



LANE TRANSIT DISTRICT BOARD OF DIRECTORS STRATEGIC PLANNING COMMITTEE

Tuesday, April 02, 2019
5:30 – 7:30 p.m.

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

AGENDA

Time	ITEM	Page
5:30 p.m.	I. CALL TO ORDER	
5:31 p.m.	II. ROLL CALL <input type="checkbox"/> Sheri Moore (Chair) <input type="checkbox"/> Amy Cabbage (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"/> Joe Berney (Commissioner) <input type="checkbox"/> Annie Loe <input type="checkbox"/> Mike Eyster <input type="checkbox"/> Kate Reid <input type="checkbox"/> Sam Miller <input type="checkbox"/> Greg Evans <input type="checkbox"/> Lindsey Hayward <input type="checkbox"/> Leah Rausch <input type="checkbox"/> Julia Hernandez	
5:32 p.m.	III. PRELIMINARY REMARKS FROM THE CHAIR	
5:35 p.m.	IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <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</i> 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 state your name, city of residence, and who you are representing for the audio record. If you are unable to utilize the podium, you may address the committee from your seat. ◆ <i>Community member testimony is limited to three (3) minutes.</i> 	
	VI. ITEMS FOR ACTION	
5:50 p.m.	A. APPROVAL OF MINUTES Action Needed: Approval <i>Approve minutes from the March 5, 2019, meeting</i>	3
	VII. ITEMS FOR BOARD RECOMMENDATION - NONE	
	VIII. ITEMS FOR INFORMATION/DISCUSSION	
5:55 p.m.	A. SUSTAINABILITY UPDATE [Kelly Hoell] Action Needed: Discussion <i>Staff will provide an overview of LTD's sustainability program development.</i>	10

Time	ITEM	Page
6:25 p.m.	B. TRANSIT TOMORROW UPDATE [Tom Schwetz] Action Needed: Discussion <i>Staff will provide an update on the Transit Tomorrow project that will include the Board decision at its March 20 Board meeting, information about the Core Design Workshop, and the next steps.</i>	
6:45 p.m.	C. FALL SERVICE CHANGES [Tom Schwetz] Action Needed: Discussion <i>Staff will provide a briefing of the planned service changes scheduled for fall 2019.</i>	
6:55 p.m.	D. MAIN-MCVAY TRANSIT STUDY [Tom Schwetz] Action Needed: Discussion <i>Staff will provide an update on the status of the Main-McVay Transit Study, including a briefing of the Main Street Governance Team meeting held on March 21.</i>	
7:05 p.m.	E. FARE POLICY UPDATE [Aurora Jackson] Action Needed: Discussion <i>Staff will provide an update about the status of the proposed low-income and student fare subsidy programs, including how the upcoming fare collection system will affect these programs and provide other opportunities.</i>	11
	XI. WRITTEN REPORTS AND UPDATES a. Fare Collection System Update	14
7:20 p.m.	XII. NEXT/FUTURE MEETING AGENDAS <i>The Chair will ask for updates to be added to the working agenda and which month they should be placed.</i>	
7:30 p.m.	XIII. 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, March 5, 2019

Pursuant to notice given to *The Register-Guard* for publication on February, 28, 2019, 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, March 5, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Sheri Moore, Chair
Amy Cabbage, Vice Chair
Commissioner Joe Berney
Frannie Brindle
Greg Evans
Mike Eyster
Lindsay Hayward
Julia Hernandez
Annie Loe
Sam Miller
Kate Reid
Andy Vobora
Carl Yeh
Aurora Jackson, LTD General Manager

Absent: Gerry Gaydos
Leah Rausch

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

COMMENTS FROM THE CHAIR — Ms. Moore announced that the meeting would focus on a discussion of the Transit Tomorrow project and development of recommendations to the LTD Board of Directors for consideration at its March meeting. She also encouraged those in the audience to join discussion groups as observers.

AGENDA REVIEW — There were no changes to the agenda.

AUDIENCE PARTICIPATION — Ms. Moore invited comments from the audience.

Peter Bolander, Eugene, spoke about congestion in Santa Clara and on Beltline between River Road and Delta Highway, and congestion along River Road between Division Avenue and Beltline. He said that he believed the most practical and cost effective solution to those problems was improvements to the public transportation system. He said that he had been following LTD's Transit Tomorrow efforts to improve its system and offered his suggestions. He said the current hub and spoke configuration did not work for some neighborhoods such as Bethel and Santa Clara as the primary work location for many residents was not downtown Eugene. He provided examples of why the current system seemed to only support travel to and from Eugene and said the longer travel times made transit use less attractive. He said LTD needed more data to help

determine where people in those neighborhoods worked; many of them worked in the Springfield area. He asked if there had been consideration of adding an express bus from either Bethel or Santa Clara to downtown Eugene during the rush hour, which could reduce travel times and attract more riders. He also suggested extending the proposed EmX bus route along River Road from the Santa Clara Transit Station to Beacon Drive to better serve the Santa Clara area.

Rob Zako, representing BEST, offered two suggestions for the Transit Tomorrow process. He said the first was to start with "why." He said it was clear "what" LTD did, but the challenge was to understand how the decisions made as a result of Transit Tomorrow were the best decisions for the community. He said there should be a rationale for decisions beyond what most people wanted. He shared an anecdote about the early years of Apple when Steve Jobs took over and began slashing programs. When questioned, Mr. Jobs said that focus was about saying no, rather than saying yes and trying to please everyone. Whatever LTD decided to do, it did not have enough resources to make everyone happy.

MOTION APPROVAL OF MEETING MINUTES — Mr. Eyster moved to approve the February 5, 2019, Strategic Planning Committee meeting minutes as submitted. Mr. Vobora provided the second.

VOTE The motion was approved as follows:
`YES: Berney, Brindle, Cabbage, Eyster, Evans, Hayward, Hernandez, Loe, Miller, Moore, Reid, Vobora, Yeh (13)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos, Rausch (2)

TRANSIT TOMORROW UPDATE AND DISCUSSION — Ms. Cabbage explained the meeting format. She said following a presentation by staff, the committee would meet in small groups to consider two key questions. Each group would report out the results of their discussions and reach consensus on critical issues. That information would be organized into advice and recommendations for the Board as it moved into the Transit Tomorrow decision-making process. She noted that copies of the Scenarios Report and Executive Summary were available at the meeting for reference.

Committee members, staff, and guests introduced themselves and briefly described their affiliations.

Director of Planning and Development Tom Schwetz provided a brief overview of Transit Tomorrow activities to date. He said the key questions to be considered by the groups related to the tradeoffs of ridership versus coverage, and service versus affordability and the balances LTD should strike. He used a graphic to illustrate the tradeoffs being considered in the Transit Tomorrow process and the public engagement responses by activity and preference. He said there was a tilt towards ridership. He said the task before the committee was to determine the appropriate balance for each tradeoff and understand outcomes of different tradeoffs. The SPC would develop a recommendation for a selected network configuration to forward to the LTD Board for consideration at the Board's March 20, 2019, meeting.

Mr. Schwetz offered the following context for the committee's deliberations:

1. No changes were being proposed to rural routes, which represented about 10 percent of current service.

2. Thirty five percent of State Transportation Improvement Fund (STIF) dollars were already allocated to youth and low-income fare subsidy programs.
3. Decisions did not need to be "either/or." Discussions should focus on LTD and the community's values. For example, values called for being as efficient as possible and making transit as productive as possible, but there were also strong values on making sure everyone in the community had some access to mobility.
4. Mobility required more than fixed-route alone.

Key Question: What outcomes and values should be considered in developing the Strategic Planning Committee's advice?

The three groups discussed the key questions and reported out on their results.

Group 1:

- Sustainability - reduction of community-wide fossil fuel usage; allow people to go car-free, which reduced household transportation costs; reduction of travel time
- Improved frequency (15 minutes or less) as time was a type of currency and more convenient travel
- Economic development - increasing access to jobs and services
- Diversity and employment opportunities
- Access, universal mobility, providing a level of service to those who were transit-dependent
- Safety

Group 2:

- Usefulness - a transit system that was attractive and contributed to mode shift, reduced travel time
- Equity and access - transition options for those who might lose access as a result of moving to a more frequent network, service meeting people, fare affordability and equity of mode shifts as a result of losing access
- Community goals - economic development, sustainability, a system able to be agile and respond to change, a system aligned to longer term community goals
- Access - service meeting people

Group 3:

- Social equity - access, communication about the system to the community with emphasis on graphics, icons and interactive styles to be able to communicate with all ages and reading abilities
- Economic stewardship - connections to jobs and services
- Innovation and technology -optimize the system to be flexible and responsive

- Image of the transit district within the community - kind, approachable and fun organization that was responsive to community needs and that used resources in a fiscally responsible way

Key Question: How should LTD allocate its fixed-route resources to achieve the desired outcomes?

Group 3:

- High ridership was the goal
- Springfield is not served well now and there must be a compromise between high-ridership and coverage
- Keep the allocation of resources at 65 percent for service and 35 percent for low-income and youth fare subsidy programs
- Not all service increases and extended coverage needed to occur through the fixed-route system; transportation network companies (TNC) could be integrated into LTD's service profile

Group 2:

- Current allocation of 65 percent of resources to service and 35 percent to fare programs was a good balance and addressed access and affordability for important groups
- Consensus to move towards ridership scenario with 85 percent or more service
- Service was critical to low-income people - increased service would allow people to ride seven days a week; more riders accessing more jobs would sustain STIF funding
- Address lost coverage - mobility on demand using electric vehicles deployed throughout the metro areas that have lost or reduced coverage, gets people to bus stops without having to use their cars
- Sustainability - use of electric vehicles and ride-share models

Group 1:

- Eighty to ninety percent ridership to make the system more useful and encourage more ridership with reduced travel times
- Along with mobility-on-demand, consider how LTD could create charging stations
- Add more Saturday and Sunday service and fill in service gaps
- Significant environmental impact if more people are gotten out of individual cars
- Once ridership increases, evaluate the efficiency of fare subsidies and determine if there is a need for additional subsidies for populations that might have been over looked
- Frequent service in core areas would help tourism
- Re-evaluate the Eugene-Gateway service

Remarks from BEST:

Mr. Zako said BEST had engaged in similar discussions with groups in the community and typically consensus had been reached. BEST had prepared a memorandum to the LTD Board summarizing the recommendations that had emerged from those discussions.

Mr. Zako said on the axis of more service/lower fares, most people's decisions about whether to take the bus were not related to fares. The average rider made that decision based on travel time, convenience, and the ability to reach their destinations; the cost of a fare had little impact. Subsidies for low-income and youth fare made sense, but the more general idea was to have a sliding scale in some manner to charge people what they could afford to pay. Take available funding and use that for service.

Mr. Zako said groups looked at the axis of ridership/coverage from the triple bottom line of sustainability: economy, environment, and social equity. From an economic perspective, a major driver was reducing traffic congestion. New roads were not being built and the area's population was projected to grow; the solution to current and future congestion was for more people to ride the bus. Environmentally, in order to meet the area's greenhouse gas emissions reduction goal transit ridership needed to triple.

Mr. Zako said most people did not want to make a choice between ridership and coverage, feeling both ridership and coverage were needed. LTD, in the short term, had to say no some of the time because it did not have an unlimited budget and whatever the Board decided to do, some people, in some places, sometimes would not have very good service. He said BEST approached that issue by asking what is transit good at and what was it not good at. Public transit was not a taxi service; it was good at moving lots of people who are departing from roughly the same place at the same time. That resulted in full buses and fewer cars on the road, which should be LTD's core business during weekdays on key corridors. BEST recommended the following priorities for LTD:

1. Operate a ridership network on weekdays and to make that a commitment to the community.
2. Weekend and evening service along the key corridors. People chose to own a car or go car-free based on whether they could live their entire lives with or without a car. The bus should be a viable option for people seven days a week.
3. Coverage - if there was strictly a ridership model some people would be angry because they had no service, but unfortunately LTD was not a taxi service going to everyone's door. Some possible options for those people not reached by the fixed-route system might be mobility-on-demand or waivers to use Lyft and Uber.

Mr. Zako concluded by saying BEST did not choose one of the scenarios, but rather consider the priorities and consider a hybrid scenario that might meet the community's needs better.

Mr. Schwetz invited questions and comments from the committee.

Mr. Berney questioned whether a system should be defined by what it hadn't done yet. With respect to Lyft and Uber possibly being more economical, he felt that lowest price and a race to the bottom was inconsistent with living wages and local investment.

Mr. Eyster said it was encouraging that BEST had arrived at the same conclusions as most of the discussion groups.

Mr. Vobora commented that LTD had engaged in a similar process and had the same discussions regarding ridership and coverage in 1999, but was unwilling to tell some areas of the community they would lose service. He encouraged the LTD Board to pursue a ridership network as it was the right thing to do and committee members would support that decision.

Mr. Schwetz said he had discussed with Daniel Costantino of Jarrett Walker & Associates what type of direction from the Board would be most useful in moving forward. Mr. Costantino said the ridership versus coverage decision was very difficult for transit agencies and the consultants had found with their clients that over time it became hard politically to ignore the demand for coverage. As a result of Transit Tomorrow, LTD's service policy, which was currently at 75 percent ridership and 20 percent coverage, would need to be updated. The actual service being provided was 60 percent ridership and 40 percent coverage.

Ms. Jackson emphasized the importance of implementing a decision regarding service and coverage, then regularly evaluating whether those targets were being met.

Mr. Eyster shared his experience as an LTD Board member. He said it was difficult to deny a request for service when someone petitioned the Board, but when that exception was made seldom was the impact on the service/coverage ratio examined. There was an unintentional, but small and steady change in the ratio over time.

Ms. Cabbage said LTD should not let people have the expectation that they could come to the Board and service requests would be granted.

Ms. Reid said she and Ms. Jackson had discussions with decision-makers during their trip to Washington D.C. with the United Front delegation. She said there was significant interest in LTD's mobility-on-demand pilot programs and looking at how transit agencies were moving in that direction. She said mobility-on-demand was an interesting answer to loss of coverage. She said it could also be an element of paratransit, which could result in considerable cost savings that could deploy resources in a different way.

Mr. Evans remarked that the impact of technology was not being considered in the recommendations. He said within the next ten years it was likely there would not be operators in buses. Buses and cars would be automated and that would significantly reduce the portion of the operations budget allocated to human resources, possibly freeing funds to provide additional coverage frequency.

Mr. Schwetz summarized the committee's recommendations and determined there was consensus on the following:

- Deployment of resources - 65 percent for service and 35 percent for fare programs
- Ridership - increase ridership to 80-85 percent
- The system needed to be agile and adaptive through use of innovation and technology
- Continue to align with community goals
- Make the service more useful

Ms. Moore thanked committee and community members for their efforts.

Mr. Yeh also thanked participants and said he and Ms. Reid, as LTD Board members, would take the committee's message to the Board.

ADJOURNMENT

Ms. Moore adjourned the meeting at 7:30 p.m.

(Recorded by Lynn Taylor)



AGENDA ITEM SUMMARY

DATE OF MEETING: April 2, 2019

ITEM TITLE: SUSTAINABILITY PROGRAM

PRESENTOR: Kelly Hoell, Development Planner

DIRECTOR: Mark Johnson, Assistant General Manager

ACTION REQUESTED: Information and Discussion

PURPOSE:

Update the Strategic Planning Committee regarding Lane Transit District's (LTD) sustainability commitment, including steps that are being taken and actions being considered to reduce LTD's greenhouse gas (GHG) emissions.

HISTORY:

LTD is committed to environmental sustainability and reducing GHG emissions. LTD took initiative to move away from diesel buses and invest in hybrid-electric vehicles around 2002. Now, more than 60 percent of the active fleet have hybrid-electric systems. There has been a strong commitment to implementing new bus propulsion systems including plug-in electric vehicles. LTD is currently taking delivery of five all electric buses and has a grant for five additional all electric buses, which will be ordered later this year.

LTD has also been actively looking at ways to further reduce GHG emissions, control waste, reduce water usage, and decrease electricity use. There is a process underway to develop a GHG inventory to better understand LTD's current GHG emissions, that process will be used to develop a GHG reduction plan with the Board of Directors.

Over the next few months staff will work with the Board of Directors to put in place a GHG reduction plan and a sustainability policy.

A presentation will be provided to explain this topic in further detail.

RECOMMENDATION: N/A

NEXT STEPS:

The LTD sustainability program will be discussed with the Board of Directors at their April work session.



AGENDA ITEM SUMMARY

DATE OF MEETING: April 2, 2019
ITEM TITLE: FARE POLICY UPDATE
PRESENTOR: Aurora Jackson, General Manager
ACTION REQUESTED: None. Information Only

PURPOSE:

To provide an update on the District's Fare Policy Low-Income and Student Fare Subsidy Programs, and other opportunities for policy changes with the implementation of the fare collection system.

HISTORY:

At the March Board of Directors meeting, the Board approved moving forward with a public process for the following proposed changes to the fare policy:

1. To modify LTD's existing low-income subsidy program from a 50 percent subsidy to a 75 percent subsidy, increasing annual funding from \$250,000 to \$750,000
2. Fund Student bus passes for students in grades 12 and below throughout the calendar year through a partnership with the school districts or equivalent
3. Implementation of adopted fare changes effective at the beginning of the 2019 school year

Additionally, the Board approved a contract with Delerrok, Inc. for the purchase of an account-based electronic fare collection system and support services. The new system will provide features that would require a fare policy change, if implemented.

Staff will provide more information about the proposed fare changes and provide further background about the revised direction since it was last presented at the November 4, 4018, SPC meeting.

RECOMMENDATION: N/A

ALTERNATIVES: N/A

NEXT STEPS:

1. At the April Board Work Session, the Board will receive a presentation on the fare collection system.
2. At the April Board of Directors' meeting, the Board will make a determination about whether to proceed with further consideration of the fare collection system's features.
3. At the May Board of Directors' meeting, a public hearing will be held on all proposed fare policy changes.
4. At the June Board of Directors' meeting, the Board will be asked to make a decision about the proposed changes to the fare policy.
5. Approved fare policy changes will go into effect in fall 2019.

SUPPORTING DOCUMENTATION:

- 1) Resolution No. 2019-03-20-017

PROPOSED MOTION: N/A



RESOLUTION NO. 2019-03-20-017

ADOPTION OF THE FARE POLICY LOW-INCOME AND STUDENT FARE SUBSIDY PROGRAMS

WHEREAS, ORS 267.320 states that the “District Board may by ordinance impose and collect user charges, fees, and tolls from those who are served by or use the transit system”;

WHEREAS, the Board established the Ad Hoc Fare Policy Committee in February 2018;

WHEREAS, the purpose of the Ad Hoc Fare Policy Committee was to review LTD’s fare structure;

WHEREAS, the Ad Hoc Fare Policy Committee met five times between August and November 2018;

WHEREAS, the Ad Hoc Fare Policy Committee was comprised of two Board members, three nonprofit representatives, and one local elected official;

WHEREAS, the Ad Hoc Fare Policy Committee developed a two-part fare policy recommendation at their October 20, 2018, meeting;

WHEREAS, the first recommendation was to modify LTD’s existing low-income subsidy program from a 50 percent subsidy to a 75 percent subsidy increasing annual funding from \$250,000 to \$750,000;

WHEREAS, the second recommendation was to adopt a student fare subsidy program allowing students in elementary school and younger to ride free and students in middle school and high school to ride free September through June (school year);

WHEREAS, the Ad Hoc Fare Policy Committee’s recommendation included funding both programs with the newly implemented State Transportation Improvement Fund;

WHEREAS, at the November 4, 2018, Strategic Planning Committee (SPC) meeting, the Ad Hoc Fare Policy Committee’s recommendations were unanimously supported;

WHEREAS, at the November 15, 2018, Board of Directors’ meeting, the Board approved the recommendations from Ad Hoc Fare Policy Committee and the SPC;

WHEREAS, in support of the Board’s directives, staff met with school district officials, government entities, and other interested stakeholders who unanimously expressed support for the proposed fare policy changes; and,

WHEREAS, several school district officials requested expanding funding for the student fare program for Kindergarten through grade 12 beyond the school year to the calendar year.

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors passes a Resolution as follows:

- Approving staff’s recommendation to move forward with a public engagement process:
 - To modify LTD’s existing low-income subsidy program from a 50 percent subsidy to a 75 percent subsidy increasing annual funding from \$250,000 to \$750,000



- Fund Student bus passes for students in grades 12 and younger throughout the calendar year through a partnership with the school districts or equivalent.
- Implementation of adopted fare changes effective at the beginning of the school year.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20th DAY OF MARCH, 2019.

A handwritten signature in cursive script, appearing to read 'Carl Yeh', is written above a horizontal line.

Board President, Carl Yeh



AGENDA ITEM SUMMARY

DATE OF MEETING:	April 2, 2019
ITEM TITLE:	FARE COLLECTION SYSTEM
PRESENTOR:	N/A
DIRECTOR:	Cosette Rees, Director of Customer and Specialized Services
ACTION REQUESTED:	None. Information Only

PURPOSE:

Provide information on the upcoming fare collection system scheduled to be implemented in late summer 2019.

HISTORY:

At the March Board of Directors meeting, the Board approved a contract with Delerrok, Inc. for the purchase of an account-based electronic fare collection system and support services.

LTD has long been exploring the implementation of a fare collection system. Until recently, the technology has been considered prohibitively expensive, required a long-term commitment, and would have created a burden on the District's IT infrastructure. With advances in technology, experience by the industry, and increased competition in the industry, this is the right time for LTD to take the step into electronic fare validation. Some of the benefits of the new system include:

- **Customer convenience.** An account based system will allow customers to manage their fares via a web portal or mobile application. Customers can purchase fares from home, on the go, at retail locations within the District's service area, or at LTD's Customer Service Center (CSC). The account-based system means that if someone loses their SmartCard they don't lose their fares since the value resides on their account, not on their phone or card. Customers can deactivate and reactivate fare media easily. The new system will provide new fare media options to customers. They can use a mobile application, smartcard, tickets, or cash to pay their fare.
- **Planning.** The system will provide insight into how the community uses the bus system. This information will assist LTD in planning service, understanding trends, and tracking the efficiency and effectiveness of the bus system.
- **Improved Efficiencies.** From an accounting perspective, this system will provide opportunities to increase efficiency through timely and automated fare management and reconciliation. Moving away from a paper pass system will reduce the need to print, inventory, and distribute paper passes and related manual reconciliations. From an IT infrastructure perspective, this system will reside on the cloud, avoiding the need to have software and data residing on the internal network.

The new system will improve boarding time, which will benefit District operations and customers.

The implementation plan for the new technology will be phased in to allow customers to acclimate to the change and to manage any unanticipated challenges.

RECOMMENDATION: N/A

ALTERNATIVES: N/A

NEXT STEPS:

The fare collection system is scheduled to be implemented and phased in late summer.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



Estimated FY20 Revenue Hour Changes

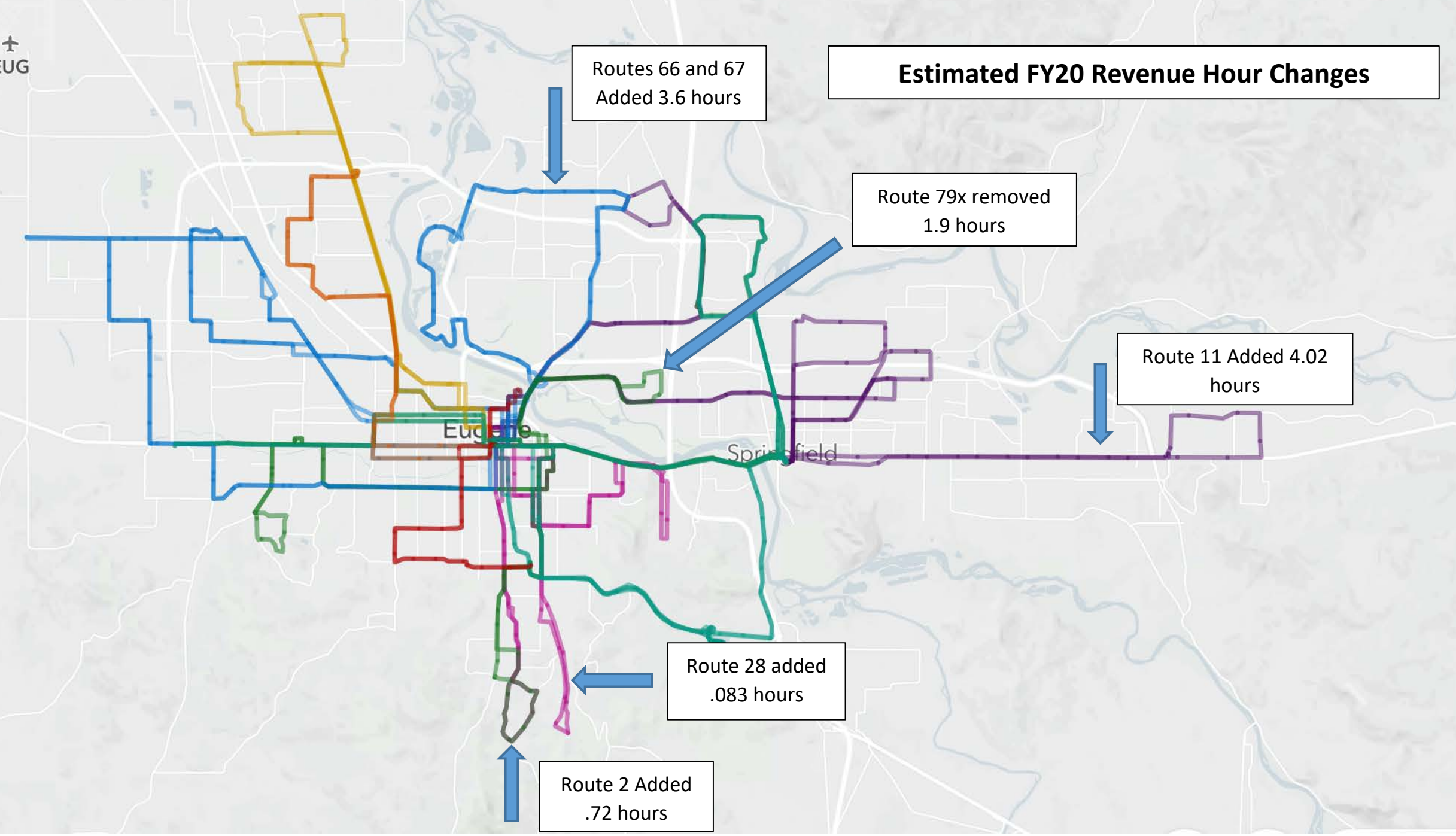
Routes 66 and 67
Added 3.6 hours

Route 79x removed
1.9 hours

Route 11 Added 4.02
hours

Route 28 added
.083 hours

Route 2 Added
.72 hours



Lane Transit District (LTD)

Sustainability Program Overview – Strategic Planning Committee – April 2, 2019



LTD.org

Overview – 4 objectives leading to a discussion

- LTD and sustainability... a 4 minute history
 - Sustainability Program Manager – what am I doing?
 - What does “sustainability” mean generally? To LTD?
 - Current projects overview
-
- Discussion: What additional information would you like moving forward?



LTD and the rise of sustainability – a brief history

- 1970: LTD is born (18 buses and two vans)
- 1970: The dawn of “the environmental decade”
 - NEPA
 - Earth Day
 - Clean Air Act (1970)



An early definition of sustainability: 1987

Sustainable Development:

“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

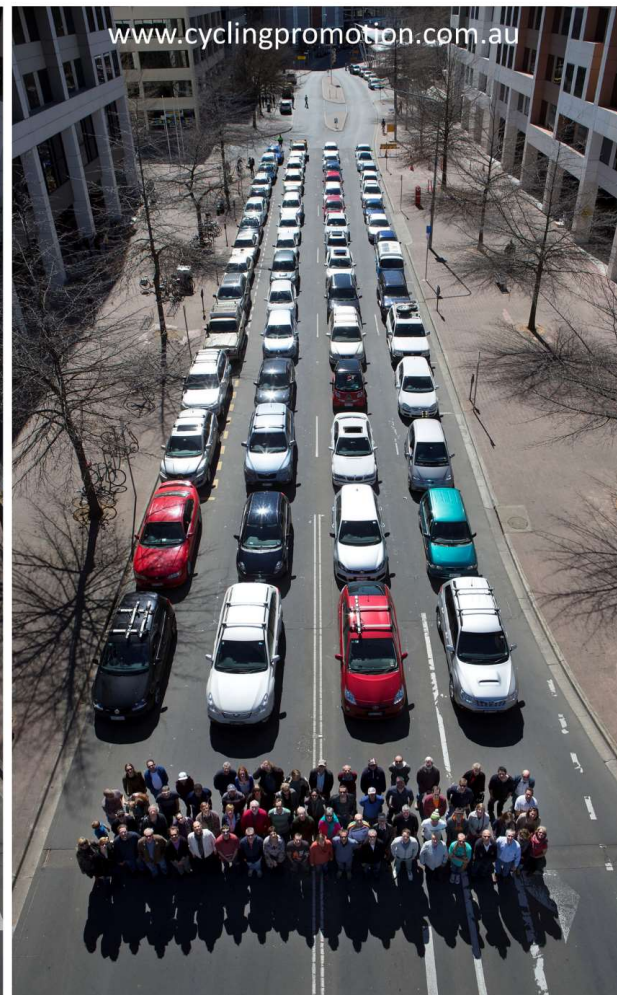
--Our Common Future, The Bruntland Report



The geometry of public transit (1)



The geometry of public transit (2)



The Ridership Recipe: Higher Ridership, Lower Costs

DENSITY How many people, jobs, and activities are near each transit stop?

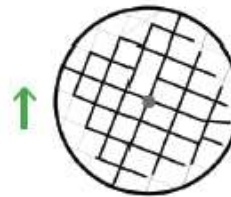


↑ Many people and jobs are within walking distance of transit.

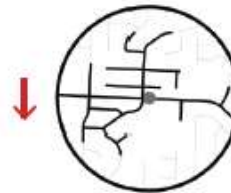


↓ Fewer people and jobs are within walking distance of transit.

WALKABILITY Can people walk to and from the stop?



The dot at the center of these circles is a transit stop, while the circle is a 1/4 mile radius.



The whole area is within 1/4 mile, but only the black-shaded streets are within a 1/4 mile walk.

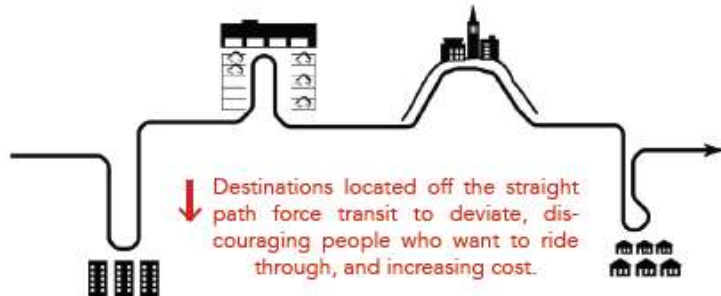


↑ It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

LINEARITY Can transit run in reasonably straight lines?



↑ A direct path between any two destinations makes transit appealing.



↓ Destinations located off the straight path force transit to deviate, discouraging people who want to ride through, and increasing cost.

PROXIMITY Does transit have to traverse long gaps?



↑ Short distances between many destinations are faster and cheaper to serve.



↓ Long distances between destinations means a higher cost per passenger.

Context: A long history of sustainability activities...

- Late 90s: Innovative investments in new fleet technology begin
- Mid 2000s: EmX launches – LTD early pioneer of BRT in USA
 - 2007: Franklin EmX
 - 2010: Gateway EmX
 - 2017: EmX West
- 2007: Board passes sustainability policy
 - Providing quality transit service
 - Using environmentally-friendly vehicles
 - Constructing Earth-friendly projects
 - Implementing sustainable operating practices
- 2010: LTD signs APTA Sustainability Commitment – Silver Certification Level
- 2015: Purchase of first all-electric buses
- 2016: Low-No Grant Recipient
- 2018: LTD's first Sustainability Program Manager



A old, new commitment...

- Sustainability Program Manager – Kelly Hoell
- BA Environmental Science, University of Denver
- MBA, Oregon State University
- Research on Sustainable Development, Costa Rica
- LEED Accredited Professional
- Lane County Master Recycler
- 11 years as Sustainability Consultant for Good Company



What matters most?



LTD.org

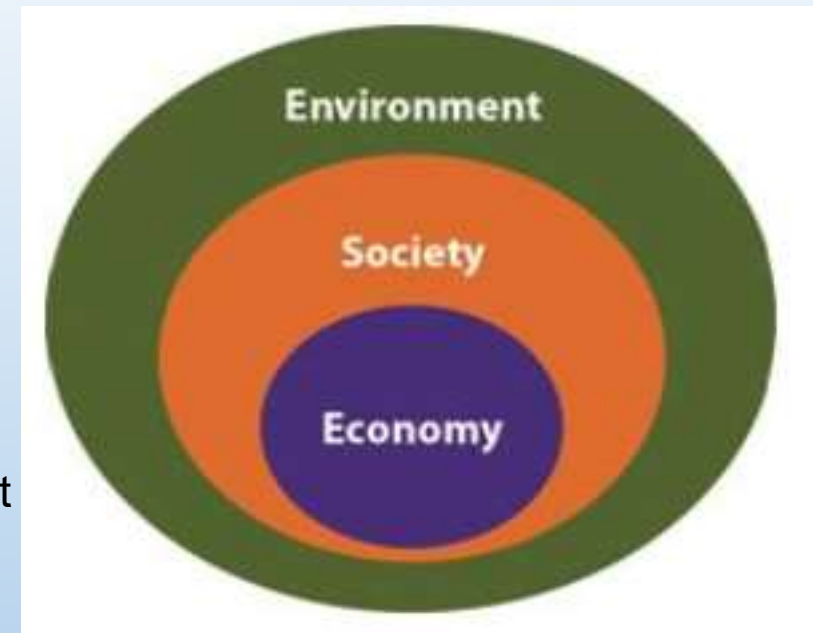
Sustainability is... What matters most

- Typical answers:
 - Health, well being
 - Quality of life, fun
 - Children, family, friends, pets
 - Job security and quality
 - Beauty, art, nature
 - Freedom, justice, dignity
 - Learning/growing/knowledge/personal development
 - Sense of community/participation/belonging
 - The well being of the planet/people/other species
 - Sense of purpose; doing a good job at work/relationships
 - Clean air, clean water, good food
 - Faith



Sustainability is... What matters most

- Typical answers:
 - Health, well being
 - Quality of life, fun
 - Children, family, friends, pets
 - Job security and quality
 - Beauty, art, nature
 - Freedom, justice, dignity
 - Learning/growing/knowledge/personal development
 - Sense of community/participation/belonging
 - The well being of the planet/people/other species
 - Sense of purpose; doing a good job at work/relationships
 - Clean air, clean water, good food
 - Faith



Sustainability is... What we do at LTD

- *We believe in providing people with the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community.*



Safe, Reliable Transportation for our community





Transportation Options for All



Title VI

No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

— TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

To learn more about Title VI, visit Justice.gov

LTD Respects Civil Rights

Any person who feels discriminated against on the basis of race, color or national origin while obtaining transit services or participating in transit activity may file a complaint.

To file a complaint, visit LTD.org/Title-VI-Policy-Statement or call 541-487-8335

Lane Transit District

ride HYBRID

Hybrid

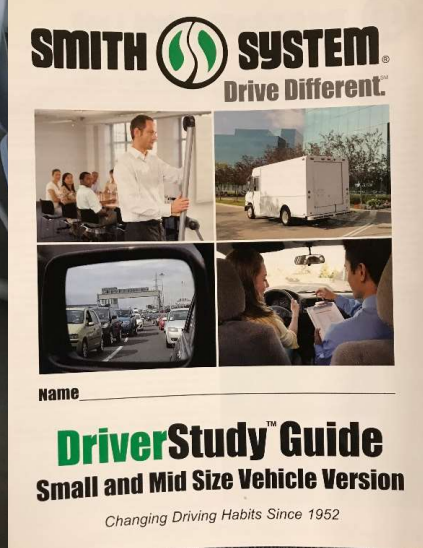
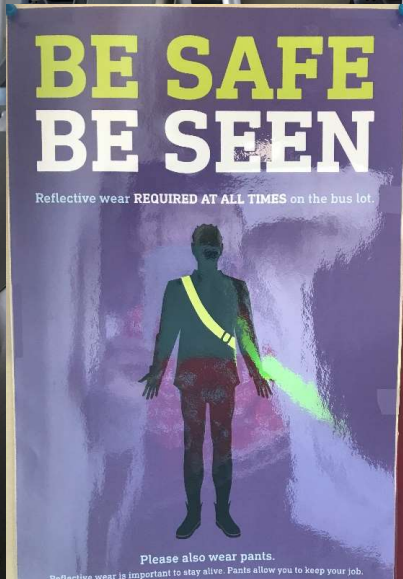
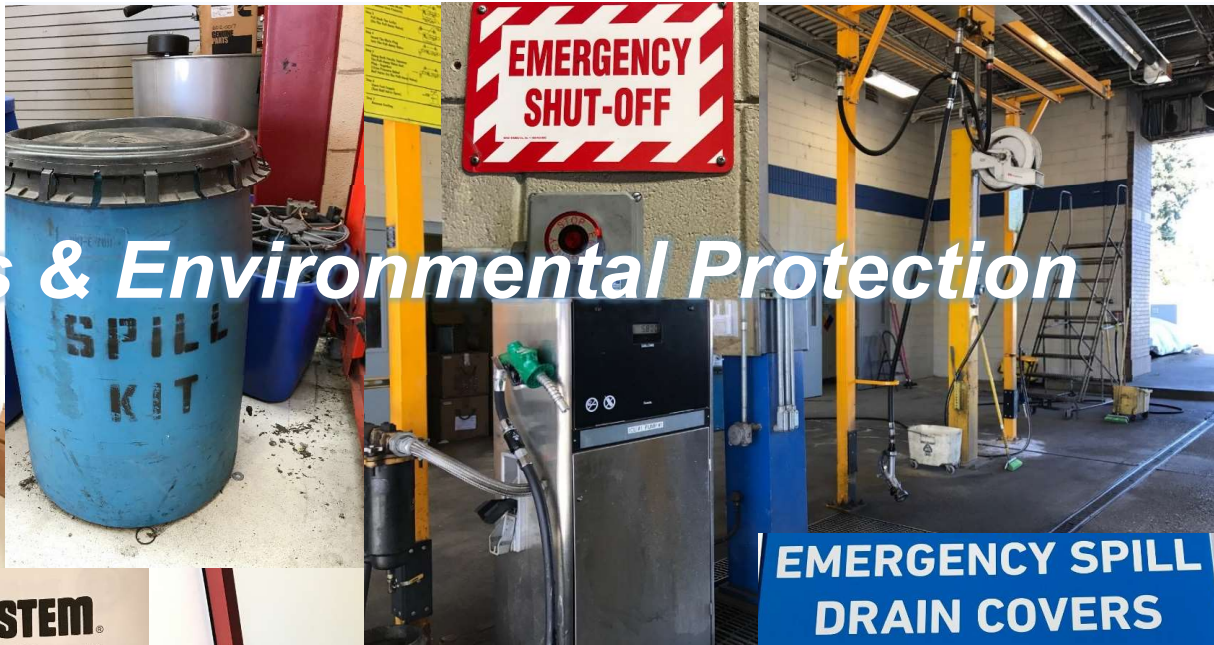
Investment in cleaner technology

HYBRID

51 SANTA CLARA



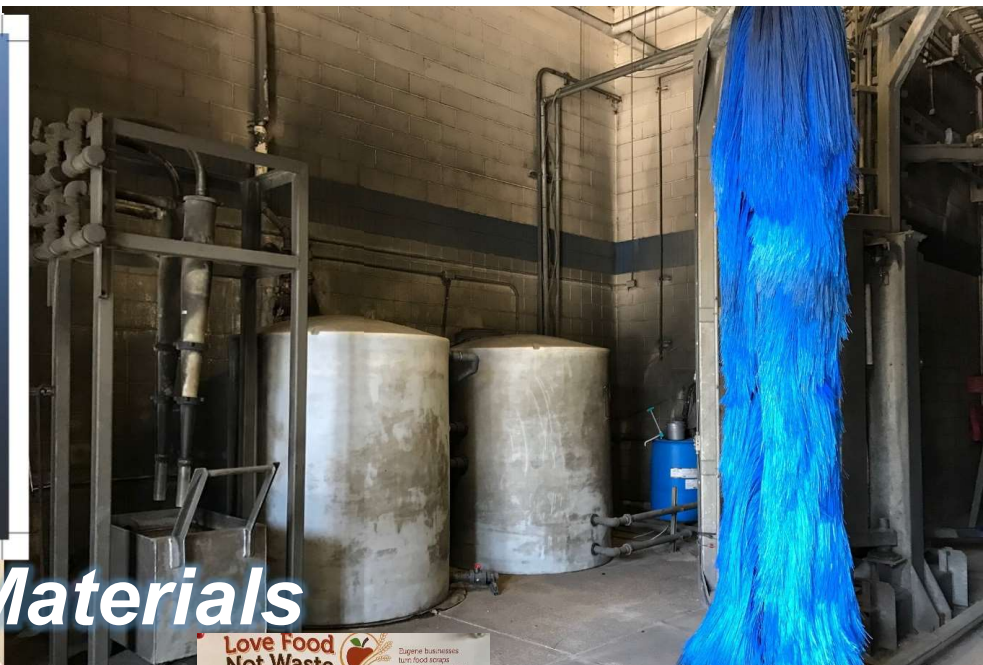
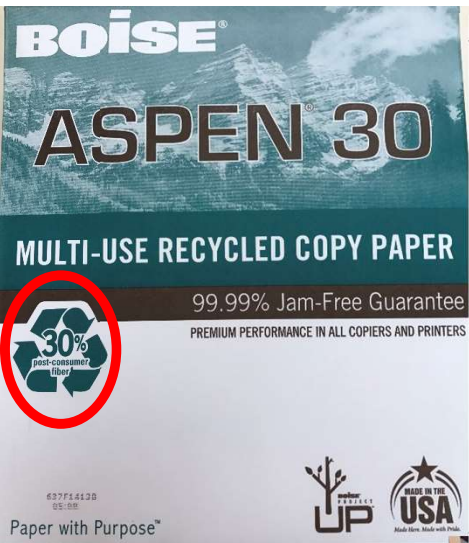
Employee Wellness & Environmental Protection



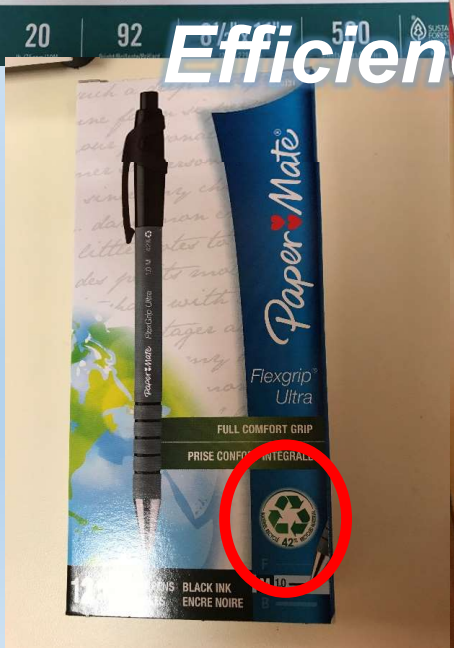


Support for Community Events & Education





Efficiency and Recycled Materials



Sustainability is...

- What matters most
- What we do at LTD (our mission)
- A shared language



So... What have you done for me lately?

Current Initiatives

- What vehicles should LTD be investing in, over the long term?
- Facilitate LTD's Green Dream Team
- Coordinate with regional partners



Current Initiatives: Fleet

- What vehicles should LTD be investing in, over the long term?
 - BYD roll out
 - 2016 Low-No Grant RFP
 - New Technology / Fuel Analysis
 - Current Fleet Replacement Plan
 - Greenhouse Gas and Energy Consumption Inventory
 - Oregon Clean Fuel Program



Introducing LTD's Green Dream Team!



Mark Johnson



Kelly Hoell



Kelly Staines



Jake McCallum



David Svendsen



Vonnie Willard



Cosette Rees



Matt Imlach



Jeff Hadden



Robin Mayall



Charlie Clarke



Jeramy Card



Theresa Brand



Patrick Brand



Andrew Martin



Current Initiatives: Green Dream Team

- Paid Volunteer Program
- Driveless 365 Active Transportation Incentive Program
- Employee Education
- Continual Improvement



Current Initiatives: Regional Coordination

- City of Eugene Climate Action Planning
- Central Lane Strategic Assessment TAC
- APTA Sustainability Commitment



LTD SUSTAINABILITY PROJECT TIMELINES - Draft 4/2/18

Projects / Topics	2019												2020
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan
Fleet													
BYD Roll Out - 5 Electric Buses		★		★									
2016 Low-No RFP process										★			
New Technology / Fuel Analysis (with consultants)													
Current Fleet Replacement Plan					★								
Greenhouse Gas & Energy Inventory					★								
Oregon Clean Fuel Program reporting and credit sales			★			★			★			★	
Green Dream Team													
Paid Volunteer Program				★									
Driveless 365 Active Transportation Program					★					★			
Employee Education (fall training)													
Regional Coordination													
City of Eugene Climate Action Planning													
Central Lane Strategic TAC													
APTA Sustainability Reporting									★				



Thank you! Discussion...



Mark Johnson



Kelly Hoell



Kelly Staines



Jake McCallum



David Svendsen



Vonnie Willard



Cosette Rees



Matt Imlach



Jeff Hadden



Robin Mayall



Charlie Clarke



Jeremy Card



Theresa Brand



Patrick Brand



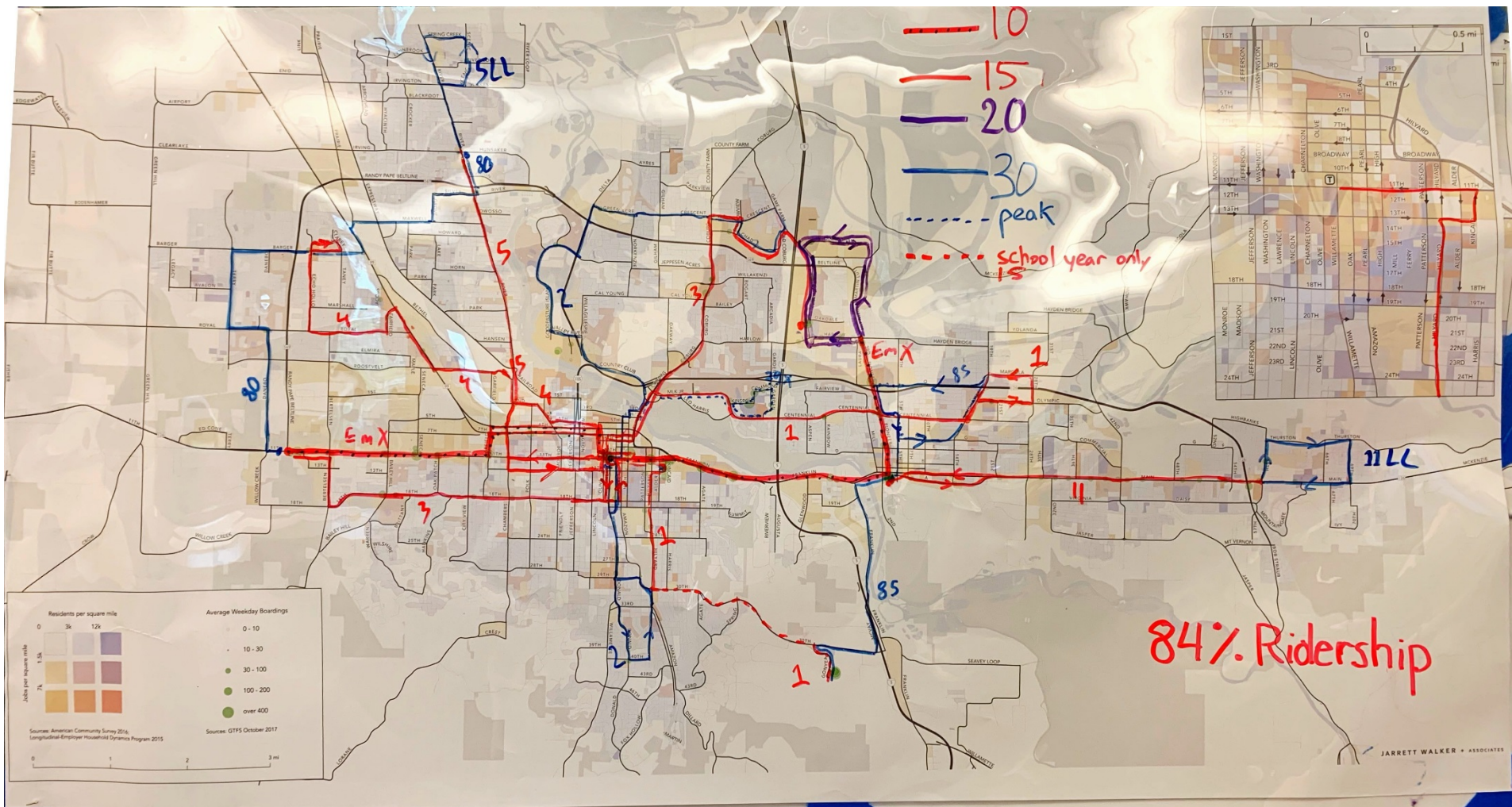
Andrew Martin



Transit *Tomorrow*

Your Transit. Your Vision. Your Future.



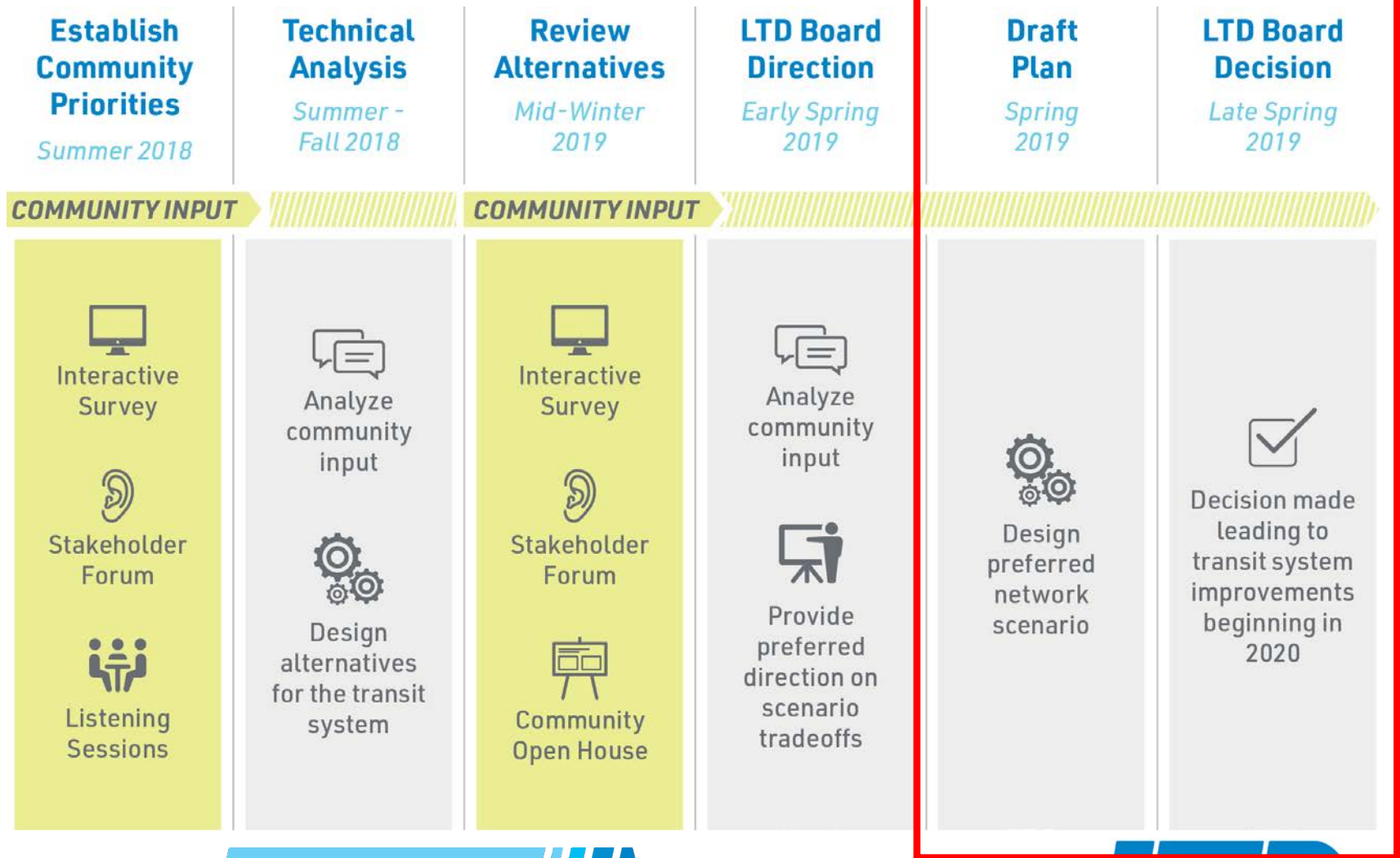


Transit Tomorrow

Your Transit. Your Vision. Your Future.



Process and Next Steps:



AUDIENCE PARTICIPATION SIGN-UP SHEET— STRATEGIC PLANNING COMMITTEE MEETING

Date: April 2, 2019

Note: Please note that your verbal testimony is limited to three (3) minutes. If you wish to present written materials, please furnish at least one copy to the Clerk of the Board/Recording Secretary for the official record.

NAME	CITY OF RESIDENCE	GROUP / REPRESENTING	TOPIC

* This document is a public record subject to disclosure under the Oregon Public Records Law.