M I N U T E S

Eugene Sustainability Commission
Saul Room — Atrium Building — 99 W. 10th Ave.
Eugene, Oregon

September 19, 2012
5:30 p.m.

PRESENT: Kathi Jaworski, Dawn Lesley, Rusty Rexius, Sue Wolling, Dave Funk, Alan Zelenka, Steve Newcomb, Shawn Boles, Claire Syrett, Sarah Mazze, Howard Bonnett, Jessica Bloomfield, Sasha Luftig, commissioners; Babe O'Sullivan, City Manager's Office, Stephanie Jennings, Planning and Development Department.
ABSENT: No commissioners absent.

Ms. Jaworski called the September 19, 2012, meeting of the Sustainability Commission to order.

1. Opening – agenda review, approval of minutes

Ms. Jaworski called for corrections or clarifications to the July 18, 2012 minutes. There was one correction.

> Ms. Lesley, seconded by Ms. Syrett, moved to approve the July 18, 2012, minutes as corrected. The motion passed, 11:0.

2. Public comment

Mike Cetto – regarding LTD, bus stations, operations.

3. Items from commissioners and staff

4. Sweat-free proposal

Nancy Forrest, Executive Director of the Eugene Springfield Solidarity Network/Jobs with Justice gave a presentation on the Sweat-free Purchasing Consortium. She requested that the commission recommend adoption of a sweat-free purchasing policy/ordinance to City Council and join the consortium. Ms. Forrest suggested that Leanna Fox, an expert on this topic, could come and do a forum in Eugene. Ms. Forrest will provide staff with contacts from the cities of Ashland and Portland.

6. Lane Livability Consortium
A presentation was given by Stephanie Jennings, Project Manager.

7. BREAK

8. CLUTAC report
The commission reviewed the report, detailed table and cover letter submitted by the Coordinated Land Use and Transportation Action Committee (CLUTAC) and voted to make several changes (see attached mark-up of document. Sustainability Commission changes are highlighted in blue, Planning Commission changes are highlighted in yellow):

1. Ms. Lesley, seconded by Mr. Funk, moved to amend the first bullet (titled "during construction") under Section II of the report. The motion passed, 13:0.
2. Mr. Bonnett, seconded by Mr. Funk, moved to amend the second bullet (titled "in the short term") under Section II of the report. The motion passed, 13:0.
3. Mr. Funk, seconded by Mr. Bonnett, moved to amend the third bullet (titled "in the long term") under Section II of the report. The motion passed, 13:0.
4. Ms. Syrett, seconded by Ms. Mazze, moved to amend the item in the detailed table titled "short term impacts: envi ronment." The motion passed, 12:0.

5. Ms. Luftig, seconded by Mr. Boles, moved to amend the item in the detailed table titled "long term impacts: social equity." The motion passed, 12:0.
6. Ms. Syrett, seconded by Ms. Luftig, moved to amend the item in the detailed table titled "short term impacts: economy." The motion passed, 12:0.
7. Mr. Boles, seconded by Ms. Luftig, moved to endorse the report and detailed table, with changes, and submit to City Council. The motion passed, 12:0.
8. Ms. Syrett, seconded by Ms. Bonnett, moved to endorse the cover letter, with changes, and submit to City Council. The motion passed, 12:0.

9. Closing: next meeting, other follow-up

The next commission meeting was scheduled for October 17, 2012.

Ms. Jaworski adjourned the meeting.

(Recorded by Babe O'Sullivan)

Triple Bottom Line Assessment of Proposed EmX Corridor in West Eugene

Prepared by the Coordinated Land Use and Transportation Action Committee (CLUTAC), a joint effort of the Planning Commission and the Sustainability Commission.

In 2011, the Mayor and the City Manager asked the Coordinated Land Use and Transportation Action Committee (CLUTAC) to apply Eugene's Triple Bottom Line (TBL) analysis to the question, "is a West Eugene bus rapid transit corridor a good idea?" The TBL analysis is a framework that considers the social equity, economic, and environmental impacts, benefits and trade-offs of project alternatives. This document summarizes CLUTAC's results of the TBL analysis as it applies to the proposed EmX corridor expansion in West Eugene.

Eugene has a mosaic of policies, plans, goals, and supporting attitudes among citizens that represent a vision for the community's development. When considered together, these efforts call for a modal shift away from the car and toward bicycle, pedestrian and transit modes, significant expansion of the bus rapid transit (BRT) system, compact, mixed-use, higher density development along transit corridors, and lower greenhouse gas (GHG) emissions from transportation sources. As the Council considers the potential costs and benefits of a new West Eugene EmX corridor, it should consider this overall framework so that our decisions are consistent with the broader vision that citizens and elected officials have assembled over many years.

The CLUTAC considered the social equity, economic, and environmental impacts of the proposed corridor during three distinct time periods: 1) during construction, 2) short-term (within 5 years) and 3) long-term. While during construction the impacts are generally negative, the short and long-run benefits of the project far outweigh these initial effects.

I. Impacts on social equity:

- **During construction**, there will be decreased roadway access for adjacent households. There will be more particulate matter in the air and a higher level of noise pollution for residents and employees located near the transit line. *Overall negative impact.*
- **In the short term**, social equity impacts will be similar to long-term impacts, but smaller magnitude in some cases. *Overall positive impact.*
- **In the long term**, quality of life will improve in adjacent neighborhoods as traffic is concentrated onto the West 11th corridor and air pollution is reduced. The transit rider experience will improve due to shorter wait times, new lighting and security at EmX stations, and more predictability. The new corridor will offer more transportation options for more people, increasing disposable income for families that spend a higher-than-average share of income on transportation. Although some people may find it more difficult to access the transit stops (which will be on average 300 feet farther apart than stops in the current system), the EmX buses will have improved boarding mechanisms for seniors and alter-abled individuals. The corridor will improve pedestrian safety (by improving sidewalks), and bicycle safety (by expanding access and connectivity to the Fern Ridge Path). *Overall positive impact.*

II. Impacts on the local economy:

- **During construction,** some businesses will experience reduced access and revenues. ~~however~~ Construction will also create new jobs and a demand for related goods and services. Mitigation measures planned by LTD will reduce construction impacts on businesses. *Overall ~~positive~~ neutral impact.*
- **In the short term**, some business may lose revenues and operational viability; ~~however,~~ There will be more opportunities for new development along the corridor and increased pedestrian and bicycle access for businesses ~~and more opportunities for new development along the corridor~~. Some businesses will also receive site improvements ~~(e.g., additional parking spaces, larger access points)~~; however, there will be a net decrease in parking spaces. *Overall positive impact.*

- **In the long term**, there will be an overall increase in investment due to a feeling of permanence in transit infrastructure. Although rental prices may rise along the corridor, land value will increase and new businesses will re-locate there, ~~creating new jobs~~ resulting in a net increase in jobs. Transit riders will have more personal time (commute times will be shorter on the EmX) and the community will experience a greater resilience to fuel price volatility (due to the addition of more transportation options). *Overall positive impact.*

III. Impacts on the environment

- **During construction** there will be an increase in greenhouse gas (GHG) emissions and energy use due to the operation of diesel equipment and traffic congestion. Construction materials (concrete, asphalt and steel) are very carbon-intensive. *Overall negative impact*.
- **In the short term**, there will be a net decrease in GHG emissions and fuel consumption due to increased transit ridership and more pedestrian and bicycle use instead of vehicle use. *Overall positive impact.*
- **In the long term**, the short-term impacts will grow significantly. A functioning transit corridor will reduce overall traffic congestion, facilitate higher density and higher land values, and reduce pressure to develop elsewhere in the city. The transit project will be a catalyst for additional mode shift from cars to transit, walking and biking. *Overall positive impact.*

TBL Analysis: Detailed Table

	Social Equity	Economy	Environment
Impacts during construction	- Decreased roadway access along construction corridor for adjacent households (i.e., getting to and from homes). - Increased levels of pollution and particulate matter in the air near construction sites due to diesel equipment use and traffic congestion. - Noise pollution for residents and employees located near construction corridor.	+ 2,852 short-term direct and indirect jobs, adding up to $103 million in labor income. - Reduction of access to some businesses and properties, which may result in decreased revenues. + LTD mitigation measures to reduce construction impacts on businesses include late night construction and maintaining access to all businesses.	- Increased energy and materials use; increased emissions. - Additional air pollution from traffic congestion due to construction delays and operation of diesel equipment. - Removal of an estimated 143 street trees and 61 landscape trees, which will be partially mitigated through replanting or replacement (no charter trees or heritage trees affected).
Short-term impacts **(within five years)**	*Similar to long-term effects (see below), but smaller magnitude in some cases.*	+ Opportunity for new business and housing growth on the transit line. - Some businesses may lose revenue and operational viability - Total area proposed for acquisition in the project area is 110,000 sq ft (2.53 acres) or 2% of all 118 properties within project boundary. - Loss of 18 off-street parking spaces affecting 5 businesses; potential loss of up to 53 on-street parking spaces. + Access improvements for some businesses. + Increased pedestrian and bicycle access for existing businesses.	+ ~~Little *net* effect on greenhouse gas emissions or energy use (start-up negative impacts canceled out by short-term reductions).~~ + Reduced fuel consumption due to replacing traditional LTD buses with more fuel-efficient EmX vehicles. + Reduced GHG emissions and VMTs due to increased transit ridership and more bicyclists and pedestrians due to enhanced infrastructure.

Long-term impacts	+ Improved access for seniors/alter-abled due to easier boarding mechanisms. + Improved quality of life in nearby neighborhoods due to the concentration of travel in the West 11th corridor and the reduction of traffic in adjacent neighborhoods. + Improved transit rider experience (shorter wait times, lighting/security at stations, more predictability/flexibility, etc.). + Increased health benefits due to less air pollution. + Facilitates more active transportation with increased health benefits. + Increased access/mobility and disposable income for populations that spend a higher-than-average share of household income on transportation. - Some decrease in access/mobility for populations that find it difficult to access wider-spaced transit stops (1600ft vs. 1300ft on average). + Improved safety for pedestrians and bicyclists by widening sidewalks and moving utility poles from the middle to the outside of sidewalks. + Improved access and safety for bicyclists with connections to Fern Ridge Path.	+ Increased investment due to feeling of permanence of right of way infrastructure. + Improved desirability as a corridor for new businesses to locate. + Increased land values along transit corridor. - Some businesses will pay increased rent and may need to relocate business. + More money staying in the local economy due to residents spending less income on gas and vehicles (due to riding EmX and bike/walk). + Greater productivity and/or personal time for bus commuters due to reduced commute time. + More jobs due to higher levels of density. + Greater resilience to fuel price volatility because more transportation options are available when gas prices go up. + Lower costs for operating EmX routes compared to equivalent traditional bus service.	+ Reduction in energy and GHG emissions from transportation in West Eugene are effects of a functioning transit corridor, including to varying degrees: + EmX is catalyst for additional mode shift from cars to transit, walking and biking. + Reduced traffic congestion. + Facilitated density and higher-value land use. + Assuming higher densities on transit corridor: -/+ Creates need for design standards or tools to moderate impacts to nearby properties. + Pressure reduced on land use elsewhere in the city (e.g., in neighborhoods seeking to preserve character). + Active transportation modes are more viable. + Compact urban form and reduced sprawl. (+/-)For additional impacts on water quality, wetlands and storm water see Environmental Assessment.

References