

**SB 1020 A STAFF MEASURE SUMMARY**

**Senate Committee On Business and Transportation**

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**Action Date:** 03/29/17

**Action:** Do pass with amendments. Refer to Ways and Means by prior reference. (Printed A-Eng).

**Vote:** 5-0-0-0

**Yeas:** 5 - Beyer, Girod, Monroe, Riley, Thomsen

**Fiscal:** Fiscal impact issued

**Revenue:** Revenue impact issued

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**WHAT THE MEASURE DOES:**

Directs the Department of Transportation to enter into a grant agreement with Lane Transit District to fund bus rapid transit and high-capacity transit systems. Authorizes issuance lottery bonds sufficient to generate \$30 million to the Department for purposes of the grant agreement. Establishes the Lane Transit District Expansion Fund for deposit of moneys and continuously appropriates moneys to Department to issue grants and pay departmental expenses related to program. Declares emergency, effective July 1, 2017.

**ISSUES DISCUSSED:**

- Rapid population and job growth in Eugene-Springfield area
- Existing routes and current capacity of Lane Transit District
- Importance of transit for people with mobility issues
- Features of bus rapid transit
- Other areas using bus rapid transit or considering doing so

**EFFECT OF AMENDMENT:**

Replaces General Fund allocation with \$30 million in net proceeds from lottery bonds. Provides legislative findings. Establishes a Lane Transit District Expansion Fund and appropriates moneys from the Fund to Department to issue grants to Lane Transit District.

**BACKGROUND:**

Lane Transit District (LTD) was established in 1970 with 18 buses and two vans; today LTD operates a fleet of over 100 buses, serving the Eugene-Springfield metropolitan areas, including Coburg, Junction City, Cresswell, Cottage Grove, Veneta and Lowell.

In addition to its regular fixed-route bus routes, LTD operates Emerald Express (EmX) bus rapid transit (BRT) lines from downtown Eugene to downtown Springfield, and from downtown Springfield to the Gateway in north Springfield. The agency is also analyzing options for expanding the BRT service into west Eugene.

Bus rapid transit generally operates on road lanes dedicated to buses and given priority at road intersections. The vehicles themselves are designed for ease of boarding and deboarding and are made to operate similarly to light rail trains with greater flexibility and lower cost.