



LANE TRANSIT DISTRICT BOARD OF DIRECTORS STRATEGIC PLANNING COMMITTEE

Tuesday, September 03, 2019
5:30 – 7:30 p.m.

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

AGENDA

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
5:30 p.m.	I. CALL TO ORDER	
5:31 p.m.	II. ROLL CALL <input type="checkbox"/> Amy Cubbage (Chair) <input type="checkbox"/> Julia Hernandez (Vice Chair) <input type="checkbox"/> Frannie Brindle <input type="checkbox"/> Gerry Gaydos <input type="checkbox"/> Rob Zako <input type="checkbox"/> Vacant <input type="checkbox"/> Mike Eyster <input type="checkbox"/> Emily Secord <input type="checkbox"/> Sam Miller <input type="checkbox"/> Greg Evans <input type="checkbox"/> Lindsey Hayward <input type="checkbox"/> Leah Rausch <input type="checkbox"/> Joe Berney (Commissioner) <input type="checkbox"/> Carl Yeh <input type="checkbox"/> Sheri Moore	
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><u>Public Comment Note</u> 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> ◆ <i>Community member testimony is limited to three (3) minutes.</i> 	
	VI. ITEMS FOR ACTION AT THIS MEETING	
5:50 p.m.	A. APPROVAL OF MINUTES Action Needed: Approval <i>Approve minutes from the August 6, 2019, meeting</i>	3
	VII. ITEMS FOR BOARD RECOMMENDATION	
5:55 p.m.	A. GREENHOUSE GAS INVENTORY RESULTS - <i>Materials Included</i> [Kelly Hoell] Action Needed: Board Recommendation <i>Staff will provide a report on the Districts first greenhouse gas inventory results.</i>	9
	VIII. ITEMS FOR INFORMATION AT THIS MEETING	
6:15 p.m.	A. MOVINGAHEAD UPDATE - <i>Materials Included</i> [Andrew Martin] Action Needed: None. Information Only <i>Staff will provide an update on the MovingAhead project status.</i>	18

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
6:35 p.m.	B. MAIN-MCVAY TRANSIT STUDY UPDATE - <i>Materials Included</i> [Tom Schwetz] Action Needed: None. Information Only <i>Staff will provide an update on the Main Street Transit Study project.</i>	20
6:50 p.m.	C. EMGO LAUNCH UPDATE - <i>No Materials Provided</i> [Mark Johnson] Action Needed: None. Information Only <i>Staff will provide a brief verbal update on the August 23-24 EmGo launch.</i>	
	XI. WRITTEN REPORTS AND UPDATES	
	a. Electronic Fare Collection Update	22
	b. Student Transit Pass Update	23
7:10 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>	25
7:05 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, August 6, 2019

Pursuant to notice given to *The Register-Guard* for publication on July 30, 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, August 6, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Amy Cabbage, Chair
Frannie Brindle
Mike Eyster
Lindsay Hayward
Sam Miller
Sheri Moore
Marianne Nolte (for Rob Zako)
Leah Rausch
Emily Secord (via telephone)
Carl Yeh
Aurora Jackson, LTD General Manager

Absent: Joe Berney
Greg Evans
Gerry Gaydos
Julia Hernandez, Vice Chair

CALL TO ORDER/ROLL CALL — Ms. Cabbage called the meeting to order and called the roll.

COMMENTS FROM THE CHAIR — None

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA — Ms. Cabbage reviewed the agenda and noted the committee would move into small groups to discuss the Transit Tomorrow project and develop recommendations for the LTD Board of Directors.

Ms. Hayward announced that she would be on maternity leave through the end of the year and Matt Keeler, operations manager for PeaceHealth Rides, would be taking her place on the committee while she was on leave.

AUDIENCE PARTICIPATION — There was no one wishing to speak.

MOTION APPROVAL OF MEETING MINUTES — Ms. Moore moved to approve the June 4, 2019, Strategic Planning Committee meeting minutes as submitted. Mr. Eyster provided the second.

VOTE The motion was approved as follows:
YES: Cabbage, Brindle, Eyster, Hayward, Miller, Moore, Nolte, Rausch, Yeh (9)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Evans, Gaydos, Hernandez, Secord (5)

ITEMS FOR BOARD RECOMMENDATION

Transit Tomorrow Update — Director of Planning and Development Tom Schwetz said the committee was being asked to provide advice to the LTD Board at its August 21 meeting. He provided a brief overview of the Transit Tomorrow project to date. He said Transit Tomorrow was a comprehensive operations analysis of LTD's system; the last one was done about 20 years ago and many changes had occurred in the interim, including the addition of EmX service. He said the purpose was to determine if LTD's services were reflecting the needs and values of the community.

Mr. Schwetz described the analysis conducted at the beginning of the Transit Tomorrow process, which looked at tradeoffs between coverage and ridership, more service or lower fares and resulted in the Choices Report. Following a period of community engagement those choices were presented in a Scenarios Report. In March 2019, LTD Board directed staff and consultants to proceed with a ridership network, with 80-85 percent of resources going to ridership and the remaining resources going to coverage and other non-fixed route options. LTD staff, consultants, and staff from partner agencies developed a draft ridership network plan. He said the committee would be asked to identify concerns, opportunities and questions when developing its advice for the Board.

Mr. Schwetz used a series of maps to illustrate the existing network and the results of various choices related to tradeoffs between ridership and coverage. Community responses to the question of how new State Transportation Improvement Fund (STIF) should be used were largely in favor of more evening and weekend service. He said the current system was 65 percent ridership/35 percent coverage. The Board had given direction to consultants to design a network that was 80-85 percent ridership/15-20 percent coverage/up to 5 percent in service other than fixed routes and, except for the youth pass and expanded low-income programs, focus most new resources on service. The resulting draft network plan used 83 percent of resources for ridership and 17 percent for coverage. The 26 routes currently in the system would be consolidated into 10 routes, seven of those routes would operate every 15 minutes and several would operate through Eugene or Springfield stations, reducing the need for transfers. Additionally, more evening and weekend service was being added, resulting in faster travel and better access to jobs and residences. He illustrated on system maps the increases in access, particularly to special populations and communities of concern, and pointed out those areas that would be losing service (outside one-half mile of transit).

Mr. Schwetz distributed copies of maps and a draft implementation process for the new network. He described the proposed routes and project phasing. He said the following service enhancements were suggested if additional resources became available.

- 15 minute Saturday service
- 15 minute Sunday service
- always 30 minute or better service
- restore all coverage as fixed routes
- restoring lifeline coverage as mobility on demand zones

Ms. Jackson asked that groups take into consideration what other agencies had experienced and how their communities had responded and why. She said the implementation of a new network could be done in many ways and LTD wanted to learn from the experiences of others. She said while the proposed network would provide the best ridership results, it would also reduce or eliminate service to people who currently had transit access and that would produce different

reactions from groups within the community. It was difficult for governing bodies when there was resistance from certain parts of the community to stay with their original decision and LTD hoped to avoid that by taking a three-year strategic approach to implementation to allow people to plan ahead when they would be impacted. It would be important to help the community understand why changes were being made and what new service options could be available.

Mr. Eyster asked if there would be flexibility to make adjustments as implementation of the new network moved forward. Mr. Schwetz said implementation would be staggered and monitored to assure the Board's goals were being achieved and adjustments could be made if necessary.

Ms. Moore asked if service from Eugene to the coast and some of the other STIF funded services would be affected by the new network. Ms. Jackson said the new network would only made changes to services within the metro area, but it would improve system connectivity, including to rural service. She said Transit Tomorrow changes would begin in the fall of 2020 and would also align well with completion of the mobility on demand pilot projects in Cottage Grove and Eugene. Strengthening service and connectivity in the metro area would support other regional services.

Senior Development Planner Jennifer Zankowski explained the group exercises. She said the first would address the benefits and concerns about the proposed network and implementation process. She said the second exercise would address what LTD should focus on as the implementation strategies were developed.

Ms. Secord left the meeting at 6:10 p.m.

*Key Questions: Benefits of and concerns about the proposed network and possible outcomes.
Benefits of and concerns about the proposed implementation process*

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

Group 1:

- Benefits - frequency, filled buses, consolidated routes, efficiency
- Concerns - community does not fully understand the tradeoffs; the ability of Transit Tomorrow to align with future community development investments on certain corridors such as cities' plans to incentivize development in certain areas; and potential loss of transit access for affordable housing development

Group 2:

- Benefits - speed, frequency, faster and more direct service, addition of evening and weekend hours, system would be easier to understand
- Outcomes - multi-modal users would find transit more attractive, would help achieve local and regional sustainability goals
- Concerns - gaps in service would present challenges that could result in changes in travel behavior with some people less inclined to use transit, how would success during implementation be measured and whether feedback would result in adaption; the difficulty of getting to transit in hilly areas such as the Jefferson neighborhood

Group 3:

- Benefits - frequency, increase in productivity, simplified system
- Concerns - service in Hayden Bridge and Harlow Road areas and the ability of students attending schools there to use the student pass program; reducing the percentage of resources going to ridership by backtracking on decisions on a case-by-case basis; consider giving increasing frequency before taking away service to show benefit of new network;

Key Question: Based on benefits/concerns, what should LTD focus on in the implementation process?

Group 3:

- remind decision-makers about their decisions
- be deliberate about repeating key messages often to community leaders, groups and organizations
- LTD must communicate the benefits of the new network to the public and the reasons for change
- emphasize positive aspects of the changes, such as better access to jobs

Mr. Eyster left the meeting at 6:50 p.m.

Group 2:

- explain the relationship of Transit Tomorrow with MovingAhead
- strategies for getting word out in the community about the new network: neighborhood groups, neighborhood list serve, tabling at major destinations, major employers, using the Point2point network, advertisements at movie theaters
- explore use of the electronic fare application to push the message; use buses, stations and signage
- build excitement about what was going to happen and use social media and influencers to help spread the word
- use focus groups to test messaging
- use the SPC as a focus group and also ask members to ride the system and report back on their experiences

Group 1:

- assure that critical services such as hospitals, schools, grocery stores are accessible
- publish a list of alternative transportation resources for those who did not have easy access to transit
- as much as possible implement the most exciting and beneficial changes first
- establish talking points for everyone to use
- the Board should establish a ridership percentage, such as 80 percent, that it was unwilling to go below when reacting to people unhappy with the changes
- keep communications focused on the positive
- be specific about when service changes would occur to build trust
- establish specific review points to avoid rollbacks in ridership

Mr. Schwetz asked how the committee wanted to articulate its recommendations to the Board on the ridership percentage, along with comments and concerns regarding the implementation process.

Mr. Yeh said it would be helpful to the Board to hear from the committee its recommendation on whether the Board should accept the proposed network plan, along with any concerns and suggestions.

Ms. Jackson said LTD was having conversations with the cities of Eugene and Springfield and with Lane County about strengthening the metro area network to support their communities' goals and visions and asking for support from the elected officials of those jurisdictions for the LTD Board's decisions. It was important to assure the transit system aligned with land use and community development decisions of those jurisdictions as part of a larger regional partnership.

Ms. Secord rejoined the meeting at 7:10 p.m.

Based on committee feedback, Mr. Schwetz summarized the following recommendations to the Board:

- support for the proposed ridership network
- implementation required a thoughtful process
 - communication was key
 - promote positive aspects of the network - simplicity, frequency, access, connectivity, dependability

Ms. Moore congratulated the LTD Board for its willingness to undertake the Transit Tomorrow process and urged strength in the face of opposition from some in the community.

Committee members discussed options for implementing the network plan and whether it was better to make all changes at the same time or incrementally by geographic area.

Ms. Jackson commented that a transit system was a network that was typically based on ridership criteria that was equitable across the board. Making decisions by location would result in a hodge-podge of service. It was important to have jurisdictions' support for a transit network that moved people around a region.

Mr. Schwetz said the network could be implemented all at once or phased in over a three-year period. He asked committee members which was preferable.

Ms. Brindle said that she felt people wanted certainty and if LTD wanted a system people could get used to and begin adapting their travel patterns and connections, it made sense to implement all changes at the beginning. That would also establish a launch point for which people could be preparing.

Ms. Cabbage said she was not opposed to either implementation approach. She added that her primary concern was achieving the outcomes and goals for a ridership network.

Ms. Nolte said there were disadvantages to either implementation approach and there should be layers of the rollout that identified changes to specific routes so people could count on that, followed by another layer of specific changes. She said she felt that a phased approach that was clear would be better.

Ms. Jackson recommended a two-year phase in of the new network. She said stretching the process out over three years would mean decisions about routes were being based on data that might no longer be valid. She said there seemed to be a preference for significant change in the first year moving toward a frequency network that provided a noticeable change, with finalization of the system in the second year.

Ms. Moore said she preferred a two-year phase in, with an evaluation of the system in the third year.

Mr. Schwetz polled the committee and determined that a majority of committee members either preferred an all at once implementation or could accept it.

Mr. Yeh said he had spent considerable time thinking about both implementation approaches. His neighborhood would be impacted by the changes and he would be personally affected as a transit user. He said he felt the all at once strategy was best, but noted the recommendation could be revisited as committee members had more time to think about the implications.

Ms. Brindle said an all at once approach should address the needs of those who were losing transit access. Ms. Jackson said LTD would provide alternatives where they were viable, but in some areas there would be no alternatives available.

Mr. Schwetz summarized the committee's recommendation as support for the ridership network overall, implementation required a thoughtful process and communication, the positive aspects of changes should be promoted, the network should be implemented all at once with concern for those losing service.

Mr. Yeh said he felt there was strong support from the committee for an all at once implementation, but if LTD could not determine how to do that in a way that made sense and did not cause a lot of problems, a phased approach should be considered. Committee members concurred with Mr. Yeh's summary of the committee's recommendations.

ITEMS FOR INFORMATION AT THIS MEETING

Main-McVay Transit Study Update — This item postponed to the next meeting.

MovingAhead Update — This item postponed to the next meeting.

WRITTEN REPORTS AND UPDATES

Mobility on Demand Update — There were no questions.

ADJOURNMENT — Ms. Moore adjourned the meeting at 7:45 p.m.

(Recorded by Lynn Taylor)



AGENDA ITEM SUMMARY

DATE OF MEETING:	September 3, 2019
ITEM TITLE:	GREENHOUSE GAS INVENTORY RESULTS
PRESENTER:	Kelly Hoell, Sustainability Program Manager
DIRECTOR:	Tom Schwetz, Director of Planning and Development
ACTION REQUESTED:	Information and Discussion

PURPOSE: Staff plans to present the results of LTD's first greenhouse gas and energy consumption inventory to the Board of Directors at the September 16 Board Work Session. In advance of that meeting, staff wishes to share the results with the Strategic Planning Committee so that if desired the SPC can make recommendations for future action.

The Board will be able to use this information to:

- set initial greenhouse gas reduction goals,
- update its sustainability policy (adopted in 2007),
- understand how both LTD's emissions from its operations and the broader community benefits from transit fit into the state, regional, and City of Eugene GHG reduction goals, and
- understand the implications of operational decisions on energy and emissions performance.

In calendar year 2020, LTD will begin an in-depth study of the triple bottom line impacts of the available bus technologies and fuel types for future bus purchases. The information provided in this GHG and energy consumption inventory will be key in helping the Board to understand the financial, environmental, and social implications of different types of potential investments for the long term fleet plan. Results from the study provide baseline information spanning the 7 year period from FY 2012-2018 and cover emissions from owned vehicles and buildings and mission-critical business activities.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY:

- In 2007, the LTD Board passed Resolution 2007-027 Lane Transit District Sustainability Policy, committing the District to advancing the social, economic, and environmental sustainability of the Eugene/Springfield metropolitan area in the following four areas:
 - Providing quality transit service
 - Using environmentally-friendly vehicles
 - Constructing earth-friendly projects
 - Implementing sustainable operating practices
- In June 2015, as a result of several bills passed by the Oregon legislature LCOG published the Central Lane Scenario Planning Final Report which outlined the most effective ways for the Central Lane MPO to reduce transportation-related greenhouse gas emissions. The effort was focused on planning ways for the state to reach its 2050 goal of reducing GHG emissions 75% below 1990 levels. Active transportation and transit were named as key components of the preferred scenario.
- In 2016, the Eugene City Council updated its Climate Recovery Ordinance (CRO) with four goals:
 - Reduce community fossil fuel use by 50% of 2010 levels by 2030.

- Reduce total community greenhouse gas emissions by to an amount that is no more than the City of Eugene's average share of a global atmospheric greenhouse gas level of 350 parts per million (ppm) by 2100, which was estimated to require an annual average emissions reduction level of 7.6%.
- All City of Eugene owned facilities and operations shall be carbon neutral by 2020.
- Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.
- In 2018, LTD began partnering with the City of Eugene as a Large-Lever Shareholder in its Climate Action Plan 2.0 process to quantify how far along the community was in achieving the goals of the CRO and identify gaps and opportunities.
- In August 2018, LTD created a part-time paid position of Sustainability Program Manager to direct the District's sustainability initiatives.
- In Fall 2018, LTD received MPO grant funding to conduct an in-depth study to understand the triple-bottom line implications of different investments in technologies and fuels to inform its long-term fleet plan. That work is expected to being in early calendar year 2020.
- In Feb 2019, and in May 2019, LTD put its first and second all-electric buses respectively into revenue service as part of its extensive testing program to ensure the electric vehicles meet LTD's required specifications and will meet the long-term expectations and needs of the District.
- In April 2019, Sustainability Program Manager Kelly Hoell presented to both the SPC and the Board of Directors with information outlining the scope, activities, and timeline of the District's Sustainability Program.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: Staff will present the results of the greenhouse gas (GHG) inventory and energy consumption baseline to the Board of Directors at the September 16 Board Work Session.

SUPPORTING DOCUMENTATION:

- 1) Supporting documentation/Resolution No. 2007-027 – Lane Transit District Sustainability Policy
- 2) Presentation of GHG inventory and energy consumption baseline results.

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2007

ITEM TITLE: BOARD ADOPTION OF DISTRICT SUSTAINABILITY POLICIES

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: Adopt policies.

BACKGROUND: As part of the work session for this meeting, the Board was scheduled to discuss sustainability policies proposed by staff. The Board is asked to take action to adopt those policies. The proposed policies and a supporting white paper are attached to the work session summary.

ATTACHMENTS: None.

PROPOSED MOTION: I move approval of the following resolution:

LTD Resolution No. 2007-027: It is hereby resolved that the LTD Board of Directors adopts the proposed sustainability policies.

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AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2007

ITEM TITLE: DISTRICT SUSTAINABILITY POLICIES

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: Review and discuss proposed sustainability policies and measures.

BACKGROUND: Concerns regarding climate change, energy consumption, resource depletion, and general environmental degradation have created a growing impetus for both the private and public sectors to consider and implement sustainable business practices. Sustainability can be defined as *“Meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*

Public transportation is a key piece of the sustainability puzzle. Automobiles are a major energy user and a large producer of greenhouse gases that create global warming. Public transportation, which can significantly reduce automobile use, is an important element of a community effort to reduce greenhouse gas emissions. Regional plans and policies that support the increased use of public transportation are part of a community sustainability effort. In the Eugene/Springfield area, there are many transit-supportive policies and strategies that have been adopted by local public agencies and are designed to increase use of transit, such as EmX, LTD's bus rapid transit (BRT).

At a workshop in November 2006, the Board discussed sustainability and supported efforts to improve the sustainability of LTD operations, recognizing that the most important contribution LTD makes to community sustainability is reducing automobile use by providing transit service. LTD has considered sustainability issues in the past and has implemented a number of sustainability practices. However, these actions have not been considered in the context of a formal Sustainability Plan.

The attached document provides a set of sustainability policies that focus on LTD's day-to-day operations. This policy set serves as the first step in the development of a Sustainability Plan for the District. Based on these policies and related measures, a Sustainability Plan will be developed and brought back to the Board for adoption.

ATTACHMENTS: Proposed LTD Sustainability Policies and supporting white paper

PROPOSED MOTION: None. Action to be taken during the regular meeting session.

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Proposed Lane Transit District Sustainability Policy

Lane Transit District is committed to advancing the social, economic and environmental sustainability of the Eugene/Springfield metropolitan area. The District commits to pursue action in the following four areas:

- **Providing quality transit service**
As a key player in the regional transportation arena, Lane Transit District strives to provide residents and visitors with viable transportation options that reduce vehicle miles traveled in the community.
- **Using environmentally-friendly vehicles**
Lane Transit District commits to the conversion of its fleet to quiet, more environmentally-friendly vehicles, with the conversion triggered by the cost, availability, and reliability of the new technology.
- **Constructing earth-friendly projects**
Lane Transit District recognizes the importance of environmentally responsible practices in design and construction, and commits to using sustainable practices when developing transit facilities and other transit infrastructure in the community.
- **Implementing sustainable operating practices**
Lane Transit District's commits to implementing viable sustainability practices in all facets of its operations.

These four elements are described in more detail in the attached supporting white paper.

White Paper on Sustainable Transit Operations

Quality Transit Service

Provide attractive transportation alternatives to the single-occupant automobile is the single most important sustainability effort for a transit agency. Reductions in vehicle miles traveled can significantly reduce the carbon footprint of the community. LTD pursues this goal primarily by providing high-quality transit service, including the recently introduced EmX bus rapid transit service. LTD also manages the regional transportation demand management program, which includes a ridesharing program, van pools, and other programs that reduce automobile use.

The Regional Transportation Plan (RTP) that has been adopted by the City of Eugene, City of Springfield, City of Coburg, Lane County, and LTD, provides details on policies, programs, and strategies relating to transit service and transportation demand management.

Vehicles

LTD operates a fleet of approximately 100 buses that travel more than three million miles per year. In addition, the District owns 40 smaller buses for demand-response service for the elderly and disabled, and has 27 support vehicles. LTD is committed to reducing emissions from LTD operated vehicles.

Current Sustainability Measures

1. Use of ultra low-sulfur diesel fuel
2. Use of four hybrid-electric cars for administration
3. Use of six hybrid-electric buses for the EmX service
4. Purchase of five hybrid-electric articulated buses
5. Bus Idling- buses are turned off if stopped for more than three minutes
6. Testing of five percent bio-fuel mix on certain buses

Planned Sustainability Measures

1. All future buses purchased will be hybrid-electric or other low-emission technology
2. All future support vehicles purchased will be hybrid-electric or other low-emission technology
3. Use of 20 percent bio-fuel mix on all buses

Construction Projects

LTD has constructed many facilities in the community, with many more planned for the future. Constructed and planned facilities include transit stations, passenger shelters, operating bases, and rapid transit lines. LTD's facilities are long-lasting and attractive, using durable materials that reduce life-cycle costs. This durability is, in itself, a sustainable practice. Recent projects have taken this one step further, with specific consideration of leading-edge sustainable design.

Current Sustainability Measures

1. On-site stormwater treatment system (Springfield Station)
2. Efficient ground-source heat pumps (Springfield Station)
3. Stormwater treatment (Glenwood)

4. Use of drought-resistant, native landscaping (Franklin EmX corridor, Springfield Station, RideSource)

Planned Sustainability Measures

1. Consider meeting standards for LEED certification in new facilities
2. Implement on-site renewable energy sources where feasible
3. Optimize energy performance for all new facilities
4. Commissioning of the building energy systems
5. Use innovative wastewater technologies
6. Develop water use reduction systems

Daily Operations

LTD's basic operation presents many sustainability challenges. Operating and maintaining many large vehicles presents opportunities to continually examine ways to minimize environmental impact and find innovative solutions to common operations issues. LTD is in a unique position to experiment with community- and earth-friendly products, services, techniques, and to encourage industry partners to explore workable solutions.

Sustainable operating business practices fall into a number of areas. This section inventories existing and planned sustainability measures in the areas of energy conservation, recycling, hazardous waste, procurement, and employee commuting.

Energy Conservation

Current Sustainability Measures

1. Use of energy efficient light bulbs
2. Use of motion sensors in common areas of to shut off lights when rooms are not is use (Glenwood, Eugene Station)
3. Testing of a solar-lit shelter

Planned Sustainability Measures

1. Purchase solar shelter lighting for all shelters
2. Eliminate use of incandescent light bulbs
3. Adjust thermostat settings to reduce summer A/C and winter heating requirements

Recycling and Re-Use

Current Sustainability Measures

1. Recycling paper waste (all facilities)
2. Recycling waste oil (maintenance)
3. Recycling anti-freeze (maintenance)
4. Recycling of metal waste (maintenance)
5. Recycling of plastics
6. Reuse of used printer cartridges
7. Donation of old computers to "Geeks Without Borders" for refurbishing and distribution to schools, clinics, and nonprofits in developing countries

Planned Sustainability Measures

1. Expand and promote the paper recycling program
2. Establish a more effective plastic recycling system
3. Reestablish kitchen recycle bins and make arrangements to have recycled products delivered to recycle facilities

Hazardous Waste

Current Sustainability Measures

1. Use of environmentally-friendly cleaning fluids
2. Use of hot water parts cleaning tanks with biodegradable soaps

Planned Sustainability Measures

1. Eliminate use of all toxic solvents and cleaning fluids

Procurement

Current Sustainability Measures

1. Purchase of recycled paper for office needs
2. Purchase of recapped (recycled) tires

Planned Sustainability Measures

1. Require that contractors and consultants to LTD use sustainable business practices
2. Expand the use of electronic payments to vendors

Employee Commute

Current Sustainability Measures

1. Provide free bus passes to employees and their dependents
2. Provide an Emergency Ride Home option for all employees who use alternate transportation to get to work
3. Provide covered bike parking
4. Provide preferential parking for carpool
5. Provide on-site showers
6. Participate in area programs and competitions that promote alternative commuting methods

Planned Sustainability Measures

1. Consider monetary incentive for those who take an alternative transportation mode to work

Q:\Reference\Board Packet FINAL\2007\06\Regular Meeting 6-20-07\Attachment Sustainability Policies and White Paper.doc



AGENDA ITEM SUMMARY

DATE OF MEETING: September 3, 2019

ITEM TITLE: MOVINGAHEAD UPDATE

PRESENTER: Andrew Martin, Development Planning Associate

DIRECTOR: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None. Information Only

PURPOSE: To provide an update to SPC on the MovingAhead project.

HISTORY: MovingAhead is a joint project between the City of Eugene and Lane Transit District studying investments along Highway 99, River Road, Downtown Eugene to LCC via 30th Avenue, Coburg Road, and Martin Luther King, Jr. Boulevard. MovingAhead is focused on safety and access for people walking, biking, rolling in mobility devices, and riding transit.

At the June 4, 2019, SPC meeting, staff presented the outcomes from a public comment period in March and April 2019, as well as a set of refined investment packages. SPC made a recommendation to advance a range of four investment packages to LTD’s Board of Directors to take to a public hearing in the fall.

Subsequently, on July 15, 2019, LTD’s Board and Eugene City Council held a joint public hearing. Staff presented the results of the second outreach period, as well as recommendations from project committees, including SPC’s recommendation. Both LTD’s Board and the Eugene City Council opted to advance the packages recommended by SPC and the MovingAhead Oversight Committee, but both also wanted to add a fifth package to the range that staff will take out for a public hearing. The packages that decision makers directed staff to bring to the public hearing are summarized below.

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: Staff are working on setting a date for the public hearing this fall. Following the public hearing, staff will engage the Oversight Committee and SPC with the goal of recommending a single package for adoption by LTD’s Board and Eugene City Council.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



AGENDA ITEM SUMMARY

DATE OF MEETING:	September 3, 2019
ITEM TITLE:	MAIN-MCVAY TRANSIT STUDY UPDATE
PRESENTER:	Jennifer Zankowski, Senior Development Planner
DIRECTOR:	Tom Schwetz, Director of Planning and Development
ACTION REQUESTED:	Information and Discussion

PURPOSE: Provide an update on the Main-McVay Transit Study (MMTS) and report on the guidance received from the Main Street Governance Team (GT) at its Tuesday, July 30, 2019, meeting regarding the mode options to analyze for Main Street.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY:

- Phase 1 of the MMTS was initiated in April 2014 and completed in December 2015 with the GT determining which mode options to advance to Phase 2 for further study and approving the Phase 2 process to select a locally preferred solution (LPS).
- Phase 1 used a community-based Stakeholder Advisory Committee (SAC) to develop a corridor vision for high capacity transit and evaluate mode and alignment options. This committee provided progress recommendations to the GT.
- Phase 1 included other community engagement activities, such as focus groups, an active website, open houses, E-news updates, door-to-door canvassing, media updates, public attendance and written comments accepted at all SAC meetings, updates to governing bodies and the Chamber, tabling at community events, and 12,000+ corridor mailings.
- In December 2015 the GT recommended advancing Enhanced Corridor Alternatives for both corridors and an EmX Alternative for the Main Street Corridor. The recommendation included key features to include in the definition of the options.
- Phase 2 of the MMTS began in January 2016 and completed a High Level Constraints Summary (April 2016) that defined the options advanced for further study including roadway cross sections, service space and frequency, station locations, queue jump locations, other capital and operational improvements, and alignments. Six criteria were used to evaluate the options (capital and operating costs, bus and auto travel times, right-of-way impacts, and safety for pedestrians, bicycles, and vehicles). Based on the assessment, the GT advanced both mode and alignment options for further study.
- In April and May 2016, the MMTS project team met with property and business owners along the Main Street Corridor and began the more detailed technical analysis.
- In April 2016, GT removed the EmX Alternative for the McVay Corridor.
- On May 25, 2016, based on community feedback, the GT modified options to avoid and minimize property impacts and directed the MMTS project team to conduct additional outreach and complete the technical analyses needed for a September 2016 selection of a LPS.
- On July 15, 2016, the MMTS project team held a workshop to finalize mode and alignment designs, resolve technical analyses issues, and prepare for work sessions with the City Council (July 18, 2016) and LTD Board of Directors (July 20, 2016) and the GT (July 25, 2016).

- Subsequent to the July 15, 2016, project team work session, all decision-maker meetings about the project were cancelled. The MMTS project team was directed to complete the technical analyses for fall 2016 LPS decisions.
- In August 2016, at the request of the City of Springfield, the MMTS project team was directed to stop work while the City initiated the Main Street Safety Project.
- In coordination with the Main Street Safety Project, the Main-McVay Transit Study engaged the community in providing additional input on the transit mode choice for Main Street through an online open house that was open for community input in November and December 2018.
- In summer 2018, LTD staff began monitoring the progress of the City's Main Street Safety Project through our role as a Technical Advisory Committee (TAC) member and in regular meetings with the City's project manager.
- In a March 14, 2019, memo, the MMTS project team recommended advancing the Enhanced Corridor mode option as the preliminary preferred mode for the Main Street and McVay Highway corridors and removing the EmX mode option from further consideration in MMTS, as a near term transit solution.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS:

- Based on GT, LTD Board, and community feedback, determine any necessary refinements to the preferred mode;
- MMTS project team obtain and use technical information and analyses from the Main Street Safety Project - combined with previously prepared MMTS technical and community information - to aid in the high level identification of a preferred transit alignment, key features, and design elements, as coordinated with the Safety Project's deliverables and schedule.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



AGENDA ITEM SUMMARY

DATE OF MEETING: September 3, 2019

ITEM TITLE: ELECTRONIC FARE COLLECTION UPDATE – WRITTEN REPORT

PREPARER: Cosette Rees, Director of Specialized Services

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: Provide an update on the implementation and use of the new TouchPass electronic fare collection system.

HISTORY:

- In May of 2019, after a thorough procurement process, LTD staff recommended, and the Board approved, LTD to enter into a contract for an electronically validated fare system. Up until then, LTD's fares have all been validated through visual verification. The new electronic validation will enable LTD to:
 - Speed up boarding;
 - Reduce fraud;
 - Better understand our customers to help make planning decisions;
 - Improve convenience and access to LTD services.
- The LTD Board authorized staff to move forward to implement the Delerok TouchPass system. TouchPass includes an account-based experience, validating by either a proximity tap-card or a mobile application.
- Given the short timeframe to implement, LTD began the implementation in phases. On August 1, 2019, LTD launched the mobile application. Staff at CSC encouraged people to download the app and purchase their fares online. The response has been positive, both in terms of customers and operators excited about the ease of use, and the numbers of people making accounts and purchasing fares.
- The continued implementation plan includes the following:
 - Tap-card implemented in October
 - Group pass organizations, non-profits, will be in place by January 1.
 - LTD will no longer sell paper passes after December 31, 2019.
- LTD is committed to implementing the program in a way that best sets the users up for success.

Additional updates will be included for information.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: None. Information only.



AGENDA ITEM SUMMARY

DATE OF MEETING:	September 3, 2019
ITEM TITLE:	STUDENT TRANSIT PASS – WRITTEN UPDATE
PRESENTER:	Cosette Rees, Director of Specialized Services
DIRECTOR:	Aurora Jackson, General Manager
ACTION REQUESTED:	None. Information Only

PURPOSE: Provide an update on the implementation of the Student Transit Pass Program, providing a bus pass to students enrolled in K-12 programs to use the bus for free, anywhere the LTD system goes.

HISTORY: With the adoption of HB 2017, the Oregon Legislature created dedicated funding for expanding public transportation in Oregon. This is funded through a 0.1% employee payroll dedicated to expanding public transportation service in Oregon that benefits a high percentage of low-income households. LTD is the designated Qualified Entity for Lane County.

One of the requirements is that each Qualified Entity must allocate a minimum of 1% of the funds they receive through this program to fund services for students enrolled in grades 9-12. In the development of the plan to utilize STIF funding in Lane County, the locally approved plan for Lane County to subsidize fares for kids enrolled in K-12 programs effective September 1, 2019.

LTD updated its fare ordinance in May to include the new Student Transit Pass program.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: Effective September 1, K-12 students can use the LTD fixed-route to travel wherever LTD goes for free.

- Promotions include:
 - Effective September 1, kids can ride LTD just by letting the operator know they are a student enrolled in a K-12 program.
 - During the month of September, parents and guardians can ride with their student for free. This provides an opportunity for parents to support their kids to successfully use the bus, and provides them their own experience riding the bus.
 - LTD is doing outreach through the schools and school district, providing flyers to the schools to distribute to parents and students during enrollment.
 - LTD is also promoting the program through the local media, website, social media, and other resources to get the word out.
- Benefits of the program include:
 - Provide financial relief to families purchasing passes for their children, helping them stretch their often limited resources;
 - Provide a service to parents to relieve them of the need to provide or coordinate transportation to school and other activities.

- Provide access by K-12 students to the bus and to their community, including school, after school programs, work, social activities ... wherever LTD goes;
- Reduce transportation barriers to access social service and other community programs;
- Build life-long public transportation users! This program provides an opportunity and incentive to have experiences and build habits that are healthy for them and for our environment.
- Initially, bus operators will be manually counting the students as they board the bus to measure the use. Over the coming year, students will be transitioned to the new TouchPass system, boarding by use of a mobile app or tap card, allowing LTD to measure access to the program, and potentially identify opportunities to increase use through targeted outreach. Our goal is to have this transition accomplished by January 1, 2020.

LTD will provide updates to this committee as we gain experience with the program.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: None. Information only.



Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
September 3, 2019 (Materials Deadline - August 16)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
Greenhouse Gas inventory (GHG)		Kelly Hoell	20
<u>Items for Information/Discussion:</u>			
MovingAhead Update		Andrew Martin	20
Main Street Transit Study Update		Tom Schwetz	20
EmGo Update		Mark Johnson	10
<u>Written Reports:</u>			
Fare Collection System Update		Cosette Rees	
Fare Ordinance - Youth Pass Update		Cosette Rees	
		TOTAL TIME	90
October 1, 2019 (Materials Deadline - September 13)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
Transit Tomorrow - Breakout Sessions			
Orientation - Committee information			
ODOT Update: Construction/Mobility	Outside Presenters	Frannie Brindle/Guest	10
<u>Written Reports:</u>			
West Eugene EmX: Economic Impacts		Tom Schwetz	
		TOTAL TIME	30
November 5, 2019 (Materials Deadline - October 18)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
Fare Collection System Update		Cosette Rees	
SPC Goal Setting Discussion			
LTD's Strategic Business Plan Discussion			



Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
<u>Written Reports:</u>			
		TOTAL TIME	20
December 13, 2019 (Materials Deadline - November 15)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
Annual Board Safety Resolution Update	december	Aurora Jackson	
<u>Written Reports:</u>			
		TOTAL TIME	20

LTD's Greenhouse Gas Inventory Results FY12-18

Strategic Planning Committee - September 3, 2019



OVERVIEW

- Purpose of the study and context
- Results 1: GHG impacts from Transit
- Results 2: GHG benefits of Transit
- Next Steps
- Q&A



PURPOSE

- Understand how LTD's emissions fit into regional, state, local goals
- Understand implications for operational decisions
- Update 2007 sustainability policy (Resolution No. 2007-027)
- Set GHG reduction goals



HISTORICAL CONTEXT

- 2007 - LTD Sustainability Policy, State GHG reduction goals set
- 2014 – LTD APTA Sustainability Commitment - Silver
- 2015 - Central Lane Scenario Planning
- 2016 - Eugene CRO – 4 goals set
- 2018 – LTD Sustainability Program Manager position; Fleet Plan grant
- 2019 - Electric bus testing, MOD pilots



GHG BENEFITS AND IMPACTS FROM TRANSIT

Net Greenhouse Gas Impacts of Transit
Emissions Produced – Emissions Displaced

Emissions Produced by Transit

Transit Operations

- Fleet vehicles fuel use
- Electricity & natural gas from buildings and stations
- Refrigerants used in vehicle air conditioning
- All other emissions sources

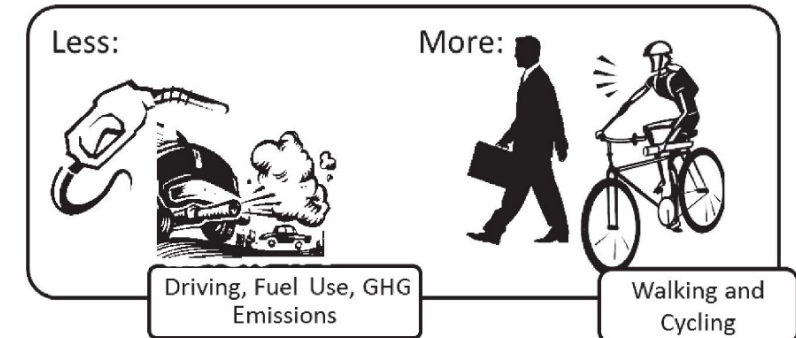
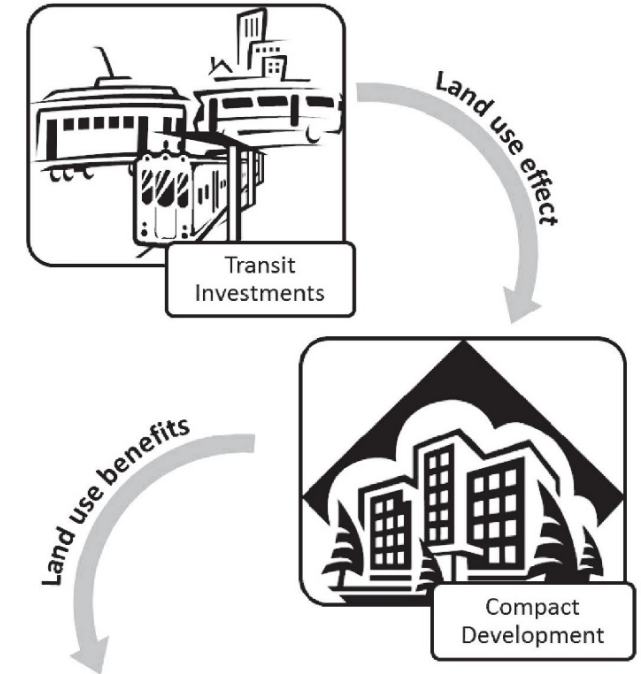
Emissions Benefits of Transit

Ridership Benefit

- Reduced VMT from taking the bus instead of a private auto

Land Use Benefit

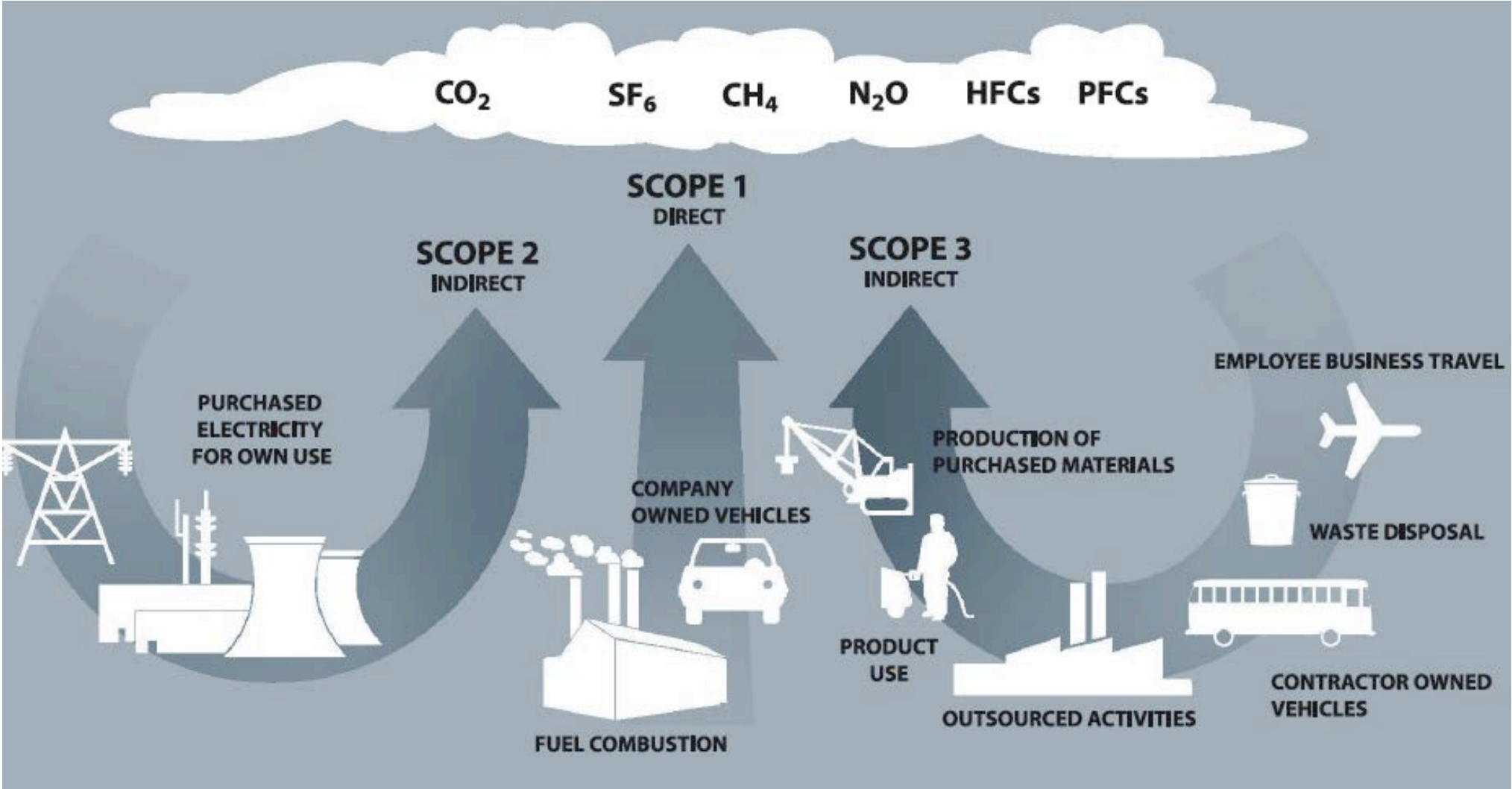
- Compact development around transit facilities reduces VMT for all
- Shorter trips makes biking/walking more attractive



Graphic Adapted from *Quantifying Greenhouse Gas Emissions from Transit*, APTA, 2009.

Graphic from TCRP 176 *GHG Benefits from Transit User guide*, 2015.

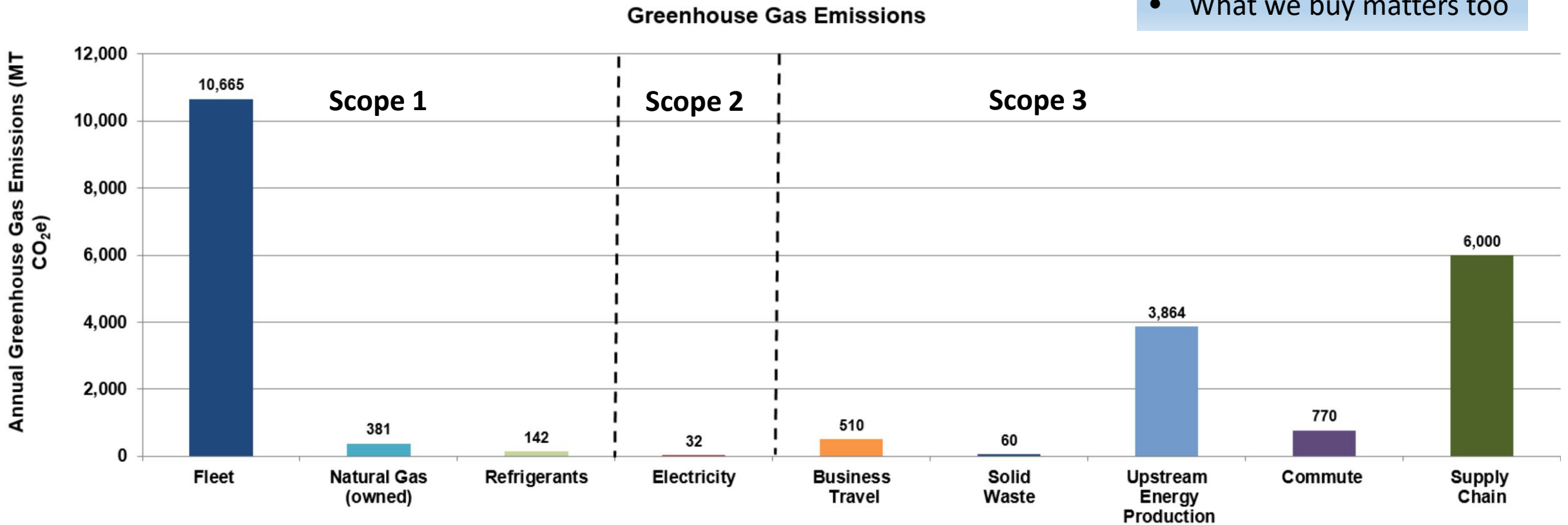
GHG ACCOUNTING – 3 SCOPES



GHG EMISSIONS FROM TRANSIT FY 2018

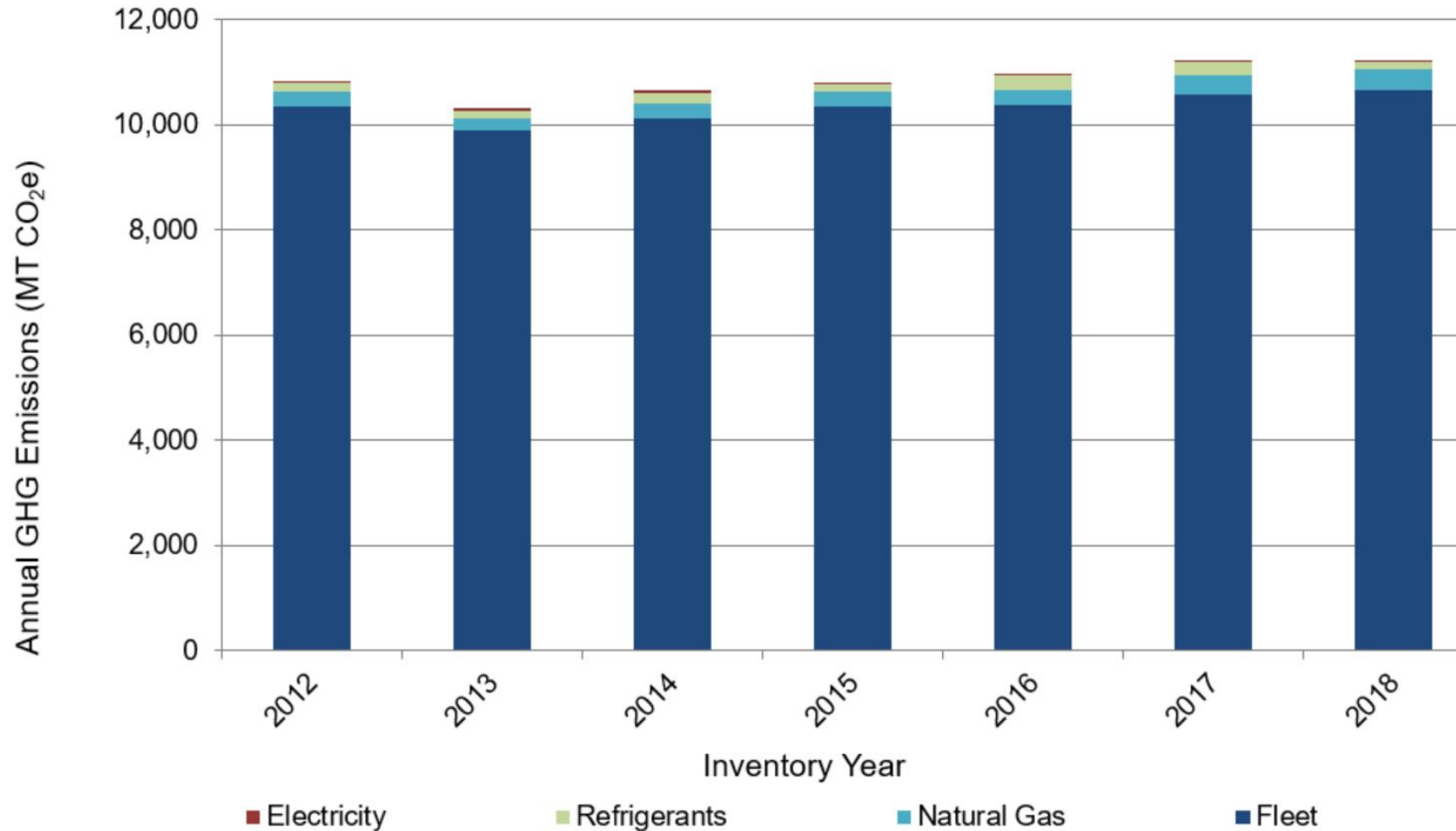
KEY LESSONS:

- Fleet matters most!
- What we buy matters too



SCOPE 1 & 2 EMISSIONS - FY12-18

Greenhouse Gas Emissions by Inventory Year

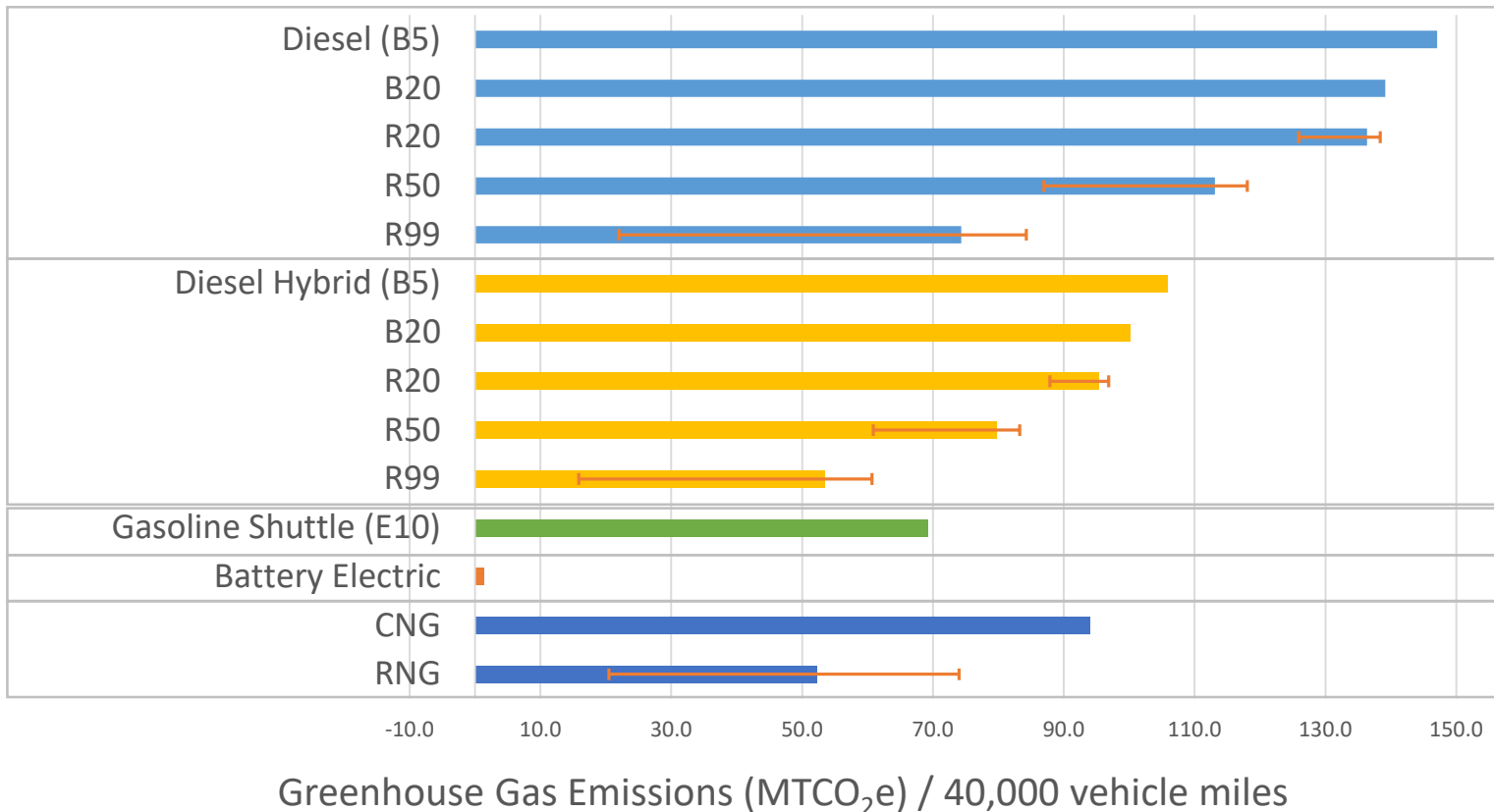


KEY LESSONS:

- Fleet emissions (in aggregate) have been fairly consistent over time.
- Fleet emissions represent 94%+ of emissions LTD has full control over.

EMISSIONS BY VARIOUS FUEL TYPES

GHGs by Fuel Type for 40,000 miles of travel
(with error bars for range of carbon scores)

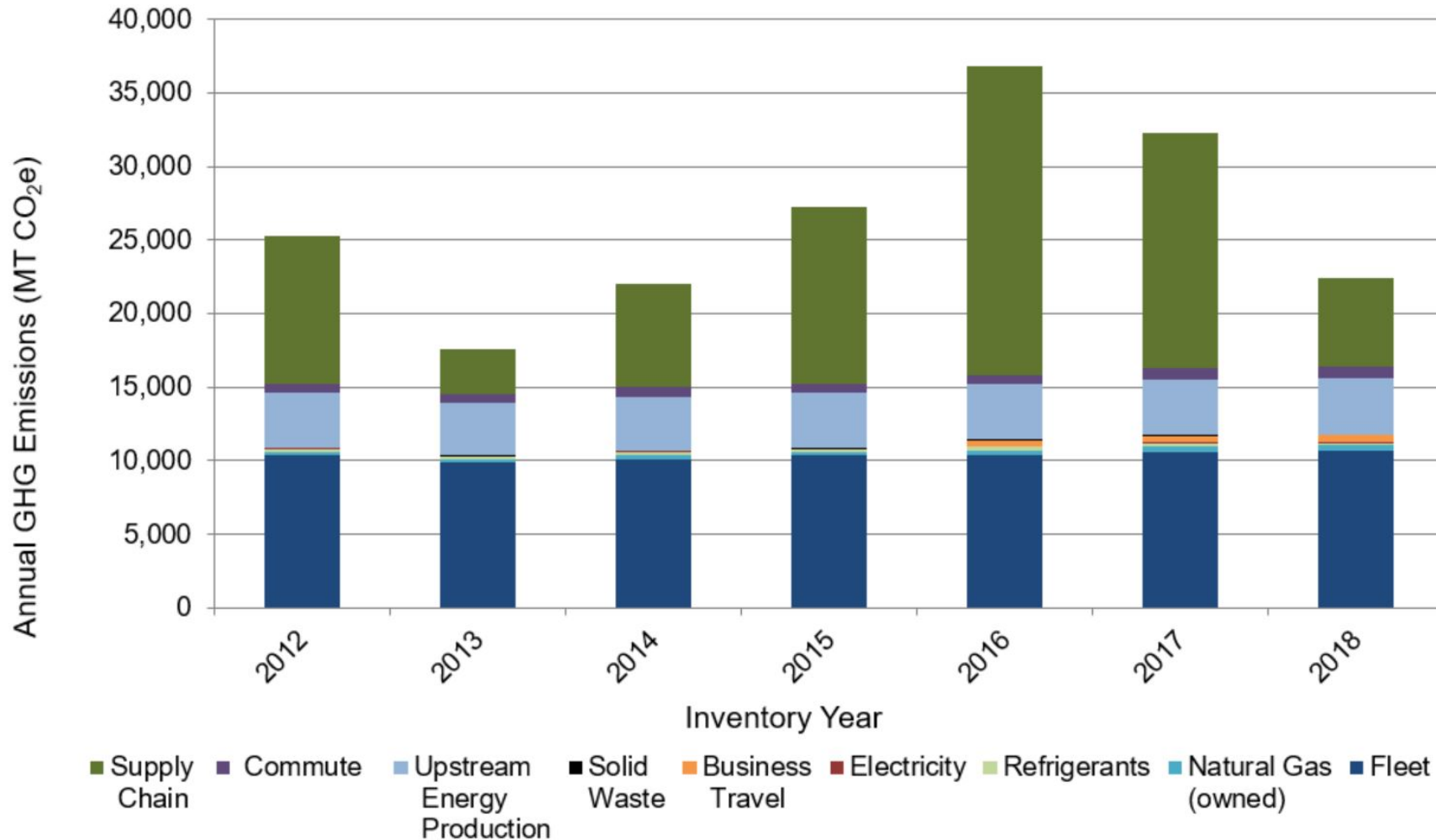


KEY LESSONS:

- Opportunity abounds to reduce fleet emissions.
- LTD will study the opportunities in detail in 2020 for long-term fleet plan.

SCOPE 1, 2 & 3 EMISSIONS - FY12-18

Greenhouse Gas Emissions by Inventory Year

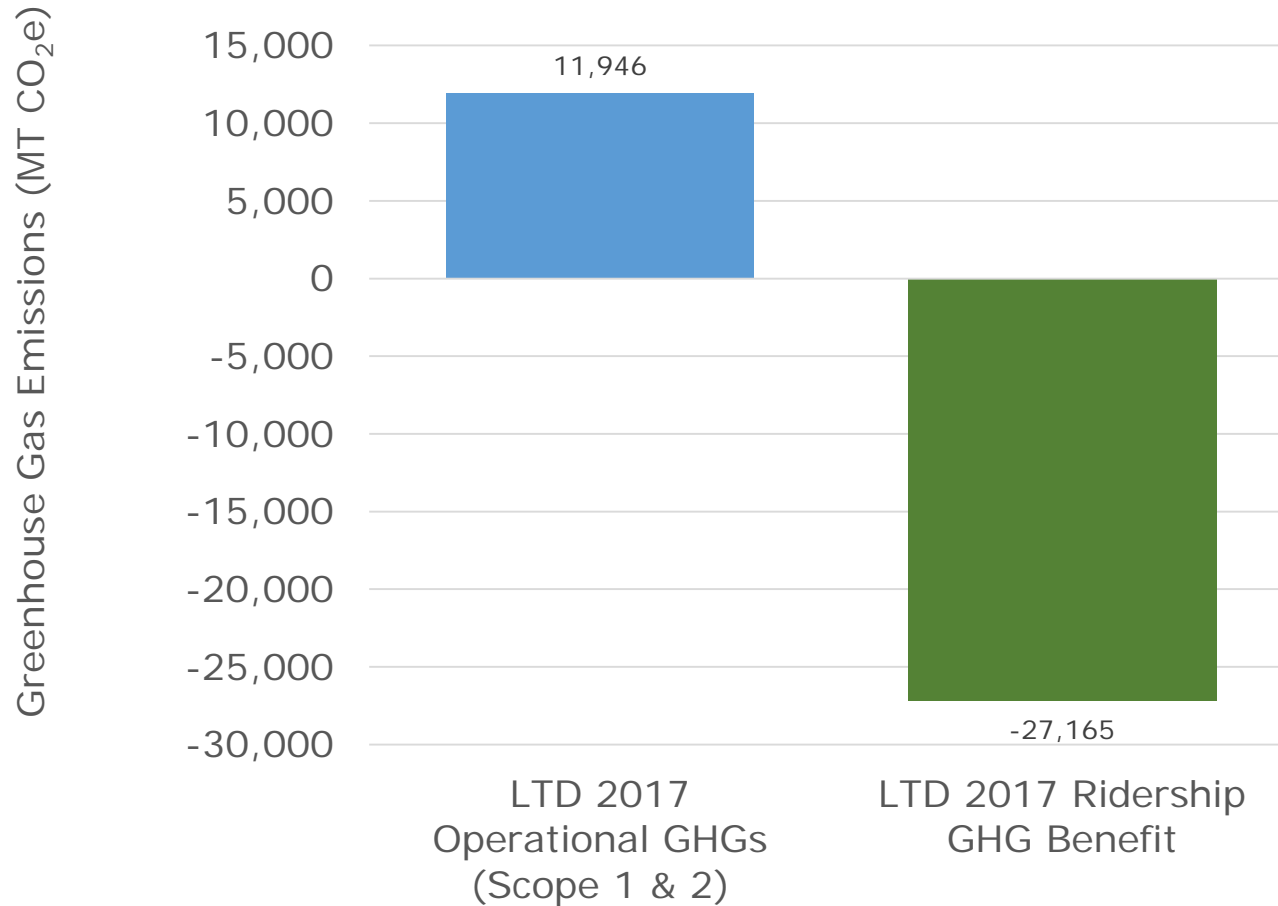


KEY LESSON:

- Supply chain emissions vary with expenditure on major projects.

GHG BENEFITS OF RIDERSHIP

LTD Operational Emissions Vs. Ridership Benefit

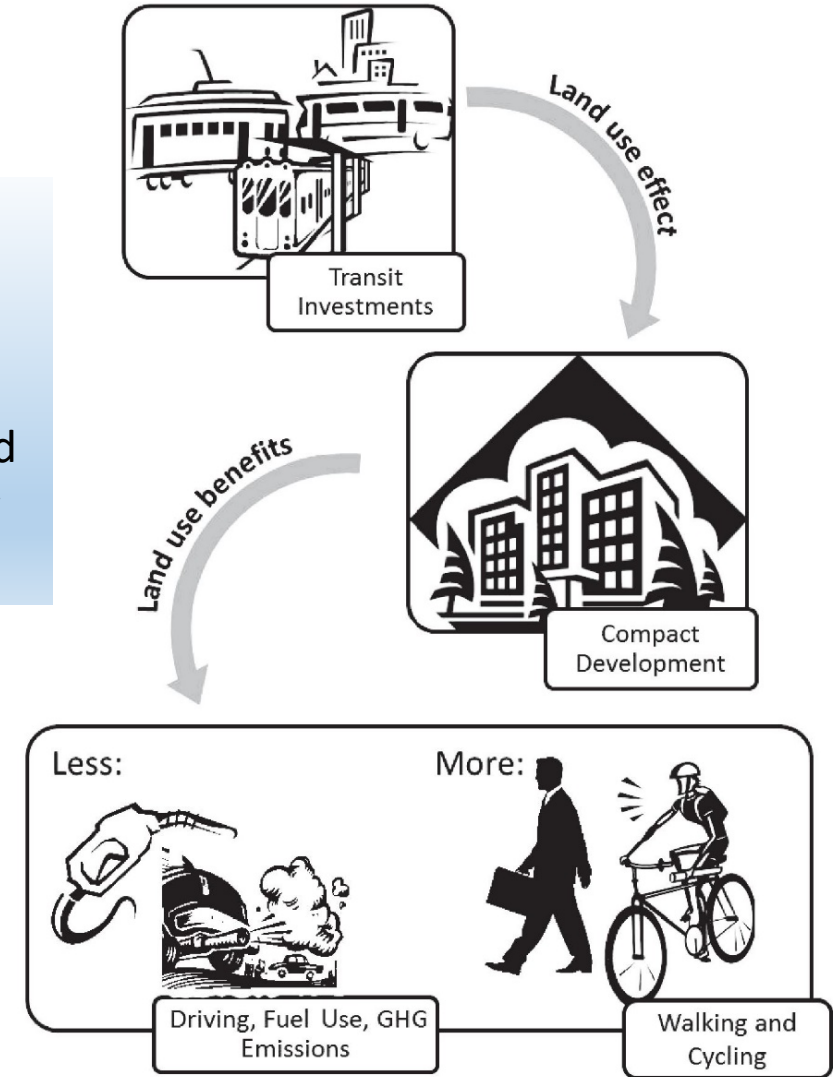
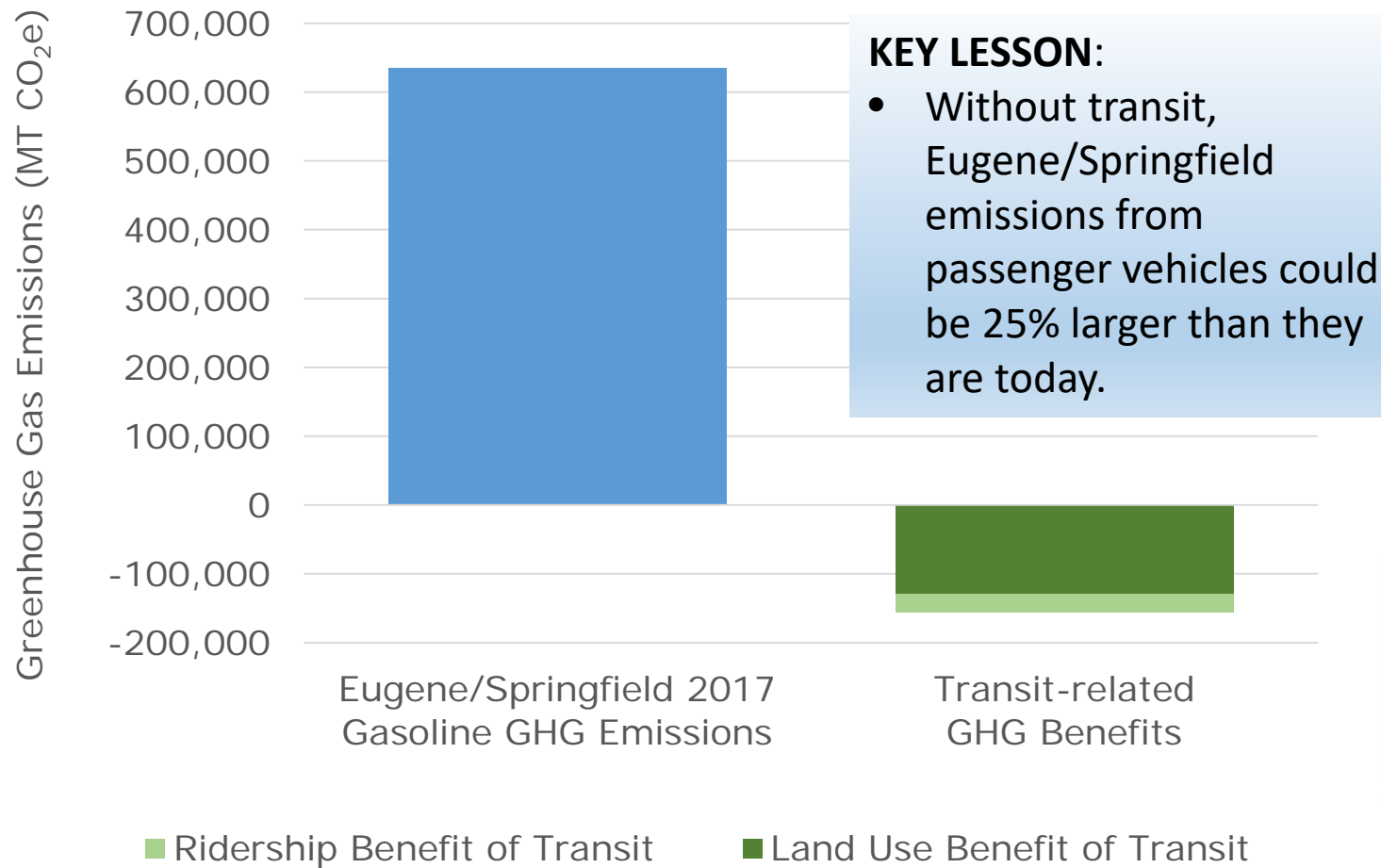


KEY LESSONS:

- Ridership benefits from transit are more than 2x the emissions from transit operations.
- Public transit is an important strategy to reduce community emissions.

GHG BENEFITS OF LAND USE EFFECT

Community Emissions vs. Transit-related GHG Benefits



NEXT STEPS

- Electric bus procurement, WA State Contract
- Technology / Fuel analysis for Fleet Plan
- GHG reduction modeling for goal setting
- Sustainability policy update



Q&A? Thank you!



Kelly Hoell
Sustainability Program Manager
541-682-6146
Kelly.hoell@ltd.org



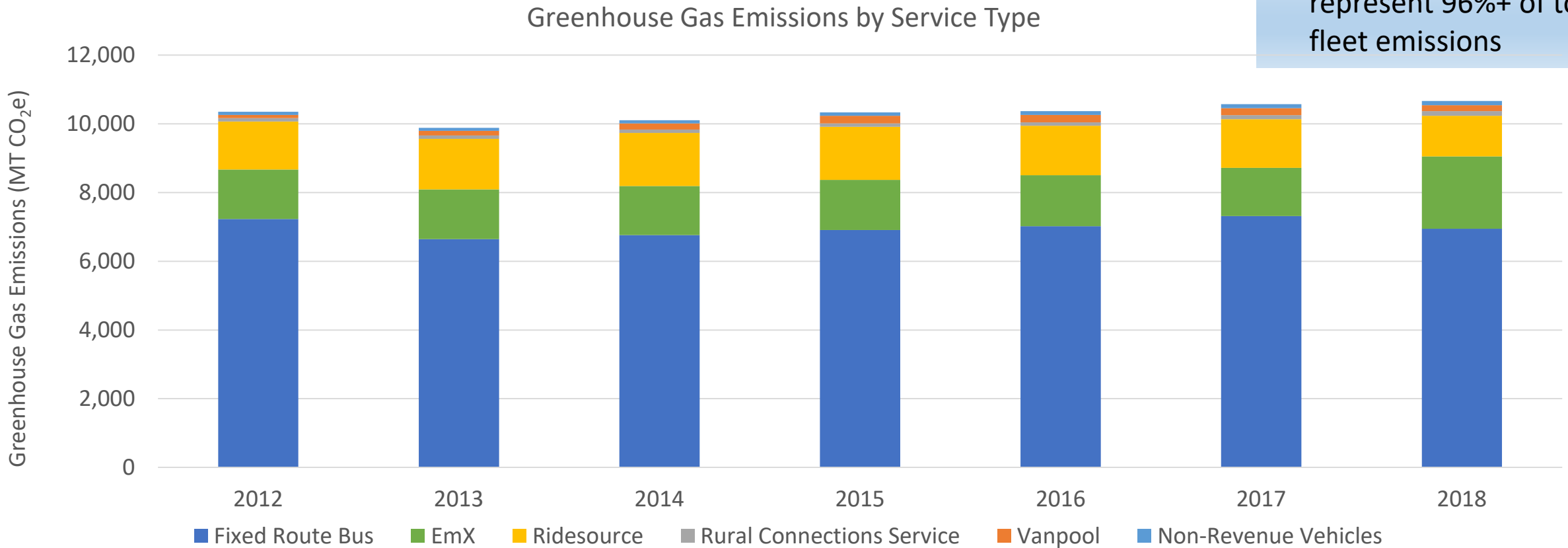
LTD'S MISSION

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

FLEET EMISSIONS BY SERVICE TYPE

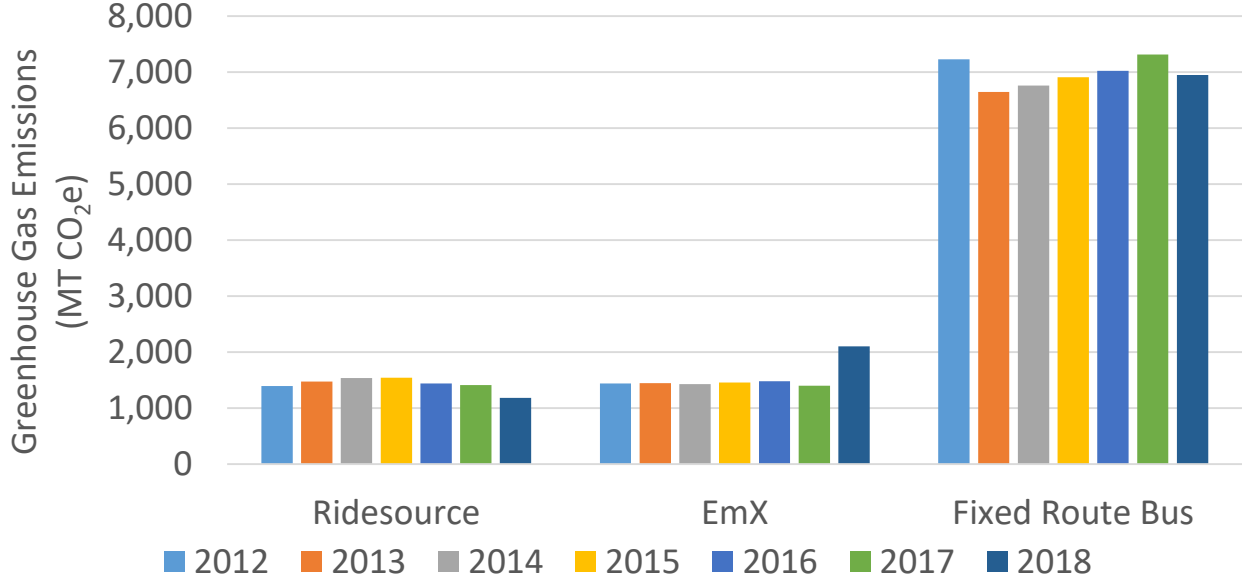
KEY LESSONS:

- Fixed Route, EmX and Ridesource emissions represent 96%+ of total fleet emissions



FLEET EMISSIONS BY SERVICE TYPE

Greenhouse Gas Emissions (MT CO₂e)



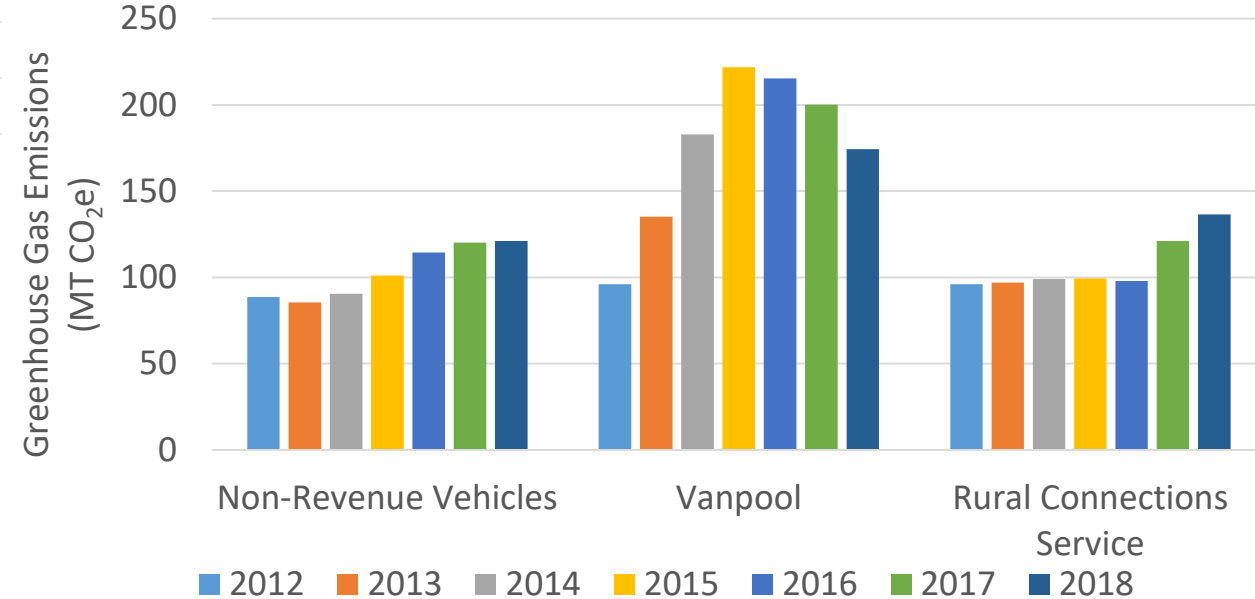
KEY LESSONS:

- Ridesource decrease from decreased vehicle miles
- EmX increase from increased vehicle miles (EmX West)
- Fixed Route efficiency gains between '12-'13; reduced vehicle miles and minor efficiency gains in '18.

KEY LESSONS:

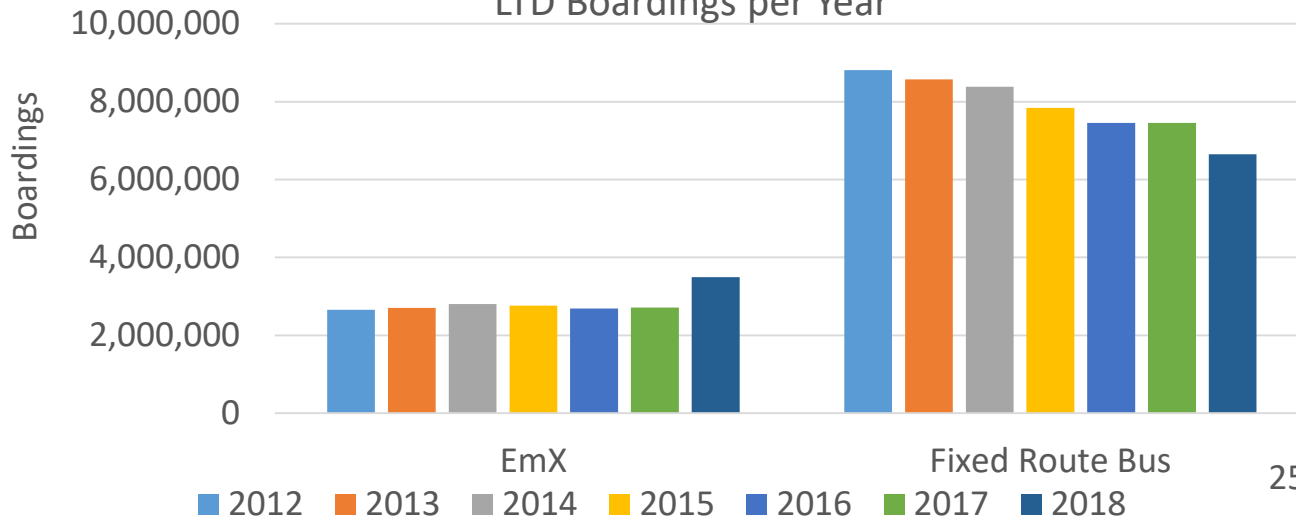
- Non-Revenue vehicle increase from increased staff/miles
- Vanpool changes due to demand/miles changes
- Rural Connections: added Rhody Express and Florence-Yachats reporting to this category in '18.

Greenhouse Gas Emissions (MT CO₂e)



FLEET – BOARDINGS BY SERVICE TYPE

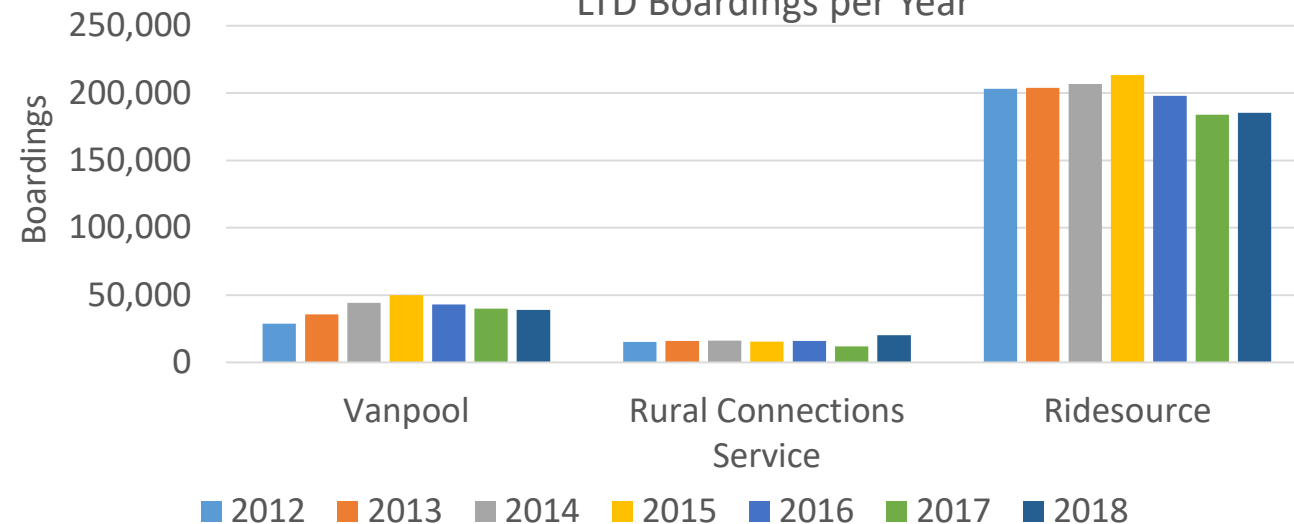
LTD Boardings per Year



KEY LESSONS:

- EmX boardings have been steady over all years with an increase in 2018 due to EmX West.
- Fixed route boardings are declining in a trend seen nationally.

LTD Boardings per Year

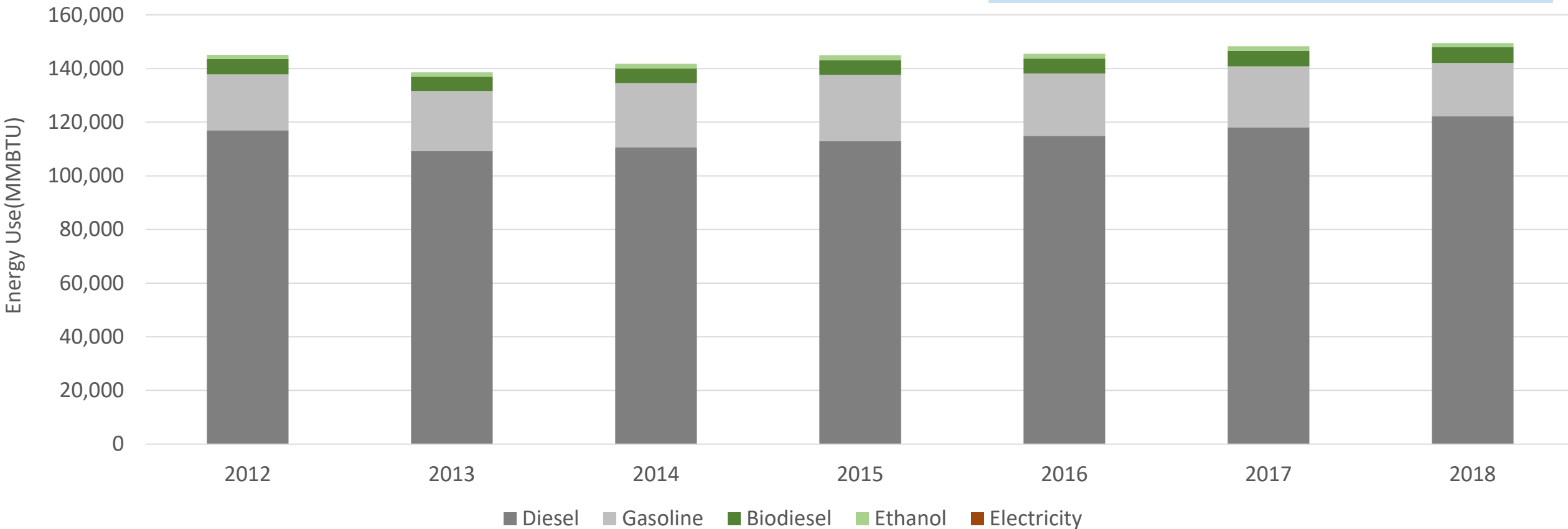


FLEET ENERGY CONSUMPTION BY FUEL TYPE

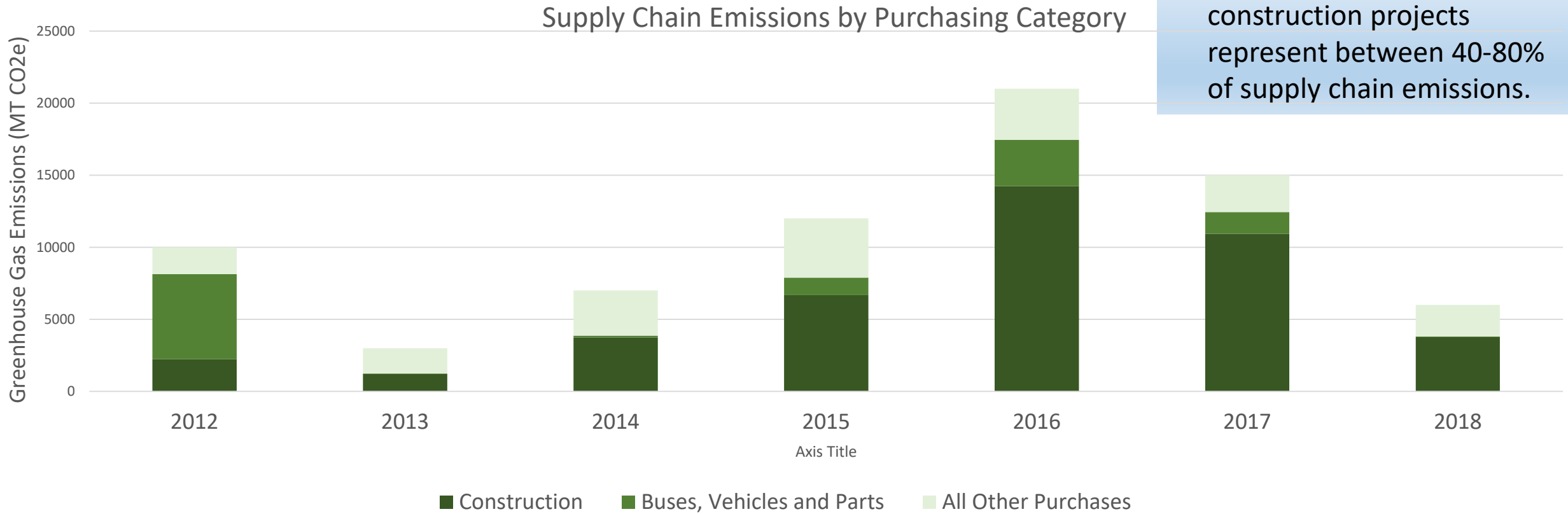
KEY LESSON:

- 5% of LTD fleet fuel consumption is from renewables (B5 diesel, E10 gasoline).

Energy Use by Fuel Type



SUPPLY CHAIN EMISSIONS DETAIL - FY12-18



KEY LESSON:

- Bus manufacturing and construction projects represent between 40-80% of supply chain emissions.

AUDIENCE PARTICIPATION SIGN-UP SHEET— STRATEGIC PLANNING COMMITTEE MEETING

Date: September 3, 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

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