

Project Name: Connect 2045

Project No.:

Location: Teams

Meeting Date: June 29, 2026

Minutes by: Paul Lutey (Nelson Nygaard),
Ryan Farncomb

Time:

Subject: TAC Meeting #1 Discussion Notes

Attendees:

Organization	Name
Lane Transit District	Dave Roth
Lane Transit District	Kerry Aszklar
Lane Transit District	Brandon Melton
Parametrix	Ryan Farncomb
Parametrix	Tracy Lunsford
Nelson\Nygaard	Paul Lutey
Lane County	Sasha Vartanian
City of Eugene - Transportation	Jody Trendler
City of Eugene - Housing	Genevieve Middleton
City of Springfield	Emma Newman
University of Oregon	David Reesor
Central Lane MPO + Link Lane	Kelly Clarke
ODOT	Bill Johnston
Cascadia Mobility	Brodie Hylton
City of Coburg	Megan Winner
City of Florence	Wendy Farley-Campbell
Lane Transit District	Eric Breitenstein
Lane Transit District	Joe McCormack
Lane Transit District	Rebecca Bailey
Lane Transit District	Heather Lindsay
Lane Transit District	Aimee Reichert
Lane Transit District	Rebecca Melhorn
Lane Transit District	Kozue Perrault
Lane Transit District	Bill Bradley

Key Themes from Tradeoff Questions:

- **Broader mobility focus:** Connect 2045 should not only consider fixed-route bus service but also a wider set of mobility tools, including bikeshare, park-and-ride facilities, first- and last-mile connections, and other services that help people complete trips more easily.
- **Coverage vs. ridership:** There is a need to balance two different service goals: strong, frequent service in high-demand corridors and broader geographic coverage that supports access for more communities. Different areas may require different service strategies. Existing and planned development near the urban growth boundary may make provision of frequent service more challenging.
- **Housing and transit alignment:** Transit access is closely tied to affordable housing planning. Participants noted that service coverage can expand the number of viable housing sites and help support access to jobs, health care, and daily needs, especially in a housing-constrained region. Need for better regional transportation and land use planning to enable effective public transit options. Future transit investments can help support affordable housing and transit-oriented development (TOD) opportunities.
- **Regional growth and VMT reduction:** The plan will need to respond to population growth and climate goals by helping reduce vehicle miles traveled per capita. Transit was seen as an important tool for meeting these targets, especially as more people move into the region.
- **Lessons from past service changes:** Committee members pointed to prior LTD service changes that were seen as successful, including accessibility improvements and bikes on buses. The plan should identify what has worked well in the past and where further optimization may be possible.
- **Service beyond core areas:** There was interest in how Connect 2045 can support travel needs outside the urbanized areas, including rural connections to the coast and for recreational needs along the Mackenzie River. LTD's efforts to improve service on Link Lane. LTD should evaluate and consider options to introduce fixed route service to and from the Eugene Airport.
- **Event transportation:** A committee member from the University of Oregon noted that they are finishing their comprehensive plan, which may be helpful to coordinate with this plan. They also noted the need to consider transit services to key sporting events at Autzen Stadium, Matthew Knight Arena, and Hayward Field.
- **Equity and access:** Participants highlighted the importance of transit as a lifeline service for people who depend on it for work, school, health care, and other essential trips. Equity and access were central themes throughout the discussion.
- **Future system modernization:** The committee discussed possible future fare and payment innovations, including fare system updates and transportation wallets, as ways to support low-income riders and improve overall system usability. Introduction of easy-to-use trip planning applications were also identified.

Key Themes from Goals Discussion:

- The committee discussed early goals for the transportation plan and agreed it should be forward-looking but flexible to account for what future conditions we may not know in 2026.
- A major theme was designing transportation for people of all ages, abilities and backgrounds, including older adults and people with disabilities.

- Participants consistently emphasized the importance of coordinating long-range transit investments with future housing, employment, and mixed-use development. Identified transit corridors and planned service improvements should inform future land use decisions and support transit-oriented development opportunities throughout the region.
- Members emphasized the need to address resilience as a core theme, including climate resilience, seismic resilience, and natural disaster preparedness.
- There was discussion about infrastructure constraints, such as bridge weight limits for emergency access vehicles.
- Participants raised questions about the future of transit, including non-traditional mobility services, autonomous vehicles, and the impact of new technology.
- Several comments focused on making transit more attractive and “cool,” so more people of all ages, abilities, and backgrounds choose it and feel comfortable using it.
- Prioritizing services and programs were seen as critical, rather than delaying difficult decisions.
- The focus on safety as a goal was appreciated, especially how this may translate into attracting new riders to transit.
- One member asked if this is a federally required plan. It was clarified that there are no federal mandates specifically requiring a long-range mobility plan of this scope.
- It was noted that “aging in place” may be an outdated term that may not reflect the lived experience of all communities. This also relates to income distribution more generally with a larger lower class and shrinking middle class. Consider alternative framing such as “aging in community.”
- Strong partnerships were identified as important, including coordination with local and regional agencies, schools, employers, bikeshare services, intercity transit, and the private sector. Additionally, this could include coordinated transit and land use planning efforts across agencies.
- There was interest in making the relationship between different transportation plans easier for the public to understand.
- One participant asked for more time to review and comment on the vision and goals after the meeting. A follow-up survey was provided to TAC meeting participants and feedback is reflected in this summary.
- There was interest in a financially realistic plan that identifies achievable investments and priorities over the next 20 years while remaining flexible enough to respond to changing conditions and opportunities.
- Overall, the group wanted a plan that is resilient, inclusive, innovative, and focused on clear priorities. It was also noted that the plan should offer guidance on future funding considerations and the next transportation package.