIF") and prioritizing Projects to be funded by STIF moneys received by the District. The Committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

In addition to any other duties, the Committee may also propose any changes to the policies or practices of the LTD Board of Directors that the Committee considers necessary to ensure that:

1. A Public Transportation Service Provider that has received STIF funds has applied the moneys received in accordance with and for the purposes described in the Project proposal; and
2. A Project proposal submitted by a Public Transportation Service Provider does not fragment the provision of public transportation services.

Pursuant to OAR 732-040-0035(3), the committee must be comprised of at least seven members. The selection criteria provided in the OAR 732-040-0035(5) require that committee members must:

- A. Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and or from the Transportation or Mass Transit District or county; and
- B. Be a person who is a member of or represents one or more of the following:
 1. local governments, including land use planners;
 2. Public Transportation Service Providers;
 3. non-profit entities which provide public transportation services;
 4. neighboring public transportation service providers;
 5. employers;
 6. public health, social and human service providers;
 7. transit users;
 8. transit users who depend on transit for accomplishing daily activities;
 9. individuals age 65 or older;
 10. people with disabilities;
 11. low-income individuals;
 12. social equity advocates;
 13. environmental advocates;
 14. bicycle and pedestrian advocates;

- 15. people with limited English proficiency;
- 16. educational institutions; or,
- 17. major destinations for users of public transit.

Of the 17 criteria listed above, the Committee composition must include at least one member who is a member of or represents each of the following groups:*

- a. low-income individuals;
- b. individuals age 65 or older or people with disabilities; and
- c. Public Transportation Service Providers or non-profit entities which provide public transportation services.

Additionally, the Committee must include members from the district’s area of responsibility, both within and outside District boundaries.

RECRUITMENT AND APPLICATIONS

Applications for the STIF Committee were accepted from June 7 through July 11, and again from July 23 through August 3. Notifications were sent to Lane Area Commission on Transportation (LaneACT), Lane Council of Governments (LCOG), the Strategic Planning Committee, and the Accessible Transportation Committee for distribution to their members.

Below is a listing of the applications that have been received and the qualification criteria that has been met. All applicants except one reside within the LTD service boundary.**

Qualifying Criteria	Name
1. Local governments, including land use planners;	Philip Farrington Michael Johns Kate Reid Richard Satre Sheri Moore
2. Public Transportation Service Providers;*	Kate Reid Ruth Linoz Frannie Brindle Carl Yeh
3. Non-profit entities which provide public transportation services;*	Ruth Linoz
4. Neighboring public transportation service providers;	Ruth Linoz
5. Employers;	David Davini** Richard Satre
6. public health, social and human service providers ;	Eugene Organ
7. Transit users;	Philip Farrington Josh Skov Rob Zako Ed Necker Eugene Organ
8. Transit users who depend on transit for accomplishing daily activities;	Matthew Nelson Ed Necker Eugene Organ

9. Individuals age 65 or older;*	Hoover Chambliss Philip Barnhart Mike Eyster Ed Necker Eugene Organ Richard Satre Sheri Moore
10. People with disabilities;*	Hoover Chambliss Michael Johns Matthew Nelson Ed Necker Eugene Organ
11. Low-income individuals;*	Hoover Chambliss Amy Cabbage
12. Social equity advocates;	Philip Barnhart Josh Skov Rob Zako Mike Eyster Amy Cabbage Eugene Organ Sheri Moore
13. Environmental advocates;	Michael Johns Philip Barnhart
14. Bicycle and pedestrian advocates;	Philip Farrington Sarah Mazze Matthew Nelson Josh Skov Rob Zako
15. People with limited English proficiency;	
16. Educational institutions;	Sarah Mazze Josh Skov Rob Zako Mike Eyster Carl Yeh Sheri Moore
17. Major destinations for users of public transit.	

* Mandatory composition requirements
 ** Resides outside of the service boundary.

ATTACHMENTS: None.

PROPOSED MOTION: None.

Transit Tomorrow: Community Engagement Update

July 31st, 2018

Introduction

This summary provides a high-level overview of the different outreach and engagement opportunities completed, to-date, for the Transit Tomorrow project.

Engagement Goals: Phase 1

- To share information about Transit Tomorrow Project
- To provide community members with an opportunity for open conversation with the LTD staff
- To understand the priorities and needs of community members, riders, and business owners regarding the transit system and LTD's operations
- To provide a spectrum of opportunities for input and engagement – including face to face conversations with LTD staff and consultant team members, online interactive survey, listening sessions and targeted presentations to community groups, business leaders, transit riders, and traditionally under-represented populations.

Transit Tomorrow: Community Engagement Activities To Date

Timeframe: (Late June – Late July)

Activity: Stakeholder Forum

- **Overview:** LTD personally invited more than eighty-two community leaders, agency partners, and stakeholders from across the LTD service area to participate in a 4-hour interactive community visioning workshop on June 26, 2018.
- **Attendees:** 66 stakeholders RSVP'd to the event, with 52 in attendance.

Activity: Online Interactive Survey

- **Overview:** The Transit Tomorrow Online Interactive Survey Launched June 25th, 2018 and has been extended to run until the end of July.
- **Responses To-Date:** (as of 7/31/2018) 601 responses

Activity: Transit Station/Rider Tabling & Engagement

- **Overview:** 3 Station Tabling Events were held between July 10 and July 12th to specifically gather input from transit users and community members at both the Downtown Eugene and Downtown Springfield Transit Stations. Tabling was held during the a.m. and p.m. rush hour pulses, and effectively engaged more than 90 riders and residents in a series of interactive poster activities to gain insight on priorities and travel patterns.

Activity: Community Listening Sessions

- **Overview:** LTD is hosting a series of 4 Community Listening Sessions across the LTD service area between July 11, 2018 and July 19, 2018. These meetings create an opportunity for residents to learn more about the project, interact one-on-one with LTD staff, board members and members of the consultant team, and to provide insight and input on trade-offs and priorities.
- **Locations & Dates:**

○ Downtown Eugene Listening Session	7/11/2018	12-1pm
○ Springfield Listening Session	7/16/2018	6-7:30pm
○ Cottage Grove Listening Session	7/17/2018	12-1pm
○ West Eugene Listening Session	7/19/2018	6-7:30pm

Activity: Community Presentations

Overview: Engagement and promotion efforts invited partner jurisdictions, neighborhood associations, civic organizations, chambers, and other community groups to request presentations.

Presentations (to-date) include:

- Springfield City Club (6/21/2018)
- City of Eugene Land Use and Transportation joint monthly meeting (6/27/2018)
- Transportation Options Advisory Committee (6/28/2018)
- City of Eugene Chamber (7/13/2018)
- Friendly Area Neighbors (7/22/2018)
- Springfield GIC (7/24/2018)

Activity: Nonprofit & Community Partnerships (Underrepresented Populations)

Overview: The Transit Tomorrow outreach team has worked closely to provide information and to invite participation from traditionally underrepresented populations through close partnerships with nonprofits and service providers throughout the LTD service area.

The purpose of these smaller targeted tabling opportunities is to provide information about Transit Tomorrow while creating opportunities for face-to-face conversations with outreach staff. Posters and interactive displays are used to create fun and meaningful ways to provide feedback.

* Kate & Carl ex-officio

SPC

Ex-officio

Ex-officio
and 1/1/19

	Required Low Income	65+	PTS...	OOD	Local Govt	Emp	PH SS	Dis abled	Soc Eq	Env	Bike Red	LEP	Education	Major Dist	Non- Profit	Transit user	Transit Dep	Rural LC	
Sheri Moore		•			•				•				•						
Mike Eysker		•							•	•	•		•						
Josh Skov									•	•			•			•			
Amy Cabbage	•						•		•										
Frannie			•																
• Ruth Linoz			•																•
• Doud Downi																			•
• Josh Haring				•		•													•
• Eugene Organ				•		•													•
• Phil Farrington		•						•	•	•							•	•	
• Sarah Mazzeo																	•		
• Phil Bernhart										•	•		•						•