

November 6, 2018

- 6:20 p.m. VIII. DEVELOP RECOMMENDATION TO BOARD OF DIRECTORS: HOW TO ADDRESS THE PROJECT COORDINATION TIMELINE 18
 [Councilor Moore]
Action Needed: Discussion and Approval
Committee members will hold discussion regarding the information received from the Transit Tomorrow presentation and formulate a recommendation to the Board of Directors regarding project timeline decisions.
- 6:35 p.m. IX. ENHANCED TRANSIT CORRIDOR INTRODUCTION 19
 [Tom Schwetz]
Action Needed: Discussion
Staff will give a brief update regarding an updated project direction for the enhanced transit corridor related to MovingAhead.
- 6:45 p.m. X. AD HOC FARE POLICY COMMITTEE UPDATE
 [Director's Reid and Yeh]
Action Needed: Discussion
Committee members will receive an update regarding the status of the Districts fare policy discussions being held at the Ad Hoc Fare Policy Committee.
- 7:00 p.m. XI. COMMITTEE MEMBERSHIP APPLICATIONS 22
 [Aurora Jackson]
Action Needed: Discussion
Committee members will review and discuss applications that have been received to date.
- 7:10 p.m. XII. COMMITTEE SEAT ASSIGNMENT TERMS 24
 [Aurora Jackson]
Action Needed: Discussion
Committee members will discuss the committee's preferred seat assignments that will correspond to the term expirations every two years.
- 7:20 p.m. XIII. NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT 26
The Chair will ask for updates to be added to the working agenda and which month they should be placed.
- 7:25 p.m. XIV. ADJOURNMENT
The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at (541)682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, September 4, 2018

Pursuant to notice given to *The Register-Guard* for publication on August 28, 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, September 4, 2018, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Amy Cabbage, Vice Chair
Gerry Gaydos
Mike Eyster
Andy Vobora
Kate Reid
Josh Skov (via teleconference)
Frannie Brindle
Aurora Jackson, LTD General Manager

Absent: Sherri Moore, Chair
Lindsay Hayward
Sid Leiken
Annie Loe
Carl Yeh
Greg Evans

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

COMMENTS FROM THE CHAIR — There were no comments from the chair.

AGENDA REVIEW — There were no changes to the agenda.

AUDIENCE PARTICIPATION — There was no one wishing to speak.

APPROVAL OF MEETING MINUTES — This item was deferred to the October meeting due to lack of a quorum.

STATE TRANSPORTATION IMPROVEMENT FUND (STIF): REVIEW OF COMMITTEE AND FUNDING TIMELINES — Ms. Jackson said a copy of the final resolution adopted by the LTD Board of Directors appointing STIF Advisory Committee members was included in the agenda packet. Also included was a matrix indicating the criteria under which each member qualified for appointment. She noted that the committee would include three ex officio members: two representatives of the LTD Board of Directors and a representative of the Oregon Department of Transportation (ODOT). Also included was a timeline of STIF program activities. She said the STIF Advisory Committee would be staffed by Lane Council of Governments (LCOG) and the first meeting would convene at the conclusion of the SPC's meeting.

Ms. Jackson said there was insufficient time to issue a call for projects and have a community engagement process and meet the first project submission deadline of November 1, 2018, so projects would be submitted in the next cycle, which is May 2019. She said projects submitted in May 2019 could be reimbursed for expenses back to July 1, 2018, although funds would not be disbursed until October 2019.

Mr. Skov asked if problems were foreseen finding projects that could be started in July or early fall of 2019. Ms. Jackson said she did not see any problems as long as projects presented to the STIF Advisory Committee fell within the STIF-required categories. She said the only risk was in starting a project early that was not subsequently approved for funding. She said STIF was on a two-year funding cycle, FY 2020-2021, although it appeared to be three years because of allowing funds to reimburse projects beginning in FY 2019.

SPC COMMITTEE MEMBERSHIP DISCUSSION — Ms. Cabbage noted that a list of current SPC members and attendance records for meetings in 2018 was included in the agenda packet.

Mr. Eyster commented that Mr. Leiken was leaving the Lane County Commission and the county administrator should be contacted about the need to appoint a replacement to represent the commission on the SPC. He said the representative should be a commissioner rather than a county staff person. He added that he preferred to move forward with a replacement now instead of waiting until January.

Members discussed the need for regular attendance, given the many complex issues that were being addressed by the SPC.

Ms. Jackson said that LTD staff would reach out to SPC members who were not regularly attending meetings.

Ms. Cabbage pointed out that the bylaws said a member's unexcused absence for three consecutive meetings was considered a de facto resignation. An excused absence required the member to contact staff or a committee officer.

Ms. Jackson said the organization represented by SPC members were key voices that should be at the table and she would enlist Board members in helping her to contact those organizations to emphasize the importance of their assistance in guiding the District's efforts in developing transit for the future. She said the Transit Tomorrow initiative would also help key community interests understand the value of their engagement in the planning process.

In response to a question from Ms. Cabbage, Ms. Jackson said the SPC had an opportunity to determine how it wanted to fill the vacant SPC positions. The SPC did not currently have representation from public health, rural communities, or frequent transit riders.

Ms. Reid suggested asking current SPC members to assist in recruiting applicants. She said that some of the applicants for the STIF Advisory Committee also had potential as candidates for SPC membership.

Ms. Brindle suggested that Eugene Organ, who was recently appointed to the STIF Advisory Committee and was also a member of the Lane Area Commission on Transportation, would be a good candidate.

Mr. Gaydos said there was a public health representative on the MovingAhead committee that would also be a good SPC candidate if she was interested.

Tom Schwetz, Director of Planning and Development, suggested using a recruitment process similar to that used for the STIF Advisory Committee.

Ms. Cabbage said a deadline for recruitment should be established to assure action.

Ms. Jackson confirmed that the committee wished to move forward to fill the two vacant positions. She said SPC members would be sent a link to the application and a 45-day recruitment period would be opened.

Ms. Cabbage encouraged staff to contact new STIF Advisory Committee members who might fill one of the SPC vacancies.

TRANSIT TOMORROW: REVIEW OF PUBLIC COMMENT PERIOD — Mr. Schwetz reviewed the results of community engagement efforts to date, including the engagement goals in Phase 1 and dates, locations, and participants in various activities. He said the information gleaned during those activities, plus the results of the upcoming core design workshop, would form the basis for Jarrett Walker & Associates' development of scenarios that would be considered by the community and ultimately the LTD Board.

Ms. Brindle asked about the difficulty of providing transit service to shift workers in industrial areas and whether other communities had been able to solve that problem. Mr. Schwetz said it was a coverage issue. LTD staff had discussions with Forest Paints, which had shifts and many workers that lived in Springfield. He said the shift schedule was at odds with the bus schedule and it would be very difficult to provide service. Another example was the state hospital in Junction City, which had three shifts.

Mr. Vobora said LTD had tried to tailor custom trips to serve shift workers when the Hyundai facility was built in West Eugene, but it was not a successful service for several reasons, even though the employer subsidized the service. He said many employers could not be flexible on shift times for business reasons, which increased the difficulty of providing transit service.

Ms. Brindle said when the task force on transportation was touring the state, two years ago, people advocated for transit that served shift workers, but she realized the difficulties transit districts faced. She said that service was something that would need to evolve with greater density.

Ms. Reid said that the issue of coverage versus ridership was one of the Transit Tomorrow questions being posed to the community.

Mr. Skov said that he agreed it was a coverage challenge. He thought there was a need to look at employment density and employment centers and hoped that information would be in the different scenarios. He pointed out that in areas where ride-hailing companies were establishing partnerships with transit it addressed the issue of coverage and first-mile/last-mile service. He said it should be kept in mind that ride-hailing and transit could complement each other.

Mr. Gaydos cautioned that there was still some confusion between the MovingAhead and Transit Tomorrow surveys being circulated in the community and it should be clearly communicated to

people that one was about infrastructure and the other about service and they should respond to both.

Ms. Reid said there was no information on the website about the core design workshop afternoon briefings. She asked that those be placed on the Board's calendar and notifications sent to interested parties. Mr. Schwetz said invitations would be sent to community leaders.

Ms. Cabbage asked for an update at a future meeting on themes that emerged from the workshop.

Ms. Reid said the Board had received a presentation from the consultant and there had been good public input on options. She said that she anticipated a very thoughtful set of scenarios would be presented to the community for consideration.

Mr. Eyster said he heard the presentation to the Board and was impressed with the clarity with which the issues and the choices the community and LTD would need to make were set forth.

Ms. Reid stressed that the alternatives would be based on existing resources and not require more funding. STIF funding would provide opportunities for some options that were important to the community, as well as establishing partnerships with other entities.

Mr. Eyster asked why the assumption that LTD's revenue would be flat when new funds from the state would relieve some pressure on the operating budget and free funds up for other purposes.

Ms. Reid said the assumption was because the new revenue could not necessarily be spent on LTD's specific needs. She said a redesign of LTD's system might not align with STIF criteria and a redesign had to be sustainable within known resources.

Mr. Vobora said that the STIF funds would be a reliable source of revenue and while those dollars might not be used to support regular service, they could still provide some relief in the operating budget. A growing economy and tax rate increases would also increase general fund revenues, so assuming scenarios would need to be sustained within existing resources was a conservative approach.

Ms. Jackson clarified that the consultants had been asked to look at some modest increases that could be realistically implemented and sustained. A range of alternatives had been requested so the District could determine where there could be improvements in efficiency and coverage. She said adding service to schools during peak hours would likely require additional buses and LTD would plan for that capital investment to support that addition. The community and Board would determine the extent to which a youth pass program would be subsidized and also whether a low-income subsidy could be supported. Both programs would increase accessibility and service.

Mr. Schwetz said the consultants would develop multiple scenarios and those would present opportunities to explore the key strategic tradeoffs such as productivity and coverage and how fare mechanisms could be used to make transit more accessible. He said scenarios could help to determine whether revenues were increasing or declining and what strategies could be used to address those possibilities.

Mr. Vobora asked if the Board had discussed the reserve policy and whether the reserve should be increased in order to absorb downturns in the economy without cutting service. Ms. Jackson

replied that the Board had recently updated the policy to require a larger reserve, which was now at \$8.5 million.

Mr. Skov asked if the presentation made by the consultants to the Board of Directors at their August meeting was available. Ms. Gandolfi said she would provide the PowerPoint presentation to SPC members.

WRITTEN REPORTS AND UPDATES

Long-Range Transit Plan Timeline and Strategic Goals Progress Update — There were no questions or comments.

Fare Policy Update — Ms. Jackson said the interest in restoring the youth pass program and creating some form of low-income program was discussed with the Transit Tomorrow consultants and either Mr. Walker or a member of his staff would be included in the Ad Hoc Fare Policy Committee's discussions to assure that the subjects of fares and service did not become separate conversations.

Mr. Vobora asked who was on the Ad Hoc Fare Policy Committee. Ms. Jackson said it was a small subcommittee of the Board. Ms. Reid said the committee consisted of two LTD Board members and representatives from Lane County, United Way, and Centro Latino Americano. She said the results of the committee's deliberations would be presented to the SPC for recommendation to the LTD Board.

MovingAhead Update — Mr. Gaydos presented a brief video about the MovingAhead project and said it was also available on the MovingAhead website.

NEXT/FUTURE MEETING AGENDAS: WORK PLAN DEVELOPMENT — Topics for discussion at future meetings included:

- Transit Tomorrow service improvement scenarios
- System ridership report
- MovingAhead update
- Committee membership outreach
- Fare policy update
- Football service ridership update

ADJOURNMENT — Ms. Cabbage adjourned the meeting at 6:50 p.m.

(Recorded by Lynn Taylor)

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, October 2, 2018

Pursuant to notice given to The Register-Guard for publication on September 25, 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, October 2, 2018, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

PRESENT: Sheri Moore (Chair)
Josh Skov
Frannie Brindle
Carl Yeh
Gerry Gaydos
Kate Reid
Greg Evans
Lindsey Hayward
Theresa Lang
AJ Jackson
Tom Schwetz

ABSENT: Mike Eyster
Amy Cabbage (Vice Chair)
Annie Loe
Andy Vobora
Sid Leiken
Rick Satre

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

COMMENTS FROM THE CHAIR — Councilor Moore did not provide comment.

AGENDA REVIEW — Councilor Moore moved Item XII MovingAhead to Item VI.

AUDIENCE PARTICIPATION

Rob Zako, Eugene, Oregon, representing Better Eugene-Springfield Transportation (BEST), said it was day two of 13 for the Drive Less, Save More Challenge. Rob said that he had the privilege of participating in the Transit Tomorrow core design workshop. Partner jurisdictions were present to discuss how transit could look into the coming years using existing funding and infrastructure.

Mr. Zako reported that last week there were four workshops for MovingAhead. He added that a couple weeks prior there was a City Council work session on MovingAhead. He said that after the presentation, discussion indicated that councilors wanted more frequency, evening, and weekend service, free fares for kids and low-income, and service dogs to be allowed on busses. He said that it was a MovingAhead work session, but that people discussed issues around Transit Tomorrow, so it was interesting to see how the two connected. Finally, he explained that

LTD was exploring new fare collection systems, and it was interesting to see the interplay between technology and fare management.

MOTION: APPROVAL OF MEETING MINUTES — Ms. Jackson said the September 2018 minutes would come before SPC at the next meeting.

Mr. Skov moved to approve the July and August 2018 Strategic Planning Committee meeting minutes as presented. Councilor Evans provided the second.

VOTE: The motion was approved as follows:

AYES: Frannie Brindle, Sheri Moore, Amy Cabbage, Lindsey Hayward, Kate Reid, Carl Yeh, Greg Evans, Josh Skov, Gerry Gaydos (9)

NAYS: None

ABSTENTATIONS:

EXCUSED: Sid Leiken, Mike Eyster, Matt Nelson, Rick Satre, Andy Vobora, Annie Loe (6)

TRANSPORTATION NETWORK COMPANIES (TNC'S) — Ms. Jackson explained that it was timely to bring TNC's to SPC's attention, now that Uber and Lyft were within the Eugene community. She said that the presentation being provided was neutral information to allow an informed decision regarding whether TNC's were something the Committee wanted to pursue in the future. She commented that LTD was fortunate that Uber was interested in a partnership.

Jon Isaacs, regional Public Affairs Manager for Uber, introduced himself. He presented a PowerPoint entitled, "Uber as a Platform". He said that Uber was very interested in partnering with LTD adding that Eugene was the last city in the state to have rideshare operate. He said that in some ways it presented unique opportunity to potentially partner from the start.

Mr. Isaacs explained the concept of Uber. He said it was a way to hail a ride through mobile devices, and the service had transformed private ridership around the world. Additionally, Uber was the largest source of work in world; but its future was more than cars. He said that the overall goal was to get more people around, using fewer vehicles.

Mr. Isaacs elaborated that the average Uber ride had less than 1.2 people in it, so it wasn't truly acting as a share. Additionally, Uber formed less than one percent of all vehicle trips, so there was a lot of room for growth in shared mobility. The company saw Uber moving toward multimodal ride shares, meaning riders wouldn't hail a car from point A to point B but would organize a trip with multiple transport modes, like Uber, bus, and bike share.

Mr. Isaacs said that about one third of trips were only one way, while 34 percent were round trips; meaning many riders returned back to their original destination accessing another mode of transport. He compared "open jaw" rides to end on end rides. He explained that with open jaw, Uber was unsure what method of transportation riders used next. Recently, Uber had launched "Jump Bikes" which was disrupting the car business in larger cities like San Francisco. He said that there were choices now within the application; riders would often use jump bikes during rush hour times, or for short one-way trips. Additionally, jump bikes were about 10 times more popular than other bike shares.

Mr. Skov clarified that in San Francisco's system, users could access multiple bike share options. Mr. Isaacs confirmed yes, but not within the application. Jump was solely Uber.

Mr. Isaacs said that in previous partnerships, data sharing had been a sticking point between agencies. He stated that data sharing was no longer an issue, because the company developed a platform known as Uber Movement. The platform anonymized information and made the data usable for agencies. He said that it was launching in Portland and could be brought immediately to other markets.

Mr. Isaacs said that if there were additional questions after the discussion, he could be contacted at jisaacs@uber.com or 503- 757-5721.

Mr. Yeh asked if there were models of city partnerships. Mr. Isaacs said within the Pacific Northwest, Uber partnered with Anchorage, Alaska and with King County in Seattle, Washington. They were simpler partnerships, only providing ride discounts with transportation agencies, which led to higher use of ridership on both sides. Uber also had a partnership with TriMet. He said that their beta multimodal application would be released in 2019. He said that in addition, Uber would be doing a 50 percent off rides partnership with TriMet, also launching in 2019. He elaborated that the company had bigger partnerships in other areas like Boston, which had a subway system, specifically subsidizing WAVE.

Therese Lang, Public Information Officer for LTD, asked how the partnership with WAVE worked to accommodate wheelchairs and other mobility devices. Mr. Isaac said Uber worked to always have wheelchair accessible vans on hand. In Portland, there was a requirement that anyone needing a wheelchair accessible vehicle had to be provided a ride within 30 minutes. They were working with Portland to have a central dispatch system that would connect riders to whatever transport was fastest – whether it was taxi, Uber, or Lyft.

Mr. Yeh said that he thought the program in Anchorage was focused on transporting someone to a bus station. He said that he wondered what the incentive was for a person to take the bus, rather than the ride share all the way to their destination. Mr. Isaac said the company determined what an UberX would cost within a certain area. Then, they worked to make a discounted price point from home to bus or light rail. It usually ended up being 50 percent cheaper than solely using UberX.

Ms. Cabbage asked how far outside the metro area Uber drivers would go. Mr. Isaacs replied that the Uber application was on in outer cities, but the wait time would be longer.

Mr. Skov thanked Ms. Jackson for the information on ride hailing partnerships (included within the agenda packet). He said that he thought SPC should start there, because there was a surprisingly broad menu of options available. Mr. Skov added that Lyft acquired an even bigger bike share company than jump bikes and that there were options. Mr. Isaacs clarified that there were key differences between jump and motivate bike shares; jump was a hardware and software company, whereas motivate was an operational company.

Mr. Skov said that more often than not, “rideshare” was “ride hailing.” He pointed it out because a big policy goal to consider was fostering sharing. As a community, they wanted shared rides as a goal and how to reach the goal hadn’t been clearly emphasized by Lyft or Uber. Mr. Isaacs said there were options such as UberPool and that the pool ride services were still maturing and becoming more viable. He said that he envisioned its availability in Eugene eventually, but it would require a certain scale. Mr. Skov said that he thought SPC needed to discuss how to encourage the market to reach maturity, in order to introduce UberPool. He said that they wanted to move away from single occupancy vehicles, and ride sharing added to congestion.

In response, Mr. Isaac said that he didn't agree that ride sharing was a large cause of congestion, although it could be a small factor. Mr. Isaacs stated that he thought the problem was how to get more people to a bus stop, or a central location, from where they live.

Ms. Brindle said that she wondered about the average distance of a ride. Mr. Isaacs said that he was unsure because it varied widely. Ms. Brindle added that she wondered if there was a point for the best cost-benefit trade off. Mr. Isaacs replied that Uber placed great value on disrupting short trips.

Ms. Reid noted LTD was currently focused on Transit Tomorrow, which could move the system toward less transit lines and more frequencies. If that was the preferred option moving forward, LTD would look at how to connect people with transit stops. Ms. Reid added that LTD was also discussing fare policy. She said that she wondered how transit fare passes could interplay with ride share. For example, she said that she thought there could be interaction between rides with Uber to or from the first or last miles, using a monthly transit pass (meaning riders wouldn't pay additional fees for rideshare). Mr. Isaacs said he didn't believe anything similar existed yet. He reiterated Uber was interested in pursuing any type of partnership with LTD.

Mr. Skov said the report provided by Ms. Jackson listed some options, similar to what Ms. Reid proposed. Ms. Reid said the options didn't really address the first or last mile issue. Mr. Skov added that he thought some did; for example, one city did a 50 cent or two-dollar ride. Ms. Reid said that she meant completely free. Mr. Isaac added that he didn't know of anywhere using solely a transit card.

Councilor Moore asked how Uber and drivers were paid if they were to partner in giving free rides to bus stops. Mr. Isaacs said Uber was interested in providing 50 percent off rides for one year. Uber would pay for those costs; it was truly a promotional partnership, where they would lose money short-term to gain customer confidence long-term. He said that Uber wanted to see if there was a certain price point where they were affecting transportation patterns. He said that after that information was collected, the partnership could be renegotiated and move forward into the next phase.

Ms. Reid said that she could talk to Portland and see if they were looking to apply for STIF funding in continuation of the pilot program. Ms. Moore said that she thought that type of information was needed.

MOVINGAHEAD UPDATE — Sasha Luftig, Lane Transit District Senior Project Manager and Chris Henry, Transportation Planning Engineer with the City of Eugene, provided an update on MovingAhead. Ms. Luftig pointed to the "*Alternatives Analysis Report – Executive Summary*" included in the agenda packet. The purpose of the presentation was to remind SPC of the policy objective behind MovingAhead, how they got to where they were now, and key next steps.

Mr. Henry explained that the purpose was to target transportation investments to make a safer system for everyone. MovingAhead had been working on answering the question "why." The alternatives analysis helped answer that question. It was a key milestone, where the community had an opportunity to provide feedback on the environmental analysis (EA). The EA and community feedback led to informed decision making. MovingAhead built on the land use and transportation planning framework developed by the City of Eugene (COE) and LTD to provide safe and accessible transportation for everyone and connect the community sustainably.

MovingAhead built on three goals to improve multimodal transit corridor service, and meet current as well as future demand. The goals were to create a cost effective and sustainable system, support economic development, and support revitalization and land reuse opportunities.

Mr. Henry explained the goals and values in MovingAhead were found in several community planning documents, such as Envision Eugene, the Eugene 2035 Transportation System Plan, and Vision Zero Eugene. Additionally, the Climate Recovery Ordinance called for the community to reduce its impact on the planet, while the Housing and Community Development Strategic Plan called for transit options to reduce household budget expenses. Taken in stride with equity efforts, MovingAhead supported a triple bottom line approach: people, planet, and prosperity.

Ms. Luftig said that that MovingAhead was a culmination of past planning efforts. She said that in the past, LTD looked at a single corridor to focus on; MovingAhead looked at five main corridors. The team intentionally included land use and transportation planning as well environmental concerns to gain efficiency.

Ms. Luftig reiterated that MovingAhead was truly a collaboration across agencies, and the partnership would aid in design and construction. Additionally, MovingAhead was scalable, and projects could be pieced together as funding became available.

Ms. Luftig said that in 2015 LTD and the COE performed a fatal flaw screening on 10 corridors to determine which ones were most right for implementation. The screening narrowed choices to six corridors, which led to a level one evaluation. Five corridors identified as opportunities for a level two assessment included Highway 99, River Road, Coburg Road, 30th Avenue to LCC, and Martin Luther King Boulevard.

Ms. Luftig emphasized the conversation began with the community back in May 2015 when LTD and COE held five community workshops. Staff spoke to neighbors along each corridor to understand what they envisioned for the future. They then performed an exercise where residents put street pieces together, to inform staff what alternatives should be evaluated.

In 2016, the corridors underwent a refinement process, where both the Eugene City Council and the LTD Board confirmed they wanted to study all five corridors, and three options for four of the five corridors. Those options included no build, enhanced corridor, and EmX.

Ms. Luftig explained that staff started with a community opinion poll to verify that the community values were understood, then used e-news updates and social media were to promote the project and educate individuals. They made a point of conducting outreach to potentially impacted property owners, and held community presentations, tabling events, and listening sessions.

Ms. Luftig explained that MovingAhead was currently in its first public comment period, which would inform how staff put together investment packages. Packages would be evaluated using criteria that reflect the cost and benefits of packages as a whole. Another key consideration will be the capacity to fund the capital investment (implementation) and the ongoing operations and maintenance (O&M) costs associated with each package. A key consideration was that the LTD Board and Eugene City Council would review the technical findings included in the Alternatives Analysis Report, the evaluation of Investment Packages, and input from the community before a decision was made on a preferred package of multimodal transportation investments for all five corridors.

Ms. Luftig added that the investment packages would be created after the public comment period. Staff would then return to the community and ask what packages were most attractive, which would initiate the decision-making process (slated for late spring 2019 or early summer 2019). Staff wanted to align the project with Transit Tomorrow, so they were currently evaluating schedules, and could move the second public comment period to the end of year 2018. Staff would return with an updated schedule.

Mr. Henry clarified that there would be a formal public comment period in early 2019, and then a formal decision-making process that included a work session with the Eugene City Council and the LTD Board. Sounding Board and Oversight Committee meetings have taken place along the way. The public process was not only commentary, it happened throughout the year.

Ms. Luftig said the next update presented to SPC would be after the evaluation of packages, unless more information was requested before then. She requested SPC members take the online survey by October 10, 2018.

Mr. Skov asked how many SPC members had taken the online survey. There were no answers. Mr. Skov said that he found the survey slightly daunting in terms of how much quantitative reasoning was expected of respondents. He said that he thought staff should really consider what they asked people to weigh in on.

Ms. Brindle said that she thought the presentation was well done, especially in terms of taking such a complicated NEPA process and working through it. Ms. Brindle said that she liked how MovingAhead was looking at investment packages, but it seemed they were doing it a bit blindly. She added that she thought it was important to consider the fundability of each corridor and what options were available.

In response, Ms. Luftig said that after a proposed package was selected, staff would seek funding. There were various potential places to look, and Small Starts was one option. Ms. Brindle asked if Small Starts was available for both enhanced and EmX options. Ms. Luftig said potentially, however, there was some key criteria they needed to meet.

Councilor Evans followed up by asking what happened if the formula changed in terms of Small Starts funding. He said that he specifically wondered if staff considered contingency plans for other funding mechanisms besides the federal and state government, such as a local match. Ms. Jackson said at that stage of the project staff was mostly looking at the right mobility options for each corridor. They wanted to hear the community's wants, even if there wasn't currently money – politics could change, and funding could become available in the coming years. In that case, project proposals needed to be ready and competitive.

Councilor Evans asked where LTD would be at financially if they were lucky enough to have a 50/50 formula. Ms. Jackson said it would depend on the size of infrastructure; a full EmX would cost \$50 million. They would need multiple forms of state and local dollars, and multiple local, creative partnerships.

Ms. Cabbage said that she appreciated the intention around equitable outreach. She added that she didn't want to be critical, but Cornerstone Community Housing was contacted to potentially host a listening session, but they did not receive advanced notice. She requested more thought about when and how those conversations happened in the future..

Tom Schwetz, Director of Planning and Development, reminded SPC that the project was not only transit. Multimodal and other funds could potentially be applied for. In that context, it was possible to make progress moving incrementally over time.

Mr. Henry added that projects could be done through federal funds distributed throughout the region. Pavement preservation was another potential funding source. He said that there was a real need along EmX corridors to have a concrete driving surface, and in the future, the City's pavement preservation could include concrete portions.

Mr. Skov commented that the federal government was not dispersing funds from expected programs. He said that he assumed when the regime changed, there would be a backlog for demand. He added that he thought bringing forward a menu of creative solutions sooner rather than later would be better.

Mr. Skov said that he wondered what staff learned about cost effectiveness from the alternative's analysis. Mr. Henry responded that any investment had benefit, but it was difficult to determine the best option. With EmX, they saw operational costs decrease because of fewer driver hours. With enhanced corridor, operational costs rose, as well as capital costs. However, there was greater return on annual ridership.

Mr. Skov noted LTD had told the community EmX was more cost effective. He said that he thought that fact was difficult to see in the executive summary and hard to compare against other costs.

Mrs. Luftig said the easiest place to see the data was on page 11, under "In Vehicle Transit Savings per Trip." Mr. Henry added that staff didn't report the cost per trip, but if they did, people would see a reduced cost. Councilor Moore said that she also thought it was important to think about safety benefits and efficiencies.

In response to a comment from Ms. Reid, Ms. Luftig said that staff needed to work with operational staff to create an initial service plan for each corridor, in order to determine how each would link into the system. Exact routes as currently shown in graphics may not become reality.

Mr. Henry concluded that City staff engaged UO through SCI and LCOG to study effects of autonomous vehicles to better understand potentials for the future, as part of the 2035 Transportation System Plan. Mr. Skov would also be involved.

TRANSIT TOMORROW UPDATE — Mr. Schwetz explained that Transit Tomorrow was a three-year plan to serve as the foundation for LTD's longer term planning cycle. The project involved Jarrett Walker & Associates, who set up productivity standards still in use. He said that one thing Mr. Walker stressed was the tradeoff between ridership and coverage.

Mr. Schwetz explained that with a limited budget, it was not possible to have high frequency and long hours everywhere. Out of the core design process, four scenarios were developed. Ridership coverage was focused around service investments; then the other dimension focused on service increases and fare programs.

Mr. Schwetz said that currently, there was a 40/60 split on rider coverage – meaning 40 percent of resources went into coverage, with 60 percent going into ridership. The process for Transit Tomorrow was structured to determine the next coverage direction as there are four broad options.

A core design workshop was held over September 10 and 13, 2018, and involved technical staff. Staff conducted a “blank slate” redesign, meaning they started from zero and proceeded to develop ridership and coverage alternatives over the course of the workshop. For purposes of the exercise, they focused on urban areas and kept 8 percent of resources on rural services constant.

Mr. Schwetz explained a ridership scenario, which listed red, green, and blue lines. Red lines represented 15-minute service. Mr. Schwetz noted BRT was overly crowded, so Jarret Walker and Associates proposed EmX have the Gateway line run to Eugene Station, and then have West Eugene connect from Willow Creek to Springfield Station. Doing so would make both loops run at 15-minute frequencies, so the Franklin corridor would receive service every seven and a half minutes. He said that staff would ask the Board to weigh in. Mr. Schwetz explained that green lines indicated those coming from outlying areas. He said that he thought the blue line was an interesting concept, because it created a “Beltline” transit system which hooked up all the 15-minute lines, creating an outer band of connectivity.

On the other end of the spectrum was a coverage system, also listing red, green, and blue lines. There were fewer red lines than the ridership option. Blue lines represented 30-minute service frequencies, and the green line represented one hour or less frequencies. He concluded there were much lower frequencies and service was more spread out.

Mr. Schwetz noted that both options consider operating the same level of service, seven days a week. Either option would drastically increase the span of service, as busses would run later and provide more weekend rides.

Mr. Schwetz explained the project process and community input timeline. He said that staff was taking the core design outcomes out to the public for feedback. There would also be a survey, listening sessions, and a stakeholder forum. Staff would then refine the options. In early spring 2019 staff would return to the Board and conduct another core design workshop. Board decisions would be made later that spring in order to implement changes in 2020.

Councilor Moore noted that currently, TNC was not considered in Transit Tomorrow. She said that she wondered if it would be considered at some point. Mr. Schwetz said yes; when looking at the designs, staff discussed how to connect people to the system.

Ms. Reid said that she thought it was interesting to learn at the debriefing exactly how dollars were spent on transportation. She said that she thought it was important to consider mobility on demand, as well as walking versus waiting, in order to mix options into the system. She said she loved that the plan was not constraining to new technology and new transit options for the future.

Mr. Schwetz discussed the schedule for decision making around Transit Tomorrow. In conjunction with the plan, the Board was considering a youth pass. If there was interest in implementing a youth pass by September 2019, decision-making for that investment would need to happen prior to any final decisions made for Transit Tomorrow.

Mr. Skov clarified the final Transit Tomorrow outputs would come out after LTD submitted STIF funding. Mr. Schwetz said yes and that the budget needed to be adopted prior to either project.

Mr. Skov said that he wondered if Transit Tomorrow needed to be decided in order to create a strong STIF proposal. Mr. Schwetz said the issue was that the youth pass program would use resources that were part of trade-off considerations. So, if the Board committed to a youth pass,

they would make trade-offs before overall community discussion. Ms. Jackson added that Mr. Schwetz would provide a similar presentation to the Board. In November 2018, staff would invite the consultant to come and present, specifically in the frame of Transit Tomorrow. At that time, staff may ask the Board to decide about trade-offs.

Mr. Skov thought SPC needed to provide a recommendation for the Board. He worried about the STIF timeline. Ms. Jackson thought it was important to speak with the consultant; it was true that public engagement wouldn't have been completed. However, LTD staff was being careful to not have an opinion; staff only wanted to bring information forward.

Ms. Reid said the Ad Hoc Fare Policy Committee discussed trade-offs, but the discussion focused mostly on the youth pass. Because of timeliness, she thought the Board had a decision to make whether or not enough community input had been done. Otherwise they might not be funded for STIF in 2020. Mr. Schwetz said it would be a rolling program. Mr. Skov thought if delivery was postponed, it wouldn't be a STIF project.

Mr. Skov wanted SPC to ask the Board to have Ms. Jackson and staff ensure there was some reduced youth fare trajectory as part of the STIF request. Ms. Reid suggested waiting until the Ad Hoc Fare Policy Committee brought information forward to SPC.

STATE TRANSPORTATION IMPROVEMENT FUND (STIF) TIMELINE UPDATE — Mr. Schwetz explained the LTD Board played two roles in applying for STIF funds. They acted as an applicant for funds and as a qualified entity for approving the overall submittal to ODOT for determinations. In that context, LTD would approach the Board in December 2018 with a request. There were a number of steps and groups involved in discerning applications that moved forward. The first round of applications to ODOT are due December 17, 2018. Overall submittal for STIF by ODOT is due May 1, 2019.

Mr. Schwetz said the STIF committee would look at the preliminary drafts of all applications. The STIF committee would make a final decision on formula funds on February 5, 2019. The decision would then go to the Board in March 2019 as a qualified entity. The April 2019 Board meeting was purposefully left open for the topic.

Ms. Reid pointed out the December 2018 Board meeting was set for December 19, after the due date. She added the last Ad Hoc Fare Policy Committee was set for November 16, 2018. She wondered if bringing a recommendation to SPC on December 4, 2018, was too late.

Mr. Schwetz said the application would be drafted and ready at the Ad Hoc Fare Policy Committee meeting. Ms. Jackson added staff was not going to bring items to SPC for individual project selection. Staff did the best job possible based on information available to incorporate projects in the Community Investment Plan (CIP). The Board will approved projects that can be back filled with STIF funds. The District is trying to balance the Board wearing two hats. Ms. Reid asked if that can be done with STIF funds. Ms. Jackson said yes, for some projects. They tried to provide as much flexible language as possible to provide the Board maximum opportunity. LTD was working on a tight deadline. One thing to be discussed by the STIF committee was what level of public engagement would happen prior to submittal.

Mr. Skov asked staff to begin including the chart for multiple projects that used to be within SPC agenda packets. It helped keep track of dates.

FARE POLICY UPDATE — Ms. Reid reported the Ad Hoc Fare Policy Committee had a robust discussion, focused on different options for youth fare. One consideration that was found to be important was how a youth pass would affect the summertime 1Pass. The Committee seemed to prefer having some sort of reduced or free pass for youth under 18.

Mr. Yeh said that he was a big proponent of a youth fare. Additionally, if there was an 18 and under fare, it would help accommodate single parents who were traveling with a child. He noted that the Committee did discuss other population groups that there was a desire to serve, such as low-income.

Mr. Skov clarified it was a four-hour meeting so there was a lot of detail covered. He said that he thought there was a great presentation by Mr. Andrew Martin and Ms. Robin Mayall, who were part of a workgroup focused on fare collection systems. He added that it was clear that there would be a different set of options. Mr. Skov said it would be important to discuss fare management system and policy as a nexus. It could also relate to ride hailing, so there were meaty issues to contemplate. He said that he was unsure how it would end up as a STIF project, but it was discussed in that way. Ms. Jackson responded by saying the CIP did not place fare management as a STIF project.

Ms. Reid said the Ad Hoc Fare Policy Committee did discuss the impact of trade-offs on low-income populations, such as fare subsidies versus increasing weekend and night services. Transit Tomorrow pieces were looked at and the committee found all high schools and most middle schools were on routes.

WRITTEN REPORTS AND UPDATES — Written reports and updates were included within the agenda packet.

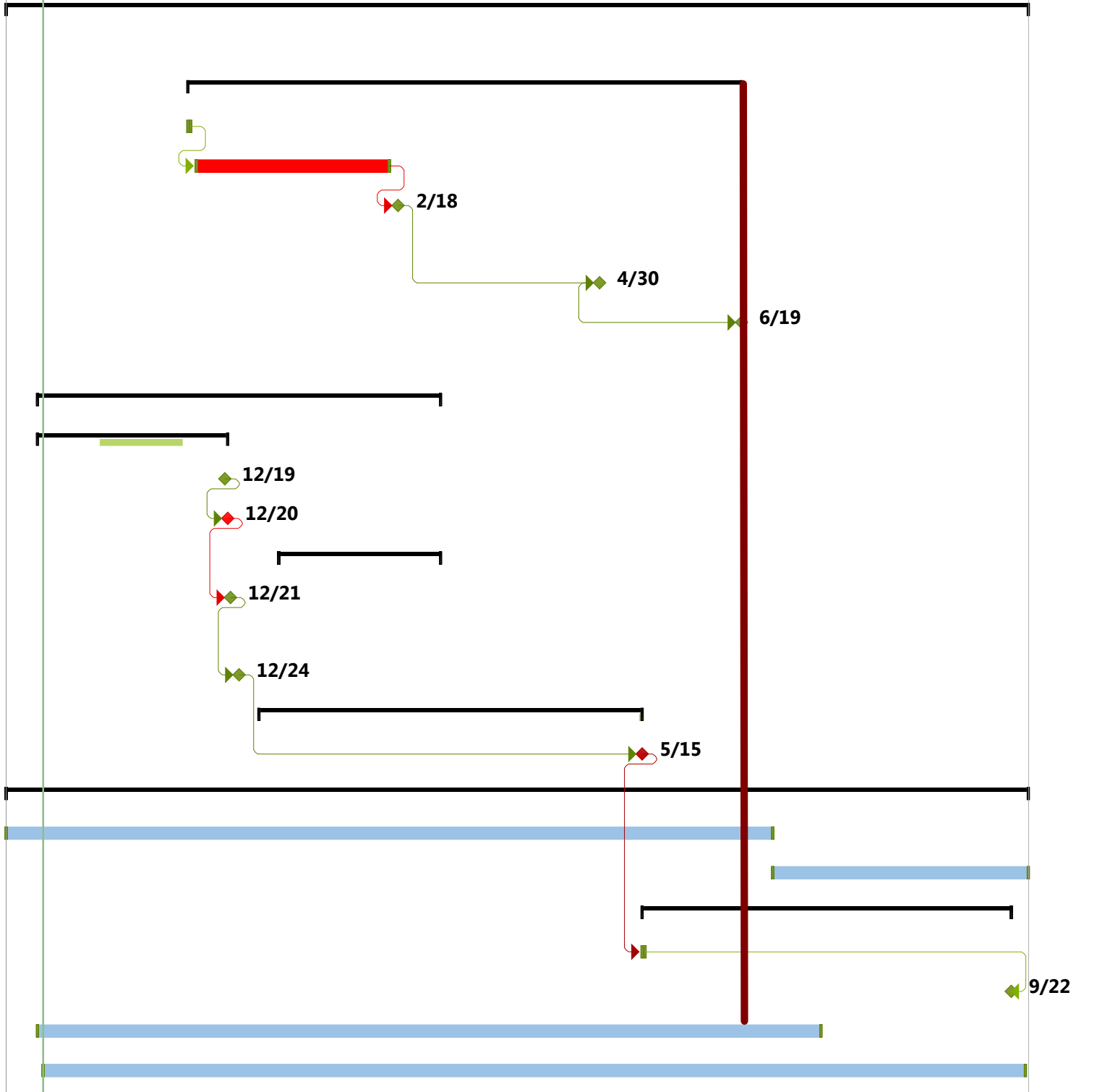
SPC COMMITTEE MEMBERSHIP UPDATE — Councilor Moore said there was a packet with some committee applications and that she wondered if action was needed. Ms. Jackson said no, only discussion. She explained that at the last meeting SPC asked staff to reopen the membership application period. She said that Clerk of the Board Camille Gandolfi sent the application link out to the committee so that SPC members could reach out to organizations that should be represented. She said that she also reached out to the City and County; the County didn't want to appoint anyone until a commissioner was selected. The item would be moved to a future meeting.

NEXT/FUTURE MEETING AGENDAS — There was no discussion.

ADJOURNMENT — Councilor Moore adjourned the meeting at 7:30 p.m.

(Recorded by Marina Brassfield)

ID	Task Name	Start	Finish	September	October	November	December	January	February	March	April	May	June	July	August	September	October
1	Coordination of TT-STIF-Budget Process-2019 Fall Bid	Thu 10/4/18	Sat 9/28/19														
2	Transit Tomorrow Decision-Making	Fri 12/7/18	Wed 6/19/19														
3	Draft Alternative Scenarios Report Available	Fri 12/7/18	Fri 12/7/18														
4	Community Engagement Phase 2	Mon 12/10/18	Fri 2/15/19														
5	Board Meeting - Direction for Core Design Workshop 2	Mon 2/18/19	Mon 2/18/19														
6	Final Alternative Scenarios Report Available	Tue 4/30/19	Tue 4/30/19														
7	Board Meeting - Adoption of Preferred Scenario	Wed 6/19/19	Wed 6/19/19														
8	STIF Application and Approval	Mon 10/15/18	Tue 3/5/19														
9	Prepare STIF Applications	Mon 10/15/18	Thu 12/20/18														
13	December Board Mtg	Wed 12/19/18	Wed 12/19/18														
14	STIF Applications Due to LCOG	Thu 12/20/18	Thu 12/20/18														
15	Finalize STIF Committee Decision Process	Tue 1/8/19	Tue 3/5/19														
20	Board Mtg - QE Decision - Lane Cty STIF Plan	Fri 12/21/18	Fri 12/21/18														
21	May 1 STIF Plan Submittal to ODOT	Mon 12/24/18	Mon 12/24/18														
22	FY 2019 Budget Development	Tue 1/1/19	Wed 5/15/19														
23	Budget Adopted	Wed 5/15/19	Wed 5/15/19														
24	Fare Management	Thu 10/4/18	Sat 9/28/19														
25	Procurement and Development	Thu 10/4/18	Sun 6/30/19														
26	Implementation	Mon 7/1/19	Sat 9/28/19														
27	Fall Bid Work	Thu 5/16/19	Sun 9/22/19														
28	Fall Scheduling Start	Thu 5/16/19	Thu 5/16/19														
29	2019 Fall Bid Start	Sun 9/22/19	Sun 9/22/19														
30	MovingAhead	Mon 10/15/18	Wed 7/17/19														
31	Main Street	Wed 10/17/18	Fri 9/27/19														



Project: Coordination Schedule Date: Wed 10/17/18	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			

AGENDA ITEM SUMMARY

DATE OF MEETING: November 6, 2018

ITEM TITLE: DEFINING THE ENHANCED CORRIDOR TOOLBOX

PREPARED BY: Tom Schwetz, Director of Planning & Development

ACTION REQUESTED: Information Only

BACKGROUND:

For several years, LTD and its partners have been using the concept of Enhanced Corridors in corridor planning and development efforts. Both the MovingAhead and Main Street projects have included Enhanced Corridor options. Other regions have been utilizing this concept in corridor planning. In June 2018, the Portland City Council adopted an Enhanced Transit Corridors Plan.

In this plan, the city of Portland identifies a “new vision for frequent, reliable, high-ridership transit” of which the Enhanced Transit concept is intended to play a key part. The plan includes an Enhanced Transit Toolbox of transit priority treatments that can be deployed at various scales where the need for improvement has been identified. The Toolbox contains a combination of capital and operational treatments that could be applied to improve transit performance and/or to create safer, more predictable interactions with other travel modes.

A “tool box” that can be deployed at various scales is very applicable to what staff anticipate coming out of both the MovingAhead and Main Street projects. Working in partnership with Eugene or Springfield (as well as ODOT or Lane County), LTD can use this approach to identify a range of smaller scale improvements that could be implemented in a short-run timeframe as part of a broader multimodal improvement strategy at key intersections or corridor segments.

A draft description of the Enhanced Corridor concept is attached. A version of this concept has been adapted for use on the Main Street projects (the Main Street Safety Study and the Main Street Transit Study) by LTD and Springfield Staff and will be used in an upcoming public engagement related to those projects.

The intent of this item is to provide a brief update to SPC at its November meeting. Further information on this topic will be provided for discussion by SPC at upcoming meetings. Information on the development of Portland’s Enhanced Transit Corridors Plan can be found online at <https://www.portlandoregon.gov/transportation/73684>. A copy of the final plan is online at <https://www.portlandoregon.gov/transportation/article/686885>.

ATTACHMENTS: Attachment 1: Draft Definition of Enhanced Transit Corridor Improvements

PROPOSED MOTION: None

Attachment 1: Draft Definition of Enhanced Transit Corridor Improvements

The region is at a critical point in the evolution of our transit network. Our buses, along with the people on them, are increasingly stuck in traffic and getting slower. They are most often delayed in congestion while full of passengers and late to pick up new passengers. This leads to longer travel times by transit. It causes people to be delayed, miss transfers to other transit lines and ultimately arrive late to their destinations.

This delay and unreliability shrinks people's access to places by transit within a reasonable travel time and makes transit less competitive with driving. At more congested times of day, the speed of the bus is slowed to a point where an additional bus needs to be added to a route just to maintain schedules. The cost of this added bus ties up resources that could be used to increase transit service.

Main Street in Springfield is an example of this issue. Main Street is part of the region's Frequent Transit Network (FTN - corridors identified for 15-minute service or better). Currently, transit service frequencies on Route 11 range from 10-minute service during peak periods, to 20-30 minute service during other parts of the day. Over the course of a typical weekday, the route 11 running time (the travel time from Springfield Station to the end of the route and back to Springfield Station) ranges from 38 minutes in the early morning when Main Street has no congestion, to 57 minutes during the afternoon peak when Main Street congestion is high. The 50% increase in transit travel time during the afternoon peak requires that an additional bus be added to maintain the schedule.

The Enhanced Transit Corridor strategy is intended to improve the operation of transit service without the major transit capital investments typical of EmX corridor improvements, instead focusing on a flexible toolbox of smaller, lower-cost capital investments, operational improvements, and transit service refinements. This Toolbox is a collection of potential capital and operational treatments that can be applied to improve transit performance or create safer, more predictable interactions with other travel modes. Characteristics of Enhanced Transit include:

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Context sensitive
- Deployed relatively quickly
- Dependent on community need and support

Possible investments could include transit queue jumps, stop consolidation, enhanced shelters, and redesigned service to improve cross-town connectivity. These features improve reliability, reduce transit travel time, and increase passenger comfort.

The Main Street Transit Study is intended to identify where transit priority, streamlining, and access treatments could be most beneficial along Main Street in coordination with the Main Street Safety Study. Similarly, MovingAhead can be used to help identify operational and capital improvements to transit service along the key corridors being studied as part of that process. These improvements could be coordinated with pedestrian and bicycle investments as well as broader improvements that might be identified in the broader studies.

As an illustration of the scope of an Enhanced Transit Corridor Toolbox, TriMet and the city of Portland have identified a number of possible improvements in their toolbox. Below is their more detailed listing of tools that could be considered locally.

Enhanced Transit Corridor Tool Box	
Included in Portland's Enhanced Corridors Plan	Currently Utilized in Eugene-Springfield
Laneways and Intersection Treatments	
Dedicated Bus Lane	✓
Business Access and Transit (BAT) Lane	✓
Intersection Queue Jump/Right Turn Except Bus Lane	✓
Transit-Only Aperture	✓
Pro-Time (Peak Period Only) Transit Lane	
Bus on Shoulder	
Multi-Modal Interaction	
Bikes Behind Station	✓
Left-Side Bike Lane	
Dedicated Bike Signal	
Shared Bus/Bike Zone	
Stops and Stations	
Curb Extensions for Stations/Stops	✓
Level Boarding	✓
All-Door Boarding	✓
Far-Side Bus Stop Placement	✓
Bus Stop Consolidation	✓
Operations/Other	
Rolling Stock Modification	✓
Street Design Traffic Flow Modifications	✓
Transit Signal Priority and Signal Improvements	✓
Headway Management	

AGENDA ITEM SUMMARY

DATE OF MEETING: November 6, 2018

ITEM TITLE: SPC COMMITTEE APPLICATIONS

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: Discussion

PURPOSE:

This agenda item is to provide an update on the status of membership applications to the Strategic Planning Committee and to gather input prior to sending acceptance or rejection notices to applicants.

BACKGROUND:

As requested at the September SPC meeting, the application period for SPC membership was opened on September 7, to fill two vacant seats. The application period will remain open through October 31. (Any applications received after the preparation of this document may be provided as a separate handout.)

At the October SPC meeting, applications that had been received were included in the committee's packet as information only.

To date, seven applications have been received and three applications have strong qualifications that merit potential appointment. Two of the three applicants will be appointed by the General Manager and the third applicant will be retained for future consideration should there be a vacancy.

To assist the committee in providing input, the qualifying criteria are shown below:

- **SECTION 3.1 *Membership*.** The Committee shall consist of at least 8 and not more than 15 members who reside within the LTD service district area. All members of the Committee are voting members.
- **SECTION 3.2 *Appointment*.**
 - a) The Committee shall include six members, appointed to the Committee by their respective governing bodies, comprised as follows:
 - i. No more than two members of the LTD Board of Directors; and
 - ii. One representative from each of LTD's key partners:
 - Eugene City Council
 - Springfield City Council
 - Lane County Board of Commissioners
 - Oregon Department of Transportation

The Committee shall not include a quorum of any governing body.

- b) In addition to those members appointed to the Committee pursuant to Section 3.2 (a), up to an additional nine (9) members, representing a diverse set of stakeholders, may be appointed to the Committee by the Lane Transit District General Manager, with the advice and consent of the LTD Board of Directors.
- **SECTION 3.3 *Composition*.** In addition to those members appointed pursuant to Section 3.2 (a), Committee members should represent a diverse set of stakeholders. The targeted interest areas include, but are not limited to, the following (alphabetically):

- a) Business / Chambers / Industry / Large Employers
- b) LTD Customers / Frequent Transit Riders
- c) Diversity: Minority / Persons with Disabilities / Low-Income / Gender / Age
- d) Housing / Development / Affordable Housing
- e) Neighborhood/Neighborhood Leaders Council/LTD Service Districts
- f) Non-profit
- g) Public Health
- h) Rural
- i) Safe Routes to School
- j) Student
- k) Sustainability / Equity/ Environmental Justice
- l) Tourism
- m) Transit Advocate
- n) Transportation Options / Bike / Ped / Carpool / Vanpool

A member representing a targeted area of interest must be representative of the industry, or area of interest, and have applicable experience in the respective field.

STAFF/GM RECOMMENDATION:

Based on the qualifications, answers to the application questions and information provided, the General Manager recommends appointing Julia Hernandez who works for Centro Latino Americano to fill one of the two vacant positions. The second vacant seat can either be offered to either:

- Leah Rausch - graduate student at UO
- Ann Lukasik - Sustainability Intern - City of Eugene
- Jill Seale - Environmental Regulator - State of Oregon Department of Environmental Quality
- Sam Miller – Lead Mechanic - University of Oregon Bike Program & Intern at Springfield Safe Routes to Schools
- Lisa Babington – Economic Development Director (Contracted) – Community and Economic Development Associates (CEDA) in City of Lake City, MN (resides in Eugene)

ATTACHMENTS: 1) Membership Applications (provided as a handout)

AGENDA ITEM SUMMARY

DATE OF MEETING: November 6, 2018

ITEM TITLE: SPC SEAT ASSIGNMENTS AND TERMS

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: Discussion

PURPOSE:

This agenda item is to gather information about the committee’s preferred seat assignments that will correspond to the term expirations every two years.

BACKGROUND:

In the prior agenda item, the committee was asked to provide input on the appointment of the new committee members to SPC to fill two vacant seats. Prior to sending acceptance letters to the selected applicants, a seat assignment will be designated providing each applicant the terms of their appointment.

It is timely to ask SPC to provide their input on existing members’ preferred seat assignments that will need to correspond to the term limits of their appointment. In the past, LTD did not track terms for committee members so this process is new. Existing members were not assigned term limits to comply the SPC adopted bylaws as this committee was formed from the prior EmX Steering Committee. There are no restrictions to the number of times that a committee member may re-apply but it is important for the purpose of maintaining current information and a balanced committee for members to re-apply versus just continuing on.

Please note that the seat assignment terms are only for those seats that are outside of the core membership group.

STAFF/GM RECOMMENDATION:

It is recommended that seats 1-4 serve for 3 years, seats 1-4 and seats 5-9 serve staggered terms to avoid all members expiring at the same time. This system has been modeled after the Governor’s office method of staggering Board member terms for brand new Boards. See the table below:

	<i>Name</i>	<i>Term Start</i>	<i>Term Expiration</i>
<i>Core SPC Members</i>	Eugene City Council	Term begins and ends with council appointment	
	Springfield City Council	Term begins and ends with council appointment	
	Lane County Board of Commissioners	Term begins and ends with commission appointment	
	Oregon Department of Transportation	Term begins and ends with ODOT position	
<i>Board Members</i>	LTD Board Member	Term begins and ends with Board assignment	
	LTD Board Member	Term begins and ends with Board assignment	

Seat 1		1/2017	12/2019
Seat 2		1/2017	12/2019
Seat 3		1/2017	12/2019
Seat 4		1/2017	12/2019
Seat 5		1/2017	12/2020
Seat 6		1/2017	12/2020
Seat 7		1/2017	12/2020
Seat 8		1/2019	12/2021
Seat 9		1/2019	12/2021



SEPT

OCT

NOV

DEC



JAN

FEB

MAR

APR



MAY

JUNE

JULY

AUG

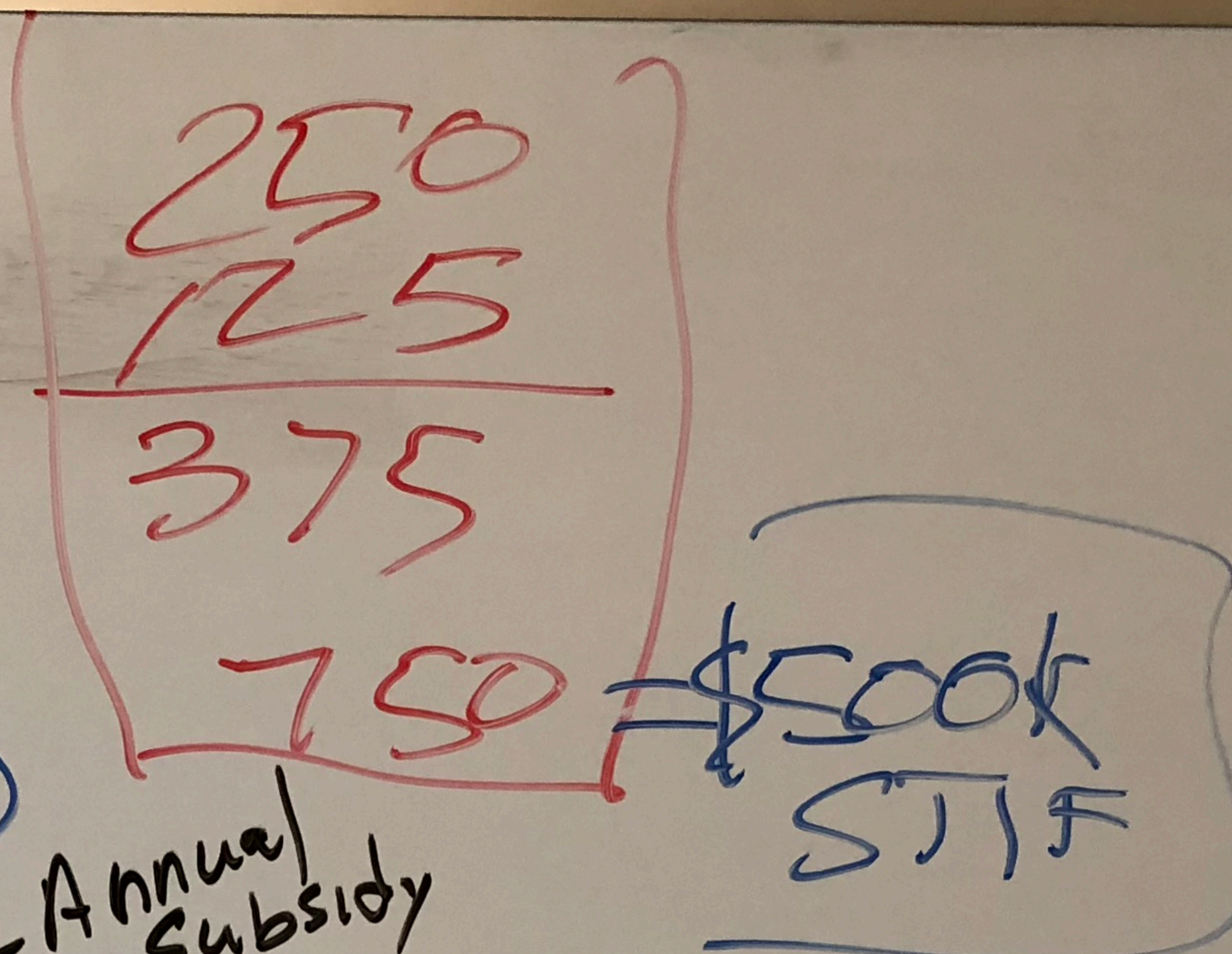
Low-Income

Non-profit Fare Policy Low income

- Currently Half-fare (50%)

LTD Cost ~ \$250k/yr

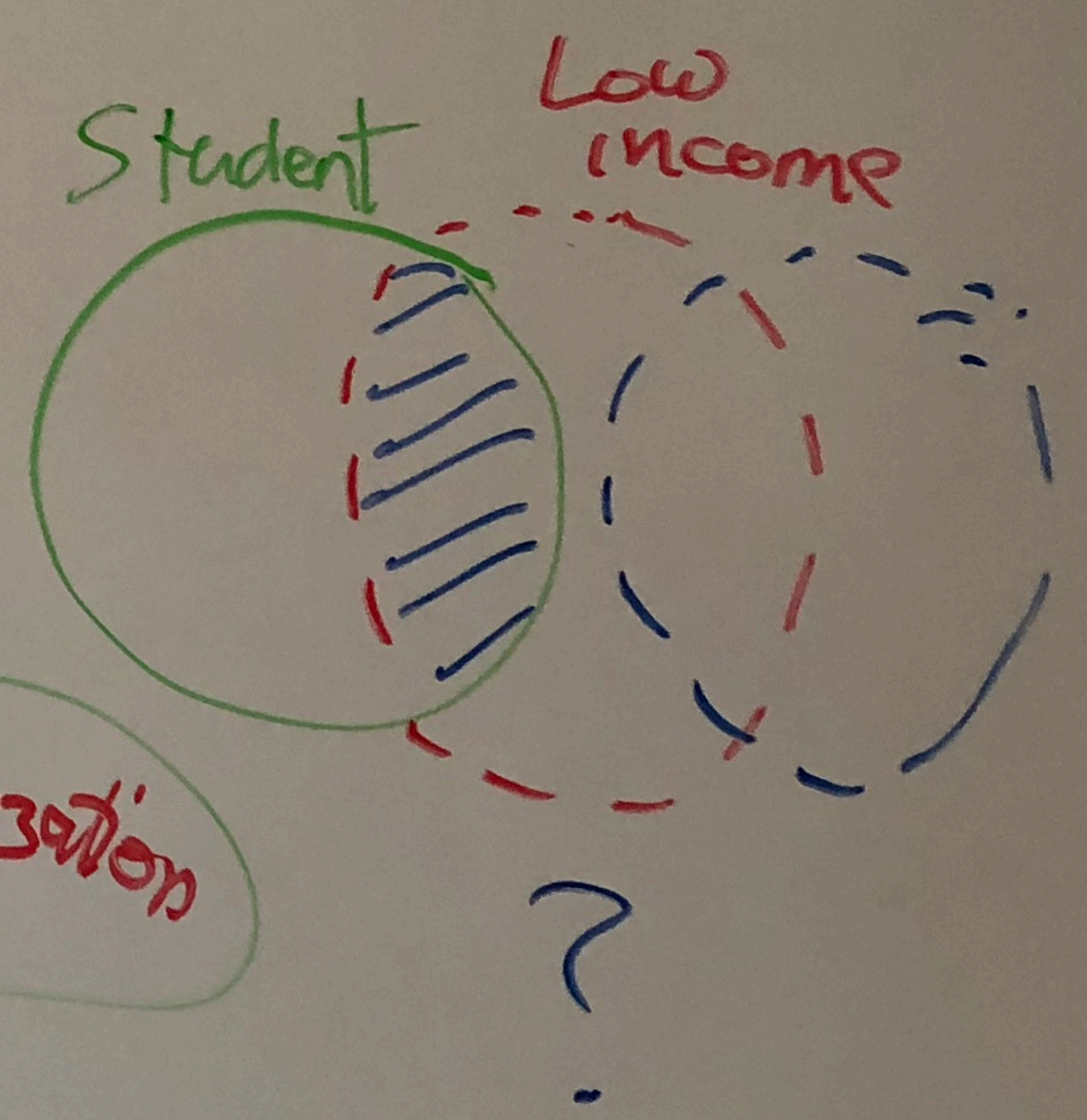
= Annual Subsidy



→ ↑ LTD share \$750k (STIF) Cap

→ ↑ Subsidy % 25% of Cost (= \$125,000)

→ Tighten-up Admin. of Pym.



? Affordable Hsng-based Low-income Fare Subsidy

- GPP

↳ Level of Subsidy

→ 1 pass / hshld

Goal * Tools to Improve
- mobility
- Range of needs

Stabilization

∴ Lower cost to Non-profits
↑ Transit Accessibility to Low-income

Transit Policy

+ Coord. Plan Language

SPP:
1000 students

Options for Fare Policy

- Subsidizing Group Pass (Current subsidy)
- make accessible to smaller businesses

* and, \rightarrow half fare pgm to Non-profits - Further subsidize
 \checkmark in GPP \rightarrow Housing based subsidies? - Research LTD-related

- Subsidize Youth Fare - Lane City

- Ages 6-10 \rightarrow 11-18 - Capped \$ for youth fare

* For Now \rightarrow ? ~~Raise Base Fare~~

- Electronic Fare -
- Capping monthly level

? Future of Group Pass funding
- increase price of GPP?
- Bigger share from STIF?

- Smaller Business GPP Pilot

- McKinney-Bento - Reduced fare?

- Include all H.S. Student - no age limit
- one pass $\frac{1}{2}$ Fare Policy

* Holding STIF \$ in reserve
 \rightarrow Sustain Level of Service

* No Creeper than Google Youth

1- Youth Ride Free During School year
- Mid-High School - ID? - Transition of "One-Pass"

- ≤ 10 yrs old - All year long

* Threshold \neq Age
- 9 months Free
- School - ES - Free All year
Intent: \rightarrow Grade Level

@ Estimated \$2-2.5M in STIF funds