

Sustainable City Year Program University of Oregon

Lane Transit District 2019-2020 Press Book





MEDIA ADVISORY

University of Oregon and Lane Transit District to Host Partnership Kickoff Celebration

WHAT: Kickoff celebration of Sustainable City Year Program and Lane Transit District partnership for the 2019-20 academic year

DATE: Thursday, October 10, 2019 from 3:00-4:30 pm

WHERE: Papé Reception Hall, Jordan Schnitzer Museum of Art, 1430 Johnson Lane, Eugene, OR 97403 (on University of Oregon campus)

WHO: LTD officials, city project partners, University of Oregon leadership, and students and faculty in architecture, journalism, planning, landscape architecture, public administration, geography, nonprofit management, and business students

DETAILS:

The SCYP-LTD Kickoff celebrates the beginning of a year-long partnership between Lane Transit District and the Sustainable Cities Institute (SCI) at the UO. The kickoff will feature attendees and speakers from both entities, as well as elected officials including Representative Peter DeFazio.

During this partnership, through SCI's Sustainable City Year Program (SCYP), students and faculty will pour 40,000 hours of work into more than 20 projects identified by Lane Transit District. The partnership is oriented to identifying strategies for preparing for the influx of new technologies, meeting the needs of diverse ridership populations, and fostering alternative modes of transportation. Several LTD project partners will participate in the SCYP year, including Lane Council of Governments, PeaceHealth Rides, and the cities of Creswell and Cottage Grove.

At this event, LTD staff and UO faculty will also unveil the year's upcoming projects and the specific details of the partnership's work.

ABOUT THE SUSTAINABLE CITY YEAR PROGRAM

The Sustainable City Year Program (SCYP) is a year-long partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service-

learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations resulting in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

ABOUT LTD

LTD provides more than 10 million trips per year on its buses and EmX Bus Rapid Transit line in Lane County, Oregon. Encompassing the Eugene-Springfield metro area, LTD is a special district of the state of Oregon and led by a seven-member board of directors appointed by Oregon's Governor. LTD also operates RideSource, a paratransit service for people with disabilities, and numerous transportation options programs to promote sustainable travel county wide, and Point2Point, an initiative that provides community members with the necessary information and resources to assist them in identifying opportunities to drive less by discovering transportation choices that meet their individual lifestyles.

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The Register-Guard

Lane Transit District to benefit from UO student-led innovations

By Adam Duvernay

@DuvernayOR

Posted Oct 13, 2019 at 1:00 PM

Lane Transit District is this year's partner in UO's Sustainable Cities Institute Sustainable City Year Program

The agency responsible for moving people around Lane County will have access this year to the imagination and innovations of University of Oregon students in an effort to make a local future more efficient and more sustainable.

UO's Sustainable Cities Institute will work with the Lane Transit District during its 10th year of cooperative projects in its Sustainable City Year Program, which gives students from across campus disciplines the opportunity to work on local, partner-identified projects through their existing courses.

"We meet learning objectives that the faculty set out, but also we responded to what LTD is looking for in terms of priority projects," said Sustainable City Year Program Manager Megan Bank. "LTD is thinking about the future and what that could mean for transit."

LTD serves more than 300,000 residents in Lane County with a fleet of 105 buses. The Sustainable City Year Program includes about 20 classes.

The projects on which UO students will work include planning LTD fleet replacement, re-imagining River Road with the environment in mind, telling the stories of LTD's everyday ridership and assessing the bike share program's impact on neighborhoods, among others.

Each project will be a part of students' coursework through the school year and will draw from a variety of university disciplines.

“We’re looking at various components of what makes a city green, but also being very critical about who that serves and how that’s designed,” said John Arroyo, an assistant professor in the university’s school of planning, public policy and management.

Arroyo’s project “Re-imagining River Road for Ecological Equity” will benefit from students in-class assignments throughout the year, he said. For example, his students will write an op-ed piece about an environmental issue on the River Road corridor and construct district profiles of neighborhoods on that corridor, as well as small projects such as a radio hub focused on environmental issues.

The Sustainable City Year Program chooses a new community partner each year, often municipalities such as Eugene and Springfield. But organizations like Portland’s TriMet transportation district also have been past partners, according to the university.

“We should get some really good ideas,” said LTD Assistant General Manager Mark Johnson. “We should get some really good plans in place to see how we can approach the future. They’re all actually projects we’re currently working on at some level but where we maybe don’t have the time or were thinking about hiring consultants to do some of the more deep-down work to try to understand them.”

Joshua Skov, a university business school instructor and a LTD board member, will be focusing his students on local fleet replacement and clean energy finance. He mostly teaches MBA students, and he said a large portion of what they’ll do for the project is research.

“What they bring to this is the chance to integrate notions of business viability and total cost accounting with options for transportation that maybe don’t exist here in the community,” Skov said. “Bike share, scooters and ride hailing, all of those could be haphazard additions to a transportation system or they could be brought in as deliberate compliments to an efficient transportation system.”

Research and ideas from each class are put into a final community report at the end of each year so the work remains accessible. Johnson said those portfolios will help LTD be a better community partner, and in exchange those students get real and practical experience.

“It really helps the students,” Johnson said. “They can really make a difference while they’re in school.”

Follow Adam Duvernay on Twitter [@DuvernayOR](#) or email aduvernay@registerguard.com.

The Register-Guard

UO-Lane Transit District partnership brings brainstorming to reality

By Adam Duvernay

@DuvernayOR

Posted at 5:00 AM

University of Oregon students' ideas for future of LTD are starting to take shape during the 10th year of Sustainable City Year Program.

The University of Oregon's Sustainable City Year Program in the fall partnered with Lane Transit District and set students to work on a variety of projects meant to make local transportation more efficient and sustainable. With the first two quarters of the school year now finished, many of those student projects are taking shape.

"It's been a really good experience. It provides a good opportunity for students to gain professional experience and work on real world issues and experiment and try new things," said Rachel Cohen, a second-year UO business graduate student participating in the Sustainable City Year Program.

The projects undertaken this year asked students to examine physical infrastructure, such as design ideas for the transit station at the former Santa Clara Elementary School site, and those that require some long-term imagination, such as re-imagining River Road for the residents who live there.

There were 10 classes during the fall term and six classes are ongoing through the winter term, all centered around LTD projects, according to Sustainable City Year Program Manager Megan Banks. It's not yet determined how many classes will focus on the LTD goals in the spring, she said.

The Sustainable City Year Program, part of UO's Sustainable Cities Initiative, is in its 10th year of pairing students from across college disciplines with community partners in need of fresh ideas. In past years, the program has paired

with groups such as the city of La Pine and TriMet, the tri-county transit agency in Portland.

The program has been so successful, Banks said, it's being replicated in 35 universities nationwide.

"Transit is evolving. It's going to be different in the future than it is now, and universities are this resource for helping guide that," Banks said.

Transit in Eugene is about more than making sure the buses run on time, and many of the student projects identified by LTD are focused on the MovingAhead initiative, a citywide plan to update and expand services on and around some of the area's most important transportation corridors: 30th Avenue to Lane Community College, Coburg Road, Highway 99, Martin Luther King Jr. Boulevard and River Road.

LTD already is getting a look at some of the student project ideas.

Nine teams of landscape architecture students on Friday showcased their visions for the former Santa Clara Elementary School site to LTD managers. The eight acres of property is where the agency plans to put a new transit station, but only about half of the property is needed for the station's operations.

"After that construction is done, people want to know what we should do with this property. It's one of the few large lot vacant properties in the community that could be something that both supports transit and becomes a community amenity," said Jennifer Zankowski, LTD senior development planner and project manager for the Sustainable City Year Program.

Zankowski said the students were asked to include housing, mixed-use commercial offices, a public plaza, a playground and a pavilion in their proposals for site development. She said members of the community told LTD while plans were being made that they lacked a local gathering place.

"They see this site as an opportunity for that. They were happy to see the ideas students were coming up with," she said about the community's input. "From the LTD and city perspective, this idea of taking this opportunity to have land development that compliments transit and helps achieve some of the density the city is trying to achieve within our urban growth boundary. It's fun to give

students that challenge to work on.”

The landscape design work the students presented is the kind LTD normally would have hired an outside contractor to complete, and the students’ presentations provided the additional benefit of having members of the community in the room, as well, so they could offer LTD live feedback.

“(Community members) were very encouraging, yet they had specific things they were interested in,” Banks said. “These are really difficult concepts and questions that the students are addressing.”

The project covering the Santa Clara Elementary School site runs for 10 weeks. The pitches made Friday are only drafts for the students’ final contributions to those LTD plans. Zankowski said the meeting was an opportunity for their creativity to encounter real world design challenges.

“These are younger, undergrad students. They’re not going to be able to, for example, design something that considers the grade of the ground or how storm water detention would work or where you would locate utilities,” Zankowski said. “We had an interesting discussion on Friday because our safety officer was in attendance talking about fire lanes and emergency response, and that is something new to the students.”

Some of the work that was completed in the fall now is being assembled into reports for LTD by students like Cohen, who is integrating seven projects into a report for UO professor Joshua Skov’s course on industrial ecology. Those seven teams conducted analyses on topics such as potential partnerships LTD could form with ride hailing companies based on similar alliances in other cities, data privacy and security issues, and LTD use of e-scooters.

“My job is to really take out the most poignant insights and recommendations and put them on display for the public agency,” Cohen said. “Business students, we are able to provide a very different perspective to the public sector. We have so much knowledge and learning and work that’s going on within the business school. It’s sort of gratifying to be able to provide that back to our community and the city of Eugene and LTD.”

John Arroyo’s students have been working on a project “re-imagining River

Road for ecological equity” in which LTD plans for the corridor are examined based on how those already living there might be affected. He challenged his students to find options for improving residents’ lives as the transportation infrastructure changes around them.

“In places like Eugene, in places like Oregon, there is this general narrative of ‘green equals good.’ A lot of people don’t challenge that green also can have problems. There are issues where green development displaces people, green gentrification,” Arroyo said. “Once transportation comes through in a neighborhood and there’s infrastructure, it can lead to uneven development.”

His students’ proposals looked at case studies from other parts of the country to see what they could bring to scale for local projects, which included one proposal for a mobile produce drop-off site and urban farming library in Rasor Park.

“There’d be not only a lending library but actually a tool library and a demonstration site there at that fixed spot. They’d have a secondary component which they called the ‘Volks Veggie Van,’ a mobile produce stand that would drive around different parts of Santa Clara and River Road and provide produce for anyone who was immobile,” Arroyo said. “A project like this has occurred in Boston and Evenston, Illinois, and parts of Canada.”

Exactly which proposals or what parts of them eventually will be incorporated into wider city projects still is to be decided. It may be years before any of them come to life, Zankowski said. But UO students may one day be able to point to physical manifestations of work they’re doing now.

“Some of the ideas, what we’ve gotten back so far has been a range from possibly implementable to some that are perhaps more aspirational. But overall the idea generation is having LTD staff start thinking about the future and things beyond projects that are day to day,” Zankowski said. “The things the students are working on are in the next five to 10 years, but it’s making sure to shine a light on what’s coming up next.”

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The Register-Guard

Special

BLUECHIP 2020 RETROSPECTIVE: Moving right along

By Catherine Russell

Posted Feb 4, 2020 at 12:01 AM

TRANSPORTATION ECONOMY: We weren't always the mobile society we are in 2020, but even 100 years ago, people did need to get around. The travel may only have been from the farm to town, to school and back, maybe across a river, carrying people or goods, but it still required getting from place to place. It required transportation.

By the 1920s, the country was nearly a decade into the history of the automobile, with Henry Ford's Model T first coming off assembly lines in 1913. In 1920, a new car cost about \$300, which worked out to be at least 10% of what the average U.S. wage earner might take home in a year. Even so, an individually owned automobile was a luxury for most people. In Lane County, what many people needed most was to get around town.

Most transportation was shared, either between individuals, or operated by small private companies, but it wasn't one person in a private car or truck. It was multiple people using few vehicles, being used for all purposes.

Streetcars, or trolleys, were a norm. They started out as horse-drawn wagons, but the electric streetcars, powered by overhead wires, had been around since 1907, running within and between Eugene and Springfield. The last trolley in Eugene was consigned to the barn in 1927.

Getting to and from Lane County was most often by train, and the Southern Pacific Railroad had built a fine passenger station in downtown Eugene in 1908.

Routine passenger air travel for the masses was decades away, but Eugene did have an air park at 18th Avenue and Chambers Street as early as 1919. That small park would be replaced in 1943 by the larger Mahlon Sweet field in west Eugene, a location that still serves the area, now the fifth-largest airport in the Pacific Northwest.

But as the number of automobile companies around the county grew, the number of auto dealerships and repair shops in the Eugene area grew as well. Today there are four major companies here representing the national manufactures in auto sales — including Kendall, Lithia, Sheppard, and Kiefer dealerships — and dozens of other businesses specializing in off-road vehicles, trucks, pre-owned vehicles, parts and maintenance.

Livery stables that once did double duty, providing storage space for both horses and automobiles, faded away. Even American Express, in 2020 it's an international financial behemoth, but in the 1920s still primarily an express delivery service, retired its last horses in Eugene in 1926, switching to trucks.

Buses replaced the electric trolleys. The age of motorized transportation had arrived, along with America's love affair with the automobile.

The influence of the automobile on local infrastructure and culture simply cannot be overstated. In 1939, Eugene installed its first traffic lights, and by the 1940s, most families had cars. That meant traffic, and the city of Eugene had to deal with it. The solution was the one-way grid system that essentially still exists today.

By the 1950s, cars weren't just necessary, they were hip, fun, freedom, status symbols, prizes. There was youthful drag racing in town, and auto camping in recreation areas. But there was still public transportation, with a private bus company serving much of town, at least until the 1960s.

Then as the decade changed, so did the public sense about cars, traffic, the environment, and congestion, and about what people wanted to see on the streets of Eugene and Springfield. That's when Lane Transit District began as a public agency, operating with 18 buses and two vans and developing a system where many people could again be mobile and productive while using fewer motorized vehicles.

THE FUTURE: LANE TRANSIT DISTRICT

The year 2020 marks the 50th anniversary of Lane Transit District, LTD for short. That's a long run. "There are not many of us left who were here in 1970 when LTD came into being," says Aurora Jackson, general manager at LTD, "but I think the basic mission has not changed: LTD exists to serve the community with safe, reliable and accessible transportation services that provide the independence for people to achieve their goals."

The business of public transportation has become more complex over the decades. That small gaggle of LTD vehicles has been replaced by a fleet of more than 100 modern buses, incorporating contemporary technologies, including all-electric and all-diesel. The majority of the buses in the fleet are hybrid electric vehicles, and LTD is testing battery-electric, renewable diesel, and renewable natural gas as power sources.

"Technology in the transportation sector is moving as fast as I have ever seen it," Jackson says. For LTD that has meant competition from the likes of Uber and Lyft. Technology is also the driving factor for LTD to look beyond being just a bus system. "We are a mobility manager and integrator, with bus service being a core product, but many other services are also available," Jackson adds.

LTD services include an expansive plan of fixed bus routes, and the Emerald Express, or EmX, a bus rapid transit (BRT) system that specifically connects the cities of Eugene and Springfield. LTD also supports bike share and scooters, and is exploring the potential for automated services.

LTD was one of the first transit agencies to have video surveillance systems on the entire fleet, which company officials believe has improved safety.

A lot of it is perspective. LTD doesn't see public transit as simply a social service for people who don't or can't drive. LTD is looking ahead, listening to public comment and responding with innovation that provides attractive alternatives to the model of one person driving alone in a single vehicle.

Jackson cites both economics and the environment as guiding forces for LTD, and notes that "the best way that LTD can reduce greenhouse gas emissions is to create a system that encourages ridership on the LTD system." That would take

single-occupancy vehicles off of the road, and that's key to reducing transportation-related greenhouse gas emissions.

The latest LTD presence is EmGo, a pilot project designed to help mitigate parking issues downtown. The partnership between the City of Eugene, Lane County, Lane Council of Governments and LTD has put the zippy-looking five-passenger electric vehicles in Eugene's downtown core every weekday from 7:00 a.m. to 6:00 p.m., and rides are free.

The hope is that the free rides around downtown will allow people to park at the perimeters of town, and grab the little bus to move around at lunchtime or otherwise during the day. So far, it seems to be well received, with the main LTD station and 5th Street Market area seeing a lot of ridership.

"LTD must continue to look for ways to provide safe, reliable and convenient services that include a wide variety of mobility options that appeal to people of all demographics so that we are a relevant player in the transportation system," Jackson says, looking to the future.

The Register-Guard

Special

BLUECHIP 2020 RETROSPECTIVE: Steady progress, one wire at a time

By **Matt Sayre** / FOR THE REGISTER-GUARD

Posted Feb 4, 2020 at 12:01 AM

TECHNOLOGY ECONOMY: This is probably the most difficult economic sector to define, specifically because it seems it should be self-evident. Tech is tech, right? But when you consider all the technology we take for granted — social media, the Internet, GPS, the cloud, apps, gaming, AI, and everything else — then look back over the past 100 years, we have to recognize that all of it is built on the shoulders of one single, amazing technical thing: electricity.

In the 1920s, electricity had arrived in the Pacific Northwest, along with telephones and a basic form of radio. Well, at least in the cities. In the outlying areas around Eugene and Springfield, there were still homes without any of those conveniences at all. And even in towns, electricity wasn't then the invisible, reliable infrastructure we know today. In fact, some people still found it intimidating or dangerous.

We now rely locally on Eugene Water and Electric Board (EWEB) and the Springfield Utility Board (SUB), both public utilities. We count on them, and most of us don't think about the service except when we pay our bills, or when there's an interruption.

So it's easy to forget that EWEB started off as a water utility, just the Eugene Water Board. Its involvement with electric power began in 1911,

when, to satisfy the need to power its own plant to pump and purify water, they built the Walterville Hydroelectric Plant on the McKenzie River. Electricity leftover for anything else was just a byproduct, and the first thing the City of Eugene did with it was install proper streetlights.

SUB has only been around since 1950. In the 1930s, Springfield was still getting its power from a private company, Mountain States Power, but the city wasn't happy with the service. Meanwhile, electric power as a public utility was coming into favor all over the country and Springfield fell in line, even if not right away.

It took bond issues and the work of many public administrations, but in September of 1950, Springfield Municipal Power wired up its first residential customers. Soon thereafter, it became the Springfield Utility Board.

Without reliable electricity, not much of what we know today as “tech” would be possible, or even conceived of, and that includes the communications industries — telegraph, telephone, radio, media — all of which effectively preceded the computers we now both rely on and scorn, love and hate, in everyday life.

Lane County's first radio station, KORE, was established in 1927. It was 1939 before dial phones were standard in Eugene; before that, people had to connect with local switchboard operators to make calls. Imagine that — no phone pinging in your pocket at all times.

Thinking further ahead, even as recently as the 1960s, the word “computer” had one basic meaning: a person who computes numbers. But as the 1970s rolled on, that was changing.

In the 1980s, because of advances in communications and computing, people and companies realized that not everyone had to be tethered to a single desk in a fluorescent-lit office somewhere, and the concept of telecommuting became a professional alternative. And if you don't have to live where you work, why not live where you want to live? Suddenly, the reasonable costs of living and high quality of life in Lane County

took on broader appeal — and businesses paid attention.

In January of 1994, Sony announced that it would build a \$50M CD facility in Springfield. Technology rolled on — even rolled over Sony and CD technology itself — and the plant only operated for nine years. Then, in 1995, Korean company Hyundai Electronics (now SK Hyix) suffered a similar trajectory, when they selected Eugene as the site of a computer-chip plant, only to close completely in 2008. Not lasting successes, but it could still be argued that these investments were the start of a trend.

Oregon still had but one area code in the early 1990s, and that thing called the Internet wasn't yet fully established, but the local tech boom in Lane County had begun. So the future of tech in Lane County really is rooted in the past.

THE FUTURE: A DIFFERENT KIND OF WEB

While it's difficult to draw a straight line from Sony or Hynix to today's tech boom, it is easy to see the influence of the University of Oregon and groundbreaking local startups.

Startups don't stay startups; they grow. When they grow, they sometimes have spinoffs, or change focus entirely, but even if they stumble, they still put down roots and send out scions. If you map out a family tree of the tech companies in greater Eugene, what you will find is that their origins can often be traced back to four original companies.

Dynamix - Founded in Eugene in 1984 by two University of Oregon graduates, Jeff Tunnell and Damon Slye, Dynamix at its peak employed 200 people and had \$50M in annual revenue. "We were just making games, because we liked it," Slye says. "Tech is the type of industry that flourishes in Eugene. Tech companies offer high-paying jobs and come with very little environmental impact," Slye adds.

Palo Alto Software - Originally founded in 1988 by Tim Berry in California, Berry brought the company with him to Eugene in 1992. "I came to Eugene originally to attend the University of Oregon in the

1970s and loved it here. Decades later, I returned to grow my business and my family,” Berry shares. Over the course of generations, Palo Alto has grown exponentially in its own right and has also provided a start for entrepreneurial employees who have gone on to create several other prominent Eugene-based tech companies, IDX and SheerID among them.

Symantec - In 1993, Eugene and Colorado Springs competed to be the new North American site for Symantec’s tech support and customer service divisions. “Colorado Springs offered cash and tax incentives, but Eugene took a very hands-on approach to help Symantec get up and running quickly,” according to Dana Siebert, who led Symantec’s growth in Oregon. Over the decades, the company trained thousands of employees, many of whom have now moved on locally and are employed by dozens of new cybersecurity-focused firms, including SentinelOne, which itself was specifically attracted to the region because of its talented tech workforce.

Lunar Logic - Founded in Eugene in 1996, Lunar Logic employed more than 200 people in the mid-2000s. Former Lunar employees have gone on to create other exciting tech companies including Concentric Sky, Emberex, and Extanto.

In 2020, greater Eugene’s tech industry is stronger than ever, and the future of tech is in the very seedbed of what’s already growing here. More than 500 tech companies now call the region home, nearly 100 more than just five years ago. These companies currently employ nearly 4,000 people. Average annual wages in the industry have risen to \$79,667 compared with \$44,492 in all other industries locally.



ALT. MOBILITY | LANE TRANSIT DISTRICT PARTNERS WITH UO'S SUSTAINABLE CITY YEAR PROGRAM

Lane Transit District Partners with UO's Sustainable City Year Program

Lane Transit District has engaged the University of Oregon's Sustainable City Institute's Sustainable City Year Program (SCYP). The goal of this partnership is to provide research and recommendations for a variety of LTD's priority projects.

Lane Transit District (LTD) APRIL 5, 2019

Lane Transit District has engaged the University of Oregon's Sustainable City Institute's Sustainable City Year Program (SCYP). The goal of this partnership is to provide research and recommendations for a variety of LTD's priority projects such as service opportunities that create greater connectivity with smaller Lane County communities, integrate bikesharing into the transit system, and assist with preparation for the 2021 International Association of Athletics Federation (IAFF) World Championships for track and field to be held in Eugene.

"LTD's riders and taxpayers have been the beneficiary of the good work SCI and its SCYP have provided to our agency in the past," said Aurora Jackson, LTD's general manager. "We believe SCYP will provide valuable and timely information about several LTD priority projects that will contribute to decisions made concerning the future of transit locally and throughout the industry."

SCYP classes that are directed toward LTD projects may be from varied academic disciplines across the University of Oregon campus. Based on the scope of the projects, classes may include business, design, journalism, arts and sciences, and law. SCYP students, either individually or as teams, are charged with identifying and analyzing a client organization's opportunities and challenges. Through classroom work, applied learning assignments, and collaboration with the client organization, SCYP students then makes recommendations as to the best course of action to be considered.

LTD worked with SCI's SCYP on several projects during 2012-'13 school year that connected students to transportation priorities for areas served by LTD, including the cities of Eugene and Springfield.

The LTD-SCI partnership will officially launch in September 2019.

College of Design
(<http://design.uoregon.edu>)

School of Planning, Public Policy and Management (✓)

SCYP Partners with Lane Transit District in 2019



Students working on the 2015-2016 SCYP partnership with Redmond

Beginning in September 2019, the UO [Sustainable City Year Program \(https://sci.uoregon.edu/sustainable-city-year-program-0\)](https://sci.uoregon.edu/sustainable-city-year-program-0) (SCYP) will [collaborate with the Lane Transit District \(https://sci.uoregon.edu/sites/sci1.uoregon.edu/files/ltd-scyp_application_03122019.pdf\)](https://sci.uoregon.edu/sites/sci1.uoregon.edu/files/ltd-scyp_application_03122019.pdf) (LTD) to work on priority projects such as increasing connectivity in rural Lane

County communities, integrating bike sharing, and preparing the area for the 2021 International Association of Athletics Federation (IAFF) World Championships hosted in Eugene, Oregon.

SCYP is housed within the multidisciplinary Sustainable Cities Institute (SCI), whose co-directors are Planning, Public Policy and Management Professor Marc Schlossberg and School of Architecture & Environment Professor Nico Larco.

"LTD's riders and taxpayers have been the beneficiary of the good work SCI and its SCYP have provided to our agency in the past," Aurora Jackson, LTD's general manager, told *Mass Transit* magazine.

The program partnered with LTD once before in 2012 (<https://scholarsbank.uoregon.edu/xmlui/handle/1794/12931>).

Read more about the partnership at *Mass Transit* (<https://www.masstransitmag.com/alt-mobility/press-release/21075041/lane-transit-district-ltd-lane-transit-district-partners-with-uos-sustainable-city-year-program>).

April 17, 2019

More News

MASS TRANSIT



LTD

MANAGEMENT

LTD Board of Directors adopts climate action policy

The policy aims to reduce greenhouse gas emissions by 75 percent over the next 10 years and eliminates the use of fossil fuels in 15 years.

From — [Lane Transit District \(LTD\)](#)

Jun 22nd, 2020

Lane Transit District (LTD) has adopted a climate action policy following unanimous approval from its board of directors, with one member absent.

The policy provides a pathway for LTD to reduce greenhouse gas (GHG) emissions by 75 percent for its owned vehicle fleet over the next 10 years and eliminates the district's use of fossil fuels in 15 years.

"LTD recognized climate change is an urgent matter for the public and private sectors," said Carl Yeh, president, LTD Board of Directors. "We adopted these significant climate change policy, goals and measurements because we wanted to take aggressive action with achievable results that will better the environment and increase the quality of life in the district."

To develop its climate action policy, the LTD Board established an Ad Hoc Sustainability Committee to review a study of the district's carbon footprint that determined the best opportunities for LTD to reduce GHG emissions is to focus on increasing ridership and reducing emissions from its fleet vehicles. Based on the findings from the study, the Ad Hoc Sustainability Committee drafted board-level guidance for fleet procurement and intergovernmental collaboration, recommending that the board adopt the following three measurable

climate change goals.

- Goal 1 – Short-term: 25 electric buses are to be under contract to replace 25 aging 40-foot fossil fuel and hybrid buses by 2023.
- Goal 2 – Long-term: 100 percent fleet turnover and phase-out of fossil fuel vehicles by 2035 and 75 percent GHG emissions reduction by 2030.
- Goal 3 – Other considerations: Deliberate exploration of emerging technology and fuels that improve reductions in GHG emissions; joint community GHG emission reduction goals with partner jurisdictions, including cities of Eugene and Springfield, Lane County and Lane Council of Governments, among others; and iterative process to review progress and goals annually.

Efforts to achieve these goals have already begun. In March, LTD ordered 11 New Flyer battery-electric buses. The first of the new electric buses are expected to arrive later this year, with the order filled by summer 2021. The 11 battery-electric buses are paid for with money from the Federal Transit Administration Low or No-Emission fund and LTD general funds.

“Replacing LTD’s aging diesel and diesel-hybrid fleet with zero tailpipe emission battery-electric buses will reduce GHG emissions in our communities while supporting the state of Oregon’s goal to reduce emissions statewide by 75 percent,” said Aurora Jackson, LTD’s general manager. “Low or no-emission buses and in collaboration with state, city and county governments offer important avenues for reducing our dependence on fossil fuels, but the one thing we can all do today to support these goals is to make only essential trips using the bus or other forms of transportation other than a single passenger vehicle.”

Source URL: <https://www.masstransitmag.com/management/press-release/21143111/lane-transit-district-ltd-ltd-board-of-directors-adopts-climate-action-policy>