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LANE TRANSIT DISTRICT BOARD OF DIRECTORS

Board Luncheon

Monday, August 8, 2011

11:30 a.m. to 2:00 p.m.

LTD BOARD ROOM

3500 E. 17th Avenue, Eugene
(Off Glenwood Avenue, in Glenwood)

Agenda

- | | | |
|-------|--|-------------|
| 11:30 | Lunch Served | |
| 11:40 | Introductions and Welcome | Mike Eyster |
| | <ul style="list-style-type: none">▪ Roll Call LTD Board Members:
Necker __ Kortge __ Evans ____ Dubick __
Eyster __ Towery __ Gillespie __▪ Review Agenda | |
| 11:45 | Overview Long-Range Transit Plan Goals and Objectives | Tom Schwetz |
| | <ul style="list-style-type: none">▪ Presentation and Discussion | |
| 1:45 | Items for Action | |
| | <ul style="list-style-type: none">▪ Appoint Pension Plan Trustee | Mary Adams |
| 2:00 | Wrap Up/Adjourn | Mike Eyster |

AGENDA ITEM SUMMARY

DATE: August 8, 2011

ITEM TITLE: IMPLICATIONS AND OPTIONS OF UNCERTAINTY: DRAFT LONG RANGE TRANSIT PLAN GOALS AND OBJECTIVES

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None. Discussion Only.

BACKGROUND:

While the Item Title may seem inspired by summer blockbusters (for example, *Harry Potter and the Deathly Hollows: Part Two* or *Captain America: the First Avenger*), it does characterize the focus of the Board's discussion at the August 8 luncheon. The process for development of the Long-Range Transit Plan is at a point where a set of draft goals and objectives have been developed. Staff would like to get the Board's feedback on these as well as receive input on priorities for follow-up short-term actions. To prepare for this discussion, it is important to first discuss the implications of key uncertainties facing LTD in the future.

What are our options for adapting as the future unfolds? Answering this question involves both internal and external elements. What investments will be necessary in our service infrastructure to both increase our efficiency and improve our effectiveness? How will the culture of our organization need to evolve to remain adaptive and innovative? Perhaps an overarching strategic question is "how will we define a long-term sustainable service level?"

In that context, the Board will be asked to review the draft goals and objectives and short-term actions. In addition, rounding out the process, the Board will be asked to revisit the working draft vision that the Board last reviewed in September 2010. It is expected that the Board will not finish this process at the August 8 luncheon, but will continue during several meetings. Adoption of the Plan would be either October or November.

ATTACHMENTS:

- 1) LTD Draft Long-Range Transit Plan Goals and Objectives
- 2) LTD Working Draft Vision Statement

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DRAFT Goals and Objectives

To become an agency with a high level of adaptive capacity, LTD must outline clear goals and policies to guide its actions with respect to local and regional stakeholders. Spelling out these goals for all to see helps LTD's partners better understand its priorities and opens a dialogue about a shared vision. This exercise requires LTD to trust and participate in a collaborative process that supports regional adaptation in a changing world.

Goal 1: Provide safe travel alternatives to increase accessibility in Eugene and Springfield

LTD seeks to provide competitive service that presents a variety of safe travel options for residents in the Eugene and Springfield region. The objectives listed below foster that competitiveness.

Objective 1: Expand high-frequency transit service through the designation of a Primary Transit Corridor.

Objective 2: Establish a bus rapid transit (BRT) system consisting of frequent, fast transit service along major corridors and neighborhood feeder service that connects to corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible (see Figure 1).

Objective 3: Expand local and connecting transit service.

Objective 4: Promote new mobility markets through improvement of intermodal connectivity.

Objective 5: Continue to ensure the safety of travelers using all modes in Eugene and Springfield.

Objective 6: Provide cost-effective and equitable service to outlying areas of the Eugene-Springfield region.

Goal 2: Fully integrate transit investments and land use planning within Eugene and Springfield

Integration of land-use and transit planning is important to create a transit-supportive built environment that ensures high levels of ridership and maximizes the efficiencies of new transit investments. Additionally, integrating land-use and transit corridors provides travel options for community members to access goods and services.

Objective 1: Sustain effective working relationships with partner agencies.

Objective 2: Support the adoption of transit-supportive land-use regulations.

Objective 3: Support the adoption of transit-supportive street design regulations.

Objective 4: Coordinate future transit investments with areas planned for dense development.

Objective 5: Promote intermodal connection through connectivity investments made as part of larger capital projects.

Goal 3: Use funding efficiently and effectively in adapting to future conditions

LTD is a publicly funded agency and must be judicious in its use of taxpayer dollars. The scenario planning process discussed in Chapter 3 depicts the possible ways that future conditions will affect LTD's operational needs.

Objective 1: Develop internal response mechanisms to changes in funding or other conditions.

Objective 2: Monitor and respond to community values.

Goal 4: Engage the regional community in LTD's short-term and long-term planning.

LTD's mission is to provide the community with the best transit service imaginable. Therefore, it is essential that the regional community has an opportunity to engage in LTD's short-term and long-term planning processes. Engaging the public will ensure that the community's needs are met by LTD services.

Objective 1: Provide ongoing opportunities for the community to give feedback on LTD operations and development.

Objective 2: Ensure that all of the communities in LTD's service area are able to engage in the planning processes.

Objective 3: Explore options to continue to improve LTD's public engagement efforts including committee structure, web-based tools, and visualization.

Objective 3: Incorporate community feedback into concrete short-term and long-term strategies.

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Attachment 2

Working Draft Vision Statement Based on Themes/Values Framework

(August 23, 2010, Revision)

More than Transit ... A Community Resource

A Statement of Lane Transit District's Long-Term Vision
Innovating, Sustaining
Safe and Secure
Everyone Rides the Bus

1. Lane Transit District is a consumer-driven organization with close ties to the community and a keen awareness of the various and growing markets for our services.
2. Our customer service is focused such that all LTD employees recognize the role that we each play in helping our riders get where they need to go in the safest manner possible.
3. We have effectively established relationships with our partners from the private and public sector to implement and operate a broad range of public transit services.
4. To further our contribution to the region's sustainable transportation system, we work with our partners to rapidly advance the cost effective use of sustainable technologies in our facilities, vehicles, and operations.

Description of Vision

LTD has focused on the development of its employees. The result is a consumer-driven organization with close ties to the community and a keen awareness of the various and growing markets for our services. This allows us to anticipate the need for new types of service. We continue to adapt to changes in our markets and identify innovative approaches to increasing the reliability and efficiency of our services. This enables us to provide high quality transit services throughout our service area.

We actively work to remove the barriers to our service through enhancements such as a cashless fare system and real-time passenger information. Our customer service is focused such that all LTD employees recognize the role that we each play in helping our riders get where they need to go in the safest manner possible. We have worked tirelessly with our partners to invest in and maintain the safest services available.

The deep pride and commitment to excellence of our organization's employees helps create continuous opportunities for LTD as public and private sector agencies are attracted to working with us. We have effectively established relationships with our partners from the private and public sector to implement and operate a broad range of public transit services. These accomplishments make LTD the most attractive employer in Lane County.

Thriving on innovation, all LTD employees strive to take a leadership role in creating community-building solutions to the challenges that we and our regional partners encounter. We have integrated the need for sustainability into our day-to-day operations. To further our contribution to the region's sustainable transportation system, we work with our partners to rapidly advance the cost effective use of sustainable technologies in our facilities, vehicles, and operations.

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AGENDA ITEM SUMMARY

DATE OF MEETING: August 8, 2011

ITEM TITLE: LTD PENSION PLAN TRUSTEE APPOINTMENT

PREPARED BY: Mary Adams, Director of Human Resources and Risk Management

ACTION REQUESTED: Adopt Resolution Appointing Ron Kilcoyne as Trustee for LTD Pension Plans

BACKGROUND:

The Lane Transit District general manager has historically been a Trustee on the Board of Directors for the Lane Transit District Salaried Employees' Retirement Plan and the Lane Transit District and Amalgamated Transit Union (ATU), Local No. 757 Pension Trust. Former General Manager Mark Pangborn's retirement and subsequent resignation have resulted in the need to appoint a new Trustee. LTD General Manager Ron Kilcoyne has agreed to serve as Trustee.

ATTACHMENTS:

- 1) LTD Resolution No. 2011-019
- 2) Mark Pangborn Resignation as Trustee/ATU Local No. 757
- 3) Mark Pangborn Resignation as Trustee/LTD

PROPOSED MOTION:

I move approval of Resolution No. 2011-019, a Resolution Appointing Ron Kilcoyne as Trustee of the LTD ATU Pension Trust and the LTD Salaried Employees' Retirement Plan, to succeed Mark Pangborn as Trustee, and reappointing the other Trustees appointed by LTD [Dean Kortge for the Pension Trust; Dean Kortge and Mary (Neidig) Adams for the Retirement Plan], as stated in the attached Resolution.

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LTD Resolution No. 2011-019

RESOLUTION PROPOSED FOR ADOPTION BY THE
BOARD OF DIRECTORS OF LANE TRANSIT DISTRICT
AT THEIR AUGUST 8, 2011, MEETING

By adopting the following resolution the LTD Board would appoint Ron Kilcoyne as Trustee of the LTD ATU Pension Trust and the LTD Salaried Employees' Retirement Plan, to succeed Mark Pangborn as Trustee, and would reappoint the other Trustees appointed by LTD [Dean Kortge for the Pension Trust; Dean Kortge and Mary (Neidig) Adams for the Retirement Plan]:

Effective immediately:

1. Ron Kilcoyne is appointed as a Trustee under the Trust Agreement dated December 18, 1979, for the Lane Transit District and Amalgamated Transit Union, Local No. 757 Restated Retirement Plan (which Plan is now known as the Lane Transit District and Amalgamated Transit Union, Local No. 757 Pension Trust), as successor Trustee of Mark Pangborn, who has resigned as a Trustee. Dean Kortge is reappointed as a Trustee under the Trust Agreement for the Pension Trust. After these appointments, the Trustees under the Trust Agreement for the Pension Trust appointed by Lane Transit District are Dean Kortge and Ron Kilcoyne.

2. Ron Kilcoyne is appointed as a Trustee under the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan, as successor Trustee of Mark Pangborn, who has resigned as a Trustee. Dean Kortge and Mary (Neidig) Adams are reappointed as Trustees under the Trust Agreement for the Retirement Plan. After these appointments, the Trustees under the Trust Agreement for the Retirement Plan are Dean Kortge, Ron Kilcoyne and Mary Adams.

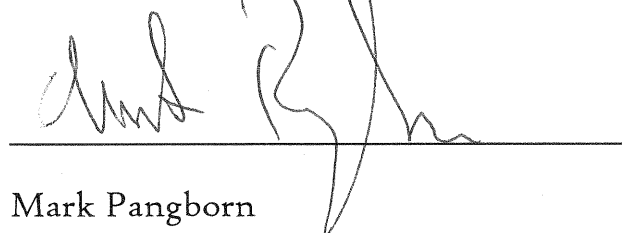
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RESIGNATION AS TRUSTEE

To: Lane Transit District
Amalgamated Transit Union, Local No. 757
Dean Kortge
Jonathan Hunt
Brian Pasquali

I resign as a Trustee under the Trust Agreement dated December 18, 1979, for the Lane Transit District and Amalgamated Transit Union, Local No. 757 Restated Retirement Plan (which Plan is now known as the Lane Transit District and Amalgamated Transit Union, Local No. 757 Pension Trust). I assign to the other Trustees under the Trust Agreement all moneys, securities, and other property of the Fund under the Trust Agreement that are in my custody. This resignation and this assignment are effective on the earlier of the appointment of my successor as Trustee under the Trust Agreement or the close of business on August 31, 2011.

DATED July 21, 2011



Mark Pangborn

RESIGNATION AS TRUSTEE

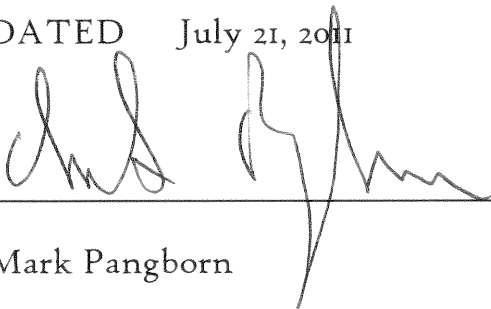
To: Lane Transit District

Dean Kortge

Mary Adams

I resign as a Trustee under the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan. I assign to the other Trustees under the Trust Agreement all moneys, securities, and other property of the Fund under the Trust Agreement that are in my custody. This resignation and this assignment are effective on the earlier of the appointment of my successor as Trustee under the Trust Agreement or the close of business on August 31, 2011.

DATED July 21, 2011



Mark Pangborn

**IMPLICATIONS AND OPTIONS OF AN
UNCERTAIN FUTURE:
SEEKING A LEADERSHIP ROLE**

LTD Board Luncheon

August 8, 2011

The Beginnings of Our Story

- Passion
- Innovation
- Community-Building Vision

What Does it Mean to Play a Leadership Role in the Future of the Region?

1. Bring focus back to what is important
2. Articulate what the middle of our story is going to look like
3. Work together with our partners and the community to prepare for and invest in the region's future

“Dreams can be great motivators but I discovered early on that actually achieving them depends mostly on such concrete factors as knowledge and work.”

-Jack Nicklaus



Contextual Intelligence

- the “profound sensitivity to macro-level contextual factors in the creation, growth, or transformation of businesses.”

- Mayo & Nohria

20-Year "Official Future"

Factor	% Growth Projected	Projected Level	Notes
Population	33%	312,000	Lane County adopted forecast based on State forecast
Employment	35%	170,000	State/LCOG forecast
Ridership	100%	22,000,000	Historical trend
Payroll Tax	115%	\$ 53,637,000	Forecast based on growth in employment (~2.4% annually) and rate increase to 0.80 over planning horizon (not inflation adjusted)
Farebox Revenue	64%	\$ 10,437,000	
Fuel Cost	90%		Based on EIA 25-year crude oil forecasts
Labor Cost	4.6%		Average annual increase extended based on Long Range Financial Plan
Other Assumptions			
Federal Funding Levels and support for transit			Over horizon, at current levels or increased.
State Funding Levels and support for transit			Over Horizon, increased policy support, slight funding increase

LTD's Strategic Themes

(foundation for short-term actions)

- Long-term sustainable level of service
- Emerging Workforce Issues and Implications on LTD's Organizational Processes
- LTD's Role in Building Adaptive Capacity of the Organization and of Our Regional Partners
- Emerging Markets for LTD
- Culture changes needed to remain innovative and adaptive
- Implications of technological advances on LTD's operation

Next Steps

- Does our vision get us where we want to be?
- Have we articulated the right goals and objectives?
- Are we taking the right actions in the short-run to guarantee our longer term success?

THE FUTURE

Will we be driven by fear,
Or will we be motivated by
all we can accomplish?

“I'm a great believer in luck, and I find the harder I work the more I have of it.”

- Thomas Jefferson

