



LANE TRANSIT DISTRICT BOARD OF DIRECTORS STRATEGIC PLANNING COMMITTEE

Tuesday, October 01, 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"/> 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"/> Matt Keeler (Proxy for 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	
5:45 p.m.	A. APPROVAL OF MINUTES Action Needed: Approval <i>Approve minutes from the September 3, 2019, meeting</i>	3
	VII. ITEMS FOR BOARD RECOMMENDATION - None	
	VIII. ITEMS FOR INFORMATION AT THIS MEETING	
5:45 p.m.	A. STRATEGIC ISSUES AND SPC WORK PLAN DEVELOPMENT <i>Materials Included</i> [Tom Schwetz] Action Needed: None. Information Only <i>Committee members will hold discussion regarding strategic issues and SPC work plan development.</i>	8
7:20 p.m.	IX. WRITTEN REPORTS AND UPDATES a. West Eugene EmX Economic Impacts	16

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
7:30 p.m.	X. 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>	17
7:30 p.m.	XI. ADJOURNMENT	

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, September 3, 2019

Pursuant to notice given to *The Register-Guard* for publication on August 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, September 3, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Amy Cabbage, Chair
Mike Eyster
Gerry Gaydos
Matt Keeler for Lindsay Hayward
Leah Rausch
Emily Secord
Carl Yeh
Marianne Nolte for Rob Zako
Aurora Jackson, LTD General Manager
Camille Gandolfi, Clerk of the Board

Absent: Joe Berney
Frannie Brindle
Greg Evans
Julia Hernandez, Vice Chair
Sam Miller
Sheri Moore

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

COMMENTS FROM THE CHAIR — Ms. Cabbage thanked staff for their facilitation of an interactive conversation at the last SPC meeting.

AGENDA REVIEW — Ms. Cabbage said she would provide an update following Audience Participation on the SPC's recommendation to the LTD Board at its last meeting.

AUDIENCE PARTICIPATION — There was no one wishing to speak.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Approval of Meeting Minutes** — Ms. Secord noted that she had arrived at 6:10 p.m. and did not leave the meeting. She moved to approve the August 6, 2019, minutes as amended. Mr. Eyster provided the second.

VOTE The motion was approved as follows:
YES: Cabbage, Eyster, Gaydos, Keeler, Rausch, Secord, Yeh, Nolte (8)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Brindle, Evans, Hernandez, Miller, Moore (6)

ITEMS FOR BOARD RECOMMENDATION

Ms. Cabbage read a summary of the SPC's August 6, 2019, deliberations and recommendations on the Transit Tomorrow project.

Mr. Yeh said the LTD Board would continue to obtain feedback from the SPC and others in the community as a final implementation strategy was developed.

Ms. Secord said the Board discussed the timing of Transit Tomorrow implementation and agreed with the SPC that communications with the community and stakeholders was critical.

Greenhouse Gas Inventory Results — Sustainability Program Manager Kelly Hoell stated that transit was part of the solution on a number of sustainability benefits, one of which was greenhouse gas (ghg) emissions and the inventory would help LTD determine the amount of benefit it was providing to the community by offering public transit services. She said the purpose of the analysis was to understand how LTD's emissions fit into other state, regional and local goals. It would also help inform decisions regarding operations. She provided an historical context by reviewing state, local and LTD planning efforts, policies and actions related to sustainability goals.

Ms. Hoell stated that transit was a unique entity in that its basic core mission of public transit had benefits for the community. She used a series of graphics to illustrate the impact of transit's emissions and potential for benefits to the community in terms of ridership and land use. She explained ghg accounting methods and described the categories of activities that lead to emissions from an organization:

Scope 1 - direct - activities with the most organization ownership

Scope 2 - indirect - activities shared among entities, organization control over consumption but not production

Scope 3 - indirect - other emission-producing activities such as landfill emissions, air travel, etc. where the organization has the ability to control the amount of solid waste it produces or business travel undertaken

Ms. Hoell reviewed inventory results in each of the categories. She noted that LTD's fleet accounted for a majority of emissions in scopes 1 and 2 and there were many opportunities for reduction of ghg emissions in those categories through selection of propulsion technologies and fuels when making future vehicle purchases. She also reviewed LTD's ghg ridership and land use benefits, noting that the ridership benefits for the Eugene-Springfield area was a dramatically larger footprint than scopes 1 and 1 emissions. She said ghg land use benefits related to compact development and reduction of vehicle miles traveled (vmt); without transit, Eugene-Springfield ghg emissions from passenger vehicles could be 25 percent larger than they were currently.

Ms. Hoell said LTD was moving forward with the purchase of its next electric vehicles through a Washington State contract that was being finalized, and beginning the process of a more detailed analysis of all technologies and fuels to determine a triple bottom line analysis for the District, to be completed sometime during 2020.

In response to a question from Mr. Eyster, Ms. Jackson said LTD had been testing five buses, taken delivery of four and placed two in active operation. She said the buses were still in test mode and had not yet been accepted. The information obtained during the testing process would

inform the purchase of 10 new buses, for which the District had funding. She was not sure whether the original five electric buses would ultimately be accepted. Ms. Hoell added that during the past year of testing LTD had learned how best to implement electric buses into its fleet.

Mr. Yeh observed that since a majority of LTD's ghg emissions came from its fleet, a sustainability strategy could be to seek technology with lower emissions in future vehicle acquisitions. Ms. Hoell concurred. She said the overwhelming majority of emissions over with LTD had control came from its fleet and that was where the biggest opportunity existed. Short-, mid- and long-term strategies should be developed based on staff research currently under way.

Ms. Cabbage asked how the land use benefits of transit were determined and whether sustainability data would be tracked annually and compared to organization goals over time. Ms. Hoell said she would make the calculator she had used available online, but cautioned that the levels were estimations and intended to provide a sense of scale. She confirmed the intent was to track sustainability actions and measure progress over time.

Mr. Keeler asked why Scope 3 was not included in the calculations. Ms. Hoell replied that Scope 3 estimation methodologies were less precise and protocols required focus on those emissions over which an organization had the most control.

Ms. Jackson said the goal was to ask the LTD Board to approve procurement of new electric buses under the Washington contract at its November 2019 meeting. She said staff hoped to enter into a contract with a production schedule of about 14 months so an electric fleet would be available when Eugene hosted the 2020 World Games.

ITEMS FOR INFORMATION AT THIS MEETING

MovingAhead Update — Development Planning Associate Andrew Martin briefly reviewed the SPC's recommendations to the LTD Board on a range of investment packages that should be considered for a public hearing. He said the Board and Eugene City Council held a joint work session in July 2019 and directed staff to proceed with public engagement on a range of investment packages similar to that recommended by the SPC and other community groups. He said a public hearing would be held on the investment package on October 21, 2019, at 7:30 p.m. in Harris Hall. An open house would be held just prior to the hearing so community members could ask questions and receive additional information before providing testimony.

Mr. Martin explained each of the three investment levels identified through the MovingAhead project conducted jointly with the City of Eugene and addressing five major corridors within the city. He said that he expected a decision by the LTD Board and City Council on a final investment package in January 2020. He said updated materials were almost complete and would be added to the MovingAhead website.

Ms. Nolte asked if definitions for "enhanced corridor" would be provided at the upcoming public hearing and open house. Mr. Martin said one of the challenges was that enhanced corridor and EmX development was very contextual to a specific corridor. He used Coburg Road as an example of enhanced corridor that would be close to an EmX project because the intense use on that corridor would require a higher level of investment. Ms. Jackson said a definition could be developed but it would not necessarily provide more transparency. EmX projects had traditionally been called advanced rapid transit (ART), which included dedicated or partially dedicated lanes. Enhanced corridor and EmX were both bus rapid transit (BRT) in some ways, but enhanced meant either no or minimal dedicated lanes so the bus moved in regular traffic and amenities

were stations, a distinct look and possibly signal prioritization. Enhanced corridors did not operate like EmX (ART) lines.

Mr. Martin said detailed definitions of alternatives were on the MovingAhead website. In the partnership with the City of Eugene, the city was the lead and while transit was an important part of a multi-modal corridor, the project was not about identifying new EmX lines.

Ms. Secord commented that the enhanced corridor option looked the same on all corridors.

Mr. Eyster said the lack of a specific definition for enhanced corridor was viewed suspiciously by some in the community as a way to obtain authorization to spend a lot of funds for something fancy and included BRT. He said the explanation provided by staff made sense and it was important to articulate that to the public and provide assurance to the community.

Main-McVay Transit Study Update — Director of Planning and Development Tom Schwetz said the project had been ongoing for some time and lead to identification of an enhanced corridor and EmX option for Main Street. Both City of Springfield and LTD staff recognized there were concerns raised by adjacent property owners and as the project moved forward with the Main Street Safety Project, the EmX option was removed as an option to conserve resources and provide clarity in the area of policy. The project's Governance Team formally removed EmX as an option in July 2019. That provided an opportunity to use remaining resources to flesh out an enhanced corridor option consistent with the safety project. He said a draft plan for the Main Street Safety Project would be completed in the spring of 2020, with adoption between 2020 and 2021.

Mr. Schwetz added that public engagement would begin once the safety project solutions were fully developed; enhanced corridor options were already available for public review. He anticipated some level of public engagement over the next six months. He stressed that it was not solely an LTD project; it was a partnership with the City of Springfield and the city was the lead as the project moved forward.

Mr. Eyster emphasized that the City of Springfield, as the lead partner, would determine the project's timeline.

EmGo Launch Update — Ms. Jackson announced that EmGo service was launched on August 30 during Market Fest. She said there was significant interest from the community about the 6-passenger all-electric vehicle. She described the launch and public outreach activities that highlighted EmGo's role in LTD's multiple mobility efforts. She said EmGo was a partnership with the City of Eugene, Lane County and Lane Council of Governments, with strong support from the business community. She said initial ridership was somewhat low and hoped to report additional ridership information at the committee's next meeting once people were familiar with the service and application. EmGo was a one-year pilot and performance would be evaluated to inform future decisions about the service.

Mr. Gaydos said he had heard concerns that information about the service was insufficient and there was frustration regarding the application. Ms. Jackson acknowledged there had been challenges with the application, but that was typical when pilot projects were launched. Similar issues arose when the Cottage Grove mobility on demand project was launched, but resolved as the vehicles moved around the area and the technology became populated with information and the application normalized. Once that occurred, a more robust marketing effort would occur.

Mr. Yeh said that he wondered if the walkability of downtown Eugene and nice weather were responsible for low ridership. Ms. Jackson said that was possible and future plans included a potential partnership with Bike Share. She said as data was collected there could be changes to the footprint of the service. It typically took six months to collect reliable data.

Mr. Yeh asked if the vehicle could be used for other purposes if the service was not continued. Ms. Jackson said the vehicle could be used for other services; its design was practical and it was a good addition to the fleet.

Mr. Eyster left the meeting at 6:55 p.m.

Ms. Cabbage asked what partner goals for the service were and how success was defined. Ms. Jackson said goals included addressing congestion, greener solutions for mobility and reducing parking issues. She said partnership discussions with Bike Share would happen once better data on travel patterns was available.

WRITTEN REPORTS AND UPDATES — There were no questions or comments.

NEXT/FUTURE MEETING AGENDAS — Ms. Cabbage reviewed future agenda topics and said the next agenda setting meeting would be held on September 11 at 1:00 p.m. and members were invited to attend.

Ms. Secord asked if the SPC wanted to provide recommendations on the subject of greenhouse gas emissions.

Mr. Yeh suggested taking up the subject at the next committee meeting.

ADJOURNMENT — Ms. Cabbage adjourned the meeting at 7:00 p.m.

(Recorded by Lynn Taylor)



AGENDA ITEM SUMMARY

DATE OF MEETING: October 1, 2019
ITEM TITLE: STRATEGIC ISSUES AND SPC WORK PLAN DEVELOPMENT
PRESENTER: Tom Schwetz
DIRECTOR: Aurora Jackson
ACTION REQUESTED: Information and Discussion

PURPOSE: To support SPC members in discussion regarding strategic issues and SPC work plan development.

ROLE OF THE BOARD: N/A

HISTORY: As established in LTD Board of Directors Resolution No. 2016-12-12-041 (attached along with SPC Bylaws), the Committee provides the LTD Board of Directors with independent advice on strategic planning issues related to advancing the goals of the Long-Range Transit Plan.

This discussion is an opportunity for the Committee to discuss the interrelationship of two key strategic issues (the transit-climate change connection and the role of Mobility as a Service) and two of LTD's most important initiatives soon up for board decision-making.

CONSIDERATIONS: SPC members will discuss strategic issues of transit and climate change and the role of Mobility as a Service and how those issues intersect the MovingAhead and Transit Tomorrow projects and related board decision-making. Members will participate in two small group discussions to answer two questions:

1. What are the desired outcomes of the project decisions? (Example – for Transit Tomorrow, the desired outcome is to make transit more useful for more people).
2. What questions should the board be considering as these projects progress? (Example – for MovingAhead - how can LTD use the outcomes of the greenhouse gas inventory to assess the outcomes of MovingAhead investments?)

ALTERNATIVES: N/A

NEXT STEPS: Based on the outcome of this discussion, the Committee will be asked to consider using a similar approach in the development of a committee work plan.

SUPPORTING DOCUMENTATION:

- 1) LTD Board Resolution No. 2016-12-12-041
- 2) Strategic Planning Committee Bylaws

PROPOSED MOTION: N/A

RESOLUTION NO. 2016-12-12-041

A RESOLUTION RE-CHARTERING THE EMX STEERING COMMITTEE AS THE STRATEGIC PLANNING COMMITTEE

WHEREAS, LTD has articulated the following values:

- LTD believes in providing people with the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community;
- LTD collaborates internally and externally;
- LTD is committed to providing reliable transit services that address the needs of the community;
- LTD is committed to providing a viable alternative to the automobile through high-quality transportation options, programs, and services;
- LTD is committed to providing leadership in the development of the region's transportation system;

WHEREAS, LTD's Long-Range Transit Plan specifies the following goals and key policies:

- Provide attractive travel options to improve ease of connectivity throughout LTD's service area;
- Sustain and enhance economic prosperity, environmental health, and quality of life in the community through investment in transit service and infrastructure;
- Ensure equitable and accessible transit service throughout LTD's service area;
- Maintain and enhance safety and security of LTD's services;
- Use LTD's resources sustainably in adapting to future conditions;
- Engage the regional community in LTD's short- and long-term planning processes;
- Engage the community through broad and diverse collaboration;
- Establish working relationships with public, private, and non-profit organizations invested in community building;

WHEREAS, LTD is engaged with the City of Eugene, City of Springfield, Lane County, and the Oregon Department of Transportation to develop the Frequent Transit Network and make other improvements to the transportation system;

WHEREAS, LTD is pursuing multi-modal integration options, including bike share and other first/last mile connections;

WHEREAS, LTD is pursuing efforts to make the transit system, including connections to and from bus stops, safer for all roadway users;

WHEREAS, LTD, through Point2point, is making it easier to find safe, affordable, and planet-friendly ways to get from point to point;

WHEREAS, LTD is looking to refine its Long-Range Transit Plan with a ten-year implementation plan and a three-year funding plan;

THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors:

1) Reestablishes the EmX Steering Committee as the Strategic Planning Committee to provide the LTD Board of Directors with advice focused on *strategic* issues distinct from advice provided on finance, budget, accessible services, human resources, and services by other existing committees.

2) Directs the Strategic Planning Committee to provide the LTD Board of Directors with *independent* advice on strategic planning issues related to advancing the goals of the Long-Range Transit Plan, including but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

3) Directs the LTD General Manager, with the advice and consent of the LTD Board of Directors, to appoint members of the Strategic Planning Committee to serve renewable two (2)-year terms. The Committee shall include at least two members of the LTD Board of Directors as well as representatives from its key partners: the Eugene City Council, Springfield City Council, Lane County Board of Commissioners, and Oregon Department of Transportation, but shall not include a quorum of any policymaking body. The Committee also should include a diverse set of stakeholders.

4) Authorizes the Strategic Planning Committee to select its own chair from its membership and to develop other internal operating agreements, with the advice and consent of the LTD Board of Directors.

5) Directs the Strategic Planning Committee to involve the public as needed to develop the Committee's recommendations.

6) Requests that the chair or other representatives of the Strategic Planning Committee attend LTD Board of Directors meetings, as warranted, to present recommendations, raise issues, and solicit additional direction.

Adopted by the Lane Transit District Board of Directors on this 12th day of December, 2016.



President, LTD Board of Directors



STRATEGIC PLANNING COMMITTEE

COMMUNITY ADVISORY COMMITTEE BYLAWS

ARTICLE I PURPOSE

SECTION 1.1 *Purpose.* The Strategic Planning Committee (the “SPC” or the “Committee”) was established by the Lane Transit District (LTD) Board of Directors in Resolution No. 2016-12-12-041, A Resolution Re-Chartering the EmX Steering Committee as the Strategic Planning Committee. The Strategic Planning Committee provides the LTD Board of Directors with independent advice on strategic planning issues related to advancing the goals of the Long-Range Transit Plan, including, but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

ARTICLE II GOVERNANCE PROCEEDINGS

SECTION 2.1 *Governance Procedures.* The SPC will comply with Oregon’s Public Meetings Law, Public Records Law, and all applicable governance procedures set forth in the LTD Ordinance Providing Rules for Meetings of the LTD Board of Directors, attached hereto as Exhibit A.

ARTICLE III MEMBERSHIP, COMPOSITION, APPOINTMENT

SECTION 3.1 *Membership.* The Committee shall consist of at least 8 and not more than 15 members who reside within the LTD service district area. All members of the Committee are voting members.

SECTION 3.2 *Appointment.*

- a) The Committee shall include six members, appointed to the Committee by their respective governing bodies, comprised as follows:
 - i. No more than two members of the LTD Board of Directors; and
 - ii. One representative from each of LTD’s key partners: the Eugene City Council, Springfield City Council, Lane County Board of Commissioners, and Oregon Department of Transportation.

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

- b) In addition to those members appointed to the Committee pursuant to Section 3.2 (a), up to an additional nine (9) members, representing a diverse set of stakeholders, may be appointed to the Committee by LTD’s General Manager, with the advice and consent of the LTD Board of Directors.



SECTION 3.3 Composition. In addition to those members appointed pursuant to Section 3.2 (a), Committee members should represent a diverse set of stakeholders. The targeted interest areas include, but are not limited to, the following (alphabetically):

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

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

ARTICLE IV **TERMS OF SERVICE, VACANCIES**

SECTION 4.1 Terms of Service. Members shall serve for 2-year terms. Members may be eligible for reappointment for up to three additional 2-year terms, for a total term of 8 years.

SECTION 4.2 Vacancies. For members appointed to the Committee pursuant to Section 3.2 (a), the respective governing body shall appoint the member's successor to serve for the remainder of the unexpired term. For members appointed to the Committee pursuant to Section 3.2 (b), the General Manager, with the consent of the LTD Board of Directors, may appoint the member's successor, but are not required to do so, to serve for the remainder of the unexpired term.

ARTICLE V **OFFICERS, DUTIES**

SECTION 5.1 Officers. The Committee shall choose from among its members, by majority vote of the members, a chair and vice chair to serve 1-year terms. Terms of office shall begin on the first day of July and end on the last day of June each year.

SECTION 5.2 Chair. The chair, and in the chair's absence, the vice chair; and in the absence of both, a member selected by the members present to act as chair pro tem, shall preside at Committee meetings. The presiding officer shall be entitled to vote on all matters and may make and second motions and participate in discussion and debate.

SECTION 5.3 Vice Chair. In the event of the absence of the chair, or of the chair's inability to perform any of the duties of the chair's office or to exercise any of the chair's powers, the vice chair shall perform such duties and possess such powers as are conferred on the chair, and shall perform such other duties as may from time to time be assigned to the vice chair by the chair or Committee.

SECTION 5.4 Secretary. This section intentionally left blank.



SECTION 5.5 Treasurer. This section intentionally left blank.

SECTION 5.6 Vacancies. In the case of a vacancy in any office other than by expiration of an officer's term, the vacancy shall be filled by election by the Committee members when the need arises and the newly elected officer shall take office immediately upon the occurrence of such vacancy to fill the balance of the unexpired term.

SECTION 5.7 Committee Assignments. This section intentionally left blank.

ARTICLE VI

CODE OF ETHICS AND CONFLICT OF INTEREST POLICY

SECTION 6.1 Code of Ethics and Conflicts of Interest Policy. Each Committee member is governed by Oregon's Government Ethics Law and the Federal Transit Administration Circular 4220.1F regarding conflicts of interest.

ARTICLE VII

MEETINGS

SECTION 7.1 Committee Meetings. The SPC will comply with Oregon's Public Meetings Law, Public Records Law, and all governance procedures and meeting requirements set forth in the LTD Ordinance Providing Rules for Meetings of LTD Board of Directors, attached hereto as Exhibit A. This Article VII is intended to supplement the law and LTD's Ordinances.

SECTION 7.2 Quorum Requirements. A quorum of Committee members is a majority of the Committee members, even if a member is absent or a position is vacant with the intention of being filled. This Committee can have a varying number of members, ranging between 8 and 15. If a position is vacant because a member appointed pursuant to Section 3.2 (a) is no longer a member, that position should be counted in determining whether there is a quorum. If a position is vacant because a member appointed pursuant to Section 3.2 (b) is no longer a member, that position should be counted in determining whether there is a quorum only if the General Manager intends to fill the vacancy. The General Manager will notify the Committee whether she/he intends to fill such a vacancy within 30 days of being notified of such vacancy. A quorum is required to hold a vote and take action as a committee.

- a) By way of example, assume there are 12 Committee members. A member appointed to the Committee pursuant to Section 3.2 (a) resigns so that there are now 11 Committee members and one vacancy. Seven (of twelve) Committee members are required for a quorum.
- b) By way of example, assume there are 12 Committee members. A member appointed to the Committee pursuant to Section 3.2 (b) resigns so that there are now 11 Committee members. The General Manager informs the Committee that she/he does not intend to fill the vacancy, so there is no vacancy, meaning there are now 11 Committee members. Six (of eleven) Committee members are required for a quorum.

SECTION 7.3 Meeting Times. The SPC will meet approximately once a month and it is expected to meet at least six times per year. Respect the scheduled starting and ending times for meetings. The vice chair will assist the chair with keeping on schedule.

SECTION 7.4 Attendance. All Committee members are expected to regularly attend Committee meetings and be fully engaged with minimal distraction (from cell phones, etc.) at regularly scheduled Committee meetings, unless prevented by illness or an unavoidable cause.

SECTION 7.5 Telephonic Attendance. If a Committee member is unable to attend a meeting, there is an option to attend telephonically. A Committee meeting can also be held telephonically, without



any members having to physically attend, so long as all the requirements of the Public Meetings Law are still followed (notice, recording, and a location for the public to attend and listen).

SECTION 7.6 Meeting Preparation. All Committee members should prepare for Committee meetings by reading the materials ahead of the meeting and asking questions of the General Manager prior to the day of the meeting, if possible.

SECTION 7.7 Committee Meeting Discussion. Committee discussions should be thorough yet concise and pertinent to the issues on the agenda.

SECTION 7.8 Public Participation. Although the Public Meetings Law guarantees the public the right to attend all public meetings, it does not provide the public the right to participate. LTD has historically allowed public participation at meetings upon recognition by the president. Public testimony will typically be limited to 3 minute increments, but it is adjustable at the discretion of the president and the Board of Directors.

SECTION 7.9 Scheduling. All Committee members are expected to cooperate in scheduling special meetings and/or work sessions for training purposes.

ARTICLE VIII **VOTING RULES**

SECTION 8.1 Voting. Committee members are expected to cast a vote on all matters except when a conflict of interest arises.

SECTION 8.2 Conflict of Interest. Committee members should be familiar with Oregon's Government Ethics Law and the Federal Transit Administration Circular 4220.1F regarding conflicts of interest. If a Committee member believes he/she may have a conflict of interest, that concern should be communicated with the Clerk of the Board and/or the General Manager in advance of the Committee meeting. They may consult with legal counsel.

ARTICLE IX **PUBLIC MEETINGS LAW AND PUBLIC RECORDS LAW**

SECTION 9.1 Legal Requirements. The requirements of Oregon's Public Meetings Law must be followed whenever a quorum of Committee members meet to deliberate towards a decision. All Committee communications are subject to the Public Records Law. This Article IX is intended to supplement the requirements of the Public Meetings Law and Public Records Law.

SECTION 9.2 Serial Communications. If Committee members have serial communications among a quorum of its members, the requirements of the Public Meetings Law apply. A serial communication occurs when Committee member 1 deliberates towards a decision with Committee member 2; Committee member 2 then deliberates towards a decision with Committee member 3, and so on, until a quorum of Committee members (4) is involved. While serial communications can take place in person or over the phone, they most often occur via email.

SECTION 9.3 Committee email. The following guidelines apply to use of Committee email:

- a. Do not reply to Committee emails to deliberate towards a decision that should occur in public session;
- b. "Deliberation towards a decision" can only occur among Committee members. It is acceptable to reply to an email from the General Manager and/or Clerk of the Board, so long as the General Manager and/or Clerk of the Board do not share your opinion with any other Board members; and



- c. Committee emails are subject to public records request. As a general rule, do not write anything in an email that you would not want printed in the newspaper.

ARTICLE X
SEVERABILITY

SECTION 10.1 *Severability.* If any provision of these Bylaws or its application to any person or circumstances is held invalid, the remainder of these Bylaws, or the application of the provision to other persons or circumstances is not affected.

ARTICLE XI
AMENDMENTS

SECTION 11.1 *Action.* These Bylaws, as adopted by the Lane Transit District Strategic Planning Committee, may be revised or amended at any regular or special meeting of the Committee by a vote of the majority of the whole membership of the Committee.



AGENDA ITEM SUMMARY

DATE OF MEETING: October 1, 2019

ITEM TITLE: WEST EUGENE EMX ECONOMIC IMPACTS

PRESENTER: Tom Schwetz, Director of Planning and Development

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: To provide SPC members with the status of analysis related to the economic impacts of the West Eugene EmX project.

ROLE OF THE BOARD: N/A

HISTORY: N/A

CONSIDERATIONS: An analysis of the economic impacts of the West Eugene EmX project will be developed as part of a Before and After Study currently being scoped.

ALTERNATIVES: N/A

NEXT STEPS: If the committee expresses interest, staff can provide information on specific research that has been completed assessing the economic impacts of BRT projects across the country.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
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>			
Strategic Issues and SPC Work Plan Development			
<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			
<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>			

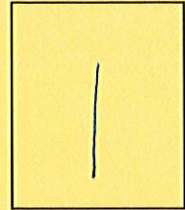


Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
Annual Board Safety Resolution Update		Aurora Jackson	
Written Reports:			
		TOTAL TIME	20



PUBLIC HEARING
Request-To-Speak Form



Meeting Date 10/21/19

TOPIC Moving Ahead

NAME David Wade

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 1673 Vilka St Eugene OR 97403

Phone: 541 684 0674 Email: jdwadejd@outlook.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

2

Meeting Date October 21, 2019

TORIC "River Road Corridor"

NAME Christopher Logan
(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

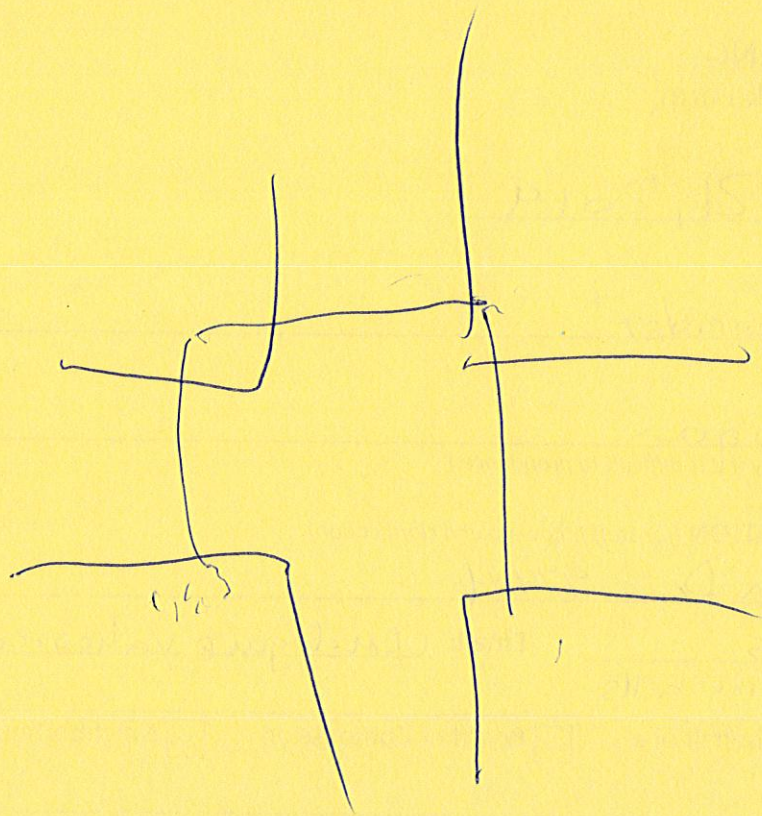
Address: 1229 Dalton Dr. 97404

Phone: 541-520-6065 Email: ctm-logan@yahoo.com
Please, 10 morning calls

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.





PUBLIC HEARING
Request-To-Speak Form

3

Meeting Date Oct. 21, 2019

TOPIC Moving Ahead

NAME Rob Zake exec. dir. BEST

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: PO Box 773, Eugene 97446

Phone: 541-343-5201 Email: robzake@best-oregon.org

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: Better Evs - Spft Transportation

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

4

Meeting Date Oct 21st 2019

TOPIC Moving Ahead

NAME Sarah Marzelle

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____

Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

5

Meeting Date 10/21/19

TOPIC MOVING AHEAD

NAME PHIL FARRINGTON

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 800 WILLAMETTE ST., SUITE 750 EUGENE, OR 97402

Phone: (541) 600-8018

Email: pfarrington@edcmgmtcorp.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

6

Meeting Date Oct 21st, 2019

TOPIC Moving Ahead

NAME Laura Potter

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 255 West 38th Ave Eugene OR 97405

Phone: 541-214-3976 Email: lpotter212@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: Better Eugene Springfield Transit

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

7

Meeting Date 10/21/2019

TOPIC Moving Ahead

NAME Marianne Notte

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: PO Box 773, Eugene, OR 97440

Phone: 801-750-4969 Email: marianne@best-oregon.org

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: Better Eugene-Springfield Transportation

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

8

Meeting Date 10/21/19

TOPIC Moving Ahead

NAME Phil Barnhart

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: phil@philbarnhart.com

Are you a member speaking on behalf of a

Board or Commission

Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

9

Meeting Date 10/21/19

TOPIC
Moving Ahead

NAME
Jolene Siemsen

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: 541.520.2737 Email: jolenesiemsen@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

10

Meeting Date 10/21/19

TOPIC Mooring Ahead

NAME MIKE EYSTER

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

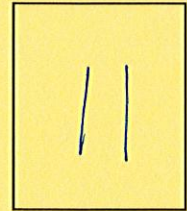
Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form



Meeting Date 10/21

TOPIC Moving Ahead

NAME SETH SADOFSKY

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 3065 Harris St. Eugene

Phone: 541-513-2666 Email: Seth.Sadofsky@pcc.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

12

Meeting Date October 21, 2019

TOPIC Moving Ahead

NAME Teresa Parker

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

13

Meeting Date 10/24/2019

TOPIC Moving ahead/climate

NAME Chloe Ribaud

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 651 W 21 Eugene 97405

Phone: _____

Email: clenboant@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: 350 Eugene

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

14

Meeting Date 10-21-19

TOPIC
Moving Ahead / Climate

NAME
Jack Taylor

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 1298 Olive Apt 2506, Eug.

Phone: _____ Email: jstnova@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

15

Meeting Date 10/21/19

TOPIC TRANSIT

NAME MATT MORAE

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 2584 FRIENDLY ST

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

16

Meeting Date 10.26.2019

TOPIC MOVING AHEAD

NAME KAARIN KNUDSON

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: BETTER HOUSING TOGETHER

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

17

Meeting Date 10/21/19

TOPIC MODERN & ALIEN

NAME SIM LEE

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 3072 WOODSON ST

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: SSO. LLC

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

18

Meeting Date 10/21/2019

TOPIC TRANSIT

NAME KARMEN FORB

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 5195 SOLAR HEIGHTS DR BUC 97405

Phone: _____ Email: KARMENFORB@YAHOO.COM

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: BEST ADVISORY RD MEMBER

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

19

Meeting Date 10/20/19

TOPIC Moving Ahead

NAME Barbara Perrin

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____

Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

20

Meeting Date 10/21/19

TOPIC LTD Plans

NAME Patty Hine

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: 350 Eugene

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

21

Meeting Date 10/21/19

TOPIC LTD + homeless issues

NAME R. SELF

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: 541-606-0008 Email: selfrichard@jgma.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: HOUSE EVERYONE

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

22

Meeting Date 10/21/19

TOPIC Moving Ahead

NAME Julie Daniel
(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

23

Meeting Date 10-21-2019

TOPIC Benefits of Package C & D

NAME Nick Dikas ("dye-kiss")
(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 3417 Harlow Rd, Eugene 97401

Phone: 503-678-1743 Email: nickdikas@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

24

Meeting Date 10/21/19

TOPIC LTD JOINT PUBLIC SESSION - MORE BIKING SOLUTION

NAME LINDA PERRINE

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____

Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

25

Meeting Date 10-21-2019

TOPIC TRANSPORTATION PLAN

NAME META MAXWELL

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: PO Box 653 EUGENE, OR 97440

Phone: 541-731-9161 Email: meta m @ comcast.net

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

26

Meeting Date 10/21/19

TOPIC Moving Ahead / Complete Streets

NAME Clare Roth

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

27

Meeting Date 10/21/19

TOPIC Moving Ahead

NAME Bob Passaro

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 395 W. 17th Ave

Phone: ~~541~~ 541-684-0691 Email: b.b.passaro@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

28

Meeting Date 10/22

TOPIC Moving Ahead

NAME Tiffany Edwards

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____

Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: Chamber

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

29

Meeting Date 10/21/19

TOPIC MOVING AHEAD

NAME DAVID DAYINI

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____ Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

30

Meeting Date Oct 21st 2019

TOPIC Moving Ahead

NAME Peter Bolander

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 229 Rosemary Ave

Phone: 541-344-0849 Email: _____

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

31

Meeting Date 10/21/19

TOPIC EMMA PARK DR.

NAME WADE WOODCOCK

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 30. BOX 21447

Phone: 323-633-9233 Email: WADE.WOODCOCK@YAHOO.COM

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

32

Meeting Date 10-21-18

TOPIC Moving on

NAME George Rode

(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: 1917 Franklin Blvd 97405

Phone: 541-543-0022

Email: George1502@gmail.com

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: _____

Please submit form to staff at the "Information" table.



PUBLIC HEARING
Request-To-Speak Form

33

Meeting Date 10/21/19

TOPIC Moving Ahead

NAME Jay Herland
(Please print name and spell phonetically if it is difficult to pronounce.)

OPTIONAL CONTACT INFORMATION *(for staff follow-up and clarification)*

Address: _____

Phone: _____

Email: jay@csaplanning.net

Are you a member speaking on behalf of a Board or Commission Neighborhood Association

Name of group: N/A

Please submit form to staff at the "Information" table.



Board of Directors

Jon Belcher
Eric Burdette
Wendee Crofoot
Michael DeLuise
Tiffany Edwards
Mike Eyster
Bob Passaro
Laura Potter
Brett Rowlett
Rob Zako

Date: October 14, 2019
From: Better Eugene-Springfield Transportation
To: Eugene City Council
Lane Transit District Board of Directors
Re: MovingAhead Analysis and Recommendations

Board of Advisors

John Allcott
Susan Ban
Bob Beals
Terry Beyer
Alexis Biddle
Shawn Boles
Julie Daniel
Rick Duncan
Tim Duy
Emily Eng
Karmen Fore
David Funk
Gerry Gaydos
Beth Gerot
Kevin Gilbride
George Grier
Eric Gunderson
Pat Hocken
Richard Hughes
Josh Kashinsky
Kaarin Knudson
Sarah Mazze
Terry McDonald
Sophie McGinley
Matt McRae
DeLeesa Meashintubby
Tom Mulhern
Walt Norblad
Mark Pangborn
Brittany Quick-Warner
Shane Rhodes
Matt Roberts
Seth Sadofsky
Marc Schlossberg
Carmel Snyder
Jean Tate
Kari Turner
Jenny Ulum
Carmen Urbina
Stefano Viggiano
Sue Wolling

EXECUTIVE SUMMARY

BEST finds there is broad community support for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*. To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*. Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.

To advance this community vision for better transportation, BEST recommends:

1. **Prioritize the Franklin Boulevard Transformation project** and seek funding to make needed improvements as soon as possible to enable more frequent transit service, create a complete street, and support new development around the UO.
2. **Select Enhanced Corridor as the locally preferred alternative for each of the five MovingAhead corridors**—with the understanding that the first priority is to make needed safety improvements for people bicycling, walking or using mobility devices; second to make targeted improvements to reduce traffic congestion or improve transit service; third to spur transit-oriented development where detailed land use planning determines it is both desired and economically feasible; and lastly to pursue an “open” form of BRT only if funding for both capital and operating costs is feasible.
3. **Develop a joint citywide transportation and land use strategic business plan**, before pursuing capital investments in any of the MovingAhead corridors. The plan should articulate the outcomes the community desires, select strategies for achieving those outcomes, provide a timeline of actions to implement those strategies, and provide a funding plan to ensure there are sufficient resources. BEST offers possible elements of such a plan, which in the future could include pursuing EmX demonstrated to be cost-effective.

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransportation

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

INTRODUCTION

Thank you for the opportunity to provide you with our MovingAhead analysis and recommendations.

Better Eugene-Springfield Transportation (BEST) appreciates the extensive and careful work the project management team has done to identify investment opportunities, cull these down to just the five most promising corridors, and prepare an *Alternatives Analysis Report* to objectively identify the costs and benefits of different options.¹

BEST is a privately funded local 501(c)(3) nonprofit. In 2012, BEST came together as a broad group of community leaders to support the Eugene City Council in approving the West Eugene EmX project. Today, BEST is building a successful community by bringing people together to promote transportation options, safe streets and walkable neighborhoods.

To develop these recommendations, over the last five years BEST attended public meetings, met with MovingAhead staff,² and conducted our own analysis. Specifically, these recommendations represent the consensus of the BEST Board of Directors (see masthead), with advice from our partner organizations, informed by public input via our recent series of focus groups and our prior community conversations. BEST offers you these recommendations as our best sense of sound public policy in the community interest.

The remainder of this memo begins with our overall analysis, reviews each of the corridors in detail, and then offers our recommendations. In Appendix A, we trace the evolution over the past two decades of a shared community vision for better transportation:

ANALYSIS	3
1. Frequent and Useful Transit.....	3
2. Transportation Safety	7
3. Compact Urban Development.....	8
REVIEW OF CORRIDORS	9
RECOMMENDATIONS	11
APPENDIX A: A SHARED VISION FOR BETTER TRANSPORTATION	13
1. An Evolving Vision for Frequent and Useful Transit.....	14
2. A New Vision for Transportation Safety	17
3. A Fuzzy Vision for Compact Urban Development.....	18

¹ *Alternatives Analysis Report*, MovingAhead, September 2018, <http://www.movingahead.org/alternatives-analysis-report/>.

² BEST met with staff to learn about MovingAhead. See "Feedback on MovingAhead," BEST, May 13, 2019, <http://www.best-oregon.org/wp/wp-content/uploads/2019/10/BEST-LTD-MovingAhead-2019-05-13.pdf>.

ANALYSIS

As detailed in Appendix A below, there is broad community support for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*. To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*.

Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.^{3, 4}

But if it is clear what the community wants, which MovingAhead investments best advance these public interests?

To arrive at an answer, BEST looks at three key aspects of this shared vision: 1) frequent and useful transit, 2) transportation safety, and 3) compact urban development.

1. Frequent and Useful Transit

Below we examine reasons to invest in infrastructure to provide frequent and useful transit:

- Building out the BRT system
- Increasing transit ridership
- Reducing transit travel times
- Reducing transit operating cost
- Tapping into federal funding
- Flexible implementation

Building out the BRT system

As detailed in Appendix A, in 2001 with *TransPlan* the community embraced a vision for 61 miles of bus rapid transit (BRT) linking nodal development areas and served by feeder buses.

A primary aim of MovingAhead is to “develop a capital investment program” in order to build out “the region’s vision for BRT.”

But over the past two decades, the region’s vision for transit has evolved from one focused on BRT infrastructure to one focused on useful service. LTD’s *Long-Range Transit Plan* adopted in 2014 and Eugene’s *2035 Transportation System Plan* adopted in 2017 do not necessarily call for a BRT system but rather for a Frequent Transit Network (FTN).

Today the community is on the verge of substantially realizing the vision for a FTN—using existing infrastructure. Set to be implemented as early as Fall 2020, the *Transit Tomorrow*

³ Before his untimely passing, Eugene Area Chamber of Commerce president Dave Hauser at an EmX Steering Committee meeting asked about the *return on investment* of MovingAhead alternatives.

⁴ See also “If You’re Planning to Invest in Infrastructure, You Need to Understand These 3 Concepts,” Strong Towns, March 25, 2013, <https://www.strongtowns.org/journal/2013/3/25/three-core-understandings.html>.

Draft Network Plan calls for transit service every 15 minutes on most of the FTN corridors, including along the five MovingAhead corridors.

It is unclear why major investments in additional BRT would be needed to advance the FTN, at least in the short term.

Increasing transit ridership

Since *TransPlan*, the community has begun implementing a form of BRT, branded as EmX.

Launched in 2007, the first segment from downtown Eugene to downtown Springfield has been an unqualified success. It exceeded ridership projections within its first year of operation.⁵ Today, demand is so high that Transit Tomorrow recommends even more frequent service.

Launched in 2011, the second segment from downtown Springfield to Gateway and RiverBend has been a mixed success. In 2015, a consultant study prepared for the Eugene Area Chamber of Commerce suggested that ridership was well below projections—at least along International Way and by RiverBend.⁶ In 2018, LTD confirmed this assessment when it reduced service from every 10 minutes to every 15 minutes, citing lower ridership and a need to cut operating cost.⁷

Launched in 2017, the third segment from downtown to west Eugene has also been a mixed success. In 2019, LTD reported that average weekday ridership had been projected to be 7,399 but the recent actual figure was 4,245.⁸

The *Alternatives Analysis Report* estimates the systemwide annual ridership increase, as well as the number of jobs and people served. But it does not estimate the increase in useful transit, for example, the number of jobs accessible within 45 minutes.⁹

Insofar as past projections of future ridership have proved unreliable, it is unclear how much weight to give to projections contained in the *Alternatives Analysis Report*.

Reducing transit travel times

Instead, we focus on projections for in-vehicle transit travel times.

⁵ "London, Paris Edge Out Guatemala City; Eugene, Oregon; & Pereira, Colombia for 2008 ST Award," *Earth Times*, January 14, 2008, <https://www.itdp.org/2008/01/14/london-paris-edge-out-guatemala-city-eugene-oregon-pereira-colombia-for-2008-st-award/>.

⁶ "Performance Review of Lane Transit District's Gateway EmX," CSA Planning, November 2015, http://csaplanning.net/wp-content/uploads/2017/06/GatewayEMXperformancereview_webversion_2.pdf.

⁷ "Based on productivity differences among the different segments, the EmX line would be split into two routes. The Springfield Station–Eugene Station–Commerce segment would maintain current 10-minute service. The Gateway–Springfield Station segment would move to 15-minute service to align with current demand." Board meeting, LTD, June 20, 2018, https://www.ltd.org/file_viewer.php?id=3117.

⁸ Board meeting, LTD, July 17, 2019, https://www.ltd.org/file_viewer.php?id=3776.

⁹ A key measure Transit Tomorrow uses to evaluate different service scenarios is the number of jobs accessible within 45 minutes from a given location.

As summarized in the table below, investments in Enhanced Corridor provide time savings of 10 minutes for Highway 99, 5 minutes for River Road and Coburg Road, 2 minutes for Martin Luther King, Jr. Blvd., and 1 minute for 30th Avenue.

Such reduced travel times do make transit more useful and can result in increased ridership.

But compared to Enhanced Corridor, investments in EmX provide additional times savings of just 3 minutes for River Road, 2 minutes for Highway 99, 1 minute for 30th Avenue, and no savings at all for Coburg Road.

It is not clear that there is a significant enough decrease in transit travel times to justify the higher capital cost for EmX as compared to Enhanced Corridor.

Reducing transit operating cost

An adopted goal of MovingAhead is to “meet current and future transit demand in a cost-effective and sustainable manner” with objectives to “control the increase in transit operating cost to serve the corridor” and to “implement corridor improvements that provide an acceptable return on investment.”¹⁰

The Enhanced Corridor Package is estimated to *reduce* system-wide operating cost by \$100,000 per year, which might not be significant but is at least headed in the right direction.

In contrast, the EmX Package is estimated *increase* system-wide operating cost by \$8.2 million per year.¹¹ It is unclear where funding for the increased operating cost would come from, nor whether LTD’s general fund nor State Transportation Improvement Fund (STIF) monies would be tapped.

The increased operating costs for EmX alternatives could result in cuts to other transit service, especially in light of the recent cuts to service for Gateway EmX.

Tapping into federal funding

The total estimated capital cost for the offered packages range from \$145 million for the Enhanced Corridor Package to \$332 million for the EmX Package.

EmX and Enhanced Corridor could qualify for federal funding. For example, Small Starts is a Federal Transit Administration (FTA) discretionary and competitive grant program that can fund fixed guideway and corridor-based BRT projects.¹²

Before applying for a Small Starts grant, FTA requires completing an environmental review process including developing and reviewing alternatives, selecting a locally preferred

¹⁰ “Preliminary Purpose and Need, Goals and Objectives,” MovingAhead, October 16, 2015, <http://www.movingahead.org/wp-content/uploads/2015/03/MovingAhead-PNGO-20151016.pdf>.

¹¹ The increased operating cost for EmX are likely due to the assumption that it would provide service every 10 minutes whereas Enhanced Corridor would provide service just every 15 minutes. In light of the more recent Transit Tomorrow analysis, it is unclear that service every 10 minutes is justified anywhere except along Franklin Boulevard. Nonetheless, BEST feels obligated to assess the alternatives based on provided figures.

¹² “Capital Investment Grants Program,” FTA, <https://www.transit.dot.gov/CIG>.

alternative (LPA), and adopting it into fiscally-constrained long-range transportation plan; gaining commitments of all non-5309 (match) funding; and completing sufficient engineering and design. Then FTA evaluates and ranks grant proposals based on six factors: mobility, environmental benefits, congestion relief, economic development, land use and cost effectiveness (cost per trip).¹³ It is unclear how well the various MovingAhead alternatives might compete for Small Starts or other federal funding.

Moreover, it is unclear how large a local match would be required to access federal funds. For example, if there were a requirement for a 50% match, it would range from \$72.5 million for the Enhanced Corridor Package to \$166 million for the EmX Package. It is also unclear where local match funds would come from, nor whether LTD's general fund nor State Transportation Improvement Fund (STIF) monies would be tapped.

The need to secure local match funding for either Enhanced Corridor or EmX alternatives could result in cuts to transit service.

Flexible implementation

Compared to light-rail, a strength of BRT is that it can be flexibly implemented, using dedicated lanes, business access and transit (BAT) lanes, or running in mixed traffic.

To date, BRT has been implemented using a combination of specialized vehicles and stations branded as EmX, a "closed" form of BRT: EmX vehicles can operate with EmX stations, and regular buses can operate with regular stops and stations, but the two systems cannot interoperate.^{14, 15} As such, an expansion of the current EmX system could result in operational limitations.

For example, today LTD could not switch to using regular buses to serve EmX stations along International Way and by RiverBend.

For example, if EmX were built along River Road but not along 30th Avenue, it would not be possible to go from River Road to Lane Community College without switching vehicles.

As a "closed" form of BRT, EmX suffers some operational limitations and should be limited to corridors where challenges and opportunities exist substantially along the length of the corridor and that offer the highest level of potential for transit-oriented development and ridership growth.

¹³ "About Capital Investment Grant Programs," FTA, <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>.

¹⁴ "Review of West Eugene EmX Project," Jarrett Walker, April 19, 2012, <http://www.best-oregon.org/wp/wp-content/uploads/2019/10/Review-of-West-Eugene-EmX-Project-2012-04-19.pdf>.

¹⁵ See also "Bus Rapid Transit Followup," Human Transit, November 19, 2009, <https://humantransit.org/2009/11/bus-rapid-transit-followup.html>.

“Enhanced Corridor is a new concept for the Eugene-Springfield region, and is intended to improve safety, access and transit service without requiring major capital investments.”¹⁶ But many are still not quite sure what this new concept is.

At least some are concerned that Enhanced Corridor is being offered as “not EmX” but if approved could turn out to be “EmX Lite.”

BEST also has questions about what Enhanced Corridor actually is but is encouraged by Portland’s example.¹⁷

In particular, BEST is unclear on whether Enhanced Corridor is a kind of BRT, if it is intended to be an “open” or “closed” kind of bus service, and whether it would be eligible for FTA Small Starts or other federal funding.

If it is an “open” kind of bus service, Enhanced Corridor offers the opportunity of making smaller and more targeted investments in infrastructure, especially to address particular bottlenecks or to enhance stops and stations with large and growing ridership—without necessarily needing to rebuild an entire corridor.^{18, 19, 20}

2. Transportation Safety

As detailed in Appendix A, the City of Eugene finds that the health and safety of residents are the utmost priority.

¹⁶ *Alternatives Analysis Report*, MovingAhead, September 2018, <http://www.movingahead.org/alternatives-analysis-report/>.

¹⁷ “TriMet designates a small set of major bus lines as the Frequent Service network. Frequent Service transit lines run every 15 minutes or better most of the day, every day. At this level of service, a bus is coming soon whenever you need it, and it is easy to transfer from one line to another to travel in many directions. For this reason, high frequency is associated with high ridership. Frequent bus lines are always among TriMet’s busiest. They carry 58% of all bus ridership in the region. ...

“The City’s 2035 *Comprehensive Plan* and planning and zoning process is encouraging more density along much of the Frequent Service network, so over time an even larger share of the population will live on it. Therefore, it makes sense to focus our attention on those lines.

“Enhanced Transit is the next step in improving the Frequent Service network so that even more people find it useful. Enhanced Transit Corridors (ETC) are portions of the Frequent Service network that are high priorities for speed and reliability improvement, as identified by this Plan.”

See *Enhanced Transit Corridors Plan*, PBOT, June 20, 2018, <https://www.portlandoregon.gov/transportation/73684>.

¹⁸ “Cities need to make many small investments ... all aimed at improving the quality of life. The goal is to nudge private capital off the sidelines by responding to the struggles of people already living there. Make their lives better and things will get better. This involves a simple, four-step approach: 1. Identify where people ... struggle going about their daily routine. 2. Identify the next smallest thing that can be done today to address that struggle. 3. Do that thing. Do it right away. 4. Repeat the process.” See “Iterating the Neighborhood: The Big Returns of Small Investments,” *Strong Towns*, October 3, 2019, <https://www.strongtowns.org/journal/2019/9/19/the-strong-towns-approach-to-public-investment-satbook>.

¹⁹ See also *Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity*, Charles Marohn, <https://www.strongtowns.org/journal/2019/9/30/strong-towns-book-release-day-satbook>.

²⁰ See also “The Spectacular Benefits of Tactical Urbanism,” *Streetsblog USA*, September 11, 2019, <https://usa.streetsblog.org/2019/09/11/the-spectacular-benefits-of-tactical-urbanism/>.

There is a critical need to invest as soon as possible in safety improvements for especially the most vulnerable people bicycling, walking and using mobility devices.

Staff have suggested the possibility of making such improvement incrementally as (local) funding becomes available.

Staff have also suggested that part of the attraction of MovingAhead is to bundle transit projects with safety ones. For example, federal transit funding could be used for sidewalk improvements, as was the case with West Eugene EmX. Moreover, by bundling together transit, bicycle and pedestrian investments using different sources of funding, it could be more feasible to meet the match requirements for some federal funding.

But especially if there is already local funding, a downside of bundling could be to trade some needed safety improvements today for the possibility of larger investments in a corridor years in the future.

The interaction between local funding for safety improvements and federal funding for transit improvements is not clear.

3. Compact Urban Development

As detailed in Appendix A, the City of Eugene envisions compact urban development along six Key Corridors: West 11th Avenue, Highway 99, River Road, Coburg Road, Franklin Boulevard and South Willamette Street.

But today this vision is a work in progress, still awaiting more detailed planning and the adoption of needed land use changes.

Currently, of the six Key Corridors, the segment of Franklin Boulevard running east-west by the University of Oregon is the closest to having changes adopted (although our understanding is that the Franklin Boulevard Transformation project is focused on transportation infrastructure changes and not looking at adopting land use changes.)

The River Road Corridor Study shows promise but has not yet resulted in a clear vision for the corridor. (An earlier study for South Willamette Street was put on hold after years of effort and controversy.) And to date, West 11th Avenue, Highway 99 and Coburg Road have not yet experienced detailed planning.

Meanwhile, economic studies commissioned by the City of Eugene provide no compelling evidence that “if we build it, they will come,” i.e., that investments in either Enhanced Corridor or EmX—at least on their own—would spur much transit-oriented development.²¹

Transportation investments can be expected to increase rents that property owners can charge—but perhaps not enough to close the gap between higher construction costs and lower rents to spur much transit-oriented development, at least at present.

²¹ For example, BEST reviewed a draft *Eugene River Road Economic Study* that ECONorthwest prepared in April 2019 for the City of Eugene.

REVIEW OF CORRIDORS

The highest priority corridor in Eugene for major transportation investments is actually not one of the five MovingAhead corridors:

- **Franklin Boulevard** was designed as a state highway business route but now functions as a main street: the University of Oregon’s “front porch.” It already experiences the highest ridership of any LTD corridor. But in order to better serve a demand for more frequent service, Transit Tomorrow has identified a critical need to double track the existing EmX line. Moreover, Franklin Boulevard is part of the High Crash Network (but no portion is identified in LTD’s *Pedestrian Network Analysis*). It is an Envision Eugene Key Corridor, arguably the one with the greatest potential for transit-oriented development. The project is estimated to cost roughly \$28 million.

Of the MovingAhead corridors, BEST recommends prioritizing them in the following order:

1. **River Road** is the corridor that shows the most immediate promise for EmX. It is part of the High Crash Network and portions are identified in LTD’s *Pedestrian Network Analysis*. It is an Envision Eugene Key Corridor. There is sufficient right-of-way to make significant changes without unduly affecting motor vehicle traffic or surrounding businesses. The EmX alternative provides for business access and transit (BAT) lanes for most of the way from Northwest Expressway to Beltline. And BEST understands there is some neighborhood support for the EmX alternative.

But the River Road Corridor Study is not yet complete and the City of Eugene has not yet adopted land use changes to encourage transit-oriented development along the corridor. For the EmX alternative, the estimated increase in system-wide operating cost of \$2 million per year would amount to \$40 million over 20 years—with no funding yet identified.

2. **Coburg Road** appears to offer the best potential for transit-oriented development. Moreover, with no other solutions to growing traffic congestion, there is a need to do something creative. Coburg Road is part of the High Crash Network and portions are identified in LTD’s *Pedestrian Network Analysis*. It is an Envision Eugene Key Corridor.

But high motor vehicle traffic volumes and limited right-of-way along Coburg Road could make it difficult to acquire dedicated or BAT lanes. The City of Eugene has not yet conducted a detailed land use study engaging local residents and business owners, calling into question whether there is yet strong support for EmX or Enhanced Corridor. For the EmX alternative, the estimated increase in system-wide operating cost of \$1.8 million per year would amount to \$36 million over 20 years—with no funding yet identified.

3. **Highway 99** runs through some of the most transportation disadvantaged parts of Eugene.²² It is part of the High Crash Network and portions are identified in LTD’s *Pedestrian Network Analysis*. Highway 99 is an Envision Eugene Key Corridor.

²² For example, see “Figure 10.6. Households without a Vehicle Map, 2007–2011,” Lane Livability Consortium, https://www.livabilitylane.org/projects/equity_and_opportunity.htm.

But the surrounding pedestrian network could reduce how many people could access transit stations. The City of Eugene has not yet conducted a detailed land use study to identify transit-oriented development opportunities. For the EmX alternative, the estimated increase in system-wide operating cost of \$2.8 million per year would amount to \$56 million over 20 years—with no funding yet identified.

4. **30th Avenue** does not appear to be a good candidate for an EmX alternative. Transit service today with existing infrastructure is already frequent and reliable. 30th Avenue is not part of the High Crash Network and no portion is identified in LTD's *Pedestrian Network Analysis*. It is not an Envision Eugene Key Corridor. For the EmX alternative, the estimated increase in system-wide operating cost of \$0.5 million per year would amount to \$10 million over 20 years—with no funding yet identified.
5. **Martin Luther King, Jr. Blvd.** does not have an EmX alternative nor is it an Envision Eugene Key Corridor. It is part of the High Crash Network (but no portion is identified in LTD's *Pedestrian Network Analysis*).

The following tables summarize key costs and benefits from the *Alternatives Analysis Report*:

Capital Costs.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	\$0.0M	\$24.0M	\$78.0M
Coburg Road	\$0.0M	\$41.0M	\$113.0M
Highway 99	\$0.0M	\$38.0M	\$67.0M
30 th Avenue	\$0.0M	\$12.0M	\$53.0M
Martin Luther King, Jr. Blvd.	\$0.0M	\$21.0M	—

Change in Systemwide Annual Operating Costs.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	\$0.0M	-\$0.6M	\$2.0M
Coburg Road	\$0.0M	\$0.0M	\$1.8M
Highway 99	\$0.0M	-\$0.1M	\$2.8M
30 th Avenue	\$0.0M	-\$0.5M	\$0.5M
Martin Luther King, Jr. Blvd.	\$0.0M	\$1.1M	—

In-Vehicle Transit Travel Time Savings.

Corridor	No-Build	Enhanced Corridor	EmX
River Road	0	5 min	8 min
Coburg Road	0	5 min	5 min
Highway 99	0	10 min	12 min
30 th Avenue	0	1 min	2 min
Martin Luther King, Jr. Blvd.	0	2 min	—

RECOMMENDATIONS

To advance the shared community vision for better transportation, based on the analysis above BEST recommends the following infrastructure investments and other actions:

1. **Prioritize the Franklin Boulevard Transformation project** and seek funding to make needed improvements as soon as possible to enable more frequent transit service, create a complete street, and support new development around the UO.
2. **Select Enhanced Corridor as the locally preferred alternative** for each of the five MovingAhead corridors—with the understanding that the first priority is to make needed safety improvements for people bicycling, walking or using mobility devices; second to make targeted improvements to reduce traffic congestion or improve transit service; third to spur transit-oriented development where detailed land use planning determines it is both desired and economically feasible; and lastly to pursue an “open” form of BRT only if funding for both capital and operating costs is feasible.
3. **Develop a joint citywide transportation and land use strategic business plan**, before pursuing capital investments in any of the MovingAhead corridors. The plan should articulate the outcomes the community desires, select strategies for achieving those outcomes, provide a timeline of actions to implement those strategies, and provide a funding plan to ensure there are sufficient resources.²³

Such a strategic business plan could include elements such as the following:

- a. By Fall 2020 or as soon as feasible, implement Transit Tomorrow to substantially realize the FTN.
- b. A year after Transit Tomorrow has been in operation, assess changes in ridership and community demand for more service—both longer hours and more places. Determine how much more operating funding, if any, would be needed to provide the community with the transit service it needs.
- c. Develop a long-term transit financial stability plan that identifies a needed level of financial reserves to ensure LTD can guarantee the community some minimum core service during up and down business cycles.
- d. Develop a climate change policy to guide efforts to increase transit service and ridership in line with local plans to reduce greenhouse gas emissions from transportation.^{24, 25, 26}

²³ For over three years, LTD has recognized the need to develop a 10-year strategic business plan.

²⁴ For example, see the *Central Lane Scenario Plan*, LCOG, June 2015, <https://www.lcog.org/367/Central-Lane-Scenario-Planning>.

²⁵ For example, see “Climate Recovery Ordinance and Climate Action Plan 2.0,” City of Eugene, <https://www.eugene-or.gov/3210/Climate-Recovery-Ordinance>.

²⁶ For example, see “Greenhouse Gas Inventory Results FY12-18,” LTD, available in the board packet, September 16, 2019, https://www.ltd.org/file_viewer.php?id=3909.

- e. Develop a right-of-way protection policy to protect existing right-of-way for desired future improvements and to limit adjacent development that could make the cost of acquiring additional right-of-way prohibitive.²⁷
- f. Develop a major improvements policy to guide when major capital infrastructure investments are warranted.²⁸
- g. Develop a policy to guide when, if ever, it would make sense to divert funding from transit service to capital infrastructure investments.
- h. After the completion of the River Road Corridor Study,²⁹ if there is neighborhood support and if funding for both capital and operating costs is feasible, pursue the EmX alternative in conjunction with adopting land use changes to support transit-oriented development.
- i. Convene a select task force of stakeholders, especially key business owners, along Coburg Road to assess whether the business-as-usual scenario of no major improvements and growing traffic congestion is acceptable, or whether some targeted investments such as Enhanced Corridor might make sense.
- j. Convene transportation disadvantaged people especially living in the Bethel area to learn what transportation service or infrastructure improvements—or other changes—would do the most as soon as possible to improve their options for getting where they need to go.
- k. Prior to committing to a major transportation investment along a corridor, first design the *place* the community wants the corridor to become.³⁰ For example, develop and adopt an integrated transportation and land use refinement plan that focuses on the experiences of people using the corridor and that identifies land use changes along the corridor and connectivity improvements in the surrounding neighborhood.^{31, 32, 33}

²⁷ As part of its work, the West Eugene Collaborative called on the Eugene City Council and the Eugene Planning Commission to change setback requirements in order to preserve potential right-of-way for future improvements. See “Building setback standards along West 11th Avenue,” Larry Reed & Rob Zako, October 15, 2008, <http://www.best-oregon.org/wp/wp-content/uploads/2019/10/WEC-ECC-Setbacks-20081015.pdf>.

²⁸ “It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ...” See Policy 1G: Major Improvements, 1999 Oregon Highway Plan, ODOT, <https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>.

²⁹ Note that LTD is partnering with the UO on three student projects: “River Road Corridor Transportation Hubs,” “Re-imagining River Road for Ecological Equity,” and “River Road Station Site.” See “Sustainable City Year Program: LTD,” <https://sci.uoregon.edu/sustainable-city-year-program-lane-transit-district>.

³⁰ For example, is a given corridor intended to be a *street* for people to be or a *road* for people to travel through? See “What’s a STROAD and why does it matter?” Strong Towns, March 2, 2018, <https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter>.

³¹ For example, see “Streets as Places Toolkit,” Project for Public Spaces, September 15, 2015, <https://www.pps.org/article/streets-as-places>.

³² “Designing Street for People,” Transportation Alternatives, October 23, 2018, <https://medium.com/vision-zero-cities-journal/designing-streets-for-people-13b8078abd07>.

³³ In Spring 2019, UO Prof. Yizhao Yang’s GIS class conducted a detailed block-by-block analysis of Gateway EmX, finding the transit service to be excellent. But their data suggests there have not been sufficient changes to the pedestrian environment to connect people in surrounding neighborhoods to that service.

APPENDIX A: A SHARED VISION FOR BETTER TRANSPORTATION

Broadly speaking, BEST sees that the community shares BEST's vision for transportation options, safe streets and walkable neighborhoods.

Today, this vision is for *complete streets* that enable people to walk, bicycle, or use a mobility device in *safety*; to access frequent and *useful transit*; or to drive. Such complete streets support Eugene's vision for *compact urban development*.

To varying degrees, members of the community see that such better transportation is good for the triple bottom line of *people, prosperity and the planet*.

Moreover, taxpayers want to see a *return on investment* to benefit the community more with limited public dollars.

Community support for this vision is confirmed by public feedback on MovingAhead³⁴ and Transit Tomorrow.³⁵ It is also confirmed by BEST's own focus groups on transportation investment priorities,³⁶ as well as our community conversations a few years back.³⁷

Moreover, this vision is articulated by various City of Eugene and LTD plans.

But because this vision has evolved over time and is articulated in different ways in different plans, here we want to trace the development of this shared vision by looking at plans 1) for frequent and useful transit, 2) for transportation safety, and 3) for compact urban development.

³⁴ "Key findings:

"Participants ranked safety and health as the most important investments for transportation improvements. Livable communities and environmental stewardship/sustainability were ranked the second and third most important values, respectively. ..."

"Participants considered access to all modes of travel for all people as the most important value for livable communities.

"Participants ranked eliminating transportation-related fatalities and injuries as the most important value for safety and health.

"Attracting a good workforce with quality public transit and planning for future residential and business growth were both top economic development values.

"Participants ranked efficient connections between travel methods as the most important value about transportation systems, followed closely by reliable bus service. ..."

See *Community Values Survey*, LTD, April 23, 2018,

<http://www.movingahead.org/wp-content/uploads/2015/03/LTD-Report-FINAL-4-23-18.pdf>.

³⁵ A key finding of the Transit Tomorrow public engagement is that there is overwhelming support for more service rather than lower fares. See *Transit Tomorrow Phase 2 Outreach Summary*, LTD, March 18, 2019, https://www.ltd.org/file_viewer.php?id=3537.

³⁶ See summary of focus groups, <https://www.best-oregon.org/focus-groups-2019>.

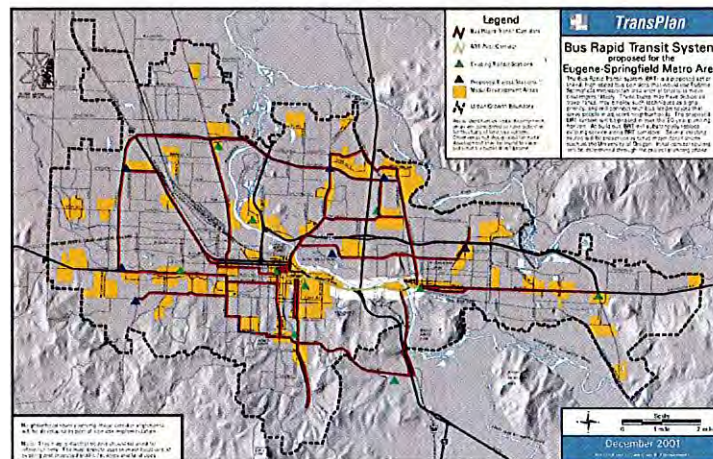
³⁷ *Community Conversations Report*, BEST, updated November 2016, <https://www.best-oregon.org/ccreport/>.

1. An Evolving Vision for Frequent and Useful Transit

A primary aim of MovingAhead is to “develop a capital investment program” in order to build out “the region’s vision for bus rapid transit (BRT).”³⁸

But over the past two decades, the region’s vision for transit has evolved from one focused on more better infrastructure (i.e., BRT) to one focused on more useful service (i.e., Frequent Transit Network and Transit Tomorrow).

2001: *TransPlan* envisioned investing \$100 million in a system of 61 miles of BRT, served by feeder buses and linking together nodal development areas, “1) if the system is shown to increase transit mode split along BRT corridors, 2) if local governments demonstrate support, and 3) if financing for the system is feasible”:³⁹



Bus Rapid Transit System, *TransPlan* (2001).

2007: The first EmX bus rapid transit line from downtown Eugene to downtown Springfield began operations.

2011: The second EmX line to Gateway and RiverBend began operations.

2012: A third EmX line to west Eugene was approved—but only after much vocal opposition and BEST came together to support the project.^{40, 41}

³⁸ “The purpose of the MovingAhead project is to: Develop a Capital Improvements Program that forecasts and matches projected revenues and capital needs over a 10-year period. ...

“The need for the MovingAhead project is based on the following factors: LTD’s and the region’s commitment to implementing the region’s vision for bus rapid transit in the next 20 years consistent with the RTP that provide the best level of transit service in a cost effective and sustainable manner. ...”

See “Preliminary Purpose and Need, Goals and Objectives,” MovingAhead, October 16, 2015, <http://www.movingahead.org/wp-content/uploads/2015/03/MovingAhead-PNGO-20151016.pdf>.

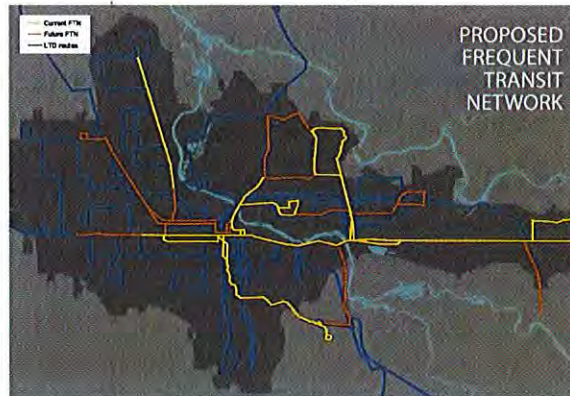
³⁹ TSI Transit Policy #2: Bus Rapid Transit, *TransPlan*, LCOG, July 2002, <https://www.lcog.org/564/Regional-Transportation-Planning>.

⁴⁰ “Rapid Transit: The drive toward West 11th EmX heats up,” *Eugene Weekly*, September 13, 2012, <http://www.eugeneweekly.com/2012/09/13/rapid-transit/>.

⁴¹ “LTD Board approves west Eugene EmX by 5-1,” *Register-Guard*, October 9, 2019, <http://projects.registerguard.com/rg/news/local/28869579-75/emx-eugene-board-west-ltd.html.csp>.

The line has now been operating successfully for over two years.^{42, 43}

2014: LTD recognized the region did not necessarily need some arbitrary level of infrastructure, e.g., Bronze, Silver or Gold Standard BRT,⁴⁴ but rather the most appropriate combination of infrastructure, vehicles and technologies to provide frequent transit service along major corridors: a Frequent Transit Network (FTN):⁴⁵



Proposed Frequent Transit Network, *Long-Range Transit Plan*, LTD (2014).

⁴² "LTD delivers hustle to streets of bustle," *Register-Guard*, September 17, 2017, <https://www.registerguard.com/rg/news/local/35958935-75/ltd-delivers-hustle-to-streets-of-bustle.html.csp>.

⁴³ "West Eugene EmX off to brisk start," *Register-Guard*, August 3, 2018, <https://www.registerguard.com/news/20180803/west-eugene-emx-off-to-brisk-start>.

⁴⁴ *The Bus Rapid Transit Standard*, Institute for Transportation and Development Policy, June 21, 2016, <https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/>.

⁴⁵ "What is the Frequent Transit Network?"

"The community invests significant resources into the transit service provided by LTD. The purpose of the Frequent Transit Network (FTN) is to leverage that investment by tying it to the density and other elements of adjacent development.

"Characteristics of an FTN Corridor:

- Enables a well-connected network that provides regional circulation.
- Compatible with and supportive of adjacent urban design goals.
- Operates seven days a week in select corridors.
- Service hours are appropriate for the economic and social context of the area served.
- Coverage consists of at least 16-hours-a-day, and area riders trip origins or destinations are within ¼-mile-straight line distance.
- Average frequency of 15 minutes or better.
- Transit service is reliable and runs on schedule.
- Transit stations are high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking and bike share.

"What is Bus Rapid Transit?"

"Bus Rapid Transit (BRT) is the highest level of service available within the FTN.

"BRT is a permanent, integrated system that uses buses or specialized vehicles on roadways or dedicated lanes to efficiently transport passengers. BRT system elements (running ways, stations, vehicles, fare collection, intelligent transportation systems, and branding elements) can easily be customized to community needs, and result in more passengers and less congestion."

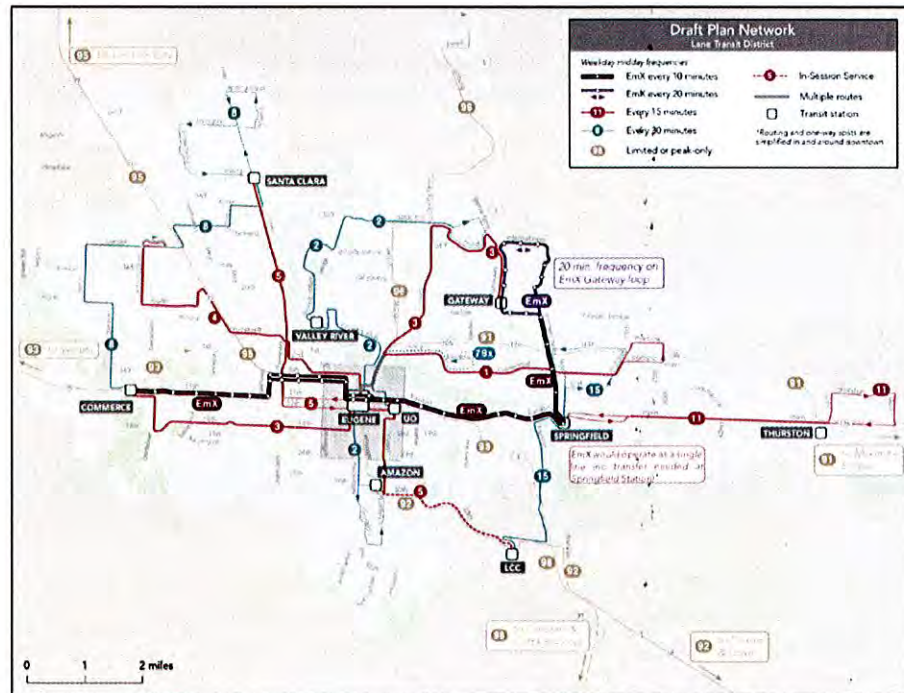
See *Long-Range Transit Plan*, LTD, March 2014,

<http://www.movingahead.org/wp-content/uploads/2015/03/Long-Range-Transit-Plan-2014-03-Final.pdf>.

2017: The Central Lane MPO adopted the *2040 Regional Transportation Plan (RTP)*, the most recent in a series of minor periodic updates to *TransPlan*. It calls for investing \$400 million (in 2016 dollars)—still subject to the same three conditions as in *TransPlan*—to construct five additional EmX and five additional Enhanced Corridor lines in the FTN. “The actual location and type of future FTN investments will be determined once detailed corridor planning is undertaken.”⁴⁶

But an analysis conducted in 2015 concluded that four corridors—18th Avenue, Bob Straub Parkway, the Randy Papé Beltline Highway, and Valley River Center—would not be ready for any level of capital investment in BRT, at least over the next 10 years.⁴⁷

Today: LTD is on the verge of substantially realizing the FTN, looking to adopt a Transit Tomorrow network and begin operating it as early as Fall 2020—using existing infrastructure. Consultant Jarrett Walker explains that Transit Tomorrow will provide more “useful” transit:^{48, 49}



Transit Tomorrow Draft Network, LTD (August 2019).

⁴⁶ *2040 Regional Transportation Plan (RTP)*, Central Lane MPO, May 2017, <https://www.lcog.org/564/Regional-Transportation-Planning>.

⁴⁷ *Level 1 Screening Evaluation*, MovingAhead, October 2015, <http://www.movingahead.org/project-library/>.

⁴⁸ The Transit Tomorrow Draft Network would simplify the transit network, provide service every 15 minutes or better on most routes, provide more evening and weekend service, and for many but not all people provide access to more places within a reasonable travel time. See *Transit Tomorrow Draft Network Plan*, LTD, available in the board packet, August 21, 2019, https://www.ltd.org/file_viewer.php?id=3825.

See also Transit Tomorrow, LTD, <https://www.ltd.org/transit-tomorrow/>.

⁴⁹ See also “Abundant access: Jarrett Walker on freedom through transit,” TREC, September 9, 2014, <https://trec.pdx.edu/news/abundant-access-jarrett-walker-on-freedom-through-transit>.

2. A New Vision for Transportation Safety

The City of Eugene finds that the health and safety of residents are the utmost priority.

2015: The City of Eugene adopted the Vision Zero goal of no deaths or life-changing injuries on our streets, especially for the most vulnerable people walking, bicycling or using mobility devices.⁵⁰

2019: The City Manager administratively adopted the *Vision Zero Action Plan*, which calls for “build[ing] capital safety infrastructure improvements along the Vision Zero High Crash Network each year”:^{51, 52}



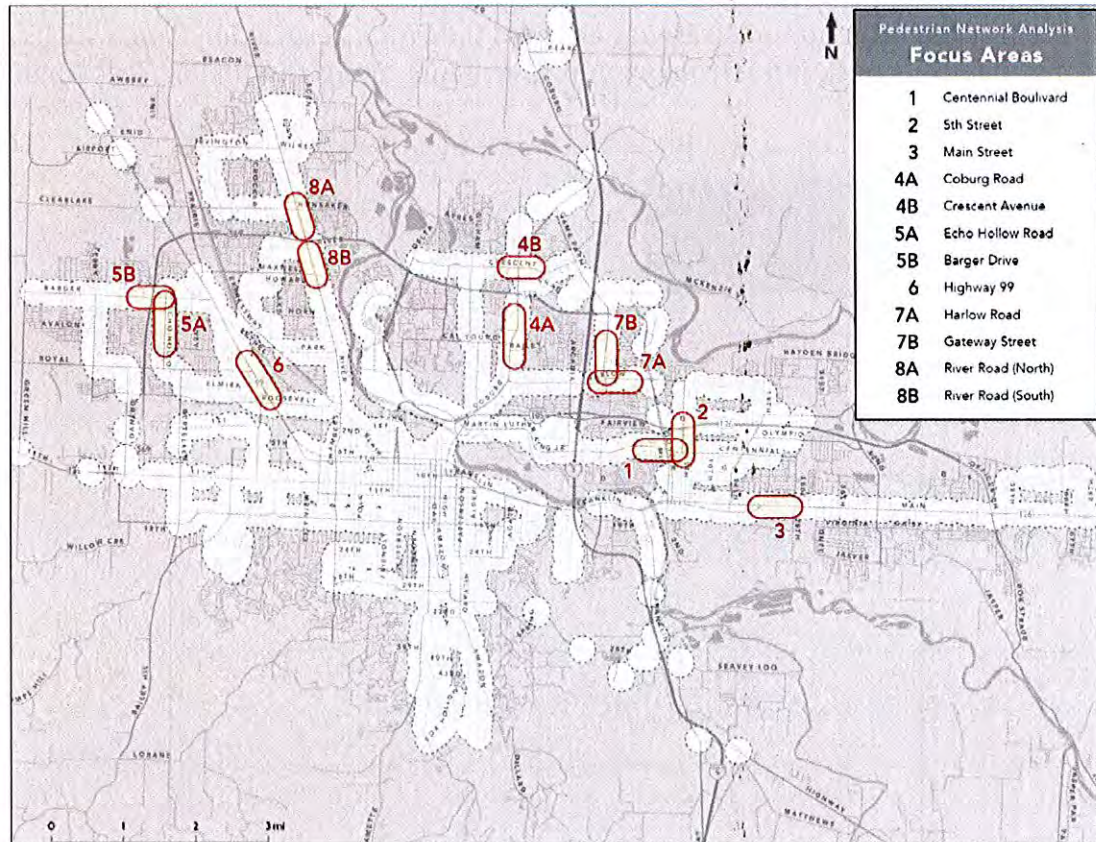
High Crash Network, *Vision Zero Action Plan*, City of Eugene (2019).

⁵⁰ Resolution No. 5143, City of Eugene, November 18, 2015, <https://www.eugene-or.gov/DocumentCenter/View/27858/VisionZeroRes5143>.

⁵¹ *Vision Zero Action Plan*, City of Eugene, March 29, 2019, <https://www.eugene-or.gov/4270/Vision-Zero>.

⁵² See also the lists of projects in the *Pedestrian and Bicycle Master Plan*, City of Eugene, March 2012, <https://www.eugene-or.gov/DocumentCenter/View/5566/Eugene-PedestrianBicycle-Master-Plan---2012>.

Also in 2019, LTD's *Pedestrian Network Analysis* identified a dozen "areas where pedestrian infrastructure improvements are likely to most effectively address the needs of seniors, people with disabilities, the economically disadvantaged, and school children; make existing transit customers' walking trips safer, more direct, and comfortable; improve pedestrian safety and comfort through design and operations; attract new transit and walking trips; and leverage other public and private investments":⁵³



Focus Areas, *Pedestrian Network Analysis*, LTD (2019).

3. A Fuzzy Vision for Compact Urban Development

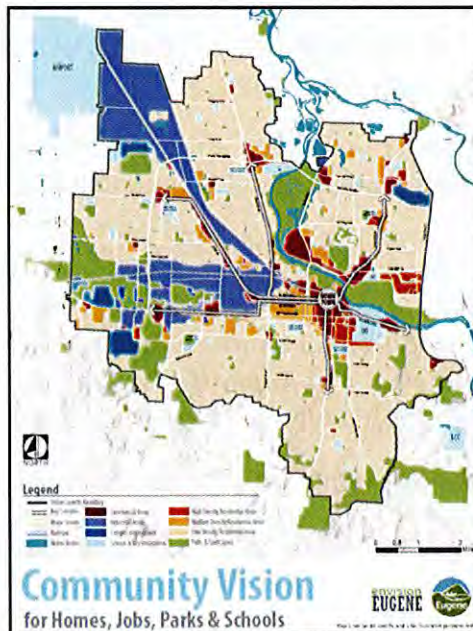
The City of Eugene envisions compact urban development along six Key Corridors: West 11th Avenue, Highway 99, River Road, Coburg Road, Franklin Boulevard and South Willamette Street. But today this vision is a work in progress, still awaiting more detailed planning and the adoption of needed land use changes to realize.

2012: The City Manager recommended basing Envision Eugene on seven pillars, including one to "promote compact urban development and efficient transportation options."⁵⁴

⁵³ *Pedestrian Network Analysis*, LTD, January 2019, <https://www.ltd.org/transit-tomorrow-document-library/>.

⁵⁴ "The Envision Eugene Pillars," City of Eugene, March 2012, <https://www.eugene-or.gov/2979/The-Pillars>.

In particular, the City Manager identified six Key Transit Corridors and recommended integrating "new development and redevelopment in the downtown, ... in core commercial areas, ... and on Key Transit Corridors:"^{55, 56}



Envision Eugene Community Vision, including Key (Transit) Corridors, City of Eugene (2019).

Key (Transit) Corridors are defined as “streets that have, or are planned to have, frequent transit service (approximately every 15 minutes or less). This frequent transit service is often accompanied by nearby amenities such as parks, commercial attractions or employment centers, and higher density housing that enable shorter trips and less reliance on the automobile.”⁵⁷

2017: The City of Eugene adopted the *2035 Transportation System Plan*. The plan includes four transit policies, including one most relevant to MovingAhead:⁵⁸

Collaborate with Lane Transit District to provide a network of high capacity, frequent, and reliable transit services, including consideration of Bus Rapid Transit, to the Key Corridors as identified in Envision Eugene, A Community Vision for 2032 (2012) and to Frequent Transit Corridors as defined by Lane Transit District’s Long-Range Transit Plan.

⁵⁵ “Housing Tools & Strategies Deliberative Framing,” City of Eugene, November 9, 2018, <https://www.eugene-or.gov/DocumentCenter/View/43573/Housing-Tools-and-Strategies-Working-Group--Options-for-Consideration---110918>.

⁵⁶ See also “Key Transit Corridors” (map), City of Eugene, March 20, 2012, <https://www.eugene-or.gov/DocumentCenter/View/5248/MAP-KeyTransitCorridors>.

⁵⁷ *Envision Eugene, A Community Vision for 2032*, City of Eugene, March 14, 2012, <https://www.eugene-or.gov/1863/March-2012-Recommendation>.

⁵⁸ The other three transit policies are:

1. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system.

To date, the City of Eugene has looked in greater detail at three of the six Key (Transit) Corridors: Franklin Boulevard is the subject of the current Franklin Boulevard Transformation project, which is slated to come before the Eugene City Council this fall to approve a preferred alternative.⁵⁹ South Willamette Street was the subject of the South Willamette Area Plan effort, but the Eugene City Council withdrew the land use application in 2017.^{60, 61} River Road is currently the subject of the River Road Corridor Study.^{62, 63}

But the other three Key (Transit) Corridors—West 11th Avenue, Highway 99 and Coburg Road—have not yet been the subjects of detailed land use planning efforts.

The *2035 Transportation System Plan* also includes a “Complete Streets Policy”:⁶⁴

Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner. ...

Finally, the *2035 Transportation System Plan* includes this potential action for system-wide policies:

Align the City’s land use and parking regulations to encourage walking, biking, and use of public transit; more efficient use of land; and lower transportation and housing costs while accommodating the growth and economic prosperity espoused by the comprehensive land use plan.

2. Prioritize improved transit service in Key Corridors and other areas with sufficient employment, activities, or residential density that best support transit service and transit services that connect residents to employment centers. If operational funding is sufficient, extend transit to support higher density housing and employment development planned for other areas.
3. Align transit services with community needs by engaging the broader community in determining the role transit service will play in Eugene’s future; creating strategies that leverage capital investment to deliver the desired services and facilities; and identifying and pursuing the most effective, stable, and equitable sources of local funding for transit operations.

See *2035 Transportation System Plan*, City of Eugene, February 2017,

<https://www.eugene-or.gov/3941/Transportation-System-Plan>.

⁵⁹ “Franklin Boulevard Transformation,” City of Eugene,

<https://www.eugene-or.gov/3830/Franklin-Boulevard>.

⁶⁰ “South Willamette Area Plan,” City of Eugene,

<https://www.eugene-or.gov/2675/South-Willamette-Area-Plan>.

⁶¹ See also “South Willamette Street Improvement Plan,” City of Eugene,

<https://www.eugene-or.gov/2055/South-Willamette-Street-Improvement-Plan>.

⁶² “River Road Corridor Study,” City of Eugene, <https://www.eugene-or.gov/4110/Corridor-Study>.

⁶³ See also the larger “River Road-Santa Clara Neighborhood Plan,” City of Eugene,

<https://www.eugene-or.gov/3558/River-Road---Santa-Clara-Neighborhood-Pl>.

⁶⁴ *2035 Transportation System Plan*, City of Eugene, February 2017,

<https://www.eugene-or.gov/3941/Transportation-System-Plan>.



Enhanced Corridor *PLUS*

We support our community's vision for *complete streets*, *Vision Zero*, and *compact urban development* to advance the triple bottom line of *people, prosperity and planet*.

ENHANCED CORRIDOR. As it offers the best return on investment, we recommend selecting Enhanced Corridor as the locally preferred alternative for each of the MovingAhead corridors, following Portland's example in adopting the right mix of tools to support frequent and useful transit service.



PLUS. We further recommend:

- **Safety Improvements:** Make safety improvements along each of the MovingAhead corridors—at the same level as planned for the EmX alternatives.
- **Franklin Boulevard Transformation:** Prioritize building a second EmX track past the UO to be able to provide more frequent service to meet higher demand.
- **Other Actions:** To leverage MovingAhead investments, strategically pursue other coordinated actions necessary to advance transportation, housing, climate change and other livability goals, for example:
 - **Transit Tomorrow:** Implement the planned Frequent Transit Network (FTN) to provide useful transit to more riders in the Eugene-Springfield area.
 - **Stable Transit Service:** Develop stable sources of funding sufficient to provide the level of transit service the community needs through economic boom and bust cycles.
 - **Right-of-Way:** Change setback requirements to protect needed rights-of-way for future bus rapid transit (BRT).
 - **Land Use:** Adopt land use changes to support desired transit-oriented development in line with Envision Eugene.



Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransportation

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

October 21, 2019

The following information regarding MovingAhead is to be included in the public record of the Public Hearing of the Eugene City Council and the Lane Transit District on October 21, 2019

Better Eugene-Springfield Transportation, or BEST, has said it's time that the Lane Transit District and the Eugene City Council apply the brakes on an EmX expansion. I couldn't agree more.

One has to look no further than to the most recent "Comprehensive Financial Annual Report" of 2018 to see that annual operational losses have jumped from \$28.7 million in 2012 to \$41.6 million in 2018. Why is LTD even considering an expansion of service at this time considering its mounting losses?

Ridership is dropping, passenger fare revenue is dropping, and reliance on the LTD payroll tax is rapidly increasing. Those are not healthy or sustainable trends.

Up until now, LTD has relied upon federal and state funding to build its three EmX routes. Construction costs exceeded \$100,000 million just to build the West Eugene EmX route. LTD been told it can expect the federal government to fund no more than 50% of the capital costs in the future to build another EmX route.

As federal and state funding continues to decrease for capital project costs, local funding sources must be increased to make up the difference. LTD has hinted that bonding could help pay the capital cost for further expansion of LTD services. As the transit system increases in size, local property taxpayers may be asked to help fund those additional capital costs through local bonding. There is evidence in the community that the local property tax burden is too high as it is now. LTD should expect a major push back from local property taxpayers if it intends to increase taxes for an expanded transit system.

As federal and state funding for capital costs decrease over time, and the system continues to grow, the burden of ever-increasing operating expenses may also fall on local funding sources. Currently on the operational side, the burden falls on local businesses through the LTD payroll tax and to some extent, bus passengers. However, fare box revenue last year paid only 14% of operating expenses. In

other words, if LTD chooses to increase the footprint of LTD services, local property taxes for bonding and operating expenses will have to be increased.

The big question is how long and to what extent will business owners and local property taxpayers continue to support the ever-increasing tax burden for LTD services while ridership and fare revenue continues to fall. The writing is on the wall. It's time for the members of the Eugene City Council and Lane Transit Division to make some hard choices if each organization wants to continue to represent all citizens in this community. The LTD board needs to apply the brakes on an EmX expansion sooner than later.

Bob Siegmund
2192 Country Haven Drive
Eugene, Oregon 97408

Name: Teresa Parker

2

Address: 18th & Jefferson Street

Ward 1 - Counselor Semple's ward

Retired from Lane Transit District in Jan. 2013 (Accessible Services Manager)

Thank you all for stepping up and committing yourself to doing the demanding work of LISTENING.

I only speak for myself. However, I would like to acknowledge the work of BEST, League of Women Voters and 350Eugene to inform and dig deep on local transportation issues and opportunities.

I have TWO points I would like to make :

The FIRST is the over riding urgency of climate change and the need to act in accordance with that reality. Our focus going forward should be is to look through the lens of climate action and do everything within our power to reduce greenhouse gas and other polluting emissions. It really is time to come forward with an ACTION plan. Particularly within the transportation sector. That is why I am really encouraged by the recent work that LTD has done to compile their first greenhouse gas inventory and to establish a Board Ad Hoc Committee on Sustainability. We will be right there with you.

The SECOND is more about process and how Moving Ahead doesn't seem to align well with other planning activities which seem to be in abundance such as Envision Eugene, Transit Tommorrow, Franklin Blvd. and River Road corridors as well as LTD's 2020 -2029 Community Investment Plan. You make it hard to keep up when these projects diverge then converge. There should an easier way to track and follow. And this is coming from someone who knows a little about the subject matter.

Enhanced Corridor offers the quickest turn around on our investment. A second lane on Franklin Blvd should be considered for its potential to meet demand. It would be great for River Road residents to see their efforts continue into something tangible before a decade goes by. And Highway 99 needs safety features for those with limited transportation choices.

That is it in a nutshell. Thank you for LISTENING.

Strategic Planning Committee Meeting – October 1, 2019

DRAFT MEETING NOTES:

PROJECT	OUTCOMES	QUESTIONS
<p>MovingAhead</p>	<ul style="list-style-type: none"> - More modern infrastructure - Safe and effective mobility through major corridors/all modes - Create space for multimodal trips – reliable especially along main corridors that are prepared to expand - Build on momentum of service and community growth - Communicate rationale of inv decisions - Jobs along each corridor - Building infrastructure to serve commercial districts and residential needs; access needs; serve need appropriately - Makes greatest challenges greatest opportunities - Climate Recovery Ordinance – meet the goals outlined in climate action plans and other transit-related initiatives - Personal mobility device – “unbundle transit” – what fits your trip - Culture – multiple modes to meet needs; transit culture as an effective option - Traffic congestion reduction - Travel time - reasonable increase - Transit frequency needs road infrastructure to avoid congestion - Mode shift = climate goals - Advantage of federal funds as means to end - MovingAhead is about a set of tools that improve travel.... 	<ul style="list-style-type: none"> - What are next steps that take us to built infrastructure and multimodal? - Is LPA set in stone or will there be opportunities for refinements? - Differentiations – where does EmX fit or EC fit? Effectively communicate story. - Should MovingAhead be tabled until Transit Tomorrow plays out a bit? Until we know what is/isn’t working? Eliminates confusion between the project projects. - External communications on each project rather than intersecting them - Confusion > danger of shut down – paralysis/unengaged = no community and council support - Where does the money come from? Sustainable sources? - What kind of community do we want to be? How can transit help us get there? - Outreach – are we doing appropriate outreach for community discussion and feedback? - Future impact of action vs. inaction? Proactive transit culture, congestion, GHG emissions, loss of ROW, lost opportunity on transit or development (housing/biz), more affordable commute, density, cost, culture change - What is the story behind MovingAhead? - Clarity on sequence of actions - Net Zero is an incorrect assumption to caution against - What role does transit play in the community?

PROJECT	OUTCOMES	QUESTIONS
<p>Transit Tomorrow</p>	<ul style="list-style-type: none"> - Reduce travel time (transit) - Frequent and effective services - Thought leadership?? - Increase access to jobs and services - Increase ridership > reduce carbon footprint - Improve customer experience; riders with disabilities; ease of use - Decrease/control cost of living (opportunity to not own a car) - Transit system – facilitates compact development - Communications – community understands and supports Transit Tomorrow - Full buses - Communicate to community and get them riding/engaged - Budgetary impacts – net gain; financial trade-offs - Housing – influence new affordable housing - Confident consumer decision / cohesive customer experience 	<ul style="list-style-type: none"> - Focused engagement prior to - Tweaks but blow-up? - Budgetary impact / service – value add - Should there be additional public education and updates - How to effectively communicate changes coming; lead up to launch - How to monitor change; to users - Should this continue? - How to solve climate change? - What is the schedule? - What is the cost? Funding now and funding later? - What is the rationale? - What is Board’s policy around goals? - How do we build story around? - How do we assess loss of service? - Financial trade-offs – implementation and maintenance - What does success look like? - Viable marketing/other mobility options for the coverage piece – what is the net gain? - Message greater good vs. individual need - Erosion of target ridership - Compelling testimony re change in percentages - Equitable for all people or ridership - What areas/flaws can we acknowledge now? As far as coverage? Economic sustainability? Values related to draft network? Course corrections over time?

AUDIENCE PARTICIPATION SIGN-UP SHEET— STRATEGIC PLANNING COMMITTEE MEETING

Date: October 1, 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
PAUL VON DER MEIDEN	Eugene	Harlow Neighbors	Transit Tomorrow

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