



AGENDA ITEM SUMMARY

DATE OF MEETING: September 16, 2019

ITEM TITLE: GREENHOUSE GAS INVENTORY RESULTS

PRESENTER: Kelly Hoell, Sustainability Program Manager

DIRECTOR: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: Information and Discussion

PURPOSE: The Board will review the results of LTD's first greenhouse gas (GHG) inventory.

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

HISTORY:

- In 2007, the LTD Board passed Resolution 2007-027 Lane Transit District Sustainability Policy, committing the District to advancing the social, economic, and environmental sustainability of the Eugene/Springfield metropolitan area in the following four areas: Providing quality transit service, using environmentally-friendly vehicles, constructing earth-friendly projects, implementing sustainable operating practices.
- In June 2015, as a result of several bills passed by the Oregon legislature, LCOG published the Central Lane Scenario Planning Final Report which outlined the most effective ways for the Central Lane MPO to reduce transportation-related GHG emissions. The effort was focused on planning ways for the state to reach its 2050 goal of reducing GHG emissions 75% below 1990 levels. Active transportation and transit were named as key components of the preferred scenario.
- In 2016, the Eugene City Council updated its Climate Recovery Ordinance (CRO) with four goals:
 - Reduce community fossil fuel use by 50% of 2010 levels by 2030.
 - Reduce total community GHG emissions by an amount that is no more than the City of Eugene's average share of a global atmospheric GHG level of 350 parts per million (ppm) by 2100, which was estimated to require an annual average emissions reduction level of 7.6%.
 - All City of Eugene owned facilities and operations shall be carbon neutral by 2020.
 - Reduce the City of Eugene's use of fossil fuels by 50% compared to 2010 usage.
- In 2018, LTD began partnering with the City of Eugene as a Large-Lever Shareholder in its Climate Action Plan 2.0 process to quantify how far along the community was in achieving the goals of the CRO and identify gaps and opportunities.
- In August 2018, LTD created a part-time paid position of Sustainability Program Manager to direct the District's sustainability initiatives.
- In fall 2018, LTD received MPO grant funding to conduct an in-depth study to understand the triple-bottom line implications of different investments in technologies and fuels to inform its long-term fleet plan. That work is expected to begin in calendar year 2020.
- In Feb 2019, and in May 2019, LTD put its first and second all-electric buses respectively into revenue service as part of its extensive testing program to ensure the electric vehicles meet LTD's required specifications and will meet the long-term expectations and needs of the District.
- In April 2019, Sustainability Program Manager Kelly Hoell presented to both the SPC and the Board of Directors with information outlining the scope, activities, and timeline of the District's Sustainability Program.

CONSIDERATIONS: The analysis covers both emissions from transit operations and the emissions benefits of public transit at a community scale. The analysis covers a 7-year period from FY 2012 - 2018. The boundaries of the report look at all emission sources related to LTD's operations from owned and leased facilities and assets, and all mission-critical activities. The analysis conforms to the best practices of leading GHG reporting protocols.

For some emission sources (fleet, natural gas used in owned buildings for heating, refrigerants from bus air conditioning systems, electricity from buildings and equipment) precise data was available and emissions calculations include very little uncertainty. Within the Fleet category, the report includes emissions from owned Fixed Route buses, owned EmX buses, owned RideSource vehicles, owned vehicles used for rural connections service (Diamond Express in Oakridge, Rhody Express in Florence, and the Yachats-Florence connector service), owned non-revenue vehicles used by LTD staff, and leased vanpool vehicles. It does not include emissions from vehicles LTD owns that are used for transit operations in the City of Cottage Grove as part of South Lane Wheels because LTD does not report on fuel consumption for those vehicles to the National Transit Database. Additionally, as LTD does not own or lease the taxis and other vehicles used for NEMT (non-emergency medical transportation) trips, this category of emissions has been excluded from the inventory.

For other sources (business travel, solid waste, employee commute, emissions from upstream fuel production, emissions from production of goods and services within LTD's supply chain) data and calculation methodologies were less precise and were estimated using best practices to provide a sense of scale for these emissions sources. LTD does not have full control over these estimated emissions sources and shares responsibility for these sources with other entities. By understanding the sense of scale of its full emissions profile, including shared emissions sources, LTD is well positioned to identify all opportunities to directly manage or indirectly influence its GHG emissions.

The Board will be able to use this information to:

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

ALTERNATIVES: N/A

NEXT STEPS: A full report outlining the GHG inventory results discussed today will be published in October 2019. Later this fall, LTD is planning to purchase electric buses from the Washington State Contract and staff will return to discuss this with the Board once a contract is issued. Also this fall, staff will begin a procurement process to hire a consulting team to assist with a triple bottom line analysis of available fleet technologies and fuels to inform a long-term fleet plan. This analysis will begin in early 2020 and will provide modeling of the financial, social, and environmental impacts (including GHG implications) of investments in various fleet technologies / fuels.

SUPPORTING DOCUMENTATION:

- 1) Presentation of GHG inventory and energy consumption baseline results

PROPOSED MOTION: N/A