

# LANE TRANSIT DISTRICT BOARD OF DIRECTORS REGULAR MEETING

Wednesday, December 16, 2015 5:30 p.m.

LTD Board Room 3500 E. 17<sup>th</sup> Avenue, Eugene (in Glenwood)

# AGENDA

			<u>Pa</u>	ige No.
I.	CALL TO ORDER			
II.	ROLL CALL           Yeh         Pierce           Wildish         Nordin	•		
III.	PRELIMINARY REMARKS BY BO	ARD PRESIDENT	( 2 minutes)	
IV.	COMMENTS FROM THE GENERA	( 2 minutes)	4	
V.	ANNOUNCEMENTS AND ADDITION	( 2 minutes)	5	
VI.	BOARD CALENDARS	( 3 minutes)	6	
VII.	EMPLOYEE OF THE MONTH – JANUARY		( 5 minutes)	7
/III.	<ul> <li>◆ Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.</li> <li>◆ Citizens testifying are asked to limit testimony to three minutes.</li> </ul>			
X.	ITEMS FOR ACTION AT THIS ME	ETING		
	A. Consent Calendar		( 1 minute)	8
	<ul><li>Minutes of the October 12,</li><li>Minutes of the November 9,</li></ul>			

	<ul> <li>B. Comprehensive Annual Financial Report (CAFR) and Audit Report for Fiscal Year Ending June 30, 2015 [Todd Lipkin, Charles Swank]</li> <li>1. Presentation of CAFR and Audit Report</li> <li>2. Acceptance of Audit Report</li> </ul>		(20 minutes)	24	
	C.		Ppoint 2015-2020 Strategic Work Plan esa Brand]	( 5 minutes)	25
X.	X. ITEMS FOR INFORMATION AT THIS MEETING				
	A. Board Member Reports (10 minu			(10 minutes)	59
	1. Meetings Held				
		a.	EmX Steering Committee – December 1		
		b.	Metropolitan Policy Committee (MPC) – December 3		
	c. Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP) – December 7				
	d. LTD Pension Trusts – December 7				
	e. Oregon Passenger Rail Leadership Council – December 8				
	f. Lane Area Commission on Transportation (LaneACT) – December 9				
	g. Lane Council of Governments (LCOG) Board of Directors – December 10				
	h. LTD Board Service Committee – December 15				
	i. Accessible Transportation Committee (ATC) – December 15			5	
	j. LTD Board Finance Committee – December 16				
	2. No Meeting/No Reports				
		a.	Main Street Projects Governance Team		
		b.	LTD Board Human Relations Committee		
		C.	MovingAhead Oversight Committee		
	[Don Nordin, Brett Moser]  C. Congressional Update [Edward McGlone] (10 mir		( 15 minutes)	62	
			(10 minutes)	63	
			( 5 minutes)	73	
	E.		Consumption Update n Camp]	( 5 minutes)	77

	F.	Board Committee Appointments [Gary Wildish]	( 1 minute)	80
	G.	Monthly Financial Reports – October 2015 [Todd Lipkin]	( 5 minutes)	82
	<ul> <li>H. Monthly Engagement Report (respond if questions) [Andy Vobora]</li> <li>I. Monthly Performance Reports (respond if questions) [Aurora (A. J.) Jackson]</li> <li>J. Monthly Grant Report (respond if questions) [Todd Lipkin]</li> <li>K. Monthly Department Reports (respond if questions)</li> </ul>			88
				90
				98
				104
XI.	II. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING			110
	A. 2021 IAAF World Championships (January)			
	B. Environmental and Sustainability Management System Certification (January)			
	C. Smart Trips Program (January)			
	D. Strategic Planning Work Session (February/March)			
	E. Emergency Preparedness – Planning, Response, and Communications			
	F.	Main-McVay Project Update		
	G.	MovingAhead Project Update		
XII.		EMS FOR ACTION/INFORMATION AT A FUTURE MEETING EQUESTED BY THE BOARD		111

# XIII. ADJOURNMENT

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

**DATE OF MEETING:** December 16, 2015

**ITEM TITLE:** COMMENTS FROM THE GENERAL MANAGER

**PREPARED BY**: Aurora (A. J.) Jackson, General Manager

**ACTION REQUESTED:** None

#### **BACKGROUND:**

This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.

ATTACHMENT: None

Q:\Reference\Board Packet\2015\12\GM Comments AIS.docx

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

#### **BACKGROUND:**

This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.

ATTACHMENT: None

Q:\Reference\Board Packet\2015\12\Announce & Additions Sum AIS.docx

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** Board member communication regarding participation at LTD and community

events and activities

#### **BACKGROUND:**

Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are sent separately for Board members.

Board members also are asked to contact Jeanne Schapper with any changes in availability for LTD-related meetings and events and to provide their winter vacation dates.

**ATTACHMENTS:** The link to Board activity calendars is provided separately to Board members.

Q:\Reference\Board Packet\2015\12\BD Calendars AIS.docx

**DATE OF MEETING:** December 16, 2015

**ITEM TITLE:** JANUARY EMPLOYEE OF THE MONTH

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

#### **BACKGROUND:**

Bus Operator Brian Dorsey, who has been with the District only one year, is the recipient of the January 2016 Employee of the Month award.

Brian was nominated for this award by a rider who wished to recognize Brian for what the rider termed as "above and beyond." While Brian was taking his scheduled break, he noticed that a disabled passenger needed assistance with some belongings while getting on the bus. Brian immediately stopped what he was doing to help the person and to make sure the passenger got where he needed to be.

When asked to comment on Brian's selection as Employee of the Month, Transit Operations Field Supervisor Rick Thompson said:

As a newer member of the LTD team, Brian has already had an extremely positive impact on our customers and his coworkers. Brian has a real knack for providing outstanding customer service as he is truly concerned about the well-being of his passengers. The rider who made this nomination stated that Brian 'goes above and beyond the call of duty' to help passengers while maintaining a professional and calm demeanor in stressful situations.

Brian is an extremely safe driver and continues to emulate LTD's safety-minded culture as he interacts with his customers. Always eager to learn, Brian makes the most of each opportunity for further training.

Brian is well-liked by his coworkers and has earned their respect. He is very kind, courteous, and conscientious of how each interaction improves the riding experience for his customers. Brian is an absolute pleasure to work with. He is an exceptional employee and very deserving of this award!

#### AWARD:

Brian will attend the December 16, 2015, meeting to be introduced to the Board and to receive his award.

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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** Approval of Consent Calendar items

#### **BACKGROUND:**

Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any item from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for December 16, 2015, consists of:

- Approval of the Minutes of the October 12, 2015, Special Board Meeting
- Approval of the Minutes of the November 9, 2015, Special Board Meeting

**ATTACHMENTS:** 1) Minutes of the October 12, 2015, Special Board Meeting

2) Minutes of the November 9, 2015, Special Board Meeting

**PROPOSED MOTION:** I move that the Board adopt the following resolution:

LTD Resolution No. 2015-047: It is hereby resolved that the Consent Calendar for December 16, 2015, is approved as presented.

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#### MINUTES OF DIRECTORS MEETING

#### LANE TRANSIT DISTRICT

#### SPECIAL BOARD MEETING

Monday, October 12, 2015

Pursuant to notice given to *The Register-Guard* for publication on October 8, 2015, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special board meeting on Monday, October 12, 2015, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President

Carl Yeh, Vice President Julie Grossman, Secretary Ed Necker. Treasurer

Don Nordin

Ron Kilcoyne, General Manager Jeanne Schapper, Clerk of the Board Lynn Taylor, Minutes Recorder

Absent: Gary Gillespie

Angelynn Pierce

**CALL TO ORDER/ROLL CALL:** Mr. Wildish convened the meeting and called the roll.

**PRELIMINARY REMARKS BY BOARD PRESIDENT:** Mr. Wildish thanked Board members for their efforts over the past two weeks.

**COMMENTS FROM THE GENERAL MANAGER: None** 

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: None.

**BOARD CALENDARS:** Mr. Kilcoyne reviewed the coming Board meetings and other scheduled events. He noted that there would likely be a Board meeting on November 9 rather than November 18. He added that LTD would be hosting the Oregon Public Transportation Conference to be held at the Eugene Hilton on October 18-21 in Eugene.

Mr. Necker announced that the Accessible Transportation Committee (ATC) meeting would be held on October 27.

**EMPLOYEE OF THE MONTH** — **NOVEMBER 2015:** The Board recognized Business Intelligence Analyst Shawna Bigelow as the November Employee of the Month. Mr. Wildish presented Ms. Bigelow with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Bigelow thanked the Board for the award.

**AUDIENCE PARTICIPATION:** Mr. Wildish explained the procedures for offering comments to the Board.

**Bob Macherione,** Eugene, representing Our Money, Our Transit (OMOT), said that outgoing General Manager Ron Kilcoyne had presided over a contentious time in LTD's history, with low employee morale. He said that he hoped the new general manager would do better at interacting with the public and the business sector. He said that financial reports continued to show a loss of ridership and that there was something wrong with the District's planning and operations. He stated that maintenance costs were rising despite a newer fleet, and LTD had one of the most expensive operations costs per mile, which were due to the general manager's choices. He added that he did not feel that Mr. Wildish's apology before the meeting for the closure of a lane in front of his business was appropriate because his expectations regarding lane closures in the West Eugene EmX corridor had not been met. He concluded that LTD had promised things in writing that it did not deliver.

#### ITEMS FOR ACTION AT THIS MEETING:

MOTION Consent Calendar: Mr. Nordin moved adoption of the following resolution: LTD Resolution No. 2015-037: It is hereby resolved that the Consent Calendar for October 12, 2015, is approved as presented. Mr. Necker provided the second. The Consent Calendar consisted of the Minutes of the August 19, 2015, Regular Board Meeting.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

West Eugene EmX Extension Property Acquisition: Planning and Development Manager Tom Schwetz introduced attorney Don Churnside, who had been working with LTD on property acquisitions for the West Eugene EmX Extension. He said that the resolution before the Board related to an action it took two years ago adopting Resolution 2013-033, authorizing LTD to acquire property needed for the West Eugene EmX project. He said that the project was now at 100 percent design and property acquisitions were now precisely defined. He asked the Board to approve supplemental Resolution 2015-038 that further specified property related to the project.

Mr. Churnside clarified that the resolution related to an issue raised by counsel for one of the property owners about how specific property descriptions needed to be expressed in the resolution. The supplemental resolution was a precautionary action, now that all of the property descriptions were clearly defined, to eliminate that issue in the future. He said that there had not been significant changes since the 2013 resolution, which included a map with general property descriptions. Since that time, engineers had surveyed the properties and identified specific metes and bounds, which was a refinement of the original resolution. There were no changes to the routes or increases to acquisitions.

MOTION Mr. Necker moved approval of Supplemental Resolution No. 2015-038 that refines and further specifies the property and property interests to be acquired under LTD Resolution No. 2013-033, dated December 18, 2013. Ms. Grossman provided the second.

VOTE

The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

MovingAhead - Level 1 Decision: Development Planner Sasha Luftig introduced co-project manager Chris Henry, City of Eugene. She said that details of the Level 1 screening process were presented to the LTD Board and the Eugene City Council at a joint work session on September 28, 2015. She asked the Board to approve the Oversight Committee's recommendations for the following corridors to advance to the Level 2 alternatives analysis:

- Highway 99 EmX, enhanced corridor, no-build
- River Road EmX, enhanced corridor, no-build
- Coburg Road EmX, enhanced corridor, no-build
- 30th Avenue/Lane Community College EmX, enhanced corridor, no-build
- Martin Luther King, Jr. Boulevard enhanced corridor, no-build

Ms. Luftig noted that the Board would be taking action prior to the Eugene City Council; and if for any reason the council took a different action, the matter would be presented again to the Board.

A letter from Better Eugene-Springfield Transit (BEST) supporting the recommendation was distributed to Board members.

Mr. Wildish commended the Moving Ahead process.

MOTION

Mr. Yeh moved approval of LTD Resolution No. 2015-039: Be it resolved that the LTD Board of Directors directs advancement of the following MovingAhead corridors for further study in order to evaluate an EmX alternative, an Enhanced Corridor alternative, and a no-build alternative during the Level 2 Alternatives Analysis:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue-Lane Community College Corridor

and advancement of the Martin Luther King, Jr. Boulevard Corridor for further study in order to evaluate an Enhanced Corridor alternative during the Level 2 Alternatives Analysis. Mr. Nordin provided the second.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

Amalgamated Transit Union (ATU) Pension Trustee Agreement: Director of Administrative Services Roland Hoskins stated that the Board needed to address three issues. The first was to approve changes to the First Amendment of the Trust Agreement, and explanation of that action from attorney Jeff Kirtner was included in the agenda packet. The second issue related to Mr. Kilcoyne's retirement as general manager, which would require his resignation as a plan trustee. He said that the resignation would be postponed until the Board's November meeting. He said that the third action would add Finance Manager Todd Lipkin as a trustee on both the ATU and Administrative pension plans.

MOTION Ms. Grossman moved approval of LTD Resolution No. 2015-040: Be it resolved that the LTD Board of Directors hereby approves the addition of two trustees to the Lane Transit District and Amalgamated Transit Union, Local No. 757 Pension Trust: one trustee to be appointed by the ATU and one trustee to be appointed by the LTD Board of Directors. For a motion to pass, it will require two affirmative votes from the ATU-appointed trustees and two affirmative votes from the LTD Board-appointed trustees. Mr. Nordin provided the second.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

MOTION Pension Trustee Appointments: Mr. Nordin moved approval of Resolution No. 2015-041, a Resolution Appointing Todd Lipkin as Trustee of the Lane Transit District and Amalgamated Transit Union (ATU), Local No. 757 Pension Trust, and Todd Lipkin to the Lane Transit District Salaried Employees' Retirement Plan, and reappointing the other Trustees appointed by LTD (Ron Kilcoyne and Gary Gillespie for the Pension Trust; Ron Kilcoyne, Gary Gillespie and Roland Hoskins for the Salaried Retirement Plan), as stated in the attached resolution. Ms. Grossman provided the second.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

**New General Manager Hire:** Attorney Dwight Purdy distributed copies of the proposed General Manager Employment Agreement. He congratulated the Board on its selection of a new general manager. He said that the contract was based on the current general manager contract, with some changes. He said that the Board was being asked to approve the contract and grant the Board chair and general counsel authority to further negotiate the

contract terms. He added that he did not expect any changes to the financial provisions, but there could be some changes to language.

Mr. Purdy said that the general manager duties were essentially the same, with updated language regarding the timeline for fiscal year reporting to reflect current practices. He explained that the new general manager, Aurora Jackson, was expected to begin a three-year term on November 30, 2015, and would be an at-will employee at an annual salary of \$153,000. He reviewed the intervals for performance review and salary increases if reviews were satisfactory. He briefly reviewed other provisions of the contract regarding termination/suspension and expenses. He said that fringe benefits would be the same as it is for other newly hired employees, and other provisions were unchanged from the current general manager contract.

In response to a question from Mr. Yeh, Mr. Purdy said that further negotiations with Ms. Jackson could include language related to termination clauses or other non-financial matters. He said that Ms. Jackson could also accept the contract as proposed.

MOTION Mr. Yeh moved approval of LTD Resolution No. 2015-042: Be it resolved that the LTD Board of Directors approves the contract as presented as well as authorization for the Board chair and general counsel of LTD to continue negotiating with Ms. Jackson to be the next general manager of Lane Transit District. Ms. Grossman provided the second.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

**Revised General Manager Retirement Agreement:** Mr. Hoskins asked the Board to extend Mr. Kilcoyne's date of retirement to November 29, 2015, to assure a smooth transition of leadership during the period prior to the arrival of the new general manager.

Mr. Wildish determined that Mr. Kilcoyne was willing to extend his retirement date. He added that he expected that Ms. Jackson would visit the District during the interim period prior to Mr. Kilcoyne's departure and would be ready to assume her duties on November 30, 2015.

Ms. Grossman spoke in favor of extending Mr. Kilcoyne's retirement date in the interest of a seamless transition and thanked Mr. Kilcoyne for his willingness to continue his employment until the new general manager arrived. Mr. Nordin concurred.

In response to a question from Mr. Yeh, Mr. Hoskins said that Ms. Jackson felt comfortable taking on leadership of the District and that no overlap with Mr. Kilcoyne was necessary. Mr. Kilcoyne said that he expected to spend some time with Ms. Jackson during her trips to Eugene in November.

MOTION Mr. Necker moved approval of the following resolution: LTD Resolution No. 2015-043: It is hereby resolved that the LTD Board of Directors extend Ron Kilcoyne's term of employment to November 29, 2015. Mr. Nordin provided the second.

VOTE The resolution was approved as follows:

AYES: Grossman, Necker, Nordin, Wildish, Yeh (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gillespie, Pierce (2)

**LTD Registered Agent:** Clerk of the Board Jeanne Schapper explained that all special districts were required to register with the Secretary of State's Office. With the extension of Mr. Kilcoyne's employment to November 29, 2015, she suggested postponing action until the Board's November meeting. There were no objections.

#### ITEMS FOR INFORMATION AT THIS MEETING:

**Board Member Reports:** There were no additional comments or questions.

Ms. Grossman suggested scheduling a work session at the next Board meeting to allow Board members to share their experiences at the recent American Public Transportation Association (APTA) conference.

**Point2point 2015-2020 Strategic Work Plan:** Point2point Program Manager Theresa Brand said that a copy of the draft Point2point 2015-2020 Strategic Work Plan was included in the agenda packet. She said that the planning process considered strategies and outcomes included in various local and regional transportation option plans. An advisory committee of partner representatives from Eugene, Springfield, Coburg, Lane County, and Lane Council of Governments (LCOG) helped to establish a collective vision for the Point2point program. She said that the planning process refined the program, developed a series of strategies, and produced the five-year work plan. She said that an important aspect of the process was establishing metrics to measure program effectiveness. Four key focus areas emerged from the plan:

- Transportation options outreach expansion
- Strengthen employer programs
- Strengthen metrics
- Develop and enhance partnerships, both current and new

Ms. Brand asked for comments and suggestions from the Board. She said that the draft plan would be presented to program partners before it was finalized at the Board's November 2015 meeting.

Mr. Yeh commended inclusion of the 8 to 80 community concept.

Mr. Wildish asked about Point2point staffing. Ms. Brand replied that the program was staffed with three full-time positions, an additional grant-funded position for the Smart *Trips* program, and a .25 part-time position to assist with school programs.

Mr. Wildish commended the program for the amount of work it performed in the community with such a small staff.

Mr. Nordin asked about the interface between Point2point and University of Oregon bike share programs. Transit Development Planner Sasha Luftig explained said the City of Eugene and LTD partnered on a bike share study; and from that study, the City successfully applied for a *Connect*Oregon grant to complete feasibility studies of four bike share stations on the University of Oregon campus as well as stations between the University, downtown, and the Whiteaker neighborhoods. A team of project partners consisting of LTD, the City of Eugene, and the University provided planning and oversight for the system.

Ms. Brand added that the partners worked together to roll out options for the region and market the bike share program. She said that some rural outreach was also being conducted in Florence, Oakridge, and Cottage Grove to make them aware of transportation options such as bike share.

Mr. Yeh asked if social media was utilized in Point2point outreach. Ms. Brand replied that during the past year, there had been a significant increase in returns from Facebook and Twitter posts.

Ms. Grossman asked what staff was most excited about and what the biggest challenge was. Ms. Brand said that work around employer programs was especially important.

Mr. Wildish said that he appreciated the outreach to rural areas, which were also a part of LTD's service area.

Environmental and Sustainability Management System (ESMS): Director of Customer Services and Planning Andy Vobora said ABS Consulting had performed an audit of the District's ESMS over six days and that LTD had been recommended for certification. He commended Facilities Management Project Coordinator Allie Camp and the core team for their efforts over the past two years. He said that the auditors were very pleased with the level of awareness among employees. He said that the audit contained two minor non-conformance issues, and LTD had 60 days in which to rectify those issues and obtain its certificate. He said that new procedures had already been drafted to address those issues.

Mr. Wildish asked what percentage of transit districts had achieved certification. Mr. Kilcoyne said of the 635 districts reporting to the National Transit Database less than 5 percent had achieved certification. Mr. Vobora said that LTD would be the first district in Oregon to be certified.

**Monthly Financial Report:** Mr. Lipkin said that the current report only contained data on the first two months of the fiscal year and revealed little about financial trends. He said that he expected to end the year above budget for payroll tax receipts due to the receipt of tax payments from a delinquent taxpayer and the decision to increase the payroll tax rate. He added that he also expected to be well under budget for expenses. He said that the District was fully staffed administratively; however, new bus operators were being hired.

West Eugene EmX Project Update: Mr. Wildish said that he had recently toured the corridor and viewed the level of project completion. He said that barricades were still in place because signalization took much longer than anticipated. He was assured that equipment was now arriving. He said that paving activity was continuing, and the paving cutoff date had

been extended by Oregon Department of Transportation. Work would continue during the winter on relocation of utilities and other activities. He said that it had been very informative to tour the project and encouraged other Board members to do so.

**Monthly Engagement Reports:** There were no questions or comments.

**Monthly Performance Reports:** Mr. Kilcoyne said that ridership was still dropping and extensive analysis of data did not reveal a specific cause. He said that there was a slight under-count of riders, but that did not change the overall picture of decreasing ridership. He said there were some factors impacting ridership on certain routes, such as Gateway Mall construction activity, and a drop in LCC enrollments over the past three years, with future declines predicted. Construction of new student housing also changed ridership patterns, and University enrollment was flat. He said that staff continued to investigate reasons for the drop in ridership.

Mr. Vobora added that recent data also showed a drop in University enrollments.

In response to questions from Mr. Yeh, Mr. Kilcoyne said that lower gas prices did not appear to be a major factor in ridership decline because most of LTD's ridership was in town, and the price of gas tended to be a bigger concern for distance commuters. He said that weather could be a factor as good weather during the past year encouraged more people to walk and bike. A recent onboard survey could provide some insight through comparison with previous survey results.

Mr. Kilcoyne said that drops in ridership were not uniform across routes in the District. He said that even with the decline in ridership, LTD's productivity remained high compared to other districts. He noted that there were some factors over which LTD had no control, but the current marketing budget was robust and efforts to make people aware of services would be enhanced.

Monthly Grants Report: There were no questions or comments.							
Monthly Department Reports: There were no questions or comments.							
ADJOURNMENT: Mr. Wildish adjourned	d the meeting at 6:55 p.m.						
LANE TRANSIT DISTRICT:	ATTEST:						
Julie Grossman Board Secretary	Jeanne Schapper Clerk of the Board						
Date Approved:	_						

#### MINUTES OF DIRECTORS MEETING

#### LANE TRANSIT DISTRICT

#### SPECIAL BOARD MEETING

Monday, November 9, 2015

Pursuant to notice given to *The Register-Guard* for publication on November 5, 2015, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special board meeting on Monday, November 9, 2015, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President

Carl Yeh, Vice President Julie Grossman, Secretary

Gary Gillespie Don Nordin Angelynn Pierce

Ron Kilcoyne, General Manager Jeanne Schapper, Clerk of the Board Lynn Taylor, Minutes Recorder

Absent: Ed Necker, Treasurer

CALL TO ORDER/ROLL CALL: Mr. Wildish convened the meeting and called the roll.

**PRELIMINARY REMARKS BY BOARD PRESIDENT:** Mr. Wildish announced that this was Mr. Kilcoyne's last meeting, and he thanked Mr. Kilcoyne for his service to the District. He said there would be a farewell with refreshments following the meeting. He welcomed Mr. Kilcoyne's wife, Francine, as a special guest.

**COMMENTS FROM THE GENERAL MANAGER:** Mr. Kilcoyne said that the Sierra Club had secured 1,000 signatures in favor of LTD's purchase of electric vehicles, and he thanked the group for its support. He said a special workshop on climate change was scheduled for the evening of November 10, 2015, at the University of Oregon Law School.

Mr. Kilcoyne acknowledged LTD staff for being hard-working, dedicated, and focused on the good of the organization. He said that many things had been accomplished during his years with the District, including the start of construction on the West Eugene EmX Extension, good labor relations, and a positive fiscal outlook. He said those things could not have been accomplished without the work of all staff members and support of Board members, past and present. He expressed his appreciation for the opportunity to be a part of LTD over the past four years. He also thanked his wife, Francine, and their children for their support over the years.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: None.

**BOARD CALENDARS:** Mr. Kilcoyne reviewed the coming Board meetings and other scheduled events.

**UPDATE ON 101 GREEN LANE VETERANS' HOUSING PROJECT:** Planning and Development Manager Tom Schwetz said that in July 2015, the Board had concurred with Mr. Kilcoyne's recommendation to donate a residential parcel that it had acquired to St. Vincent de Paul's Veteran's Housing Project (VHP). The parcel was included at no additional cost in the District's acquisition of property on River Road and was not needed for LTD's operational purposes or for the development of the main piece of property. Mr. Schwetz showed a series of slides to illustrate the repairs being done on the house and the large number of volunteers who participated. He recognized guests Terry McDonald of St. Vincent de Paul, Roger Gray of Eugene Water & Electric Board (EWEB), and John Brown of Evans, Elder, and Brown for their contributions.

Mr. McDonald said that while St. Vincent de Paul was the project steward, this was really a project that provided an opportunity for the community to support veterans. He commended Mr. Schwetz and Mr. Kilcoyne for recognizing a unique opportunity for the District to assist the community with veterans' housing, and Mr. McDonald submitted a letter from the VHP Steering Committee thanking LTD for its generous donation. He also recognized the creative thinking of John Brown, without whom the project would not have happened.

Mr. Gray thanked LTD for the property donation and John Brown for working with the District to make the transaction happen. He said that seeing the community come together on the project was a powerful experience, and he recognized the efforts of LTD's Sonny Melhorn, the lead worker on the site.

Mr. Brown explained that he was retained by LTD to acquire the River Road property. He described the negotiation history and said that eventually the residential parcel was included in the transaction at no net cost to the District. He thanked LTD staff and the Board for their willingness to move forward with the acquisition and donation.

Mr. Wildish urged Board members to visit the project site.

**EMPLOYEE OF THE MONTH** — **DECEMBER 2015:** The Board recognized Human Relations Administrative Secretary Mackenzie Cowan as the December Employee of the Month. Mr. Wildish presented Ms. Cowan with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Cowan thanked the Board for her award and said that she was happy to be a part of the Human Relations team.

**AUDIENCE PARTICIPATION:** Mr. Wildish explained the procedures for offering comments to the Board.

**Fayetta Swival**, stated that the new wheelchair ramp design for buses resulted in a very steep slope if the vehicle did not get close enough to the curb. She said that she had almost overturned twice when going down the ramps and had heard similar complaints from other wheelchair users who rode the bus, as well as some bus operators. She expressed concern that the No. 12 and No. 19 buses had been taken away, leaving the No. 17 as the only way to get to Pioneer Parkway. That required her to take the No. 17 to the station, and then catch

the EmX and backtrack to the Q Street stop on Pioneer Parkway. She said there were very few stops past the Fred Meyer store. She stated that she hoped those problems could be remedied.

#### ITEMS FOR ACTION AT THIS MEETING:

MOTION Consent Calendar: Ms. Pierce moved adoption of the following resolution: LTD Resolution No. 2015-045: It is hereby resolved that the Consent Calendar for November 9, 2015, is approved as presented. Mr. Gillespie provided the second. The Consent Calendar consisted of the Minutes of the September 16, 2015, Regular Board Meeting; Minutes of the September 28, 2015, Joint Eugene City Council/LTD Board Work Session; Minutes of the September 30, 2015, Special Board Meeting/Executive Session; Approval of LTD Registered Agent; and Acceptance of Resignation as Trustee of Amalgamated Transit Union, Local No. 757 Restated Retirement Plan and Lane Transit District Salaried Employees' Retirement Plan.

VOTE The resolution was approved as follows:

AYES: Gillespie, Grossman, Nordin, Pierce, Wildish, Yeh (6)

NAYS: None

ABSTENTIONS: None EXCUSED: Necker (1)

Insurance Best Practices Checklist: Human Relations Claims Specialist Steve Rayack said that staff were working on the District's 2016 renewal of its liability insurance. He said LTD was part of the Special District's risk pool, and Board approval of the Best Practices Checklist would result in LTD receiving the final 2 percent of a total 10 percent premium discount. He said that LTD was able to respond in the affirmative to all items on the checklist, and he asked the Board to certify that it had reviewed and approved all answers. The total estimated premium discount will be \$14,000.

Ms. Grossman asked who was designated to coordinate all public records requests. Ms. Schapper responded that she was responsible for that function.

MOTION Mr. Yeh moved that the Board adopt LTD Resolution No. 2015-046: It is hereby resolved that the 2016 Best Practices Checklist is approved as presented at this meeting. Mr. Nordin provided the second.

VOTE The resolution was adopted as follows:

AYES: Gillespie, Grossman, Nordin, Pierce, Wildish, Yeh (6)

NAYS: None

ABSTENTIONS: None EXCUSED: Necker (1)

#### ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: Mr. Nordin reported that the Lane Area Commission on Transportation reviewed pre-proposal presentations for Surface Transportation Improvement Program (STIP) funding, ranked the proposals and provided feedback to potential applicants. He said that the LTD Franklin Boulevard proposal was not ranked highly because it involved property acquisition.

Ms. Pierce reported on a meeting of the Main Street Projects Governance Team. She said that Springfield Mayor Christine Lundberg was interested in pursuing further study of the Main Street-McVay project. Ms. Pierce said that she hoped to report at the next meeting that progress was being made. Mr. Kilcoyne added that staff were still following up on the matter, and the primary issue was finding funding for an expanded scope of work.

American Public Transportation Association (APTA) Conference Take-aways: Mr. Wildish invited feedback from Board members who had attended the recent APTA Annual conference in San Francisco.

Mr. Nordin said that he was impressed by what was happening in transit across the country, but he was frustrated with the lack of congressional action on transportation funding. He said that he was excited to see the innovations in transit and use of new technology, and he was inspired by the fact that LTD was a leader in many areas and unsurpassed in providing transportation services to the community.

Mr. Yeh commented that the Missoula, Montana transit system had gone fare free as a pilot project. He said that he found the demography session very interesting; the information provided supported the trends that LTD was seeing in its system. He added that he felt that LTD was poised to continuously improve service to populations in need of transportation services.

Ms. Pierce concurred that the demographer's presentation was fascinating, particularly the information about shifts in populations and transportation needs over the past 20 years. She said that she appreciated the exposure to a multi-mode transportation system in a very large metropolitan area that virtually eliminated the need for a car. She added that it would help her look at the future of Eugene, Springfield, and the surrounding areas over the next 30 or 40 years and consider options she might not have considered prior to the conference.

Ms. Grossman said that she was struck by the APTA organization, its advocacy for transit, and the many resources and services available to its members. She said that multi-jurisdictional collaboration was emphasized throughout the conference. She said that she was particularly impressed by a presentation from Rosabeth Moss Kanter about the need to shift the dialogue about transportation and engage people in a call to action in the face of a deteriorating infrastructure. She said that the connection between land use and transit was an ongoing theme in other communities as it was locally for LTD. She added that she was inspired by a presentation from the U.S. Secretary of Transportation about the importance of transit and the pervasive opportunity gaps in the nation. Transit was the operating system for the economy, and the conversation needed to be broader than infrastructure repair and maintenance, and it needed to include more partners. As a leader in the industry, and with the courage to innovate, LTD should reinvigorate the conversation around infrastructure and transit.

Mr. Kilcoyne commented that integrated mobility was a prevalent theme at the conference, with many changes ahead that would impact the transportation system and use of autonomous vehicles. This was the period of biggest change over the past 100 years and

transportation providers would need to remain cognizant of the impact of those changes on personal mobility and social benefits.

**Zero Emissions Report:** Director of Customer Services and Planning Andy Vobora said that the Board's policy regarding the shift to environmentally friendly vehicles hinged on cost, availability, and reliability. He said those factors came into alignment over the past two years, and the 2016 order for buses would be split evenly with the purchase of five hybrid and five zero-emission vehicles. He said that LTD would pursue funding through the Federal Transit Administration's (FTA) Low or No Emission Vehicle grant program. He cited fuel efficiency equivalents among diesel, hybrid, and electric vehicles.

In response to questions from Mr. Nordin about the zero-emission bus manufacturer, Mr. Vobora said that the purchase of vehicles from Build Your Dreams (BYD) met *Buy America* requirements because the company had a manufacturing plant in the United States. He added that BYD vehicles would have a different appearance, and staff were developing graphics to brand the fleet and highlight the low- and no-emission vehicles.

Mr. Yeh commended acquisition of electric vehicles. He asked about battery degradation, range, and warranty. Mr. Vobora said BYD had proprietary battery technology, and their bid provided a warranty for batteries over the 12-year life of the vehicle. He said the District would gain experience with range over the life of the vehicle, and if it fell below acceptable levels, BYD would be asked to replace batteries. He pointed out that BYD reused the batteries it took back.

Mr. Gillespie asked if the additional cost included charging stations. Mr. Vobora said the vehicle price did include charging stations, and all vehicle charging would occur at the Glenwood facility. He said the BYD vehicles performed well on uphill grades. He noted that the BYD contract allowed the purchase of additional vehicles over the next five years.

**Monthly Financial Report:** Mr. Lipkin reviewed the financial report. He noted that the one-time payment from a delinquent taxpayer put payroll tax receipts over budget, but the trend analysis was also showing a slight increase in taxes as predicted. He said all cost factors, including personnel, were at or under budget, and the District was fully staffed. He said that Accessible Services transfers also were under budget and were expected to remain so throughout the fiscal year. The District was considering an application for grant funds from the Oregon Department of Transportation that could fund some of the Ride *Source* service and further reduce the General Fund transfer.

**Monthly Engagement Reports:** Ms. Pierce announced that volunteers were needed to assist with the McKenzie Cider and Craft Beer Festival.

**Monthly Performance Reports:** Mr. Wildish observed that vehicle repairs had increased during the past month. Mr. Vobora explained that it was likely because some of the older vehicles that had been used sparingly as contingency buses had been brought into service because of the fall service additions. He stated that he would verify that with Maintenance staff. Mr. Kilcoyne added that September 2014 statistics were an anomaly, with more than 10,000 miles between road calls, when the District typically averaged 5-6,000 miles. He said that the maintenance trend had shown a significant improvement in 2015.

In response to a question from Mr. Nordin, Mr. Vobora said that staff continued to monitor and track declines in boardings. He said one factor was a decline in Lane Community College enrollments; another factor was the configuration of new student housing, with more students walking and biking. Construction at Gateway Mall continued to impact boardings in that area.

Monthly Grants Report: There were no questions or comments.

**Monthly Department Reports:** There were no questions or comments.

Congressional Update: Mr. Kilcoyne said that the House and Senate had each passed a version of a six-year transportation authorization bill. He said each bill had a different strategy for funding transportation and that conferences would begin next week to resolve differences and to then send a final version to the President for signature. He said that the Senate bill had more funding for transit, while the House version kept funding at the rate of inflation. He said that both bills included more funding for the bus and bus facilities program, which had been cut by 57 percent under the current authorization passed in 2012. He said that the manner in which those funds would be allocated remained a contentious issue.

Mr. Nordin asked if match requirements would change. Mr. Kilcoyne replied that the Small Starts program still required a 20 percent match; however, that was a highly competitive program, and projects that could provide a local match of more than 20 percent were more likely to be successful.

**AUDIENCE PARTICIPATION:** Mr. Wildish announced that there had been a request to reopen the public comment portion of the meeting; the decision was at the Board's discretion.

MOTION Mr. Gillespie moved to allow additional public comment at the meeting. Ms. Grossman provided the second.

VOTE The motion was approved as follows:

AYES: Gillespie, Grossman, Nordin, Pierce, Wildish, Yeh (6)

NAYS: None

ABSTENTIONS: None EXCUSED: Necker (1)

Mr. Wildish explained the procedures for offering comments to the Board.

**Moshe Immerman**, Eugene, said that he was a therapist and Buddhist priest. He listed a number of other professional credentials and community activities in which he was involved. He said that he was a recent amputee and was now receiving Ride *Source* services but was not happy with the services provided. He said that what was happening at Ride *Source* rose to the level of extreme, deliberate, and knowing criminality. He stated that he had made more than 100 phone calls to determine what was happening. He graded LTD's oversight as a D- to an F. He said that voicemail messages left with numerous LTD staff were not returned, and he alleged he had been attacked by a Ride *Source* driver. He asked that the

issue be placed on the agenda of the next Board meeting so it could be discussed at length with members of other government entities.

**Bob Macherione,** Eugene, representing Our Money, Our Transit (OMOT), said he was disappointed that the Board did not respond to complaints from a speaker during the Public Participation portion of the meeting. He said that the Board should acknowledge speakers and take some action to address their issues instead of remaining silent and avoiding eye contact. He said that he understood why he was not liked, but Board members should acknowledge the comments from other speakers. He stated that he wished the Board would do better by the citizens, riders, and others who used LTD services. He added that he felt that the earlier speaker deserved an apology.

**Josef Siekiel-Zdzienicki**, Eugene, said that he concurred with Mr. Macherione's comments. He said that he had also asked the Board at previous meetings to respond to speakers' comments. He said that if the Board did not want public testimony, it should be removed from the agenda.

**ADJOURNMENT:** Mr. Wildish adjourned the meeting at 6:55 p.m.

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LANE TRANSIT DISTRICT:	ATTEST:	
Julie Grossman Board Secretary	Jeanne Schapper Clerk of the Board	
Date Approved:		

LTD REGULAR BOARD MEETING December 16, 2015 Page 23 of 111

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: PRESENTATION OF THE COMPREHENSIVE ANNUAL FINANCIAL

REPORT (CAFR) AND ACCEPTANCE OF THE INDEPENDENT AUDITOR'S REPORTS FOR FISCAL YEAR ENDING JUNE 30, 2015

PREPARED BY: Todd Lipkin, Finance Manager/CFO

**ACTION REQUESTED:** Board acceptance of the independent auditor's reports for the fiscal year

ending June 30, 2015

#### **BACKGROUND:**

At the conclusion of each fiscal year, an independent audit of Lane Transit District's financial statements and internal controls is performed. The results of the independent audit, including the independent auditor's reports, are incorporated into the District's Comprehensive Annual Financial Report (CAFR) and Single Audit. Unfortunately, the CAFR and Single Audit documents will not be completed until the week of the Board meeting. As soon as the documents are completed, they will be posted on the LTD website and an e-mail will be sent to the Board packet e-mail distribution list. In addition, hard copies will be presented to the Board members at the December 16, 2015, meeting.

Staff have submitted the previous nineteen CAFRs to the Government Finance Officers Association (GFOA) of the United States and Canada for consideration of the Award for Excellence in Financial Reporting. The award was granted to LTD for all nineteen reports. After Board acceptance, staff will submit the FY 2014-2015 CAFR to the GFOA in an attempt to continue a tradition of reporting excellence as evidenced by the financial reporting award. Special recognition should be given to Tom Schamber, controller, for his work on the current CAFR.

Charles Swank of Grove, Mueller & Swank, P.C., will attend the December 16, 2015, Board meeting to make a presentation and answer any questions Board members may have about the audit process or results.

ATTACHMENTS: None

**PROPOSED MOTION:** I move the following resolution:

LTD Resolution No. 2015-048: Resolved, that the LTD Board of Directors received the independent audit for Fiscal Year 2014-15, and accepts the independent auditor's reports contained in the Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ending June 30, 2015.

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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: POINT2POINT 2015-2020 STRATEGIC WORK PLAN

PREPARED BY: Theresa Brand, Point2point Transportation Options Manager

**ACTION REQUESTED:** Approval of Point2point Strategic 2015-2020 Work Plan Document

#### **BACKGROUND:**

Point2point entered into a strategic planning process in early fall of 2014 to develop a five-year work plan that would span from FY 2015 through FY 2020. This was the third (2000-2005 & 2005–2010), five-year strategic plan that Point2point developed since its formation. The over-arching goal has been to reduce single-occupancy vehicle miles traveled within the Central Lane Metropolitan Planning Organization.

Point2point formed a strategic plan advisory team, consisting of LTD and regional partner agency transportation staff, to seek direction and recommendations on future programs and services. This process followed the completion of the Regional Transportation Options Plan by the Lane Council of Governments and was coordinated with the development of the State of Oregon's first Transportation Options Plan, which provided some additional guidance.

As part of this process, a collective ambition was developed by this agency workgroup, identified on page 11 of the document, focused on five main program/service goals for the Point2point program:

- 1. To support the transportation needs of individuals of all ages
- 2. To accomplish the region's vision for transportation through partnerships
- 3. To apply innovative technologies to enhance regional transportation options services
- 4. To seek and secure stable funding for regional transportation options
- 5. To commit to ongoing monitoring and measuring of services to meet the regional needs and goals

Once these goals were identified, the Advisory Team identified four key high priority program/service areas:

- 1. Expand regional transportation options outreach
- 2. Strengthen all employer programs
- 3. Strengthen all metrics
- 4. Develop new, and maximize existing, partnerships

Staff will work with other LTD and partner agency staff, where appropriate, to assist in carrying out the strategies to meet these regional priorities (the details of which can be found in on pages 14 – 21 of the Work Plan) over the next five-year period. The Transportation Planning Committee (TPC) approved the Work Plan at its November 2015 meeting.

As part of this effort, Point2point will annually assess and review progress on these strategies with key LTD staff and partner agencies that serve on the TPC.

In late 2019 there will be a more formal updating process to develop and complete the next five-year strategic plan, which will be for the 2020 – 2025 time period.

ATTACHMENT: Point2point 2015-2020 Strategic Work Plan

**PROPOSED MOTION:** I move the following resolution:

LTD Resolution No. 2015-049: Resolved, that the LTD Board of Directors approves the Point2point 2015-2020 Strategic Work Plan as presented.

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# Point2point

2015–2020 Strategic Work Plan

















Point2point

Helping to Reduce Single Occupancy Vehicle Miles Traveled in the Region





# Contents

PROGRAM PURPOSE	
BACKGROUND	<b>8</b>
What does Point2point Do?	
Mission Statement	
Accomplishments	9
THE STRATEGIC PLANNING PROCESS	S10
Challenges & Opportunities	11
Core Values	11
Vision	11
Our Strategic Directions	11
Action Plan	12–21
ORGANIZATIONAL CHART	23
FINANCIAL INFORMATION	24
EVALUATION PROCESS	27
APPENDIX	28-31

# Acknowledgements

Petra Schuetz, City Administrator/Planner

The following staff from Point2point/LTD and our partner agencies have provided input, direction, and support for the development of this 5-Year Strategic Work Plan.

Rob Inerfeld, Transportation Manager

Lindsay Selser, Transportation Options Coordinator City of Eugene

Lane Council of Governments Mary McGowan, Transportation Planner

Lane Council of Governments Paul Thompson, Transportation Manager

Lydia McKinney, Transportation Manager Lane County Becky Taylor, Transportation Planner Lane County

Sasha Luftig, Development Planner Lane Transit District Lane Transit District Tom Schwetz, Planning Manager

Andy Vobora, Director Customer Services & Planning Lane Transit District

Frannie Brindle, Area 5 Manager ODOT

Jean Palmateer, Region 2 Transit Coordinator ODOT David Reesor, Transportation Planner, Area 5 ODOT

Cammie Harris, Transportation Options Coordinator Point2point

Cody Franz, SmartTrips Coordinator Point2point

Tracy Ellis, Rideshare Program Specialist Point2point Ellen Currier, Schools Program Leader Point2point

Theresa Brand, Transportation Options Manager Point2point

Tom Boyatt, Engineering and Transportation Manager City of Springfield Gwen Bolden, Director of Parking & Transportation University of Oregon

**Project Consultants:** 

Brenda Martin, Transportation & Public Involvement Ch2M Hill D. Ponder

David Ponder, Metrics Research Analyst













City of Eugene

City of Coburg





# Program Purpose

**Point2point programs and services** contribute to the Central Lane Metropolitan area system and supports the mobility of the region's travelers. These efforts are more important than ever. There is direction at the regional level on existing and emerging transportation options, programs and services coupled with the

# **Point2point Strategic Planning Process**



policy guidance at the state level, through the State Transportation Options Plan. How transportation options programs adopt and adapt to the proposed direction requires thoughtful consideration of both the opportunities and challenges.

The recent adoption of the Central Lane Metropolitan Planning Organization's Regional

Transportation Options Plan (RTOP) and the Oregon Transportation Options Plan (ODOT) provide regional and state strategic guidance for effective development and delivery of transportation options.

The RTOP identifies strategic recommendations for the most effective application of transportation options (TO) programs, strategies, and services. These recommendations serve to address the changing demands for transportation in the Central Lane region over the next ten years.

The Oregon Transportation Options Plan provides policy guidance for state and local partners to enhance and expand transportation access for all Oregonians, while ensuring that transportation investments are efficient and support broader community goals such as growing the economy and improving personal and environmental health.

Adapting to this new direction and policies requires a fresh look and close analysis of the proposed programs and services best suited for Point2point to offer over the next five-year horizon. To that end, Point2point staff engaged the regional partner agencies in a planning process with the goal of developing a five-year strategic plan to guide Point2point's implementation of effective programs and services. This new plan outlines how best to expand Point2point's capacities to meet the current and growing transportation needs in the region, help build off of existing strengths, test new strategies, adapt new technologies, and nurture new collaborations.





## What does Point2point Do?

The Point2point program serves as the Central Lane Metropolitan Planning Organization's (MPO) comprehensive regional transportation options program. This program, started by Lane Transit District (LTD) in 1995, is funded annually with regional partners' approval through the Surface Transportation Local Urban (STP-U) funds and the Oregon Department of Transportation (ODOT) various funds.

#### Mission:

Point2point's mission is to reduce single occupancy vehicle (SOV) miles with transportation options programs and services.

Point2point's regional role is to ensure that transportation options reflect and help to further the Central Lane Regional Transportation Plan's goals and policies, and support local and regional jurisdictions land use, transportation, safety, and environmental planning.

## Accomplishments

Over the last 18 years, Point2point has been recognized by Oregon Transportation Options professionals as one of the premier transportation options programs in the State of Oregon, receiving a number of program awards.



# **Key Recent Program Accomplishments**

Some of the Point2point program accomplishments over the past five years include the following:

- Expanding the regional vanpool program to 17 vanpools. Together they reduce over 1.5 million vehicle miles traveled annually in the Willamette Valley.
- Partnering with the private sector to bring car-sharing to the Eugene/Springfield area.
- Implementing the Driveless Connect ridesharing database in the region and signing up over 500 commuters in the first year.
- Developing and implementing three new SmartTrips programs in Springfield and partnering to secure funding for Eugene SmartTrips programs (through joint grant writing efforts).
- Growing the Regional Business Commute Challenge to serve a regional audience and more than 2,000 employees.
- Expanding the Regional Safe Routes to Schools (SRTS) program to the Springfield School District, which now serves all three public school districts in the region.
- Mapping nearly all of the region's elementary and middle schools for school walking maps (slated for completion in early 2016).
- Enhancing the Emergency Ride Home (ERH) program to serve 134 regional businesses.
- Serving on the planning team to develop and finalize the Regional Transportation Options Plan (RTOP), in addition to providing input to ODOT on the first Transportation Options Plan for the State of Oregon.

Despite the many successes of Point2point, it was recognized by regional partners that it is critical for Point2point to adapt programs and services to meet the changing realities of the community we serve; including stronger partnership linkages, new technology options, enhanced performance measures, and a dedicated funding base.

# Transportation Options – Why It's Important To The Region

Transportation Options are the number of accessible travel options available for a trip, taking into account the traveler's specific needs and abilities.

A Transportation Options Program is designed to support and promote travel choices as well as advocate and innovate for new service options.

There are a number of community benefits that come from a robust Transportation Options Program including:

- More efficient use of existing transportation infrastructure.
- Enhanced mobility options for all ages.
- The reduction of vehicle miles traveled and greenhouse gas emissions.
- · Increased physical activity.
- Lower personal transportation expenses and the potential to impact the local economy.
- · More equity and accessibility.
- Reduction in traffic congestion and the potential to enhance freight movement.

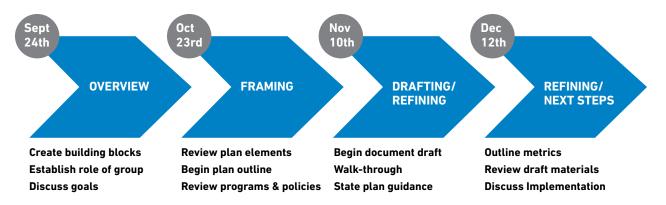
## The Strategic Planning Process

Point2point established a Strategic Plan Advisory Team in the fall of 2014 to assist with the development of a five-year strategic plan. The group included transportation representatives from the following partner agencies and organizations:

- Oregon Department of Transportation
- Lane County
- · City of Coburg
- · City of Eugene
- City of Springfield
- Lane Transit District
- · Lane Council of Governments
- University of Oregon

## Point2point Strategic Planning

Technical Advisory Team



The four-step process included several meetings with the Strategic Planning Advisory Team (SPAT) to assess the program, define key challenges and opportunities over the next five years, outline key goals for the programs and services, and develop a more detailed action plan for future service offerings. The following provides an overview of the outcomes.

## STRATEGIC PLANNING PROCESS

#### **Challenges & Opportunities**

The focus of the transportation options, trip reduction, and associated policies in the Central Lane area are continually being shaped by a wide variety of factors. Some of the issues that the region is grappling with today include new trends in mobility, climate change, demographic shifts, and a renewed focus on regional transportation equity and fairness. All of these issues offer compelling opportunities and pose challenges.

The challenges are complex, as are the opportunities. A summary of those issues identified by LTD and partners include the following:

- Fewer resources in terms of money and time, yet an increased need for outreach and options.
- Mobility Services are constantly evolving and expanding. As such, the opportunities for new technologies and data solutions to best support transportation choices are increasing.
- Partnerships have played a strong role in the past. Point2point has a strong history of engaging the community and providing outreach to businesses, schools, and the general public.
   Despite this, regional partners still have high expectations for their investment and need enhanced efforts to engage new partnerships.

#### **Vision**

The Point2point Strategic Plan aligns with both the regional and state visions for the role of transportation options:

#### **Regional Transportation Options Plan:**

Promote and provide for safe, efficient, and equitable transportation options throughout the region that support economically vibrant and livable communities, improve public health through active transportation, and enhance environmental sustainability.

#### State Transportation Options Plan:

Oregon's state, regional, and local transportation systems provide travelers of all ages and abilities with transportation options to access goods, services, and opportunities needed across the state. Public and private investments in a range of transportation options strategies, programs, and services provide travel choices for Oregonians and improve the efficiency with which people and goods move through the transportation system. People in Oregon have better options to travel and can readily access information to choose the options that best meet their transportation needs, budget, and preferences. By using efficient transportation options, people improve the economic, human, community, and environmental health in their communities.

#### Point2Point's Strategic Direction

Point2point is committed to ensuring that the region's traveling public has access to transportation options information and resources in order to assist in daily travel choices and reduce mobility barriers. The Strategic Plan Advisory Team (SPAT) has collectively outlined five key strategic goals, or the collective ambition by the region, for the Point2point program to serve as a guide for all future program and service efforts:

GOAL 1	Support the needs of individuals of all ages in the Eugene/Springfield area;
GOAL 2	Accomplish the region's vision for transportation options through partnerships;
GOAL 3	Apply innovative technologies to enhance the regional transportation options services;
GOAL 4	Seek and secure stable funding for regional transportation options;
GOAL 5	Commit to ongoing monitoring and measuring of services in order to meet the regional needs and goals.

#### **Action Plan**

Using these goals as a guide, the Strategic Plan Advisory Team (SPAT) went through a process to review a comprehensive list of Point2point's current programs and services. The team identified which programs should continue and/or expand, and which programs should be reduced or even eliminated in the future. In addition, the SPAT recommended a number of new areas in which Point2point should prioritize over the next five-year planning period. These recommendations are identified in the chart on the next page.

A slate of recommended programs, existing and new, were outlined by the Strategic Plan Advisory Team. These are identified below in the *Key Priorities* and *Strategic Action Plan Strategies* section below. In addition, these strategies are identified in more detail in the *Point2point Strategic Action Plan Detail Chart*. This lists recommended action, impact, ease of implementation, implementation strategy, estimated costs, including additional costs beyond the current level of allocated funding, time frame for initiation, and the partnerships that may be involved.

## **Key High Priority Areas of Focus:**

These are the highest priorities for the five-year workplan horizon.

- 1. Expand regional TO outreach
- 2. Strengthen employer programs
- 3. Strengthen metrics
- 4. Develop new and maximize existing partnerships

#### **Strategic Action Plan Strategies:**

- Expand outreach programs including SmartTrips to new markets such as new residents and low-income housing.
- Development of a plan and pilot program on how to revisit a SmartTrips area already served.
- Expand general and brand awareness of Point2point and TO in region.
- Expand outreach efforts by using a Train-the-Trainer approach.
- Expand outreach to new markets beyond the regular users of transportation options.
- Expand outreach to rural satellite cities that flow into the MPO.

## **STRATEGIC PLANNING PROCESS**

- Pilot test the mobility hub concept.
- Increase awareness of TO for families of school age children and school staff.
- Coordinate efforts to support the Regional Safe Routes to School Strategy.
- Expand and enhance the Employer Transportation Coordinator (ETC) Program.
- Strengthen all employer services.
- Market increased awareness and use of new options such as carsharing and bikesharing.
- Develop new partnerships with health, social services, and businesses.
- Test ridesharing tools to ensure effectiveness.
- Stay abreast of new technologies and share with the regional partners.
- Support the centralization of data.
- Seek ongoing base funding and funding for new projects, special service offerings or pilot tests.
- · Measure travel impacts of customers.
- · Measure participation and satisfaction.
- Measure program or campaign awareness.
- · Measure behavior change.
- Measure ETC and school pool program awareness and effectiveness.

#### Please note the following:

- \* Identifies costs that can be covered by the Point2point Base Funds.
- \*\* Identifies when additional funds need to be secured for this effort.



# Point2point Strategic Plan Action Plan Detail

## Goal 1: Support the Needs of Individuals 8 – 80

ACTION	IMPACT	EASE OF	IMPLEMENTATION	
ACTION	IMPACI	IMPLEMENTATION	IMPLEMENTATION	
Expand Outreach and Education to new markets such as new residents, and low income housing using a <i>SmartTrips</i> model.	Can increase mode shift and use of options in the target population up to 13%.	Moderate effort. Point2point has experience running the program but each new area requires a fair amoung of unique preparation and development of new materials.	To be determined by the regional partners. Point2point staff suggest including new resident in partnership with all 3 cities and low income housing pilot.	
Develop a plan and do a test pilot on how to revisit a <i>SmartTrips</i> area already served.	Can assist in sustaining new behaviors/mode shift.	Minimal effort.	Develop scope and a target neighborhood to revisit.	
Expand general brand awareness of Point2point and TO in the region.	Enhance recognition and use of TO's in the region. Help make connection to Point2point as a key source of information and resources.	Minimal effort.	Increase amount of general TO outreach efforts.	
Expand outeach programs to include Train the Trainer approach.	Will expand the reach and awareness of available options to more markets.	Minimal effort.	Development of a training curriculm for a variety of audiences along with a target list.	
Expand outreach to new markets beyond the 'choir'. (Regular users of TO)	Can focus Point2point time and energy where it can receive the most return on investment along with testing new markets.	Minimal effort.	Development of a tracking system that identifies, targets, and tracks success of efforts. Examples can include community events, or low income housing.	
Expand outreach to include rural – Satellite cities that flow into the MPO.	Increase awareness and use of TO in the three rural cities. Increased equity of service provision.	Minimal effort.	Focus should be on sharing existing TO available to Florence, Cottage Grove, and Oakridge residents.	
Pilot test the mobility hub concept.	Can increase access to TO information at a number of sites through portable kiosk. River Road Hub could serve as a model for future hub efforts.	Minimal to Moderate effort.	Focus on portable information kiosk along with working with LTD to pilot a more formal hub at River Road Station.	
Increase awareness of TO for families of school age children and school staff and coordinate efforts that support the Regional SRTS Strategy.	Can help reduce impacts of congestion around schools during the school year and help with student, family, and school staff awareness around their own personal travel choices. Can help maximize awareness and support for the regional SRTS programs in all three districts. End result can be an increase in walking, biking, and awareness of safe travel in the region by students and their families.	Minimal effort.	Develop an annual strategy and work plan that outlines the specific goals and targets for the year, in coordination with SRTS staff. Work with SRTS and school staff to maximize all SRTS efforts, outreach, and impacts of programs. Examples include: support efforts at walk/bike events, tabling at PTA/school sponsored events, developing infrastucture wish lists and update, school action plans, promote, awareness/use of school walking maps.	

# STRATEGIC PLANNING PROCESS | ACTION PLAN

ESTIMATED ANNUAL COST	YEAR INITIATED	PARTNERSHIP INVOLVEMENT
Depending on size of target area.	2016	Host city or agency, low.
** TBD depending on size of target. Existing staff can be used. Costs for printing/marketing estimated \$10,000 +	TBD by region and available funds. Could request pilot grant funds from ODOT.	ODOT, LTD and Host city.
**\$10,000 for additional materials/marketing expenses.	2016	Leverage work on LTD and other partners including school district, cities, county, and businesses.
* Existing funds can be used.	2017	LTD Accessible Services, Lane County Health, United Way, and regional partner agencies.
* Existing funds can be used.	2016	Point2point with advice from partner agencies.
**Minimal. Costs could include up to \$5,000 for any needed materials/safety supplies.	Expand in 2016. Initial efforts started in 2015.	LTD, LCOG, ODOT, Cities of Oakridge, Florence, and Cottage Grove, along with business partners.
* Minimal.  ** Any work on the River Road location would be identified and paid for by LTD.	2016 for portable kiosk. 2018 or 2019 for River Road Hub.	LTD
* Existing funds can be used.	Ongoing.	SRTS Staff, regional partner agencies, and school districts.

# Point2point Strategic Plan Action Plan Detail

## Goal 2: Accomplish the region's vision for transportation options through partnerships

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ACTION	IMPACT	EASE OF IMPLEMENTATION	IMPLEMENTATION	
Expand and enchance the Employer Transportation Coordinator – ETC Program.	Can help increase the number of employees that are aware of and choose TO in their commute travel. This could help reduce congestion and improve travel times for other road users. Additional impacts may include new champions for annual challenges such as: the Business Commute Challenge, Oregon Drive Less Challenge, and the BTA Bike Challenge.	Moderate effort.	Enhance the overall ETC program to include a more comprehensive approach to ETC efforts based on national best practices and input from regional partners existing GPP, and current ETC's. Conduct an evaluation of the program to identify baseline program, then post once new strategies are implimented.	
Strengthen all employer services.	Can help increase use of all services which may assist in reduction of commute SOV. This may help reduce congestion and help maximize the regional transportation system.	Minimal effort.	Focus on enhancing awareness of & use of employer programs such as the Emergency Ride Home (ERH), Group Pass Program, Commute Club Voucher Program, Employer fairs/tabling, Business Commute Challenge.	
Market awareness and use of new options in the region such as carsharing and bikesharing.	Can result in the increased awareness and use of these options. Effort will include seeking use information on a regular basis.	Minimal effort.	Share current information on all new options through information provided by the host agency or business partner.	
Develop New Partnerships, i.e. health, insurance, and social services.	Results may include new program development and new opportunities to closely coordinate health and active transportation efforts and outcomes. Long term efforts may result in new ways to track and measure active transportation impacts.	Minimal effort.	Develop a target list and timeframe for forming new partnerships with health, insurance and social service providers.	
Develop New Partnerships with Businesses.	Can help maximize program awareness and business support for certain programs, i.e. as the Business Commute Challenge or the Oregon Drive Less Challenge. May have co-benefit to each side.	Minimal effort.	Engage local businesses as new partners including new sponsorships or programs.	

# STRATEGIC PLANNING PROCESS | ACTION PLAN

ESTIMATED ANNUAL COST	YEAR INITIATED	PARTNERSHIP INVOLVEMENT
* None to start.  ** Could see additional costs if program gets large (>\$10,000).	Establish baseline survey in 2016 and implement enhanced program elements in 2017.	Business partners and coordination with city and county partner agencies.
* Existing funds.	Ongoing.	Close coordination with LTD Group Pass Coordinator, business partners, cities, and county.
* Existing funds. Materials cost would be covered by sponsoring business or agency.	Ongoing.	Close coordination with agency or business to offer current information.
* Existing funds.	2017 and expand list in 2018.	Close coordination with LTD Accessible Services, Lane County Health, and private health providers.
* Existing funds.	2016	Identifying interested partners, then securing short or long term agreements for program support.

# Point2point Strategic Plan Action Plan Detail

Goal 3: Apply Innovative Technology					
ACTION	IMPACT	EASE OF IMPLEMENTATION	IMPLEMENTATION		
Test ridesharing tools to ensure effectiveness.	Can result in a change in the tool used. For the DriveLess Connect tool, ODOT would have to be a major partner in any change or modification.	Moderate effort.	Review the current ridesharing tools and processes to ensure ongoing effectiveness.		
Stay abreast of new TO technologies and share with the regional partners.	Could result in change and improvements in regional TO technology.	Minimal effort.	Continual effort to stay on top of new tools and technologies nationally and seek out demos and information that shares applicability information. Bring experts to the region from private sector when possible.		
Support the centralization of data.	Increased access and awareness to Point2point program data.	Minimal to moderate effort.	Identfy historical and exsiting data sources in current programs and services, collect and send to LCOG.  Develop a longer term plan for continious flow of program data to		

LCOG data portal.

Goal 4: Secure Funding For Regional TO					
ACTION	IMPACT	EASE OF IMPLEMENTATION	IMPLEMENTATION		
Seek ongoing funding for base Point2point.	Stable funding is key to any long term program stability and growth. Stable funding allows for consistent professional staff to lead regional program efforts.	Hard to determine as each funding cycle includes funding prioritization by regional partner agencies.	Use program results to continue to make the case for consistent investment of the region in the slate of service offerings.		
Seek new funds for new projects, special service offerings or pilot tests.	Allows Point2point to expand services to meet more regional priorities and needs as identified.	Moderate effort.	Focus of efforts are on securing funds for regional priorities that are not funded out of the base funds. One example could be additional support for more bicycle and pedestrian education classes in more regional schools.		

# STRATEGIC PLANNING PROCESS | ACTION PLAN

ESTIMATED ANNUAL COST	YEAR INITIATED	PARTNERSHIP INVOLVEMENT
*Existing funds.	2017 & coordinate with any ODOT related efforts.	ODOT and regional partner agencies.
*Existing Funds can be used (unless the new technology is brought to the region).	Ongoing.	State and National TO Partners, ODOT, Shared Use Mobility Center and research centers such as UCB, PSU, and Mobility Lab. Private Business TO experts.
*Existing funds/staff time can be used.	2016 Identify historical and current data available. By 2018 establish a protocal on how data will be captured and sent to LCOG.	LCOG

ESTIMATED ANNUAL COST	YEAR INITIATED	PARTNERSHIP INVOLVEMENT
\$300,000 to region and \$100,000 from ODOT.	Every year of major funding cycles.	LTD, City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Council of Governments and ODOT.
**Determined by cost of service and the number of classes held. Bicycle education costs are \$1,000 per class and \$200 per class for pedestrian education.	As needed by program efforts, as funding is available, and per direction from partners.	Verbal and written support from partner agencies when funding source is identified and sought.

# Point2point Strategic Plan Action Plan Detail

## Goal 5: Commit to Ongoing Monitoring and Measurements

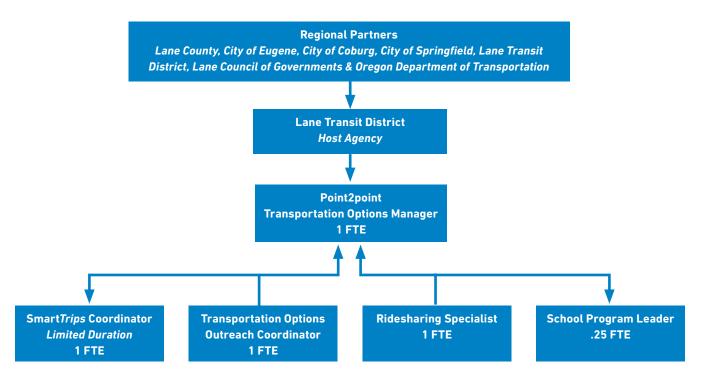
Goat 5: Commit to Ongoing Monitoring and Measurements					
ACTION	IMPACT	EASE OF IMPLEMENTATION	IMPLEMENTATION		
Measure travel impacts of customers.	Can show mode shift and reductions in specific mode travel.	Moderate effort.	On Vehicle miles traveled (VMT) reduction, cost savings, and SOV rate reduction.		
Measure program participation.	Can show program interest and effectiveness of marketing efforts.	Minimal effort.	Number of people participating in activities. Example will include number of carpools formed, and number of new vanpools formed and number of children participating in Walk/Bike to School Day.		
Measure Program awareness.	Can show awareness of program and branding efforts.	Moderate effort.	Securing ways to contact specific markets. Would need contact information.		
Measure Program Satisfaction.	Can show program support or need for program modifications.	Moderate effort.	Measurement on participation or business satisfaction.		
Measure Behavior Change.	Can show specific changes in targeted behavior.	Moderate effort.	Focus on changes in target behavior around mode shift.		
Measure Safety Campaign Awarenss.	Can be a baseline to start to measure program each and awareness.	Moderate effort.	Identify target audience for program, do sample survey.		
Measure ETC Program Awareness & Effectiveness.	Feedback will enhance program efforts and encourage continual program improvement and modification.	Moderate effort.	Phase 1: Develop a survey to measure program awareness phase 2: Measure effectiveness in a follow up survey, 1 year later.		

# STRATEGIC PLANNING PROCESS | ACTION PLAN

ESTIMATED ANNUAL COST	YEAR INITIATED	PARTNERSHIP INVOLVEMENT
*TBD by program. Pre and post program surveys can increase costs.	Identify targets for reporting in 2016. Do Pilot with LCOG to load data in the Data Portal – 2016. Review and add to annually. Will align with the State TO Plan recommendations once completed.	Participants and host agency or city.
*Existing funds.	Annually.	None.
*Existing funds ** If an outside contractor is used to do analysis. Potential of \$5,000 - \$10,000 at a minimum if needed.	Formalize process in 2017.	None, unless joint measurement is used.
*Depends on size of sample and ** who does the analysis. Could run \$0 – \$10,000 and up.	Develop tools for this effort in late 2016 and into 2017.	Participant or business partner.
TBD by program. Generally requires pre and post survey.	Identify targets in 2016 and modify annually with partner feedback.	Participants and host agency or city.
** TBD on size of pop surveyed. Some cost for survey analysis – \$5,000.	Early 2017 after Be Safe Be Seen – Safety Campaign Events.	Cities, LTD, County, LCOG, and Health Department.
*TBD on sample size. Could use survey monkey and do inhouse analysis. Do interviews in phase 1 to increase awareness of needs and ideal program expansion design.	Phase 1 – 2016. Phase 2 – mid 2017.	LTD and Business partners.



# Point2point Organizational Chart



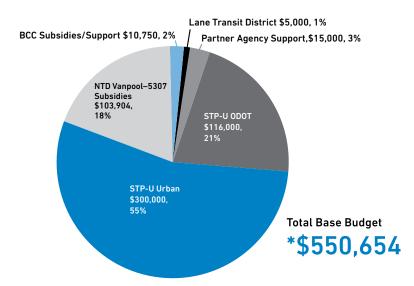
Point2point Organizational Chart – More complete program descriptions are listed in the Appendix.







#### Point2point Base Funding — FY 2015-2016



# Point2point Financial Information

Point2point receives funding from regional partners through the STP-U, Surface Transportation Program, along with direct funding from various ODOT funds. Additional funding sources include vanpool subsidies through the USDOT FTA's Urban Formula Funds. Additional in-kind support from Lane Transit District includes facility/office overhead, marketing and graphics support, and financial management support (Estimated value = \$45,000+). The chart above identifies a Point2point's typical annual base funding sources.

Base Budget:	
Lane Transit District	\$5,000.00
Partner Agency Support/Match – City of Eugene, City of Springfield and Lane County.	\$15,000.00
STIP-U ODOT - Region 2	\$116,000.00
STP-Urban – Allocated from Lane MPO	\$300,000.00
NTD Vanpool Subsidies – 5307 Formula Funds	\$103,904.00
BCC Subsidies/Support – Business Sponsors/Underwriters for Specific BCC events.	\$10,750.00
*Total Base Budget	\$550,654
Total FTE	3.25

## POINT2POINT FINANCIAL INFORMATION

#### **Special Project Funds:**

In addition, Point2point has been successful at receiving special project funds which are generally used for limited duration projects.

Two current examples of this include the Smart*Trips* program funding for projects along Main Street in Springfield and the SRTS Mapping Project. Each of these projects will sunset when the funding is expended.

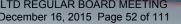
Special Project Budget:		
STP-U - SRTS Mapping Project - Carryover25 FTE	\$40,000	Through 2016
ODOT SRTS – Springfield School District = .50 FTE	\$49,482	Through 2016
STP-U - SRTS 4J School District = 1.0 FTE	\$76,000	Through 9/15
STP-U – SRTS Bethel School District = .50 FTE	\$40,500	Through 9/15
ODOT - Drive Less Connect .20 FTE	\$61,434	Through 6/16
ODOT – DLC Challenge TO Funding	\$28, 975	Through 6/16
Flex Fund 2 -SmartTrips Main Street 1 – Carryover 1.15 FTE (portion of program year remaining)	\$56,571	Through 6/15
STIP Enhance - SmartTrips Main Street 2 – 1.15 FTE	\$155,125	Through 12/16
ODOT Carshare - Membership - Carryover	\$5,000	Until Expended
ODOT Carshare supplemental grant - Marketing	\$5,000	Through 6/15
Total Special Project Budget	\$518,087	
Project Funded Staff:  1.0 FTE – Limited Duration SmartTrips Coordinator  .15 FTE – Part Time SmartTrips Assistant ( 5 months)  .20 FTE – DLC Staff Time  .25 FTE – Limited Duration Part Time Mapping Project Leader		
Total Limited Duration FTE (Does not include School District SRTS Staff)	1.60	

















# Strategic Plan Evaluation and Update Schedule

Point2point will review the 2015–2020 Strategic Work Plan each year through a scheduled review process that will include the review of the year's accomplishments and will seek input and assistance with refinement of the work plan. The development of metrics, as established under Goal 5 of this plan will be an ongoing process further refined during the planning period, and is likely to change. Initial benchmarks will be established in 2016 by Point2point Staff in consultation with regional partner agencies. One of the first Initial efforts will involve gathering all past and existing data, then testing a pilot with LCOG to load that data on the Data Portal. The review process of the metrics will include members of the Transportation Planning Committee (TPC) and the Transportation Options Advisory Committee (TOAC), and will occur during the month of May of each calendar year beginning in 2016 and ending in May of 2020.

Note: Once the State TO metrics have been defined, and guidance established statewide by the Performance Measures Working Group, then an assessment will be completed to identify which of these measurements should align or be incorporated into the Point2point measurement process as initially outlined in Goal 5 of this plan.

Suggested metrics will be brought to the Transportation Planning Committee for review and recommendation. If approved, these metrics will then be incorporate into this plan during the next annual review cycle. Additional effortswill be developed to streamline the flow of data between Point2point and Lane Council of Governments.

## Conclusion

Over the next five years, a process of continual evaluation and fine tuning of the programs and services will be conducted. Each year a review of the metric will be conducted, and metrics added, if recommended by the regional partner agencies. In addition, the measurement process will be influenced by what happens at the state level with both the Oregon Bicycle & Pedestrian Plan and State Transportation Options Plan and corresponding performance measures that are scheduled to be finalized in mid-2016.





## Point2point Strategic Work Plan 2015-2020

Point2point offers a comprehensive suite of programs and services in order to reduce single occupancy vehicle travel, while lowering emissions and helping to meet customer travel needs. By-products of these efforts can help reduce regional congestion and maximize the efficiency of the transportation system.

A description of service offerings follow that reflect the outcomes of the recent strategic planning process including the following service or program areas:

- Employer programs
- · Outreach and education
- · School programs
- Partnerships
- Technology
- Ridesharing

#### **Employer Programs:**

(\*Notes future programs and service).

Point2point, in coordination with Lane Transit District's Group Pass Coordinator, share TO related information frequently with local business Employer Transportation Coordinators (ETC). Staff work with businesses on a one-on-one basis to establish relationships and share information on all TO for employers/employees. This information includes programs and services such as:

- · Emergency Ride Home (free workplace program for employees who use alternative commute modes).
- Group Pass/CCV LTD's Group Bus Pass and Commuter Club Voucher Program.
- · ETC Education.

December 16, 2015 Page 54 of 111

- Employer Survey Research (Point2point will work with employers to develop a tool that the business administrators can use to learn more about employee commute habits, and travel needs).
- Employer/Activity Center Site Maps -These are site specific maps that identify what TO options are available for each specific work site.
- Dot Maps These are geocoded maps that show where the business' employees live to assist with finding carpool partners.
- Drive Less Connect -Online rideshare matching database.

- Carpool Preferential Parking Point2point staff encourage employers (if interested) to assist them with setting up areas for preferential carpool/vanpool parking areas on their site. Encourage employers to offer a discounted rate for parking to those that carpool if they pay for their employees parking.
- Employer Fairs Point2point staff tables at an employer's worksite to assist employees with their commute options.
- Marketing Materials for Employees Point2point provides informational materials on carpool, vanpool, carshare, BCC, bus schedules etc., to provide employees with specific information for their travel interests.
- Awareness of and support of the Business Commute Challenge – Direct work with employers to maximize participation in the annual BCC events including internal, encouragement activities to promote employees participation.
- \* Expansion of the ETC program is recommended and may include the addition of a monthly ETC newsletter, the development of ETC training and support programs, and more individual coaching and problem solving. Research on best practices for ETC education will be completed and used to enhance the program.

#### **Outreach & Education:**

Point2point dedicates staff time year-round to raise general public awareness through a variety of channels including direct marketing, social media, print media, radio interviews, community outreach, and conducting special events.

Programs and Services include:

- Point2point also provides sponsorships in the range of \$100 – \$400, depending on available funds, to partners who are fostering transportation options awareness such as City of Eugene's Sunday Streets.
- Oregon Drive Less Challenge events.
- Direct management and leadership of the Springfield SmartTrips Individualized Marketing/Community Education Program.
- Promoting the awareness of the regional private carshare programs.
- Developing frequent weekly communications through social media sites and boosting posts for more exposure.

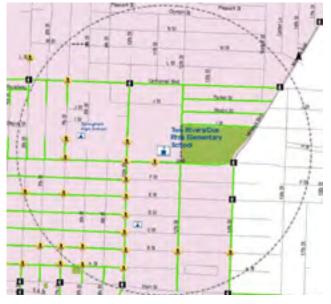
- Promoting the use of Park & Ride lots for meeting carpools, riding bikes, or taking transit.
- Educational presentations to community groups in a variety of community settings.
- Conduct program research when needed to assess future program needs or direction. Previous examples include the Carsharing Feasibility Study (2010) and the Student Transit Pass research pilot (2004). Future examples could include schoolpool pilot testing at Magnet or alternative schools and new outreach models for outreach in manufacturing/shift work oriented businesses to identify the best options for a specific employer's needs.
- Oregon Drive Less Challenge. The ODLC is a two-week incentive program to encourage the use of Transportation Options on a statewide level. The ODLC is sponsored by ODOT. Statewide campaign strategy and media plan is developed by PacWest, a Portland based communications firm. The Point2point Rideshare Coordinator works in conjunction with PacWest to develop local promotions and communications.
- \* Point2point will expand outreach and education efforts to maximize regional awareness of Point2point and TO messaging. Point2point will develop, additional brochures, third cut one page pieces, posters, small and full size ads for publications, table tents for public speaking events, a customized tent design for outdoor events, social media posts on general and specific program topics and bus ads. In addition, Point2point will begin tracking customer feedback and will relay any information to local and regional jurisdictions needed. Point2point will focus on new customer markets, reducing time spent sharing the TO messages with those we consider the "choir."

Point2point staff will develop a "Train the Trainer" education program that will focus on sharing TO information with community organizations, agencies and groups that serve and directly engage with the public, including but not limited to, housing staff, senior centers, transportation service providers, social service, and health agencies.

Point2point will continue to expand outreach efforts to satellite cities in rural areas of Lane County to assist those communities with accessing more information about their local transportation options. Any material expenses would need to be paid for by ODOT grant support. Point2point will work closely with LTD's Accessible Services Staff, Lane County, and ODOT on coordination of these efforts.



SRTS Bike Safety Education class



SRTS Walking/Bike map for Twin Rivers/ Dois Rios Elementary (For use by families walking to school)

Point2point will seek additional funding streams to develop and create SmartTrips type programs (Individualized marketing and outreach programs focusing on transportation options materials targeted to the individual) for new regional residents and older adults. This effort may be in coordination with the Oregon Department of Motor Vehicles (ODMV).

Point2point will pilot the mobility hub concept (defined as places of connectivity where different modes of transportation – from walking to biking to riding transit come together). Mobility hubs can range from a static mobile display to an electronic information kiosk up to a multi modal location that brings together a number of modes in one location such as transit, car-sharing, biking and walking. Point2point will develop a pilot to test, and electronic kiosk prototype. Additional funds will be sought for this effort.

#### **School Programs:**

Point2point began operating school related programs in 2004 when a research pilot for school travel needs was initiated. Upon completion, the schoolpool program and the student transit pass were developed to assist regional families with their travel options. In 2007, Point2point received a grant to establish the Safe Routes to Schools Program in the 4J School District and the first school SRTS Coordinator was hired. Soon thereafter, Point2point assisted with obtaining funds to maintain the SRTS Coordinator in the Bethel School District after their funding was discontinued.

Currently, Point2point staff operates the Schoolpool Carpool Matching program and markets that extensively during the back to school period each fall. Additionally, Staff provide support and coordination efforts to assist the SRTS School District Coordinators in a variety of manners. The Point2point School Program Leader manages the SRTS and school project grant funds and reporting.

Point2point will continue to develop school walking maps, and finish the map review and approval process at the 48 local schools. Point2point will work closely with the SRTS Coordinators to promote the availability of the mapping resource and use stipends to assist the regional schools fund their walk and bike to school activities during the International Walk and Bike to School Day each year.

A number of schools or school programs continue to use a student group pass which they fund directly. Lane Transit District is pursuing funding for a two-year pilot project to fund a renewed Student Transit Pass Program through the State Legislature.

\*Point2point will enhance the level of student and parent outreach for all their trips through outreach and education at school related events in coordination with the School SRTS Coordinators. Additional effort will be placed on assessing the most effective tool for encouraging family carpool trips.

#### Partnerships:

The development and cultivation of partnerships has always been very important to Point2point and will continue into the future. Partnerships include the regional partner agencies cities of Eugene, Springfield, Coburg, and Lane County, Lane Council of Governments, Oregon Department of Transportation, Willamalane, Eugene Recreation, and numerous local businesses. Point2point will continue to maintain strong partnerships with other statewide TO providers, and will have an active role with Transportation Options Group of Oregon (TOGO) and the State Safe Routes to Schools Advisory Committee. Point2point will continue to seek out information and best practices from national TO providers such as the Arlington Partners along with the Washington State Ridesharing Association.

\*Future efforts will focus on developing partnerships with groups such as social service, health, additional private businesses, neighborhood and housing oriented organizations. Additional efforts will include the development of joint health and transportation grants that support health and encourage and foster active transportation in the region. These will target interested private businesses such as health insurance, health care and other businesses that wish to align with active transportation efforts in the region.

#### Technology:

Point2point currently manages four program web sites and three Facebook social media sites. The social media sites are updated multiple times weekly as this becomes an increasingly important channel for communicating with the region's travelers.

\* Point2point will continue to stay abreast of emerging TO technologies that are developed and assess them for regional applicability. Point2point will present information to the regional partner agencies for consideration. In addition, Point2point also will coordinate TO Intelligent Transportation Systems (ITS) efforts with the regional partners and ITS Committee.

#### Ridesharing:

Polint2point currently serves as one of three partners for the Valley Vanpool program. Point2point staff facilitate the development of new vanpools and work closely with the two private vanpool vendors, vRide and Enterprise Rideshare. Point2point at Lane Transit District provides a monthly subsidy to area vanpools to reduce the monthly cost of commuting. Subsidy funds are paid for through 5307 funds. The 5307 funds are from the Federal Transit Administration and are Urbanized Area Formula Funds. Vanpool subsidies are one of the identified use for these type of funds. Point2point manages all vanpool issues with the 17 vanpools that travel into or out of the Central Lane MPO area. Point2point has set a goal of increasing the number of vanpools by 2 percent for 2015/16 and a total of 10 percent by 2020.

Point2point serves as the Drive Less Connect Regional Network Administrator for Lane County. Drive Less Connect (DLC) is Oregon's online rideshare matching database provided by ODOT. Point2point staff develop ongoing outreach efforts to make the region's travelers aware of this ridesharing tool and its function to find carpool partners. Funding for the maintenance of the software and for additional program outreach is supplied to Point2point and other statewide TO providers through supplemental DLC grants. The program goal is to have 50 percent success rate in ride match searches. In addition, a goal of 300 new registrants a year for each of the five years.

Point2point works with the region's employers to help facilitate the development of preferential carpool and vanpool parking at their business location. Once developed, the signage and site management is the responsibility of the private business.

\* Future Point2point efforts will include continual testing and evaluation of the current rideshare tool/database Drive Less Connect and communicate those findings and recommendations to ODOT.

#### AGENDA ITEM SUMMARY

**DATE OF MEETING:** December 16, 2015

**ITEM TITLE:** BOARD MEMBER REPORTS

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

#### **BACKGROUND:**

Board members have been appointed to Board committees and to the Metropolitan Policy Committee (MPC), the Lane Council of Governments (LCOG) Board of Directors, and, on occasion, to other local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

#### **MEETINGS HELD:**

Board members may take this opportunity to report briefly on any one-on-one meetings they have held with local officials or other meetings that they have attended on behalf of LTD.

- EmX Steering Committee: The EmX Steering Committee generally meets every two months and is composed of Chair Carl Yeh, Board Members Julie Grossman and Gary Gillespie, members of local units of government, and community representatives. At the December 1 meeting, the Committee discussed the planned Franklin Boulevard improvements, the Main-McVay Transit Study outcomes and next steps, the MovingAhead project's recent milestone, Vision Zero and next steps for LTD, and the Enhanced Corridor concept.
- 2. Metropolitan Policy Committee (MPC): Board Member Gary Wildish and Board Member Gary Gillespie are LTD's MPC representatives, with Board Member Julie Grossman serving as an alternate. MPC meetings are held on the first Thursday of each month. At the December 3 meeting, the Committee discussed and took action on the Surface Transportation Improvement Program (STIP) Enhance Non-Highway Metropolitan Planning Organization area funding priorities; received an update on the MovingAhead project; and received information on the Governor's Transportation Vision Panel Regional Forum.
- 3. Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP): The TCRG includes community members who have an interest in transportation issues in the City of Eugene. Board Member Ed Necker represents LTD on the TCRG. At the December 7 meeting, the full draft of the Eugene Transportation System Plan was reviewed and discussed.
- 4. <u>LTD Pension Trusts:</u> LTD's two pension plans (one for ATU-represented employees and one for administrative employees) are each governed by a board of trustees. The pension trustees generally meet three times a year, and Board Member Gary Gillespie serves as one of the trustees. At the December 7 meeting, the trustees discussed the request for proposal that is going out for the

- third-party administrator, discussed a training plan for trustees, and received an update on the International Foundation of Employee Benefit Plans conference.
- 5. Governor's Oregon Passenger Rail Leadership Council: Former Governor Kitzhaber created a leadership council of officials from the Willamette Valley to advise the governor and the Oregon Transportation Commission on a preferred alignment for intercity passenger rail improvements. LTD Board Member Gary Gillespie represents LTD on the Leadership Council. At the December 8 meeting, the Council received an update on the project and schedule, input from public outreach, and the project team's recommendation for a preferred alternative.
- 6. Lane Area Commission on Transportation (LaneACT): In 2009 the Oregon State Legislature directed Lane County to develop an Area Commission on Transportation (ACT). Commission membership includes representatives from Lane County, cities within the county, Lane Council of Governments, and LTD, and meets on the second Wednesday of the month. Board Member Don Nordin serves as LTD's representative on this Commission. The November 11 meeting was canceled. At the December 9 meeting, the Commission elected a new chair and vice chair, received public testimony on the STIP Enhance applications, were invited to the coming Governor's Transportation Vision Panel Regional Forum, and prioritized the Area's STIP Enhance applications.
- 7. Lane Council of Governments (LCOG) Board of Directors: LTD Board Member Carl Yeh represents LTD on the LCOG Board of Directors as a non-voting member, with Board Member Don Nordin as alternate. The LCOG Board meets five times a year. At the December 10 meeting, the Board appointed committee members, adopted FY 2016-17 Budget Assumptions, and elected 2016 Executive Committee members.
- 8. <u>LTD Board Service Committee:</u> The Board Service Committee is composed of Chair Ed Necker and Board Members Gary Gillespie and Angelynn Pierce. Meetings are scheduled on an as-needed basis. The agenda items for the December 15 meeting include an overview of the 2016-17 Annual Route Review and updates on bike share, airport connector service, and West Eugene service restructure.
- 9. Accessible Transportation Committee (ATC): The 16-member ATC is composed of both consumers and providers who are interested in transportation services for people with disabilities, people with low incomes, and older adults. The Committee meets six to seven times per year on the third Tuesday of the month. Board Member Ed Necker was appointed to the ex officio position representing the LTD Board on this committee. The November 17 meeting was canceled. At the December 15 meeting, Committee members will meet LTD's new General Manager Aurora (A. J.) Jackson and discuss the coming Special Transportation Fund grant opportunity and process, and also staff of various agencies will provide program updates.
- 10. <u>LTD Board Finance Committee:</u> The Board Finance Committee is composed of Chair Gary Wildish and Board Members Carl Yeh and Ed Necker. Meetings are scheduled on an as-needed basis. The agenda items for the December 16 meeting include discussions on fares and the Fare Policy, the Reserve Policy, and the Long-Range Financial Plan.

#### **NO MEETINGS HELD:**

 Main Street Projects Governance Team: This committee was formed to provide informed direction and collaborative decision making to support the Main Street-McVay Transit Study and four other concurrent projects along Main Street in Springfield. Board Members Don Nordin and Angelynn Pierce serve as LTD's representatives on this committee. The next meeting is scheduled to be held on December 17.

- LTD Board Human Relations Committee: The Board Human Relations Committee is composed
  of Chair Gary Gillespie and Board members Julie Grossman and Gary Wildish, and generally
  meets on the third Monday of the month. The November 16 meeting was canceled; the next
  meeting is tentatively scheduled to be held on December 21.
- 3. <u>MovingAhead Oversight Committee</u>: This committee is composed of representatives from the City of Eugene, LTD, and regional partners with the goal of a system-level approach to corridor improvements. LTD Board members Gary Gillespie and Angelynn Pierce serve as LTD's representatives on this committee. The next meeting has not been scheduled.

\\ltd-glnfas2\workgroup\Reference\Board Packet\2015\12\Dec 16 Reg Mtg\BD Member Rprt Summary AIS.docx

## **AGENDA ITEM SUMMARY**

**DATE OF MEETING:** December 16, 2015

**ITEM TITLE:** SOLAR ENERGY COLLECTION ON LTD PROPERTIES

PREPARED BY: Don Nordin, LTD Board Member

**ACTION REQUESTED:** None. Information Only.

#### **BACKGROUND:**

In light of proposed replacement of the roof of the Administration and Fleet buildings, it may be an appropriate time to consider and coordinate that activity with possible installation of solar collectors. LTD has purchased five all-electric buses. It would perhaps excite the community to participate in furthering the mission of delivering a reduced-emission fleet by making part of that fleet solar powered.

Mr. Brett Moser, a representative of Advanced Energy Systems, will present a brief report to the Board at this meeting on the costs and benefits of using solar power and an overview of the state of the industry.

ATTACHMENTS: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2015\12\Dec 16 Reg Mtg\Solar Energy AIS.docx

## **AGENDA ITEM SUMMARY**

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: CONGRESSIONAL UPDATE

PREPARED BY: Edward McGlone, Government Relations Manager

**ACTION REQUESTED:** None. Information only.

#### **BACKGROUND:**

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation (FAST) Act. FAST is a five-year, fully funded transportation authorization and represents a significant investment in transportation and transit.

Lane Transit District had three key priorities for surface transportation, and all three priorities were included in the final bill. The three priorities were: 1) restore funding for the competitive bus and bus facility grant program; 2) Insert language permitting Small Starts projects to compete as a series of interconnected projects; 3) maintain at 80 percent the federal match amount for Small Starts grant programs.

The FAST Act increased funding for transit operations and for bus and bus facilities in both the competitive and formula grant programs. Please see attached documents for more information on the bill, funding levels, and direct allocations to LTD.

ATTACHMENTS: 1) Smith, Dawson & Andrews: Surface Transportation Update -

Conference Committee Agreement

2) FAST Act Distribution by Urbanized Area

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2015\12\Congressional Update AIS.docx

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FROM: Smith Dawson & Andrews

DATE: December 1, 2015

RE: Surface Transportation Update – Conference Committee Agreement

#### **Transportation Update**

Fixing America's Surface Transportation Act (FAST Act), HR 22, authorizes federal surface transportation programs through fiscal year (FY) 2020. The conference committee reached an agreement today that moves the 5-year, \$281 billion bill (contract authority), \$305 billion bill (contract authority + general fund authorization) forward to be considered by both chambers.

Total funding in FAST is \$12.9 billion higher than the House passed STRR Act and \$681 million higher than the Senate passed Drive Act. The total pay-for estimate outside of the motor fuel tax revenue source (gas tax) is \$75 billion. The majority of the \$75 billion comes from the Federal Reserve Surplus account transfer (\$53.3 billion), the Federal Reserve dividend payment reduction (\$6.9 billion), the Strategic Petroleum Reserve oil sale (\$6.2 billion) and the Customs fee indexation provision (\$5.2 billion)

#### Highway/Freight Movement

- FAST provides \$225 billion in highway funding (contract authority) over 5-years.
  - Over the life of FAST, the bill provides \$20.215 billion more funding compared to a bill that keeps current highway funding levels; FAST provides \$9.068 billion more in funding compared to the House bill's highway funding levels; FAST provides \$500 million more funding compared to the Senate bill's highway funding levels.
- FAST expands funding available for bridges off the National Highway System.
- Establishes a National Surface Transportation and Innovative Finance Bureau to help states, local governments, and the private sector with project delivery.
- FAST includes several provisions to streamline environmental review and permitting processes to accelerate project approvals.
- Section 6020 of FAST requires the DOT Secretary to provide grants to States to demonstrate user based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund. A total of \$95 million over the 5-year bill is provided to this effort to study alternatives.
- The Surface Transportation Program turns into the Surface Transportation Program Block Grant program (Funding amount below).
  - The amount of total funding that is sub-allocated to local governments based on population rises from the current 50% to 55% over the course of the bill.

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- The Transportation Alternatives (TA) program is also included under the STP program as a set-aside. Funding levels are below and a slight increase for the program is included in FAST.
  - Of the total TA, roughly \$84.16 M will be directed to the recreational trails program.
  - 50% of the non-recreational trails TA set-aside will be sub-allocated to metro areas based on population.
- Freight related funding is roughly \$10.8 billion over the life of FAST. The freight formula program, National Highway Freight Program (NHFP), is allocated \$6.3 billion over five-years while the competitive freight grant program, Nationally Significant Freight and Highway Projects Program (NSFHPP), is allocated \$4.5 billion over five-years.
- FAST establishes a multimodal freight policy and freight network.

#### NSFHPP -

- Up to \$500 M of the total NSFHPP dollars can be used for multimodal projects.
   Highway grade separation and at grade crossing projects do not count against the \$500 M cap.
- o NSFHPP funds are for projects of national or regional significance.
- o There is a broad range of applicants (states, MPOs, municipal governments, etc)
- Projects must be highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, intermodal facilities or grad crossings.
- o Projects must exceed \$100 M. Minimum grant size is \$25 M.
- o 10% of funding is for smaller projects below \$100 M. Minimum grant size for small projects is \$5 M.
- o 25% of total awards must be in rural areas.
- o Grant funding can't make up more than 60% of the total cost of the project.
- o Congress has oversight to approve or disapprove of projects

#### NHFP -

- O Under the formula's apportionment, larger States will be required to spend their annual freight apportionment on projects on (1) the primary freight system, (2) critical rural freight corridors or (3) critical urban freight corridors
- States can allocate up to 10% of their total freight funding to intermodal or freight rail projects.
- o Project eligibility is very broad (planning, construction, etc.)
- o States receiving formula funding must have State Freight Plans

#### Highway Funding Chart -

Program	Bill	Current	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
	Version	Year (FY						(5-years)
		2015)						
Total Funding		\$37.798 B						

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	FAST		\$39.727.5	\$40.547.8	\$41.424 B	\$42.358.9	\$43.393.3	\$207.431
			В	В		В	В	В
STPBG		\$10.077.1 B						
	FAST							
			\$11.162.6 B	\$11.424.4 B	\$11.667.8 B	\$11.876.3 B	\$12.137 B	\$58.268.1 B
STPBG (Transportation Alternatives sub- allocation)		\$819 M						
	FAST		\$835 M	\$835 M	\$850 M	\$850 M	\$850 M	\$4220 B
CMAQ		\$2.266.9 B						
	FAST		\$2.309.1 B	\$2.360.3 B	\$2.405.2 B	\$2.449.2 B	\$2.499 B	\$12.022.7 B
Railway Highway Grade Crossing		\$220 M						
	FAST		\$225 M	\$230 M	\$235 M	\$240 M	\$245 M	\$1.175 B
National Highway Freight Program (Formula)		N/A						
	FAST		\$1.150 B	\$1.100 B	\$1.200 B	\$1.350 B	\$1.500 B	\$6.30 B
Nationally Significant Freight and highway Project Program (Competitive)		N/A						
	FAST		\$800 M	\$850 M	\$900 M	\$950 M	\$1 B	\$4.5 B
TIFIA		\$1 B						
	FAST		\$275 M	\$275 M	\$285 M	\$300 M	\$300 M	\$1.435 B

#### **Public Transportation**

- FAST includes \$48.9 billion in contract authority for public transportation programs with an additional \$12.209 billion in general fund authorizations (Capital Investment Grant program). The total funding for public transportation comes out to \$61.1 billion over the life of the 5-year bill.
  - Over the life of FAST, the bill provides \$5.929.4 billion more funding compared to a bill that keeps current transit funding levels; FAST provides \$3.573.4 billion more in funding compared to the House bill's public transit funding levels; FAST provides \$2 million more in funding compared to the Senate bill's public transit funding levels.
- 5-Year funding totals Urbanized Area (\$23.652 billion), State of Good Repair (\$12.992.5 billion), Bus and Bus Facilities formula (\$2.229 billion), Bus and Bus Facilities discretionary (\$1.519 billion), Capital Investment Grants (\$12.209 billion), Elderly/Disabled Section 5310 (\$1.370.2 billion), Fast Growth/High Density (\$2.764.8 billion).
- Maximum federal share for Capital Investment Grants (New Starts) goes from 80% to 60%; Small Starts/Core Capacity stay at 80%.
- FAST continues to allow states to use CMAQ/STP/TIFIA dollars as a flex to be part of the federal share for SGR projects and CIG projects. There was limiting language in the House bill that was eliminated in the final agreement.

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- STRR includes language that brings the Small Starts program in the definition of a program of interrelated projects (which allows several transit corridors to move along the CIG process at the same time).
  - Project sponsors also have the option to seek funding for a program that blends new fixed guideway capital projects, Core Capacity improvement projects, and Small Start projects as well as a program of projects that are only new fixed guideway capital projects, core capacity improvement projects, or small start projects.
- FAST (Section 3005) also creates a pilot project to expedite project delivery of CIG projects that utilize public-private partnerships. Up to 8 projects (New Starts/Core Capacity/Small Starts) can apply for the streamlined treatment. No more than 25% of the project cost can be federal.
- The bill defines Core Capacity improvement project, fixed guideway bus rapid transit and also defines corridor based bus rapid transit project.
- Increases Small Start project federal share to \$100 M from \$75 M and the total project size considered a Small Start is \$300 M up from \$250 M.
- Competitive Bus and Bus Facilities Grant program is established under FAST Act (numbers below).
  - o \$55 M of the total competitive grant funding must go to no or low emission grant related projects on an annual basis.
  - o 10% of the total amount of the competitive grant program must go to rural areas on an annual basis.
  - o Not more than 10% of available funds may be made to any one grantee.
- Purchasing provisions
  - Multiple states and providers can purchase capital assets through cooperative procurements (will result in large orders of similar capital assets which should drive down costs).
  - Up to 3 geographically diverse non-profits can create cooperatives as part of a pilot program to make large procurement purchases.
  - o Regulations limiting lease agreements for public transit systems are eliminated as part of Section 3019 which should help drive down long-term capital costs.
- Section 3028 provides \$199 M in funding for Positive Train Control implementation projects in FY 2017. This funding comes out of the Mass Transit portion of the Highway Trust Fund.
- Amtrak is authorized for five-years with the following funding—
  - Northeast Corridor Activities FY16 (\$450 M), FY17 (\$474 M), FY18 (\$515 M), FY19 (\$557 M), FY20 (\$600 M)
  - National Network Activities (the rest of the country's Amtrak lines) FY16 (\$1 B), FY17 (\$1.026 B), FY18 (\$1.085 B), FY19 (\$1.143 B), FY20 (\$1.2 B)
  - Consolidated Rail Infrastructure and Safety Improvements FY16 (\$98 M), FY17 (\$190 M), FY18 (\$230 M), FY19 (\$255 M), FY20 (\$330 M)
  - o Federal State Partnership for State of Good Repair Grants FY16 (\$82 M), FY17 (\$140 M), FY18 (\$175 M), FY19 (\$300 M), FY20 (\$300 M)

Mass Transit Funding Chart -

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Program	Bill	Current	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
	Version	Year (FY						
		2015)						
Total funding								
	House	\$8.595 B	\$8.723 B	\$8.879 B	\$9.059 B	\$9.240 B	\$9.429 B	\$9.617 B
	Senate	\$8.595 B	\$9.184 B	\$9.380 B	\$9.865 B	\$10.101 B	\$10.351 B	\$10.609 B
	FAST		\$9.347 B	\$9.534 B	\$9.733 B	\$9.939 B	\$10.150 B	
Urbanized Area (5307)								
	House	\$4.458 B	\$4.458 B	\$4.458 B	\$4.549 B	\$4.640 B	\$4.734 B	\$4.829 B
	Senate	\$4.458 B	\$4.538 B	\$4.639 B	\$4.794 B	\$4.975 B	\$5.101 B	\$5.230 B
	FAST		\$4.538 B	\$4.629 B	\$4.726 B	\$4.827 B	\$4.929 B	
SGR (5337)								
,	House	\$2.165 B	\$2.198 B	\$2.237 B	\$2.282 B	\$2.328 B	\$2.376 B	\$2.423 B
	Senate	\$2.165 B	\$2.428 B	\$2.479 B	\$2.533 B	\$2.592 B	\$2.655 B	\$2.720 B
	FAST		\$2.507 B	\$2.549 B	\$2.593 B	\$2.638 B	\$2.683 B	
Bus & Bus Facilities (Formula/Discretionary) (5339)								
	House	\$427 M/\$0	\$430 M/\$352.95 M	\$431 M/\$462.95 M	\$445 M/\$468.29 M	\$458 M/\$473.66 M	\$472 M/\$479.23 M	\$486 M/\$484.82 M
	Senate	\$427 M/\$0	\$430 M/\$180 M	\$440 M/\$185 M	\$495 M/\$190 M	\$585 M/\$190 M	\$605 M/\$190 M	\$625 M/\$190 M
	FAST		\$427.8 M/\$268 M	\$436.4 M/\$283.6 M	\$445.5 M/\$301.5 M	\$455 M/\$322 M	\$464.6 M/344 M	
Capital Investment Grant (5309)								
, ,	House	\$1.907 B	\$2.029 B	\$2.065 B	\$2.106 B	\$2.149 B	\$2.193 B	\$2.237 B
	Senate	\$1.907 B	\$2.301 B	\$2.352 B	\$2.406 B	\$2.464 B	\$2.526 B	\$2.590 B
	FAST		\$2.302 B	\$2.302 B	\$2.302 B	\$2.302 B	\$2.302 B	İ

		MAP-21 FISCAL YE 2015 ENACTED LEVI		FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		TOTALS
	Trust Fund													
	Obligation Limitation/Contract Authority	\$ 8,595,000,	000 \$	9,347,604,639	\$	9,733,706,043	\$	9,733,353,407	\$	9,939,380,030	\$	10,150,348,462	\$	48,904,392,581
5303							117		n h				10.0	0.795 9 34 805
	Transit Oriented Development (Discretionary Pilot)	\$ 10,000,0				10,000,000		10,000,000	\$	10,000,000	\$	10,000,000	\$	50,000,000
	Planning Programs	\$ 128,800,0				133,398,933	-		\$	139,087,757		142,036,417	\$	681,455,418
	Metropolitan Transportation Planning	\$ 106,543,3					\$	112,664,897	\$	115,053,393	\$	117,492,524	\$	563,699,921
	Statewide Transportation Planning	\$ 22,256,6				23,051,336	\$	23,535,414	\$	24,034,364	\$	24,543,893	5	117,755,496
	Urbanized Area Formula Grants	\$ 4,458,650,0				4,629,683,814	\$	4,726,907,174	\$	4,827,117,606	\$	4,929,452,499	\$	23,652,066,794
	Operational Support Of State Safety Oversight	\$ 22,293,2 \$ 30,000.0					\$	23,634,536	\$	24,135,588 30,000,000	\$	24,647,262	\$	118,260,334
	Passenger Ferry Boat Program	\$ 30,000,0 \$ 4,406,356,7				30,000,000 4,576,535,395	\$	30,000,000 4,673,272,638	\$	4,772,982,018	\$	30,000,000 4,874,805,237	2	150,000,000
10000000	Urbanized Area Formula Grants  Enhanced Mobility of Seniors and Individuals with Disabi						\$	273,840,764	\$	279,646,188	\$	285,574,688	\$	23,383,806,460
	Pilot Program for Enhanced Mobility	\$ 258,300,0	00 Ş			3,000,000	\$	3,250,000	\$	3,500,000	Ś	3,500,000	\$	1,370,219,428 15,250,000
	Formula Grants for Rural Areas	\$ 607,800,0				632,355,120	\$	645,634,578	\$	659,322,031	\$	673,299,658	\$	3,230,567,386
	Formula Grants for Rural Areas	\$ 543,820,6				564,708,018		577,721,886	5	591,135,590	5	604,833,664	\$	2,890,956,038
						30,000,000	5	30,000,000	5	30,000,000	5	30,000,000	2	
	Public Transportation on Indian Reservations Formula					5,000,000		5,000,000	\$	5,000,000	\$	5,000,000	\$	150,000,000
	Public Transportation on Indian Reservations Competitive					20,000,000		20,000,000	\$	20,000,000	-	20,000,000	\$	25,000,000
	Appalachian Development Public Transportation Assistant Projects of National Scope (non add within RTAP)	\$ 20,000,0				1,897,065	\$	1,936,904	\$	1,977,966	\$	2,019,899	4	100,000,000 9,691,702
									\$.	13,186,441	5	13,465,993	\$	
5311	Rural Transportation Assistance Program  Transit Research **	\$ 12,156,0	00 3			12,647,102 20,000,000	\$	12,912,692 20,000,000	\$	20,000,000	\$	20,000,000	5	64,611,348 100,000,000
	Research, Development, Demonstration and Deployment	\$ 30,000,0	~	20,000,000	2	20,000,000	3	20,000,000	2	20,000,000	7	20,000,000	2	100,000,000
					1000									
0.000,000,000	Facilities and Equipment Relating to Low/No Emissions Bu	\$ 19,500,0												
	Low and No Emissions Buses Other Research, Development, Demonstration and Deploy						_							
		\$ 7,500,0	-	3,000,000		3,000,000	4	3,000,000	4	3,000,000	4	3,000,000	A	15 000 000
5312	Component Testing (NEW)		\$		\$	5,000,000	\$	5,000,000	4	5,000,000	4	5,000,000	2	15,000,000
1,000,000,000	Transit Cooperative Research (NEW)**  Transit Cooperative Research (Moved to Research)	\$ 3,000,0	Y	5,000,000	3	5,000,000	3	5,000,000	>	5,000,000	3	5,000,000	>	25,000,000
	Bus Testing Facility	\$ 3,000,0		3,000,000	4	3,000,000	\$	3,000,000	\$	3,000,000	Ś	3,000,000	4	15,000,000
	Human Resources and Training **(including NTI)	\$ 3,000,0	00 \$	9,000,000		9,000,000	\$	9,000,000	\$	9,000,000	\$	9,000,000	\$	
	National Transit Institute	\$ 5,000,0	00 \$		\$	5,000,000	5		\$	5,000,000	\$	5,000,000	\$	45,000,000 25,000,000
							11.7		-	4,000,000	\$		\$	
	National Transit Database	\$ 3,850,0	_	.,,	_	4,000,000	\$	4,000,000	\$		\$	4,000,000		20,000,000
	State of Good Repair Grants	\$ 2,165,900,0			-	2,549,670,000	\$	2,593,703,558	\$	2,638,366,859	\$	2,683,798,369	\$	12,972,538,785
	High Intensity Fixed Guideway Formula	\$ 2,104,171,8				2,477,004,405	\$	2,519,783,006	\$	2,563,173,403	\$	2,607,310,115	\$	12,602,821,429
	High Intensity Motorbus State of Good Repair	\$ 61,728,1			\$	72,665,595	\$	73,920,551	\$	75,193,455	\$	76,488,254	\$	369,717,355
	Bus and Bus Facilities Grants	\$ 427,800,0				719,956,000	\$	747,033,476	\$	777,024,469	\$	808,653,915	\$	3,748,467,860
5339	Bus and Bus Facilities Formula Grants (total)	\$ 427,800,0				436,356,000	\$	445,519,476	\$	454,964,489	\$	464,609,736	\$	2,229,249,701
5339	Formula Allocation	\$ 362,300,0				345,856,000	\$	355,019,476	\$	364,464,489	\$	374,109,736	\$	1,776,749,701
	States and Territories Minimum Allocation	\$ 65,500,0				90,500,000	\$	90,500,000	\$	90,500,000	\$	90,500,000	\$	452,500,000
5339	COMPETITIVE GRANTS		\$	200,000,000	\$	283,600,000	\$	301,514,000	\$	322,059,980	\$	344,044,179	\$	1,519,218,159
	No/Low Competitive Grant Program (from within Competit		100	[\$55,000,000]	161	[\$55,000,000]		[\$55,000,000]	alla!	[\$55,000,000]		[\$55,000,000]		ALEXANDER PLAN
5340	Growing States and High Density States Formula	\$ 525,900,0				544,433,788	\$	552,783,547	\$	561,315,120	\$	570,032,917	\$	2,764,826,912
5340	Growing State Apportionments	\$ 262,950,0	00 \$	272,297,083	\$	279,129,510	\$	286,132,747	\$	293,311,066	\$	300,668,843	\$	1,431,539,248
5340	High Density State Apportionments	\$ 262,950,0	00 \$	263,964,457	\$	265,304,279	\$	266,650,800	\$	268,004,054	\$	269,364,074	\$	1,333,287,664
	Positive Train Control		1		\$	199,000,000			RIGHT				\$	199,000,000
Maryla Lance	General Fund	len well side (ile in		Authores (1997)					13	A CONTRACTOR OF THE			JHE.	
5308	Expedited Program for Project Delivery of Capital Investm	ent Grants	\$		\$		\$		\$		\$		\$	MATERIAL STATE
5309	Capital Investment Grants	\$ 2,120,000,0	-	the same of the sa	\$	2,301,785,760	\$	2,301,785,760	\$	2,301,785,760	\$	2,301,785,760	\$	11,508,928,800
5312	Transit Research **	\$ 33,000,0			\$	20,000,000	\$	20,000,000	\$	20,000,000	\$	20,000,000	\$	100,000,000
5314	Technical Assistance and Training	\$ 4,000,0			\$	5,000,000	\$	5,000,000	\$	5,000,000	\$	5,000,000	\$	25,000,000
5322	Human Resources and Training **	\$ 500,0		THE STREET				NO CHANGE STREET	JIA I	ACCUMULATION OF		New York Control		DESCRIPTION OF THE SAME
5334	Administrative Expenses	\$ 105,933,0		115,016,543	Ś	115,016,543	Ś	115,016,543	Ś	115,016,543	\$	115,016,543	\$	575,082,715
5329	Safety Oversight	\$ 5,000,0			5	5,000,000	\$	5,000,000	\$	5,000,000	\$	5,000,000	5	25,000,000
5329	Transit Asset Management	\$ 2,000,0				2,000,000		2,000,000		2,000,000	Š	2,000,000	\$	10,000,000
3320	Hanaic Made Ividilagement	2,000,0	00 3	2,000,000	7	2,000,000	7	2,000,000	7	2,000,000	7	2,000,000	,	10,000,000
	General Fund Subtotal	\$ 2,263,433,0	00 \$	2,441,802,303	\$	2,441,802,303	\$	2,441,802,303	\$	2,441,802,303	\$	2,441,802,303	\$	12,209,011,515
														DOMESTIC OF THE PERSON NAMED IN
DECEMBER 1	GRAND TOTAL	10,858,433,0	00	11,789,406,942		12,175,508,346		12,175,155,710		12,381,182,333	166	12,592,150,765	\$	61,113,404,096

50.78%

51.27%

51.76%

52.25%

52.75%

As over 200,000 in population		2016 FY 201		FY 2019	FY2020	
erdeen-Bel Air South-Bel Air North, MD	3,565,038	3,592,050	3,659,837	3,731,483	3,794,437	3,869
uadilla-Isabela-San Sebastián, PR	3,249,177	3,280,321	3,342,225	3,407,654	3,465,144	3,533
ron, OH	8,484,493	8,560,493	8,722,041	8,892,787	9,042,816	9,220
pany-Schenectady, NY	13,131,978 23,913,479	13,233,145	13,482,872	13,746,818	13,978,740 26,106,177	14,253 26,620
ouquerque, NM	9,998,110	24,713,733	25,180,114 10,276,252	25,673,049 10,477,424	10,654,188	10,863
entown, PA-NJ chorage, AK	32,704,557	10,085,918 39,089,027	39,826,690	40,606,352	41,291,418	42,10
Arbor, MI	7,151,314	7,207,563	7,343,580	7,487,340	7,613,658	7,76
ioch, CA	11,283,603	12,064,321	12,291,991	12,532,624	12,744,060	12,99
leton, WI	2,839,995	2,865,395	2,919,468	2,976,621	3,026,839	3,08
eville, NC	3,185,911	3,218,468	3,279,204	3,343,399	3,399,806	3,46
nta, GA	117,449,714	124,823,032	127,178,609	129,668,306	131,855,928	134,45
ntic City, NJ	16,589,506	17,208,703	17,533,454	17,876,695	18,178,291	18,53
usta-Richmond County, GA-SC	3,381,569	3,418,779	3,483,296	3,551,486	3,611,403	3,68
in, TX	31,089,998	31,454,740	32,048,333	32,675,723	33,226,993	33,88
ersfield, CA	8,659,279	8,736,130	8,900,993	9,075,242	9,228,350	9,4:
more, MD	88,295,044	91,824,530	93,557,381	95,388,896	96,998,193	98,90
stable Town, MA	9,846,838	9,915,742	10,102,866	10,300,643	10,474,424	10,68
n Rouge, LA	6,076,784	6,137,980	6,253,811	6,376,238	6,483,811	6,6
ingham, AL	8,421,756	8,503,743	8,664,220	8,833,834	8,982,869	9,1
e City, ID	4,167,957	4,207,607	4,287,010	4,370,934	4,444,676	4,5
ta Springs, FL	4,064,284	4,105,062	4,182,530	4,264,409	4,336,353	4,4
on, MA-NH-RI	279,254,113	299,183,238	304,829,225	310,796,677	316,040,100	322,2
geport-Stamford, CT-NY	28,670,226	28,983,672	29,530,633	30,108,736	30,616,698	31,2
nsville, TX	2,831,710	2,860,215	2,914,191	2,971,240	3,021,367	3,0
	22,295,293			23,723,156		
alo, NY	4,293,267	22,836,701 4,331,638	23,267,660 4,413,382	4,499,780	24,123,387 4,575,695	24,59 4,60
on, OH	6,632,178		4,413,382 6.824.933	6,958,540	7,075,937	7,2
Coral, FL leston-North Charleston, SC	6,724,144	6,698,523		7,051,556		7,2
		6,788,063	6,916,162		7,170,522	
lotte, NC-SC	21,734,318	22,066,280	22,482,700	22,922,830	23,309,559	23,70
tanooga, TN-GA	4,494,144	4,565,227	4,651,379	4,742,436	4,822,445	4,9
ago, IL-IN	482,588,091	518,836,889	528,628,032	538,976,655	548,069,682	558,8
innati, OH-KY-IN	21,150,618	21,345,066	21,747,876	22,173,620	22,547,709	22,9
eland, OH	43,427,933	45,606,572	46,467,229	47,376,889	48,176,180	49,1
rado Springs, CO	7,737,122	7,808,049	7,955,398	8,111,135	8,247,978	8,4
mbia, SC	4,773,939	4,824,859	4,915,911	5,012,147	5,096,706	5,1
mbus, GA-AL	2,723,211	2,751,102	2,803,018	2,857,891	2,906,107	2,9
mbus, OH	18,507,653	18,673,657	19,026,054	19,398,515	19,725,786	20,1
cord, CA	48,825,987	53,258,016	54,263,066	55,325,340	56,258,729	57,3
ord, NC	2,652,531	2,678,089	2,728,628	2,782,044	2,828,980	2,8
oe-The Woodlands, TX	3,943,328	3,977,528	4,052,589	4,131,924	4,201,634	4,2
us Christi, TX	5,979,289	6,046,826	6,160,937	6,281,546	6,387,522	6,5
s-Fort Worth-Arlington, TX	105,065,992	109,086,333	111,144,938	113,320,753	115,232,577	117,5
enport, IA-IL	4,769,737	4,811,368	4,902,165	4,998,132	5,082,455	5,1
on, OH	27,193,939	28,976,263	29,523,083	30,101,039	30,608,870	31,2
ton-Lewisville, TX	6,221,163	6,290,064	6,408,766	6,534,226	6,644,465	6,7
ver-Aurora, CO	68,515,452	71,037,142	72,377,707	73,794,601	75,039,583	76,5
Moines, IA	7,219,860	7,281,650	7,419,065	7,564,303	7,691,920	7,8
oit, MI	49,158,697	49,777,702	50,717,074	51,709,930	52,582,324	53,6
nam, NC	8,251,480	8,317,621	8,474,585	8,640,487	8,786,260	8,9
iso, TX-NM	15,992,464	16,130,342	16,434,743	16,756,476	17,039,173	17,3
ne, OR	7,087,358	7,175,028	7,310,431	7,453,542	7,579,290	7,7
sville, IN-KY	3,006,499	3,034,603	3,091,870	3,152,398	3,205,581	3,2
tteville, NC	3,376,779	3,410,324	3,474,682	3,542,703	3,602,472	3,6
tteville-Springdale-Rogers, AR-MO	2,810,863	2,839,482	2,893,067	2,949,703	2,999,467	3,0
MI	7,859,410	7,924,358	8,073,901	8,231,959	8,370,840	8,5
Collins, CO	4,567,993	4,607,334	4,694,281	4,786,178	4,866,925	4,9
Wayne, IN	3,509,029	3,542,960	3,609,820	3,680,487	3,742,580	3,8
no, CA	12,871,242	12,980,916	13,225,883	13,484,798	13,712,299	13,9
d Rapids, MI	10,254,351	10,340,422	10,535,559	10,741,807	10,923,031	11,1
n Bay, WI	2,525,315	2,548,689	2,596,786	2,647,621	2,692,289	2,7
nsboro, NC	5,320,406	5,366,572	5,467,847	5,574,887	5,668,941	5,7
nville, SC	3,711,766	3,751,813	3,822,615	3,897,448	3,963,201	4,0
port, MS	2,860,241	2,886,712	2,941,188	2,998,766	3,049,358	3,1
isburg, PA	9,226,523	9,689,365	9,872,216	10,065,479	10,235,292	10,4
ford, CT	23,316,365	23,633,741	24,079,741	24,551,135	24,965,335	25,4
ory, NC	2,050,858	2,073,186	2,112,310	2,153,661	2,189,995	2,2
ston, TX	91,846,643	93,976,737	95,750,203	97,624,646	99,271,662	101,2
tington, WV-KY-OH	2,649,780	2,675,145	2,725,628	2,778,986	2,825,870	2,8
sville, AL	2,666,765	2,693,848	2,744,685	2,798,416	2,845,628	2,9
napolis, IN	16,369,247	16,526,952	16,838,838	17,168,482	17,458,129	17,8
-Cathedral City, CA	5,273,581	5,322,607	5,423,052	5,529,216	5,622,499	5,7
son, MS	3,208,655	3,242,087	3,303,269	3,367,935	3,424,756	3,4
conville, FL	16,007,809	16,247,956	16,554,576	16,878,655	17,163,413	17,5
	The state of the s					
nazoo, MI	3,288,367	3,317,450	3,380,054	3,446,224	3,504,364	3,5
as City, MO-KS	20,618,315	20,944,008	21,339,249	21,756,995	22,124,055	22,5
ewick-Pasco, WA	7,834,385	7,892,963	8,041,914	8,199,345	8,337,676	8,5
en, TX	2,702,951	2,728,650	2,780,143	2,834,568	2,882,390	2,9
mmee, FL	5,605,382	5,653,871	5,760,567	5,873,338	5,972,426	6,0
ville, TN	7,583,090	7,653,429	7,797,860	7,950,513	8,084,646	8,2
rette, LA	2,535,744	2,561,697	2,610,040	2,661,135	2,706,031	2,7
land, FL	3,103,078	3,134,213	3,193,360	3,255,874	3,310,804	3,3
aster, PA	16,097,329	17,290,774	17,617,074	17,961,953	18,264,987	18,6
aster-Palmdale, CA	16,205,580	17,267,547	17,593,409	17,937,824	18,240,451	18,5
ing, MI	6,896,678	6,952,446	7,083,648	7,222,320	7,344,167	7,4
	3,781,783			3,964,891	4,031,782	4,1
do, TX		3,816,736	3,888,763			
/egas-Henderson, NV	39,936,278	40,611,695	41,378,091	42,188,125	42,899,877	43,7
ngton-Fayette, KY	5,181,666	5,225,592	5,324,206	5,428,435	5,520,018	5,6
oln, NE	3,494,959	3,526,696	3,593,249	3,663,592	3,725,400	3,7
e Rock, AR	5,759,194	5,854,205	5,964,681	6,081,448	6,184,048	6,3
Angeles-Long Beach-Anaheim, CA	423,744,982	440,621,517	448,936,632	457,725,186	465,447,426	474,6

UZAs over 200,000 in population		ng America's Sur FY2016	face Transportation (FAST) A FY 2017	FY 2018	FY 2019	EV2020
UZAS over 200,000 in population Lubbock, TX	3,697,958	3,731,778		3,876,635		FY2020 4,019,64
Madison, WI	9,302,253	9,489,706		9,858,070		
McAllen, TX	6,924,590	7,003,371		7,275,222		
Memphis, TN-MS-AR	13,990,158	14,295,373		14,850,278		
Miami, FL Milwaukee, WI	160,357,885 23,673,057	167,267,163 23,939,796		173,759,997 24,869,071		
Minneapolis-St. Paul, MN-WI	70,576,391	73,109,157		75,947,045		
Mission Viejo-Lake Forest-San Clemente, CA	15,053,356	15,816,665	16,115,147	16,430,623		
Mobile, AL	3,706,808	3,743,752		3,889,074		
Modesto, CA	5,716,420	5,767,729		5,991,616		
Montgomery, AL Murrieta-Temecula-Menifee, CA	2,948,929 5,322,291	2,978,033 5,371,646		3,093,631 5,580,158		
Myrtle Beach-Socastee, SC-NC	2,105,864	2,128,743		2,211,375		The Control of the Co
Nashua, NH-MA	1,962,646	1,982,313		2,059,261		
Nashville-Davidson, TN	25,974,208	26,631,834		27,665,605		
New Haven, CT New Orleans, LA	22,550,330 19,939,731	22,803,494		23,688,661		
New York-Newark, NY-NJ-CT	1,539,625,480	20,681,828 1,644,114,910		21,484,637 1,707,934,756		
Norwich-New London, CT-RI	4,824,756	4,859,476		5,048,107		
Ogden-Layton, UT	13,557,177	13,702,643		14,234,541		
Oklahoma City, OK	9,560,117	9,657,590		10,032,470		10,402,56
Omaha, NE-IA	9,333,243	9,418,963		9,784,580		
Orlando, FL Oxnard, CA	33,530,062 13,656,785	33,942,841 14,392,112		35,260,405 14,950,773		36,561,10
Palm Bay-Melbourne, FL	6,622,580	6,684,478		6,943,950		15,502,30 7,200,11
Palm Coast-Daytona Beach-Port Orange, FL	5,284,856	5,335,167	5,435,849	5,542,263		
Pensacola, FL-AL	3,714,790	3,752,821	3,823,641	3,898,494	3,964,266	
Peoria, IL	3,874,781	3,909,280		4,061,027		
Philadelphia, PA-NJ-DE-MD	287,011,493	307,505,500		319,441,985		
Phoenix-Mesa, AZ Pittsburgh, PA	59,556,922 53,022,353	60,461,939 56,160,011	61,602,936 57,219,825	62,808,898 58,339,982		
Port St. Lucie, FL	3,722,995	3,763,867	3,834,896	3,909,969		60,492,14 4,054,20
Portland, ME	17,961,951	19,161,597	19,523,202	19,905,396		
Portland, OR-WA	63,411,007	66,606,390	67,863,341	69,191,859	70,359,189	Martin Committee of the
Poughkeepsie-Newburgh, NY-NJ	28,700,160	29,665,623	30,225,453	30,817,158		31,954,00
Providence, RI-MA	40,965,775	41,916,845	42,707,872	43,543,937		45,150,27
Provo-Orem, UT Raleigh, NC	9,110,472 12,167,691	9,211,063 12,275,781	9,384,888 12,507,441	9,568,611 12,752,292		9,921,59 13,222,72
Reading, PA	4,161,030	4,198,010	4,277,232	4,360,965	ACCUSANCE OF THE PROPERTY OF T	4,521,84
Reno, NV-CA	6,732,438	6,791,481	6,919,645	7,055,107		7,315,36
Richmond, VA	13,493,153	13,615,270	13,872,208	14,143,776		14,665,53
Riverside-San Bernardino, CA	46,448,909	48,556,654	49,472,982	50,441,484		52,302,26
Roanoke, VA	2,939,406	2,966,790	3,022,778	3,081,953		3,195,64
Rochester, NY Rockford, IL	13,124,036 3,602,451	13,229,870 3,636,638	13,479,536 3,705,267	13,743,416 3,777,802		14,250,41
Round Lake Beach-McHenry-Grayslake, IL-WI	9,166,275	9,884,869	10,071,409	10,268,571		3,917,16 10,647,37
Sacramento, CA	38,181,979	40,017,131	40,772,308	41,570,482		43,104,01
alem, OR	6,448,382	6,499,446	6,622,099	6,751,736		7,000,80
Salt Lake City-West Valley City, UT	33,691,395	35,087,945	35,750,101	36,449,959		37,794,59
Gan Antonio, TX Gan Diego, CA	33,685,486 101,930,381	33,974,916	34,616,067	35,293,725		36,595,70
San Francisco-Oakland, CA	252,969,978	107,403,221 272,429,253	109,430,063 277,570,355	111,572,307 283,004,178		115,688,20 293,444,19
ian Jose, CA	64,453,873	68,658,336	69,954,010	71,323,456		73,954,57
San Juan, PR	39,188,070	40,476,617	41,240,465	42,047,804	42,757,189	43,598,94
anta Clarita, CA	7,032,768	7,386,789	7,526,188	7,673,523		7,956,59
anta Rosa, CA	4,922,024	4,965,187	5,058,886	5,157,921		5,348,19
arasota-Bradenton, FL avannah, GA	9,428,943	9,519,873	9,699,526	9,889,408		10,254,22
cranton, PA	4,183,572 5,427,883	4,238,425 5,477,933	4,318,410 5,581,309	4,402,949 5,690,571		4,565,37 5,900,49
eattle, WA	163,836,961	173,505,866	176,780,153	180,240,868		186,889,94
hreveport, LA	4,201,663	4,240,494	4,320,518	4,405,098		4,567,60
outh Bend, IN-MI	6,752,264	7,155,237	7,290,266	7,432,983		7,707,18
pokane, WA	8,937,828	9,010,984	9,181,033	9,360,765		9,706,08
pringfield, MA-CT pringfield, MO	14,858,311	14,967,342	15,249,796	15,548,331		16,121,90
t. Louis, MO-IL	3,024,541 53,885,923	3,054,542 56,446,198	3,112,186 57,511,412	3,173,111 58,637,278		3,290,16 60,800,40
tockton, CA	11,320,114	11,901,486	12,126,082	12,363,467	12,572,050	12,819,55
yracuse, NY	7,926,641	7,989,743	8,140,520	8,299,882		8,606,06
allahassee, FL	3,649,079	3,681,942	3,751,425	3,824,864	3,889,393	3,965,9
ampa-St. Petersburg, FL	34,597,261	35,001,034	35,661,550	36,359,675		37,700,98
housand Oaks, CA oledo, OH-MI	5,854,910	6,321,912	6,441,215	6,567,311	6,678,107	6,809,5
renton, NJ	7,329,575 21,628,562	7,402,170 23,187,291	7,541,859 23,624,866	7,689,501 24,087,355		7,973,10 24,975,9
ucson, AZ	16,156,871	16,296,825	16,604,368	16,929,421	17,215,036	17,553,94
ılsa, OK	7,861,899	7,937,883	8,087,681	8,246,009	8,385,127	8,550,20
rban Honolulu, HI	30,633,867	31,021,031	31,606,440	32,225,179	32,768,847	33,413,96
ctorville-Hesperia, CA	5,377,982	5,425,804	5,528,196	5,636,418		5,844,34
irginia Beach, VA isalia, CA	22,337,320 4,868,570	22,776,940 4,908,600	23,206,771 5,001,232	23,661,076		24,533,93
/ashington, DC-VA-MD	334,767,662	360,246,950	367,045,290	5,099,138 374,230,708	5,185,165 380,544,321	5,287,24 388,036,06
richita, KS	6,043,309	6,099,556	6,214,663	6,336,323	6,443,223	6,570,0
/ilmington, NC	2,779,646	2,806,901	2,859,871	2,915,857	2,965,050	3,023,42
inston-Salem, NC	4,742,791	4,788,777	4,879,148	4,974,664	5,058,591	5,158,1
/inter Haven, FL	2,512,596	2,538,249	2,586,149	2,636,777	2,681,262	2,734,04
/orcester, MA-CT	12,928,747	13,382,017	13,634,553	13,901,468		14,414,29
ork, PA oungstown, OH-PA	3,370,789 4,752,232	3,400,833 4,798,585	3,465,011 4,889,140	3,532,844 4,984,852	3,592,446	3,663,17
remerton, WA	232,816	267,770	4,889,140	4,984,852 278,164	5,068,951 282,857	5,168,74 288,42
airbanks, AK	329,126	378,373	385,513	393,060	399,692	407,56
ohnstown, PA	12,766	14,685	14,962	15,255		15,81
enosha, WI-IL	78,166	89,904	91,601	93,394	94,969	96,83

1,029,213 158,578,772 58,191,526 38,942,294 7,425,187,877 66,233,385 447,368,557 68,127,191 27,946,610 79,510,869 15,918,257 53,373,469 47,663,886 90,500,000 950,015,693 564,708,018 23,148,419 110,347,597 23,051,336 10,750,038	1,049,361 161,683,170 59,330,705 39,704,644  7,570,546,175 67,621,589 456,825,352 69,567,313 28,647,778 81,505,762 15,999,048 54,494,312 54,494,312 54,494,312 48,918,341 90,500,000 968,573,807 577,721,886 23,634,536 112,664,897 23,535,414 10,975,788	1,067,065 164,410,913 60,331,668 40,374,497 <b>7,698,268,183</b> 69,061,031 464,204,306 94,735,573 29,366,475 83,550,528 16,080,243 55,649,591 50,209,153 90,500,000 1,009,066,491 591,135,590 24,135,588 115,053,393 24,034,364	1,088,072 167,647,656 61,519,412 41,169,346 70,536,772 474,107,766 96,756,667 30,103,144 85,646,412 16,161,844 56,829,363 56,829,363 55,829,363 604,833,664 24,647,265 117,492,524 24,543,893
58,191,526 38,942,294 7,425,187,877 66,233,385 447,368,557 68,127,191 27,946,610 79,510,869 15,918,257 53,373,469 47,663,886 90,500,000 950,015,693 564,708,018 23,148,419 110,347,597 23,051,336 10,750,038	59,330,705 39,704,644 7,570,546,175 67,621,589 456,825,52 69,567,313 28,647,778 81,505,762 15,999,048 54,494,312 48,918,341 90,500,000 968,573,807 577,721,886 23,634,536 112,664,897 23,535,414	60,331,668 40,374,497 <b>7,698,268,183</b> 69,061,031 464,204,306 94,735,573 29,366,475 83,550,528 16,080,243 55,649,591 50,209,153 90,500,000 <b>1,009,006,491</b> 591,135,590 24,135,588 115,053,393 24,034,364	61,519,41: 41,169,34! 7,849,823,32: 70,536,77: 474,107,76: 96,756,68: 30,103,14! 85,646,41: 16,161,84: 56,829,36: 51,526,27: 90,500,000 1,028,997,62: 604,833,66: 24,647,26: 117,492,52: 24,543,89
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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: FRANKLIN BOULEVARD UPDATE

**PREPARED BY**: Joe McCormack, Facilities Manager

**ACTION REQUESTED:** None

#### **BACKGROUND:**

The Franklin Boulevard Redevelopment Project will construct modern urban standard improvements on the old Highway 99 section, currently known as Franklin Boulevard, in the Glenwood area between downtown Springfield, the University of Oregon, and downtown Eugene. The existing Franklin Boulevard (a.k.a. OR 126B, McKenzie Highway) lacks facilities for bicycles and pedestrians.

The vision for Glenwood is a mixed-use neighborhood with housing and businesses and good transportation options, including bus, bicycle, walking, and motor vehicles. This road improvement project is a necessary step to implement that vision.

Modern roundabouts are accepted as one of the safest types of intersection design and have been used effectively throughout the world for many years. They reduce accidents, delays, fuel consumption, air pollution, and neighborhood speeds and costs while moving more traffic and enhancing intersection beauty.

City staff continue to work toward 60 percent design, making updates based on the 30 percent design comments. The 60 percent construction plans are scheduled to be complete by December 31. This would mean that construction may begin as soon as August 2016. Utility relocation efforts are likely to begin earlier -- in 2016.

The design requires the reconstruction of the McVay and Lexington EmX stations. LTD successfully applied for and was awarded \$648,000 from *Connect*Oregon V. Combined with LTD's local match, this will cover the majority of the reconstruction costs. The stations will be designed and constructed separately from the City's roadwork, yet closely coordinated.

ATTACHMENTS: 1) Franklin Boulevard McVay Highway Preliminary Phase 1
Roundabouts Design Concept

2) Franklin Boulevard Rendering

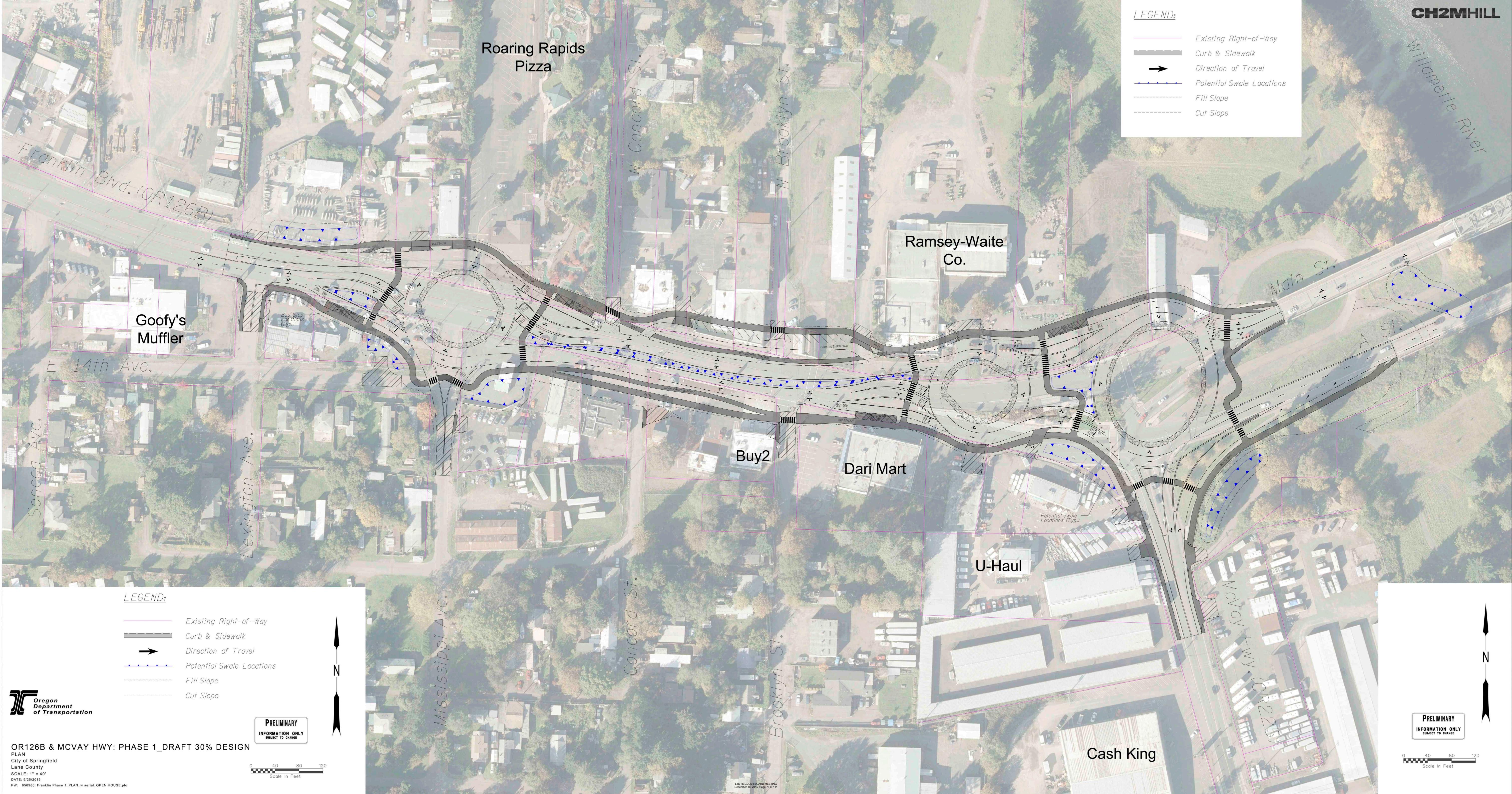
3) Oregon Department of Transportation Phase 1 Draft 30 Percent Design

PROPOSED MOTION: None

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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: UTILITY CONSUMPTION UPDATE – 3<sup>rd</sup> QUARTER, 2015

**PREPARED BY**: Allie Camp, Facilities Management Project Coordinator

**ACTION REQUESTED:** None

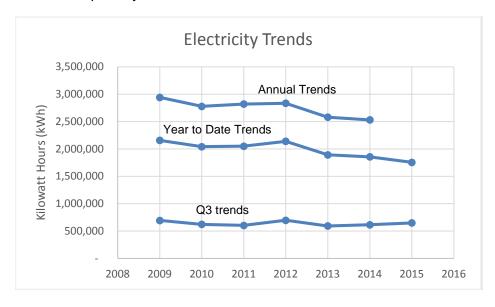
The following memorandum serves to inform the LTD Board of Directors of progress with utility savings and return on investment on past facility improvements. This memo will address the third quarter (Q3), July through September, 2015.

# **ELECTRICITY**

Total electricity consumption across all LTD facilities has increased 5 percent from Q3, 2014 to Q3, 2015. The majority of this consumption, along with most all other utilities, takes place at the Glenwood Facility. This site experienced a 3 percent increase from Q3, 2014; Springfield Station saw an 11 percent increase from Q3, 2014. Combined, these two large increases account for the vast majority of LTD's 5 percent total increase from Q3, 2014. As Oregon continues to experience higher than average summer temperatures, it will directly impact LTD's cooling needs in the warmer months.

Despite higher kilowatt hours (kWh) usage this quarter and last quarter, the overall consumption up until September 2015 is the lowest it has been since utility recording began in 2009. And, if average electricity use for Q4 occurs, LTD will have its lowest year of electricity consumption on record.

The Environmental and Sustainability Management System (ESMS) is focusing on cooling the server room independently of the Glenwood Administration Building to help with LTD's overall reduction of electricity. The ESMS also will begin adjusting expectations about employee comfort and shifts in weather, especially as we enter the winter months.

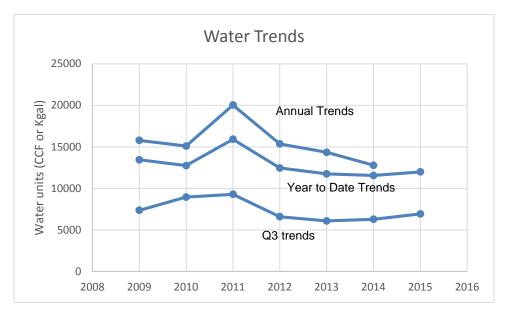


# **WATER**

LTD has historically experienced ebbs and flows with water use in Q3. In Q3, 2015, water consumption increased slightly from Q2. Trends since 2009 indicate that water use increases as summer months begin. LTD took measures to reduce its landscaping irrigation; however, the increasingly hot summer months led to a 10 percent increase from Q3, 2014.

LTD experienced a 4 percent overall decrease for the first six months of 2015 as compared with the first six months of the 2014 calendar year. However, with increases in consumption in Q2 and Q3, 2015, the District is slightly higher as of year-to-date in comparison with previous years' year-to-date consumption.

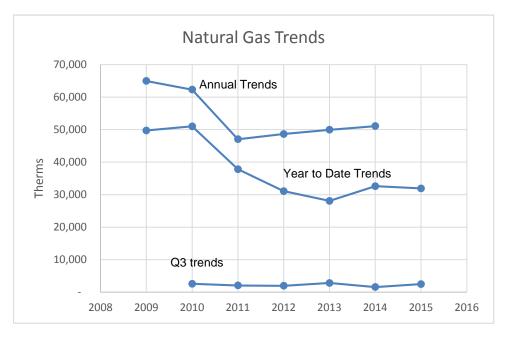
LTD experienced something new in this quarter's water bills: 10 additional meters have been added to serve the West Eugene EmX stations. LTD now has 53 metered locations for water service. This may contribute to a slight increase in overall consumption, but the District is becoming smarter about how to use water. As a comparison, in 2009 LTD had 28 active water meters in both Eugene and Springfield. In 2011 LTD had a similar number of meters as of present (minus the additional 10 added for West Eugene EmX). Both Q3 2009 and 2011 are higher than present day totals; annual trends seem to show a lower anticipated consumption for 2015. This means that even with more meters, LTD is using less water overall.



# **NATURAL GAS**

Natural gas is only utilized at the Eugene Station, Ride Source, and select buildings at Glenwood, with the consistently highest use occurring at the Glenwood fueling and maintenance buildings.

Compared to Q3 of 2014, Q3 of 2015 saw a 57 percent increase in natural gas consumption. Q3, 2014 was an exceptionally low year; the average for Q3 hovers around 2,300 therms; and Q3, 2015 totals about 2,470 therms, which is right around average. Overall consumption of natural gas is slightly down for the calendar year. As cooler seasons approach, LTD can anticipate higher consumptions of natural gas in Q4. Since 2011 annual trends have indicated a slight increase year to year for natural gas use; and as we approach the higher usage months of 2015, LTD can expect to follow that same trend.



# **WASTE**

The size of the waste containers and frequency of pickup at each facility have experienced very little increase since utility analysis began in 2009. Just as residential waste is measured, LTD's waste is measured by the size of container provided and the frequency of disposal.

The Glenwood Facility has a slightly different means of measuring its waste. The 20-yard dumpster is visually assessed for fullness before each weekly pickup. The estimated fullness is included on LTD's monthly bill and prices follow accordingly. The waste at the Glenwood facility includes all of the waste removed from the buses daily. Waste at Glenwood increased by 10 percent in Q3, 2015 compared with Q3, 2014. The year-to-date analysis shows 2015 with the highest quantity of waste since 2009. However, the year-to-date total is not far off of the overall average up through September.

An especially interesting trend remains consistent. Since 2009 Q3 traditionally has the lowest quantities of waste for the year. One speculation could be that Q3 is the only quarter with little to no student activity in Eugene.

# CONCLUSION

This is a small piece of the larger utility budget, and it is to serve as a snapshot in time. With quarterly updates, Facilities Management will begin to paint the picture of consumption, return on investment, and savings for the members of the LTD Board of Directors. For more specific information, additions to this quarterly report moving forward, or questions on specific project returns or calculations, please contact Allie Camp, Facilities Management Project Coordinator, at <a href="mailto:allison.camp@ltd.org">allison.camp@ltd.org</a>.

ATTACHMENTS: None

PROPOSED MOTION: None

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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: BOARD COMMITTEE ASSIGNMENTS

PREPARED BY: Gary Wildish, Board President

**ACTION REQUESTED:** Committee assignments will be finalized.

# **BACKGROUND:**

The Board president, or the directors by resolution, may appoint committees to make investigations, to study problems, and to make recommendations to the LTD Board of Directors. Advisory committees may include persons who are not directors. Each year Board members review their current committee assignments, and committee assignments may be revised depending on Board members' preferences and other circumstances that may arise. The resignation of former General Manager Ron Kilcoyne resulted in vacancies in two committee supporting roles: 1) ex officio position on the Metropolitan Policy Committee; and 2) alternate to the Lane Area Commission on Transportation. General Manager Aurora (A. J.) Jackson will assume these roles as reflected on the attached list of Board Committees and Special Assignments. Revised committee assignments will be finalized at the December 16 Board meeting.

ATTACHMENT: LTD Board of Directors Committees and Special Assignments, dated

December 16, 2016

PROPOSED MOTION: None.

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# LTD BOARD OF DIRECTORS COMMITTEES AND SPECIAL ASSIGNMENTS

December 16, 2015

#### **BOARD OFFICERS**

(Terms expire 6/30/16)

President – Gary Wildish Vice President – Carl Yeh Secretary – Julie Grossman Treasurer – Ed Necker

# **HUMAN RELATIONS COMMITTEE**

(meets 2<sup>nd</sup> Tuesday of the month)
\*Gary Gillespie
Julie Grossman
Gary Wildish

#### **SERVICE COMMITTEE**

(meetings scheduled as needed)
Gary Gillespie
\*Ed Necker
Angelynn Pierce

#### **FINANCE COMMITTEE**

(meetings scheduled as needed)

\*Gary Wildish
Carl Yeh
Ed Necker

# **EmX STEERING COMMITTEE**

(meets quarterly on 1st Tuesday)

\*Carl Yeh

Gary Gillespie

Julie Grossman

# **PENSION TRUSTS**

(meetings scheduled quarterly or as needed)
Gary Gillespie

# MAIN STREET-MCVAY GOVERNANCE COMMITTEE

(Meets every month) Don Nordin Angelynn Pierce

\*Denotes Current Committee Chair

# **METROPOLITAN POLICY COMMITTEE (MPC)**

(meets 1<sup>st</sup> Thursday of the month)
Gary Wildish
Gary Gillespie
Alternate: Julie Grossman
Aurora (A. J.) Jackson, ex officio

# LANE COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

(meets 4<sup>th</sup> Thursday, Feb., April, June, and Sept.) Carl Yeh Alternate: Don Nordin

# **ACCESSIBLE TRANSPORTATION COMMITTEE**

(meets on the 3<sup>rd</sup> Tuesday of each month) Ed Necker

# GOVERNOR'S OREGON PASSENGER RAIL LEADERSHIP COUNCIL

(Meetings scheduled as needed)
Gary Gillespie

# **LANE AREA COMMISSION ON TRANSPORTATION**

(meets on the 2<sup>nd</sup> Wednesday of each month)

Don Nordin

Alternate: Aurora (A. J.) Jackson

# **MOVINGAHEAD OVERSIGHT COMMITTEE**

(Meetings scheduled as needed)
Angelynn Pierce
Gary Gillespie

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Updated: 12/16/2015

DATE: December 16, 2015

ITEM TITLE: MONTHLY FINANCIAL REPORTS

PREPARED BY: Todd Lipkin, Finance Manager/CFO

ACTION REQUESTED: None

#### **BACKGROUND:**

Following this summary are the October 2015 financial reports. While the budget is appropriated annually, monthly budget estimates are developed to present monthly and year-to-date comparisons to budget and prior-year results. Some costs, such as personnel, fuel, and preventive maintenance, can be reasonably allocated by month; while other costs, such as capital projects and paratransit service, are more variable and may have seasonal or other variations. While all funds are presented in a consistent format, these factors should be considered when evaluating performance against budget.

# General Fund

Overall, year-to-date revenue is 35.6 percent over budget through October 31. The primary driver is payroll taxes, which are \$4.2 million over budget. The payroll tax receipts include approximately \$2.2 million in delinquent taxes received in July being paid for last fiscal year. Downward ridership trends account for the year-to-date passenger fare revenue being 6.3 percent below budget (an improvement from September 30 when passenger fares were 8.1 percent below budget).

As expected, personnel costs are under budget for the year. There are currently three open administrative positions. One of these, the planning technician, has been posted. The other two open positons are going through internal review to determine how/when to fill them. We have hired the General Service Worker referenced in last month's report and are doing interviews for the journey-level mechanic this month. A new class of bus operators has been hired and is scheduled to start on December 14.

Materials and services costs in all departments are under budget year to date. Fuel prices continue to contribute positively to the budget (budgeted at \$3.15 per gallon) with a year-to-date price per gallon of \$1.63. The lowest price paid this year is \$1.31, which was on December 3. This represents the lowest price per gallon paid since March 12, 2009.

# Accessible Services Fund

Services within the Eugene-Springfield area are under budget year to date. While the Transfer from the General Fund is well above last year's figure, it is still 39.2 percent below budget through the first four months of the fiscal year. There may be additional grant opportunities in the next few months that might help to further decrease the General Fund contribution. As these become available, staff will report on them in this report and/or the Monthly Grant Report.

# Medicaid Fund

Demand continues to increase for the nonemergency medical transportation (NEMT) service. The increase in costs over budget are also partially due to prior-year trips being billed and paid this year.

In addition, the Transfer from the General Fund is over budget for the year. This overage actually translates into money saved for the District because waivered trips are 70 percent subsidized by Medicaid. If these trips were not funded through the waivered program, they would be Americans with Disabilities (ADA) trips. LTD pays more than 70 percent of the trip's cost for ADA trips. At the end of the fiscal year, we will submit a supplemental budget for Board approval if the transfer remains over budget.

# Capital Projects Fund

West Eugene EmX construction is the primary driver of Capital Projects Fund costs. A total of \$19.2 million dollars has been paid on the project through October 2015. Other projects funded during the first four months of the fiscal year include MovingAhead, bus security cameras, and the replacement of the phone system.

**ATTACHMENTS:** October 2015 Financial Reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2015\12\Dec 16 Reg Mtg\Financial Report AIS.docx



# Lane Transit District General Fund Schedule of Revenues and Expenditures October 31, 2015 Unaudited

	Oct	tober 01 - 31			Revenues & Other Sources			Year to Date	Through Oc	ctober 31	
Prior Year	Current Year	% Prior	Budget	% Budget	revenues a siner sources	Annual Budget	Prior Year		% Prior	Budget	% Budget
412,379	416,248	100.9%	419,790	99.2%	Passenger Fares	4,714,500	1,648,621	1,590,179	96.5%	1,697,560	93.7%
242,847		104.2%	235,000	107.7%		2,550,000	718,114	689,128	96.0%	670,000	102.9%
37,500	37,500	100.0%	37,500	100.0%	Advertising	437,000	330,000	367,000	111.2%	362,000	101.4%
37,127	34,300	92.4%	38,000	90.3%	Special Service	152,000	89,422	72,758	81.4%	76,000	95.7%
729,853	741,085	101.5%	730,290	101.5%	Total Operating	7,853,500	2,786,157	2,719,065	97.6%	2,805,560	96.9%
887,537	2,229,436	251.2%	994,800	224.1%	Payroll Tax	30,100,200	6,749,286	11,730,095	173.8%	7,565,300	155.1%
147,145	209,837	142.6%	150,000	139.9%	Self-employment Tax	1,680,000	192,133	295,412	153.8%	185,000	159.7%
-	-	N/A	-	N/A	State-in-Lieu	200,000	404,640	121,089	29.9%	50,000	242.2%
420,723	469,681	111.6%	422,090	111.3%	Operating Grants	5,065,000	1,794,141	1,803,537	100.5%	1,688,360	106.8%
199,292	96,380	48.4%	17,280	557.8%	Miscellaneous	253,400	278,269	169,715	61.0%	115,120	147.4%
4,694	5,537	118.0%	4,000	138.4%	Interest Income	48,000	19,335	10,334	53.4%	16,000	64.6%
1,659,391	3,010,871	181.4%	1,588,170	189.6%	Total Nonoperating	37,346,600	9,437,804	14,130,182	149.7%	9,619,780	146.9%
2,389,244	3,751,956	157.0%	2,318,460	161.8%	Total Revenues & Other Sources	45,200,100	12,223,961	16,849,247	137.8%	12,425,340	135.6%
	Oct	tober 01 - 31			Expenditures & Other Uses			Year to Date	Through Oc	ctober 31	
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget
786,389	848,311	107.9%	901,560	94.1%	Administration	10,815,800	3,325,946	3,328,816	100.1%	3,606,240	92.3%
1,628,140	1,703,469	104.6%	1,829,920	93.1%	Amalgamated Transit Union	21,958,500	6,369,767	6,912,612	108.5%	7,319,680	94.4%
(65,266)	(74,105)	113.5%	(95,650)	77.5%	Less Grant-Funded Expenditures	(1,147,700)	(274,568)	(315,694)	115.0%	(382,600)	82.5%
2,349,263	2,477,675	105.5%	2,635,830	94.0%	Total Personnel Services	31,626,600	9,421,145	9,925,734	105.4%	10,543,320	94.1%
17,603	29,989	170.4%	26,590	112.8%	Executive Office	332,300	136,969	140,432	102.5%	169,284	83.0%
126,987	122,881	96.8%	177,380	69.3%	Administrative Services	2,147,200	710,196	605,649	85.3%	789,520	76.7%
161,739	226,850	140.3%	267,855	84.7%	Customer Services & Planning	2,837,400	671,881	864,033	128.6%	1,042,127	82.9%
319,322	426,921	133.7%	477,558	89.4%	Operations & Customer Satisfaction	5,639,600	1,760,142	1,468,879	83.5%	1,882,514	78.0%
625,651	806,641	128.9%	949,383	85.0%	Total Materials & Services	10,956,500	3,279,188	3,078,993	93.9%	3,883,445	79.3%
93,935	67,513	71.9%	215,580	31.3%	Transfer to Accessible Services Fund	2,586,900	259,800	524,489	201.9%	862,320	60.8%
1,971	17,498	887.8%	16,250	107.7%	Transfer to Medicaid Fund	195,000	27,736	77,916	280.9%	65,000	119.9%
-	-	N/A		N/A	Transfer to Capital Projects Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
95,906	85,011	88.6%	231,830	36.7%	Total Other Uses	4,449,500	3,639,036	2,270,005	62.4%	2,594,920	87.5%
3,070,820	3,369,327	109.7%	3,817,043	88.3%	Total Expenditures & Other Uses	47,032,600	16,339,369	15,274,732	93.5%	17,021,685	89.7%
(681,576)	382,629	-56.1%	(1,498,583)	-25.5%	Revenues less Expenditures	(1.832,500)	(4,115,408)	1,574,515	-38.3%	13,311,855	11.8%



# Lane Transit District Accessible Services Fund Schedule of Revenues and Expenditures October 31, 2015 Unaudited

	Oc	tober 01 - 31			Revenues & Other Sources			Year to Date	Through Oc	tober 31	
Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget		Annual Budget	Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget
35,577	30,245	85.0%	30,190	100.2%	Passenger Fares	362,200	121,175	111,462	92.0%	120,760	92.3%
254,586	227,563	89.4%	229,910	99.0%	Federal Assistance	2,758,700	983,819	929,262	94.5%	919,640	101.0%
87,526	97,654	111.6%	91,650	106.6%	State Assistance	1,099,400	552,110	355,396	64.4%	366,600	96.9%
1,316	966	73.4%	10,280	9.4%	Local Assistance	123,200	4,795	30,439	634.8%	41,120	74.0%
379,005	356,428	94.0%	362,030	98.5%	Total Revenues	4,343,500	1,661,899	1,426,559	85.8%	1,448,120	98.5%
93,935	67,513	71.9%	215,660	31.3%	Transfer from General Fund	2,587,700	259,800	524,489	201.9%	862,640	60.8%
93,935	67,513	71.9%	215,660	31.3%	Total Other Sources	2,587,700	259,800	524,489	201.9%	862,640	60.8%
472,940	423,941	89.6%	577,690	73.4%	Total Revenues & Other Sources	6,931,200	1,921,699	1,951,048	101.5%	2,310,760	84.4%
	Oc	tober 01 - 31			Expenditures & Other Uses			Year to Date	Through Oc	tober 31	
Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
399,345	337,286	84.5%	485,310	69.5%	ADA RideSource	5,823,800	1,709,593	1,619,222	94.7%	1,941,240	83.4%
9,764	10,605	108.6%	12,040	88.1%	Transit Training & Hosts	144,400	39,812	38,228	96.0%	48,160	79.4%
7,666	9,615	125.4%	8,330	115.4%	Special Transport	99,900	28,647	36,943	129.0%	33,320	110.9%
416,775	357,506	85.8%	505,680	70.7%	Total Eugene/Springfield Services	6,068,100	1,778,052	1,694,393	95.3%	2,022,720	83.8%
13,588	9,542	70.2%	10,420	91.6%	South Lane	124,900	48,841	46,517	95.2%	41,680	111.6%
14,940	12,161	81.4%	16,170	75.2%	Florence	193,800	60,528	62,987	104.1%	64,680	97.4%
15,561	16,511	106.1%	20,310	81.3%	Oakridge	243,800	70,132	68,911	98.3%	81,240	84.8%
44,089	38,214	86.7%	46,900	81.5%	Total Rural Lane County Services	562,500	179,501	178,415	99.4%	187,600	95.1%
8,388	690	8.2%	14,580	4.7%	Mobility Management	175,000	34,964	28,418	81.3%	58,320	48.7%
-	-	N/A	450	0.0%	Crucial Connections	5,300	676	1,131	167.3%	1,800	62.8%
965	1,061	109.9%	1,700	62.4%	Veterans Transportation	20,300	3,549	2,986	84.1%	6,800	43.9%
5,117	3,005	58.7%	8,330	36.1%	Lane County Coordination	100,000	22,586	14,015	62.1%	33,320	42.1%
14,470	4,756	32.9%	25,060	19.0%	Total Other Services	300,600	61,775	46,550	75.4%	100,240	46.4%
475,334	400,476	84.3%	577,640	69.3%	Total Expenditures & Other Uses	6,931,200	2,019,328	1,919,358	95.0%	2,310,560	83.1%
(2,394)	23,465	-980.2%	17,980	130.5%	Revenues less Expenditures	_	(97,629)	31,690	-32.5%	71,920	44.1%



# Lane Transit District Medicaid Fund Schedule of Revenues and Expenditures October 31, 2015 Unaudited

	Oc	tober 01 - 31			Revenues & Other Sources			Year to Date	Through Oc	tober 31	
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget
510,509	758,301	148.5%	714,850	106.1%	Medicaid Nonemergency Medical Transportation	8,578,000	2,431,608	3,218,932	132.4%	2,859,400	112.6%
44,650	52,801	118.3%	53,210	99.2%	Medicaid Waivered Transportation	638,600	234,879	232,311	98.9%	212,840	109.1%
555,159	811,102	146.1%	768,060	105.6%	Total Revenues	9,216,600	2,666,487	3,451,243	129.4%	3,072,240	112.3%
1,971	17,498	887.8%	16,260	107.6%	Transfer from General Fund	195,000	27,736	77,916	280.9%	65,040	119.8%
1,971	17,498	887.8%	16,260	107.6%	Total Other Sources	195,000	27,736	77,916	280.9%	65,040	119.8%
557,130	828,600	148.7%	784,320	105.6%	Total Revenues & Other Sources	9,411,600	2,694,223	3,529,159	131.0%	3,137,280	112.5%
	Oc	tober 01 - 31			Expenditures & Other Uses			Year to Date	Through Oc	tober 31	
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget Prior Year Cu				Budget	% Budget
395,485	627,178	158.6%	599,800	104.6%	Services	7,197,500	2,000,787	2,713,616	135.6%	2,399,200	113.1%
10,346	227	2.2%	10,270	2.2%	Mobility Management	123,300	46,220	16,761	36.3%	41,080	40.8%
104,352	130,896	125.4%	104,780	124.9%	Program Administration	1,257,200	384,490	496,514	129.1%	419,120	118.5%
510,183	758,301	148.6%	714,850	106.1%	Total Medicaid NEMT (Medical)	8,578,000	2,431,497	3,226,891	132.7%	2,859,400	112.9%
36,826	49,934	135.6%	50,720	98.5%	Services	608,600	186,795	230,249	123.3%	202,880	113.5%
3,515	133	3.8%	3,220	4.1%	Mobility Management	38,600	13,451	9,168	68.2%	12,880	71.2%
169	254	150.3%	360	70.6%	Program Administration	4,200	1,736	1,456	83.9%	1,440	101.1%
16,269	-	0.0%	15,180	0.0%	Grant Program Match Requirements	182,200	60,634	51,616	85.1%	60,720	85.0%
56,779	50,321	88.6%	69,480	72.4%	Total Medicaid Waivered (Non-Medical)	833,600	262,616	292,489	111.4%	277,920	105.2%
566,962	808,622	142.6%	784,330	103.1%	Total Expenditures & Other Uses	9,411,600	2,694,113	3,519,380	130.6%	3,137,320	112.2%
(9,832)	19,978	-203.2%	11,170	178.9%	Revenues less Expenditures		110	9,779	8890.0%	44,680	21.9%



# Lane Transit District Capital Projects Fund Schedule of Revenues and Expenditures October 31, 2015 Unaudited

	Oc	tober 01 - 31			Revenues & Other Sources			Year to Date	Through O	ctober 31	
Prior Year	<b>Current Year</b>	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
953,486	8,385,393	879.4%	6,531,640	128.4%	Federal Assistance	78,379,700	5,441,305	17,002,970	312.5%	26,126,560	65.1%
-	-	N/A	1,290,250	0.0%	State Assistance	15,483,000	-	6,082	N/A	5,161,000	0.1%
953,486	8,385,393	879.4%	7,821,890	107.2%	Total Revenues	93,862,700	5,441,305	17,009,052	312.6%	31,287,560	54.4%
-	-	N/A	-	N/A	Transfer from General Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
-	-	N/A	-	N/A	Total Other Sources	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
953,486	8,385,393	879.4%	7,821,890	107.2%	Total Revenues & Other Sources	95,530,300	8,792,805	18,676,652	212.4%	32,955,160	56.7%
	Oc	tober 01 - 31			Expenditures & Other Uses			Vear to Date	Through O	Stober 31	
Prior Year	Current Year	% Prior	Budget	% Budget	Experiancies a other oses	Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
814,008		1216.8%	6,061,670	163.4%	West Eugene EmX Extension	72,740,000		19,178,756	671.9%	24,246,680	79.1%
97,852	4,831	4.9%	16,670	29.0%		200,000		9,279	3.4%	66,680	13.9%
398	15,032	3776.9%	137,500	10.9%	MovingAhead	1,650,000	·	195,756	1303.6%	550,000	35.6%
912,328		1087.8%	6,215,840	159.7%	Total Frequent Transit Network	74,590,000	3,154,991	19,384,041	614.4%	24,863,360	78.0%
-	2,462	N/A	577,510	0.4%	Revenue Vehicles - Fixed Route	6,930,000	2,854,018	9,127	0.3%	2,310,040	
-	-	N/A	8,330	0.0%	Support Vehicles	100,000		· -	N/A	33,320	0.0%
230,022	71,108	30.9%	53,900	131.9%	Stations, Shelters & Facilities	1,830,800		292,837	84.7%	219,600	133.4%
37,059	30,740	82.9%	428,800	7.2%	Computer Hardware & Software	5,145,600	402,198	479,355	119.2%	1,715,200	27.9%
1,462	-	0.0%	3,920	0.0%	Intelligent Transportation Systems	698,000	1,713	55,290	3227.7%	15,680	352.6%
-	-	N/A	212,330	0.0%	Transit Security Projects	715,000	-	642,594	N/A	482,720	133.1%
22,202	966	4.4%	165,000	0.6%	Communications Equipment	439,700	32,108	194,384	605.4%	201,640	96.4%
-	-	N/A	6,250	0.0%	Shop Equipment	75,000	2,440	2,175	89.1%	25,000	8.7%
-	-	N/A	68,050	0.0%	Miscellaneous Equipment	816,600	-	-	N/A	272,200	0.0%
291,030	766,929	263.5%	1,524,090	50.3%	Total Other Capital Outlay	16,750,700	3,638,964	2,412,244	66.3%	5,275,400	45.7%
1,203,358	10,691,406	888.5%	7,739,930	138.1%	Total Expenditures & Other Uses	91,340,700	6,793,955	21,796,285	320.8%	30,138,760	72.3%
(249,872)	(2,306,013)	922.9%	528,360	-436.4%	Revenues less Expenditures	4,189,600	1,998,850	(3,119,633)	-156.1%	4,602,000	-67.8%

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: MONTHLY ENGAGEMENT REPORT

PREPARED BY: Andy Vobora, Director of Customer Services and Planning

**ACTION REQUESTED:** None

#### **BACKGROUND:**

The District continues to engage in outreach activities related to LTD projects, general community and civic events, and a variety of other opportunities. Additionally, earned media and paid media play an important role in communicating LTD projects, services, and significant activities that are taking place within the District and in the broader community. To keep the LTD Board informed of key activities during the past month, and to highlight opportunities in the coming month, staff have prepared the following summary and will respond to questions from the Board.

Paid Media - Paid media continuing in December includes:

- West Eugene EmX construction and Go West promotions
- Base brand adversiting

Earned Media – Earned media this past month included:

- Coverage of Stuff the Bus
- A lawsuit filed by a customer who had an altercation with a G4S officer
- A story related to EmX ridership
- A story about the purchase of electric buses
- Passage of the federal transportation bill
- Airport connector

**Sponsorships** – The following sponsorships and partner events occurred during the month or are continuing sponsorships:

- The Eugene Symphony ads will continue through its season
- The McKenzie Cider and Craft Beer Festival
- Duck Downtown and University of Oregon (UO) Football continued, and special efforts were made to highlight the MillerCoors Beer sponsorship of free service on November 21
- LTD honored area veterans by providing free service on Veterans Day
- The LTD Holiday Bus was featured in the Springfield Christmas Parade on December 5
- Stuff the Bus
- Eugene Comic Con
- Springfield Christmas Parade
- Holiday Bus (Ride the Bus with Santa each Saturday and Sunday through December)

**Outreach Meetings** – LTD participated in a climate change forum sponsored by the Sierra Club, and has had follow-up meetings with the local Sierra Club chapter to discuss its continued involvement with LTD. A presentation was made to the Springfield Forum Group. This group consists of retired business men and women and meets monthly at the Springfield Chamber office. A group of local business people were led on an LTD tour as part of the filming of a segment for LTD's new video. This video will be used in presentations and cut down for use in advertising opportunities. The group, which included the new Springfield Chamber CEO, had a good time and several people commented that they learned a lot about LTD. Point2point staff implemented a *Be Safe Be Seen* light giveaway in Florence, an employee health fair at Three Rivers Casino, and an AARP Outreach Event at the Hult Center.

ATTACHMENTS: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2015\12\Engagement Report December 2015.docx

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Aurora (A. J.) Jackson, General Manager

**ACTION REQUESTED:** None

#### **BACKGROUND:**

In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information. On a quarterly basis, staff will present a review of key metrics that are trending in the performance report.

**ATTACHMENTS:** 1) November 2015 Performance Reports

2) October 2015 Ride Source Activity and Productivity reports

**PROPOSED MOTION:** None

Q:\Reference\Board Packet\2015\12\Performance Summary AIS.docx

# LANE TRANSIT DISTRICT

# November 2015 Performance Report \*

11-December-2015

		Prior							
Performance	Current	Year's	%	Current	Previous	%	Current	Prior	%
Measure	Month	Month	Change	Y-T-D	Y-T-D	Change	12 Month	12 Month	Change
Fixed Route Service									
Passenger Boardings	890,563	928,418	- 4.1%	4,098,536	4,461,679	- 8.1%	10,339,495	11,116,489	- 7.0%
Mobility Assisted Riders	12,483	11,451	+ 9.0%	69,930	68,504	+ 2.1%	159,904	149,312	+ 7.1%
Average Passenger Boardings:									
Weekday	37,460	39,662	- 5.6%	32,027	35,077	- 8.7%	34,326	37,188	- 7.7%
Saturday	22,963	23,253	- 1.2%	20,805	22,052	- 5.7%	19,202	20,494	- 6.3%
Sunday	9,902	10,750	- 7.9%	9,855	10,475	- 5.9%	9,576	10,384	- 7.8%
Monthly Revenue Hours	21,952	20,220	+ 8.6%	110,095	105,328	+ 4.5%	259,546	251,590	+ 3.2%
Boardings Per Revenue Hour	40.6	45.7	- 11.2%	37.23	42.36	- 12.1%	39.84	44.18	- 9.8%
Weekly Revenue Hours	5,245	4,998	+ 4.9%	4,990	4,801	+ 3.9%	4,991	4,870	+ 2.5%
Weekdays	20	19		107	106		256	254	
Saturdays	4	5		21	22		51	52	
Sundays	5	5		24	24		56	55	

# Passenger Revenues & Sales

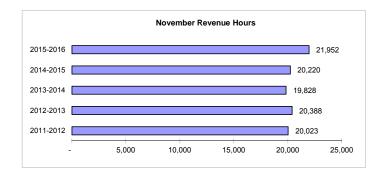
Passenger revenues and sales information will be updated in the online version of the performance report when the November 2015 financial reports are presented to the Board of Directors in the January 2016 board packet.

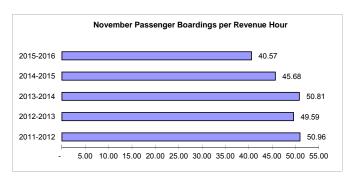
Go to https://www.ltd.org/monthly-performance-reports/ to access the updated report at that time.

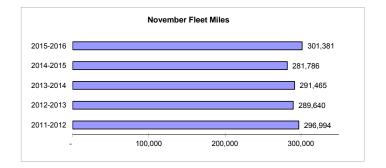
FI	eet	Ser	vice	S

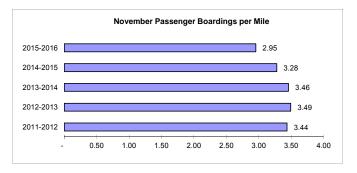
Fleet Miles	301,381	281,786	+ 7.0%	1,533,967	1,469,652	+ 4.4%	3,619,074	3,526,681	+ 2.6%
Average Passenger Boardings/Mile	2.95	3.29	- 10.3%	2.67	3.04	- 12.0%	2.86	3.15	- 9.4%
Fuel Cost	\$127,911	\$204,533	- 37.5%	\$737,400	\$1,234,531	- 40.3%	\$1,893,560	\$2,962,032	- 36.1%
Fuel Cost Per Mile	\$0.424	\$0.726	- 41.5%	\$0.481	\$0.840	- 42.8%	\$0.523	\$0.840	- 37.7%
Repair Costs	\$212,621	\$209,580	+ 1.5%	\$1,200,705	\$1,037,054	+ 15.8%	\$2,855,823	\$2,531,908	+ 12.8%
Total Repair Cost Per Mile	\$0.705	\$0.744	- 5.1%	\$0.783	\$0.706	+ 10.9%	\$0.789	\$0.718	+ 9.9%
Preventive Maintenance Costs	\$28,818	\$36,619	- 21.3%	\$150,505	\$157,411	- 4.4%	\$392,458	\$416,693	- 5.8%
Total PM Cost Per Mile	\$0.096	\$0.130	- 26.4%	\$0.098	\$0.107	- 8.4%	\$0.108	\$0.118	- 8.2%
Mechanical Road Calls	46	53	- 13.2%	210	247	- 15.0%	504	638	- 21.0%
Miles/Mech. Road Call	6,552	5,317	+ 23.2%	7,305	5,950	+ 22.8%	7,181	5,528	+ 29.9%
Special Mobility Service									
SMS Rides	15,036	14,934	+ 0.7%	80,662	79,985	+ 0.8%	194,996	194,611	+ 0.2%
SMS Ride Refusals	-	-	+ 0.0%	8	-	+ 0.0%	10	-	+ 0.0%
RideSource	6,831	6,725	+ 1.6%	37,365	36,522	+ 2.3%	89,031	84,365	+ 5.5%
RideSource Refusals	-	-	+ 0.0%	2	-	+ 0.0%	4	-	+ 0.0%

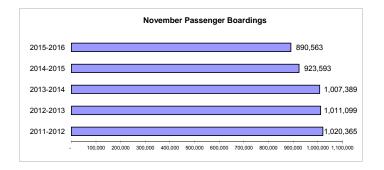
<sup>\*</sup> Data for prior months has been updated to reflect error corrections from missing passenger count data

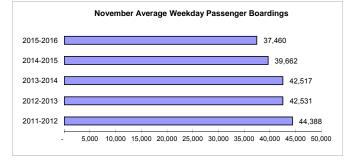








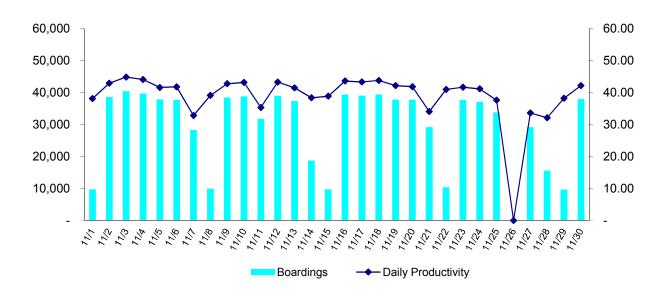


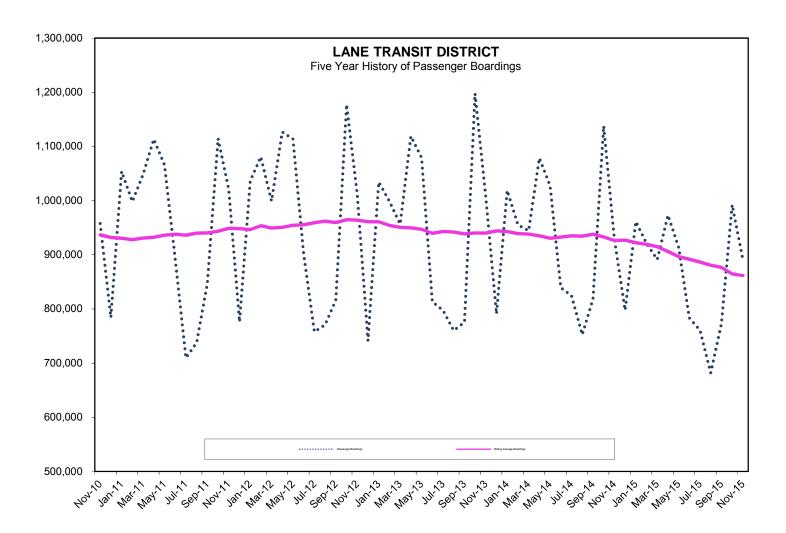


# Daily Ridership Recap November 2015

	lity	

			Assisted	Revenue	Daily
Date Day	Service	Boardings	Boardings	Hours	Productivity
11/1/2015 Sunday	Sunday	9,724	200	255.00	38.13
11/2/2015 Monday	Weekday	38,606	496	899.00	42.94
11/3/2015 Tuesday	Weekday	40,503	710	903.00	44.85
11/4/2015 Wednesday	Weekday	39,709	662	901.00	44.07
11/5/2015 Thursday	Weekday	37,868	494	910.00	41.61
11/6/2015 Friday	Weekday	37,712	607	902.00	41.81
11/7/2015 Saturday	Saturday	28,290	391	862.00	32.82
11/8/2015 Sunday	Sunday	9,936	188	254.00	39.12
11/9/2015 Monday	Weekday	38,454	560	899.00	42.77
11/10/2015 Tuesday	Weekday	38,838	502	899.00	43.20
11/11/2015 Wednesday	Weekday	31,785	466	899.00	35.36
11/12/2015 Thursday	Weekday	39,042	543	902.00	43.28
11/13/2015 Friday	Weekday	37,369	522	901.00	41.48
11/14/2015 Saturday	Saturday	18,733	349	488.00	38.39
11/15/2015 Sunday	Sunday	9,764	164	251.00	38.90
11/16/2015 Monday	Weekday	39,376	507	902.00	43.65
11/17/2015 Tuesday	Weekday	39,080	511	902.00	43.33
11/18/2015 Wednesday	Weekday	39,442	545	901.00	43.78
11/19/2015 Thursday	Weekday	37,824	492	897.00	42.17
11/20/2015 Friday	Weekday	37,763	566	902.00	41.87
11/21/2015 Saturday	Saturday	29,217	294	857.00	34.09
11/22/2015 Sunday	Sunday	10,374	178	253.00	41.00
11/23/2015 Monday	Weekday	37,734	546	905.00	41.70
11/24/2015 Tuesday	Weekday	37,100	412	901.00	41.18
11/25/2015 Wednesday	Weekday	33,843	470	899.00	37.65
11/26/2015 Thursday	Closed	-	-	-	-
11/27/2015 Friday	Weekday	29,190	322	868.00	33.63
11/28/2015 Saturday	Saturday	15,612	256	486.00	32.12
11/29/2015 Sunday	Sunday	9,713	132	254.00	38.24
11/30/2015 Monday	Weekday	37,962	398	900.00	42.18
Totals		890,563	12,483	21,952	40.57





# **Special Mobility Services: RideSource Activity and Productivity Information**

October-15		Current Month	`	Prior Year's Month	% Change		Current YTD	P	Previous YTD	% Change		Current 2 Month		Prior 2 Month	% Change
RideSource Ridership		16,974		18,307	-7.3%		65,972		67,916	-2.9%		195,848		194,161	0.9%
RideSource(All Modes) Shopper Escort Volunteers-Metro Escort Volunteers-Rural		14,071 612 1,516 775		15,240 614 1,452 1,001	-7.7% -0.3% 4.4% -22.6%		55,734 2,398 5,195 2,645		57,765 2,302 5,007 2,842	-3.5% 4.2% 3.8% -6.9%		164,995 7,378 14,762 8,713		165,883 6,546 13,737 7,995	-0.5% 12.7% 7.5% 9.0%
RideSource Cost per Ride	\$	22.82	\$	22.36	2.1%	\$	23.11	\$	23.94	-3.5%	\$	23.09	\$	24.16	-4.4%
RideSource(All Modes) RideSource Shopper RideSource Escort	\$ \$ \$	26.33 12.18 4.16	\$ \$ \$	25.68 13.73 3.90	2.5% -11.3% 6.7%	\$ \$ \$	26.21 12.07 4.40	\$ \$ \$	27.04 13.80 4.07	-3.1% -12.5% 8.0%	\$ \$ \$	26.26 11.99 4.27	\$ \$ \$	27.17 14.13 4.22	-3.3% -15.1% 1.2%
Ride Reservations		16,048		16,809	-4.5%		62,535		63,519	-1.5%		183,743		184,933	-0.6%
Cancelled Number Cancelled % of Total		1,578 9.83%		1,634 9.72%	-3.4%		6,074 9.71%		5,862 9.23%	3.6%		18,005 9.80%		19,109 10.33%	-5.8%
No-Show Number No-Show % of Total		108 0.67%		137 0.82%	-21.2%		464 0.74%		534 0.84%	-13.1%		1,532 0.83%		1,419 0.77%	8.0%
Ride Refusals Number Ride Refusals % of Total		0 0.00%		0 0.00%	#DIV/0!		8 0.01%		0 0.00%	#DIV/0!		12 0.01%		2 0.00%	500.0%
Service Hours		8,078		8,295	-2.6%		32,039		32,611	-1.8%		94,958		96,883	-2.0%
Agency Staff Agency SMS Volunteer		7,966 112		8,145 150	-2.2% -25.3%		31,594 445		32,049 562	-1.4% -20.8%		93,548 1,410		95,348 1,535	-1.9% -8.1%
Avg. Trips/Service Hr.		1.82		1.91	-4.7%		1.81		1.84	-1.6%		1.82		1.78	2.2%
RideSource System Miles		105,257		106,948	-1.6%		409,958		414,559	-1.1%	1,:	204,468	1,2	207,479	-0.2%
Avg. Miles/Trip Miles/Vehicle Hour		7.17 13.03		6.75 12.89	6.3% 1.1%		7.05 12.80		6.90 12.71	2.2% 0.7%		6.99 12.68		7.00 12.46	-0.2% 1.8%

# **Special Mobility Services: RideSource Activity and Productivity Information**

		Prior							
	Current	Year's	%	Current	Previous	%	Current	Prior	%
October-15	Month	Month	Change	YTD	YTD	Change	12 Month	12 Month	Change
On-Time Performance %	85.4%	79.8%	7.1%	86.0%	82.4%	4.3%	85.2%	86.3%	-1.3%
Sample	13,015	13,827		51,135	52,327		150,877	149,107	
On-Time	11,117	11,032		43,957	43,133		128,480	128,667	

- RideSource (All Modes) includes all rides except Shopper, Escort, & Taxi
- Escort Volunteers-Metro includes in-district volunteer rides and SMS volunteer escort rides.
- Escort Volunteers-Rural is out of district volunteer rides.
- RideSource System Miles includes miles by volunteers in agency vehicles.
- On-Time Performance reflects a 100% sample of all rides with scheduled pickup times, plus will-call rides. The standard is +/- 10 minutes for scheduled pickups and within 30 minutes of will-call request.

# Productivity Cost Model FY 2016

October-15

	Current Month	Last Yr Curr Month	Curr YTD	Last Yr YTD	Curr 12 Months	Last Yr 12 months
Total Cost per Cost Model	511,154	509,330	2,003,451	1,976,180	5,738,124	5,644,003
Less Brokerage	123,689	99,148	478,204	347,521	1,209,285	945,465
Less Oakridge	46	869	913	2,851	6,925	7,730
RS Total	387,419	409,313	1,524,334	1,625,808	4,521,914	4,690,808
Less Shopper	7,455	8,433	28,940	31,768	88,465	92,503
Less Vol Escort	9,522	9,556	34,483	31,967	100,354	91,817
RS All Modes	370,442	391,324	1,460,911	1,562,073	4,333,095	4,506,488

DATE: December 16, 2015

ITEM TITLE: MONTHLY GRANT REPORT

PREPARED BY: Todd Lipkin, Finance Manager/CFO

**ACTION REQUESTED:** None. Information Only.

#### **BACKGROUND:**

The October 2015 Grant Report following this summary contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) *Connect*Oregon grants that have a remaining balance or that have had activity within the last six months. All grant totals are reported in total project dollars, so they include both the grant-funded amount and any applicable local match.

# Federal Transit Administration TEAM Grant Applications

Two grant applications/amendments have been drafted for FTA review. The life of an FTA grant includes drafting the application for FTA Region X review, submittal of the grant for Department of Labor and FTA Headquarters review, award of the grant by the FTA, and execution of the grant by LTD. Once a grant is executed, LTD can submit reimbursement requests for all costs previously incurred and as costs are incurred in the future. Following are the details and current status of each application/amendment:

OR-04-0049 – Ladders of Opportunity (5309) - \$1,064,145 (\$1,273,500 total project)

Project	Federal	Total
8 Accessible Services Cutaway Vehicles	\$634,440	\$746,400
3 Accessible Services Minivans	\$136,425	\$160,500
Security Cameras for 26 Accessible Services Vehicles	\$293,280	\$366,600

Application Status: This grant was executed on November 30, 2015.

OR-90-X179-02 (second amendment) – Urbanized Area Formula Funds (5307) – \$3,722,040 (\$4,653,025 total project)

Project	Federal	Total
Computer Hardware	\$200,000	\$250,000
Computer Software	\$280,000	\$350,000
Security Cameras/Improvements	\$504,000	\$630,000
Support Vehicles	\$80,000	\$100,000
Facilities Improvements	\$400,000	\$500,000
Facilities Crew Building/Bus Parking Lot Expansion	\$216,000	\$270,000
Preventive Maintenance	\$2,042,420	\$2,553,025

Amendment Status: This amendment was executed on November 30, 2015.

# Federal Transit Administration Low or No Emission Vehicle Deployment Program (LoNo)

Lane Transit District (LTD) submitted a grant application on November 23, 2015, under the Low or No Emission Vehicle Deployment Program (LoNo) to purchase five all-electric, 40-foot buses. This is in addition to the five buses that LTD is already purchasing. The grant request is for \$1,842,799 to cover the incremental cost for the electric components on the buses and project management provided by the Center for Transportation and the Environment (CTE). Federal formula funds will be used for the additional costs of the project should LTD be awarded the grant. The total project cost is \$4,669,565 (including match).

# ConnectOregon VI Santa Clara Community Transit Center and Park & Ride

Lane Transit District (LTD) submitted a grant application on November 20, 2015, under the ConnectOregon VI program to help fund the construction of the Santa Clara Community Transit Center and Park & Ride. This project will provide a five-bay transit station, 66-space Park & Ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the city of Eugene's growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking. The application requests \$3,500,000 to help support a total project cost of \$8,142,502. The total project costs include the value of the land already paid for when the Santa Clara School site was purchased earlier this year. Funds from the sale of the other portions of the Santa Clara School site and from the sale of the current River Road Station site will complete the funding package for this project.

ATTACHMENT: October 2015 Grant Report

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2015\12\Dec 16 Reg Mtg\Grant report summary AIS.docx



30136 ODOT - ODOT ConnectOregon	Current Month	Grant '	Totals (Including	g Match)	
30130 ODOT - ODOT Connectoregon	Expenditures	Budget	Expenditures	Balance	
City of Eugene Pedestrian Bridge	-	1,543,306.00	25,800.82	1,517,505.18	
WEEE Pedestrian Bridges	-	2,040,000.00	-	2,040,000.00	
	-	3,583,306.00	25,800.82	3,557,505.18	
20400 0007 0007 0	Current Month	Grant <sup>-</sup>	Grant Totals (Including Match)		
30139 ODOT - ODOT ConnectOregon	Expenditures	Budget	Expenditures	Balance	
Franklin Transit Stations	-	648,000.00	4,321.53	643,678.47	
OD 02 0422 FTA F200 Small Starts	Current Month	Grant '	Totals (Including	Match)	
OR-03-0122 - FTA 5309 Small Starts	Expenditures	Budget	Expenditures	Balance	
13.13.06 EmX Vehicles	-	1,555,073.75	1,555,073.75	-	
14.01.10 Guideway	-	4,300,805.32	3,398,470.97	902,334.35	
14.02.20 Stations & Stops	-	743,703.39	855,285.99	(111,582.60)	
14.04.40 Sitework & Special Conditions	-	11,241,013.34	11,423,217.42	(182,204.08)	
14.05.50 Systems	-	2,229,930.78	1,909,072.09	320,858.69	
14.06.60 ROW, Land, Existing Improvements	-	1,929,027.42	1,503,670.42	425,357.00	
14.08.80 Professional Services	-	7,721,200.00	8,468,118.82	(746,918.82)	
14.09.90 Unallocated Contingency		1,088,113.00		1,088,113.00	
	-	30,808,867.00	29,112,909.46	1,695,957.54	
OD 02 0407 FTA 5200 Small Starts	Current Month	Grant Totals (Including Mat		Match)	
OR-03-0127 - FTA 5309 Small Starts	Expenditures	Budget	Expenditures	Balance	
14.01.10 Guideway	514,412.00	7,447,094.00	2,885,462.46	4,561,631.54	
14.02.20 Stations & Stops	355,585.00	7,978,019.00	1,769,179.34	6,208,839.66	
14.03.30 Support Facilities	-	50,000.00	937.31	49,062.69	
14.04.40 Sitework & Special Conditions	1,309,082.00	39,280,734.00	12,834,135.72	26,446,598.28	
14.05.50 Systems	9,419.00	4,910,219.00	366,910.65	4,543,308.35	
14.06.60 ROW, Land, Existing Improvements	(39,600.00)	3,208,620.00	394,582.02	2,814,037.98	
14.09.90 Unallocated Contingency	-	1,372,533.00	-	1,372,533.00	
	2,148,898.00	64,247,219.00	18,251,207.50	45,996,011.50	
	Current Month	Grant <sup>1</sup>	Fotals (Including	Match)	
OR-03-0128 - FTA 5309 Bus & Bus Facilities	Expenditures	Budget	Expenditures	Balance	
13.13.06 EmX Vehicles	815,431.00	1,672,925.00	995,599.38	677,325.62	
14.05.50 Systems	116,019.00	260,281.00	260,281.00	-	
ŕ	931,450.00	1,933,206.00	1,255,880.38	677,325.62	
	Current Month	Grant Totals (Including Match)			
OR-04-0030 - FTA 5309 Bus and Bus Facilities	Expenditures	Budget	Expenditures	Balance	
11.12.04 Paratransit replacement vehicles	-	700,000.00	700,000.00	_	
11.13.04 Paratransit expansion vehicles	-	140,000.00	140,000.00	-	
11.32.20 Misc Passenger Boarding Improvements	-	410,000.00	410,000.00	-	
Rounding adjustment	-	-	(10.00)	10.00	
J <b>,</b>		1,250,000.00	1,249,990.00	10.00	
		.,_05,000.00	.,,,,,,,,,,,	10.00	



OR 04 0029 ETA F200 Pup and Pup Facilities	Current Month	Grant 7	<b>Grant Totals (Including Match)</b>		
OR-04-0038 - FTA 5309 Bus and Bus Facilities	Expenditures	Budget	Expenditures	Balance	
11.12.01 Hybrid Electric 40' Buses 11.12.06 Hybrid Electric Articulated Buses	2,462.00	3,875,000.00 3,000,000.00	10,965.16 2,935,772.27	3,864,034.84 64,227.73	
11.12.00 Hybrid Electric / Wildurated Educed	2,462.00	6,875,000.00	2,946,737.43	3,928,262.57	
OR-04-0041 - FTA 5309 VTCLI	Current Month	Grant 7	Fotals (Including N	latch)	
	Expenditures	Budget	Expenditures	Balance	
11.42.08 Call Center Software 11.62.02 Call Center Telephone System	556.00 (33,204.00) (32,648.00)	1,062,000.00 298,000.00 1,360,000.00	533,094.49 298,000.00 831,094.49	528,905.51 - 528,905.51	
	, , ,		,	•	
OR-04-0048 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Budget	Fotals (Including N	Balance	
13.13.06 EmX Vehicles	6,432,315.00	6,527,075.00	6,527,075.00	-	
	Current Month	Grant Totals (Including Match)			
OR-04-0049 - FTA 5309 Bus & Bus Facilities	Expenditures	Budget	Expenditures	Balance	
11.12.04 Accessible Services Vehicles 11.12.15 Accessible Services Vehicles	661,357.00 -	746,400.00 160,500.00 366,600.00	661,357.42 -	85,042.58 160,500.00 366,600.00	
11.42.09 Security Cameras	661,357.00	1,273,500.00	661,357.42	612,142.58	
	Current Month	th Grant Totals (Including		Match)	
OR-16-X045 - FTA 5310 Elderly & Disabled	Expenditures	Budget	Expenditures	Balance	
11.12.04 Accessible Services Vehicles	-	558,068.00	199,396.05	358,671.95	
	Current Month	Grant Totals (Including Match)		flatch)	
OR-37-X024 - FTA 5316 Job Access/Reverse Commute	Expenditures	Budget	Expenditures	Balance	
11.7L.00 Mobility Management	-	214,774.00	137,651.64	77,122.36	
OR-39-0007 - FTA 5339 Alternatives Analysis Program	Current Month	Grant 1	Totals (Including N	flatch)	
OK-59-0007 - FTA 5559 Alternatives Analysis Frogram	Expenditures	Budget	Expenditures	Balance	
44.23.02 Main St/McVay Planning Study	(61,915.00)	937,500.00	774,812.55	162,687.45	
OD 00 0000 FTA 5000 Allery (1	Current Month	rent Month Grant Totals (Including Match		Match)	
OR-39-0008 - FTA 5339 Alternatives Analysis	Expenditures	Budget	Expenditures	Balance	
14.06.60 ROW, Land, Existing Improvements 14.08.80 Professional Services	67,347.00 174,572.00	2,291,966.00 18,750,534.00	2,230,086.48 14,459,155.00	61,879.52 4,291,379.00	
	241,919.00	21,042,500.00	16,689,241.48	4,353,258.52	



OR-57-X012 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management-Assessments	-	97,026.00	-	97,026.00
11.7L.00 Transportation Assessments	-	96,528.00	96,528.00	-
	-	193,554.00	96,528.00	97,026.00

OR-57-X014 - FTA 5317 New Freedom	Current Month	Grant Totals (Including Match)		
	Expenditures	Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	98,155.00	-	98,155.00

OR-90-X179 - FTA 5307 Urbanized Area Formula Funds	Current Month	Grant 1	Grant Totals (Including Match)		
OR-90-X179 - FTA 5507 Orbanized Area Formula Funds	Expenditures	Budget	Expenditures	Balance	
11.33.02 Pavilion Station	-	196,800.00	196,800.00	-	
11.42.07 Computer_Hardware_02	21,145.00	250,000.00	135,631.67	114,368.33	
11.42.07 Hardware	5,235.00	300,000.00	300,000.00	-	
11.42.08 Computer Software_01	-	150,000.00	150,000.00	-	
11.42.08 Computer_Software_02	3,803.00	350,000.00	258,612.20	91,387.80	
11.42.08 Software	-	289,200.00	289,200.00	-	
11.42.09 Security Improvements	-	431,600.00	431,600.00	-	
11.42.09 Security_01	-	73,375.00	73,375.00	-	
11.42.09 Security_Improvements_02	-	630,000.00	299,515.48	330,484.52	
11.42.11 Support Vehicles	-	144,500.00	144,500.00	-	
11.42.11 Support_Vehicles_02	-	100,000.00	30,383.90	69,616.10	
11.42.20 Miscellaneous equipment	7,655.00	105,100.00	43,554.75	61,545.25	
11.42.20 Support_Vehicles_01	-	100,000.00	100,000.00	-	
11.43.03 Facility_Staff_Building_Parking_Lot_Exp_02	1,903.00	270,000.00	28,693.21	241,306.79	
11.43.03 Improvements	-	230,200.00	230,200.00	-	
11.44.03 Facilities Improvements_01	-	184,000.00	184,000.00	-	
11.44.03 Facilities_Improvements_02	33,531.00	500,000.00	242,397.85	257,602.15	
11.7A.00 Preventive Maintenance 13-14	-	1,900,000.00	1,900,000.00	-	
11.7A.00 Preventive Maintenance 14-15	-	1,211,583.00	1,211,583.00	-	
11.7A.00 Preventive Maintenance_14-15_01	-	4,080,650.00	4,080,650.00	-	
11.7A.00 Preventive Maintenance_15-16_01	512,419.00	2,696,975.00	1,999,283.25	697,691.75	
11.7A.00 Preventive_Maintenance_15-16_02	-	2,553,025.00	-	2,553,025.00	
11.92.02 Shelters	370.00	74,818.00	4,860.81	69,957.19	
	586,061.00	16,821,826.00	12,334,841.12	4,486,984.88	

OR-95-X030 - Federal Surface Transportation Program	Current Month	Grant Totals (Including Match)		
	Expenditures	Budget	Expenditures	Balance
11.33.02 U of O Station Construction	-	2,340,354.00	2,018,223.70	322,130.30
11.7F.00 Gateway SmartTrips	-	100,301.00	100,301.00	-
		2.440.655.00	2.118.524.70	322.130.30



OR-95-X035 - Federal Surface Transportation Program	Current Month	Grant Totals (Including Match)		
	Expenditures	Budget	Expenditures	Balance
11.72.11 Rideshare	-	358,633.71	358,633.71	-
11.72.11 Safe Routes to School	1,638.00	83,584.00	40,734.24	42,849.76
11.72.11_Rideshare_Bike_Sharing	-	3,596.95	3,596.95	-
11.72.11_Rideshare_Carpool	-	922.03	922.03	-
11.72.11_Rideshare_CMP	-	905.57	905.57	-
11.72.11_Rideshare_ETC	-	5,956.88	5,956.88	-
11.72.11_Rideshare_Group Pass	-	35,212.82	35,212.82	-
11.72.11_Rideshare_Park and Ride	-	1,872.04	1,872.04	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
	1,638.00	1,047,911.00	1,005,061.24	42,849.76

OR-95-X055 - Federal Surface Transportation Program	<b>Current Month</b>	Grant 7	Totals (Including N	Match)	
	Expenditures	Budget	Expenditures	Balance	
11.12.01 Hybrid 40' Bus Replacement 01	-	1,878,998.00	-	1,878,998.00	
11.33.02 Pavilion Station Construction 01	-	445,782.00	445,782.00	-	
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-	
11.7L.00 Rideshare 00	-	441,436.00	441,436.00	-	
11.7L.00 Rideshare 01	-	453,694.00	453,694.00	-	
11.7L.00 Rideshare_02	31,684.00	454,336.00	415,801.40	38,534.60	
11.7L.00 Safe Routes-School Districts 00	-	129,834.00	129,834.00	-	
11.7L.00 Safe Routes-School Districts 01	13,503.00	135,421.00	135,421.00	-	
11.7L.00 Safe Routes-School Districts 02	3,398.00	135,421.00	3,398.04	132,022.96	
11.7L.00 SmartTrips 2	-	384,487.00	384,098.78	388.22	
11.7L.00 SmartTrips 02	-	415,472.00	-	415,472.00	
44.23.02 Bike Parking Study	-	100,301.00	100,301.00	-	
44.23.02 Bike Share Study 01	116.00	111,445.00	95,734.89	15,710.11	
44.23.02 NW Eugene-LCC Transit Corridor Plan_01	15,033.00	651,711.00	580,308.28	71,402.72	
-	63,734.00	6,295,565.00	3,743,036.39	2,552,528.61	

**DATE OF MEETING:** December 16, 2015

ITEM TITLE: MONTHLY DEPARTMENT REPORTS

PREPARED BY: Aurora (A. J.) Jackson, General Manager

ACTION REQUESTED: None

# **BACKGROUND:**

Monthly reports on activities within departments and throughout the District are provided for the Board's information.

**ATTACHMENT:** Monthly Department Reports, December 2015

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# MONTHLY DEPARTMENT REPORTS

**December 16, 2015** 

# **Government Relations**

Edward McGlone, Government Relations Manager

- On December 3, 2015, both the U.S. House of Representatives and the U.S. Senate passed
  the Fixing America's Surface Transportation (FAST) Act, sending it to the President's desk
  the day before transportation funding was scheduled to expire. The LTD Board will receive a
  full briefing on the bill during the December 16 meeting.
- Staff have been working with regional partners to finalize language for the annual United Front book of federal priorities. Many of the regional priorities remain unchanged from the previous year.
- Staff traveled to Washington, D.C., on December 2-5, to attend a series of committee
  meetings with the American Public Transportation Association. Staff also met with
  representatives of the Federal Transit Administration, Governor Kate Brown, Senator Ron
  Wyden, and the House Transportation and Infrastructure Committee to brief them on the
  MovingAhead project.
- The Oregon Transit Association Legislative Committee met for a strategic planning session in late-November to plan the Association's efforts in advance of a 2017 transportation package. The Legislative Committee created three subcommittees to begin preparations: 1) the Data and Research Committee, chaired by Julie Brown of Rogue Valley Transportation District; 2) the Policy Committee, chaired by Aaron Deas of TriMet; and 3) the Communications, Messaging, and Grassroots Committee, chaired by Edward McGlone of Lane Transit District.

# **Customer Services and Planning**

Andy Vobora, Director of Customer Services and Planning

# MARKETING AND COMMUNICATIONS

Meg Kester, Marketing Manager

# **Customer Information**

Staff have prepared a new publication, LTD's Snow & Ice Digest, which is a handy 30-page booklet detailing snow detours and rider travel tips for winter weather. Communications protocols for

updating riders and other members of the public have been put into place. This includes making use of LTD's new website and phone system technology.

# Ridership Marketing

- The Airport Connector service began on December 1. Staff have developed communications; placed signage; launched publicity; created customer information; and coordinated with various LTD divisions, service partners, Eugene Airport, and Lane Community College. The service is a one-year demonstration project.
- LTD is partnered with Coors Light again this year to provide system-wide free rides on Saturday, November 21. This Freeze the Keys partnership involved significant promotion of riding transit to and from the University of Oregon home game, versus driving.

# **Community Relations**

- LTD has continued its long tradition of supporting the Stuff the Bus event by providing a bus and cross-promoting the event. The 20<sup>th</sup> annual event was held on November 13 and 14. The event brought in 5,295 pounds of food donations and a significant collection of toys for needy families in Lane County. Partners included KDUK (bicoastal media), Walmart, the U.S. Marine Corps (Toys for Tots ambassadors) and Food for Lane County.
- LTD provided free rides to veterans on Veterans Day, November 11. Ninety vets received free bus rides that day.
- LTD's Holiday Bus has been in operation since just after Thanksgiving. Its purpose is to raise
  ridership and generate community good will. The bus, which is providing regular service on
  various routes throughout the month of December, is decorated in wrapped vinyl depicting a
  Northwest winter scene. Every weekend in December, kids and families can ride the bus with
  Santa (played by LTD's own Carl Faddis). Youth and children (age 18 and younger) ride free.
- The Marketing Division is stepping up its role in supporting the West Eugene EmX project. New, mixed-media advertising supporting West Eugene businesses during the project construction is in development. A new radio spot is currently playing on multiple stations during the holiday shopping season.

# **Pass Programs**

Marketing continues the administration of LTD's sizable Group Pass Program. New employers to the program are Pacific University, Phoenix Inn & Suites, Community Supported Shelters, and Neumann Process Control. LTD's fourth quarter billing totals about \$750,000 in revenue.

# **Branding**

Vehicle graphic design work is beginning for LTD's EmX and fixed-route vehicles, initiated by the new EmX, hybrid, and electric vehicles that are going into operation next year. This is not a wholesale change but rather an enhancement of LTD's existing brand that will align LTD's fleet identity, giving it a more cohesive look while still enabling service distinction (EmX, fixed-route, RideSource). LTD's rolling stock is the most obvious representation of LTD in the community and impacts public and rider awareness and perception.

# **Operator Survey:**

Staff spent time in the operators lounge over a period of three days in November surveying drivers on LTD communications. In total, 57 operators participated, giving feedback on the communications the agency currently does, and what direction they'd like to see in the future. This feedback will aid the Marketing and Communications team in crafting communications that are of interest and relevance to our operators.

# **ACCESSIBLE AND CUSTOMER SERVICES**

Cosette Rees, Accessible and Customer Services Manager

There is no Accessible and Customer Services Division report this month.

# **FACILITIES**

Joe McCormack, Facilities Manager

There is no Facilities Division report this month.

# POINT2POINT

Theresa Brand, Transportation Options Manager

#### General

- Staff assisted City of Eugene staff with information and the development of materials for the submission of a *Connect*Oregon grant to fund the first phase of a regional electronic bicycle locker system. The grant was finalized by City of Eugene's Rob Inerfeld and his staff and submitted to the Oregon Department of Transportation (ODOT).
- Staff have prepared the final updated Strategic Work Plan document after the Transportation Planning Committee's review and will present the Plan to the LTD Board of Directors for approval at the December Board Meeting.
- Staff met with Alta Planning and Design to learn more about recent program successes that Alta has had in the Safe Routes to School (SRTS), Safety, and Individualized Marketing areas. The session proved quite valuable.
- Staff are meeting with other regional network administrators in early December to debrief from this year's Oregon Drive Less Challenge event. A regional program report will be completed by Rideshare Program Coordinator Tracy Ellis that highlights the regional program efforts and activities. This report should be completed by late February.

# **Drive Less Connect**

Lane County Drive Less Connect statistics for November:

- 18 new users registered in Drive Less Connect
- 2,057 Non-single-occupancy vehicle trips reported, for a total of 30,595 miles
- Trips reported represent a savings of 22,102 pounds of CO<sub>2</sub> over driving alone
- 41 Ridematch searches were performed
- 44 Ridematch requests were sent through the system

# **Vanpool Program**

October statistics: (vanpool reporting experiences a 30-day lag)

- 17 vanpools traveling to/from the LTD Service Area
- 2,577 passenger boardings
- 214,397 passenger miles
- 130,353 pounds CO<sub>2</sub> saved

# **Carshare Program**

October statistics for the regional carshare program operated by Enterprise Carshare: (Carshare reporting experiences a 30-day lag)

- 5 new members
- 129 reservations
- 498 hours used
- 10 percent utilization

# **Emergency Ride Home (ERH)**

Three employers joined the Emergency Ride Home Program in October: Neumann Process Control, the University of Oregon Faculty and Staff, and Phoenix Inn. Four employees registered in the ERH program in October.

#### **Outreach**

- Staff attended the Three Rivers Casino Healthy Habits fair on Friday, November 13 in Florence. Staff efforts focused on carpooling, walking, and biking. A number of the Casino's employees travel from the Eugene-Springfield area to Florence for work.
- Staff attended the AARP: Vital Aging Lane County event at the Hult Center. Focus was on active transportation for health and sharing information about RideSource, EZ Access, and Transit Training. There were hundreds of seniors in attendance.

#### Be Safe Be Seen

Staff held a Be Safe Be Seen light event in Florence on November 3 as part of an ODOT sponsored mini safety grant. The Grocery Outlet partnered on the event and hosted the location.

Walk and bike light sets were distributed to more than 150 residents.

#### **SmartTrips**

Staff received a total of 326 post program surveys which have been initially analyzed by Alta Planning and Design. Preliminary data from the survey shows a 6.7 percent decrease in drive-alone trips and a positive increase in walking, biking, and carpooling. Staff are working closely with Alta on the final program report. Staff anticipates the report to be finished early 2016.

#### **Schools Program**

School Program Coordinator, Ellen Currier, has accepted another position outside the agency.
 Cody Franz has assumed responsibilities for the school programs as of November 4, and will be both the School Program and SmartTrips Coordinator.

- Staff continue the migration of the SchoolPool program from the old database in RidePro to the Drive Less Connect database. Cody Franz, along with the Regional Safe Routes to School Coordinators, will begin an outreach campaign for the new database starting in January 2016.
- Staff are in the process of updating the SRTS Regional Strategy Plan over the next two months.
  There have been many positive changes to the program since the plan was created and a
  number of the longer range goals have already been met. The new plan should be in place by
  late January.

# **Transit Operations and Customer Satisfaction**

Mark Johnson, Director of Transit Operations and Customer Satisfaction

# **FLEET MAINTENANCE**

Ernie Turner, Fleet Maintenance Manager

There will be no Fleet Maintenance Division Report this month.

# **Administrative Services**

Roland Hoskins, Director of Administrative Services

# **HUMAN RELATIONS**

David Collier, Human Relations Manager

- The Transit Operations Division currently has four openings for temporary operations supervisors. This is an internal posting. The Human Relations Division received 13 applications, and testing took place during the week of November 23 with interviews taking place during the week of November 30. The employees chosen to fill the four vacant spots started training on December 7.
- A class of nine bus operators began in the Transit Operations Division on December 14.
- The Fleet Maintenance Division posting for the second journey-level mechanic closed on November 20. Interviews occurred during the week of December 11.

# **FINANCE**

Todd Lipkin, Finance Manager/Chief Financial Officer

A detailed Financial Report is included separately in the Board meeting packet.

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**DATE OF MEETING:** December 16, 2015

**ITEM TITLE:** ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

**PREPARED BY**: Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

#### **BACKGROUND:**

Listed below are Action or Information items that will be included on the agenda for future Board meetings.

- A. <u>2021 IAAF World Championships</u>: Eugene (Track Town U.S.A.) was selected to host the 18<sup>th</sup> International Association of Athletics Federation's (IAAF) World Track and Field Championships in 2021. At either the January 11 special Board meeting or the January 20 regular meeting, staff will provide information and strategies for preparing for 2021.
- B. Environmental and Sustainability Management System Certification: LTD completed its Stage One ESMS audit at the end of July. Six program elements were identified as "partially met," and these elements will be the focus of the District's efforts leading up to the Stage Two audit. An update on the results of the State Two audit will be provided to the Board at its January 20 regular meeting.
- C. <u>Smart Trips Program</u>: An update on the Smart Trips program will be presented to the Board during the January 20 Board meeting.
- D. <u>Strategic Planning Work Session</u>: A strategic planning work session will be scheduled for February or March.
- E. <u>Emergency Preparedness Planning, Response, and Communications</u>: The District continually refines its emergency plans. At a future meeting, staff will review with the Board lessons learned from a recent event and will include how the plan, initial response, and communications efforts were implemented.
- F. <u>Main-McVay Project Update</u>: Staff will provide periodic updates to the Board on the progress of the Main-McVay project.
- G. <u>MovingAhead Project Update</u>: Staff will provide periodic updates to the Board on the progress of the MovingAhead project.

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**DATE OF MEETING:** December 16, 2015

ITEM TITLE: ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

REQUESTED BY THE BOARD

PREPARED BY: Gary Wildish, LTD Board President

**ACTION REQUESTED:** None

# **BACKGROUND:**

This agenda item provides a formal opportunity for Board members to share their thoughts on items that they would like staff to report on at a future meeting.

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