



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS REGULAR MEETING**

Wednesday, April 20, 2016

5:30 p.m.

LTD Board Room

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

A G E N D A

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- | | | | |
|-------|---|--------------|-----------------------------|
| I. | CALL TO ORDER | | |
| II. | ROLL CALL | | |
| | Yeh _____ | Pierce _____ | Gillespie _____ |
| | Wildish _____ | Nordin _____ | Grossman _____ Necker _____ |
| III. | PRELIMINARY REMARKS BY BOARD PRESIDENT | (2 minutes) | |
| IV. | COMMENTS FROM THE GENERAL MANAGER | (2 minutes) | 5 |
| V. | ANNOUNCEMENTS AND ADDITIONS TO AGENDA | (2 minutes) | 10 |
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| VII. | EMPLOYEE OF THE MONTH – MAY | | 12 |
| VIII. | AUDIENCE PARTICIPATION | | |
| | ◆ <i>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.</i> | | |
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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 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairment.

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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.

LTD was featured in a transit industry publication, METRO magazine, for its highly regarded Bus Rapid Transit (BRT) system known as EmX. The article portrays LTD's success and lessons learned. The cover and internal article display attractive EmX pictures.

ATTACHMENT: Metro Magazine Article – April 2016

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BRT Project Focus:

Corridor Updates in Oregon, Nevada



NEW FLYER®

BRT Project Focus: Oregon and Nevada

BY JANNA STARCIC, Executive Editor



LTD's first BRT corridor, the Franklin line launched in 2007, and its second line, the Gateway (shown), launched in 2011.

Lane Transit District, EmX: Eugene, Ore.

The Emerald Express, known as EmX, is Lane Transit District's (LTD) bus rapid transit (BRT) system. The system is currently operating two lines — Franklin and Gateway, which were launched in 2007 and 2011, respectively — and is mid-way through construction on the third, the West Eugene, slated to open in 2017.

The four-mile Franklin line had a little over 1.4 million boardings the first year in operation. And, as of 2015, the line totaled an estimated 2.7 million boardings.

"We need the kind of infrastructure that BRT provides, which allows us to operate more efficiently in those corridors," explains Tom Schwetz, LTD's planning and development manager.

Once built, the West Eugene line will extend the service nine miles and have

26 stations. It will use seven articulated New Flyer diesel-electric hybrid Xcelsior buses — the same vehicles in use on the existing EmX corridors. The 60-foot BRT vehicles feature at-grade boarding, incorporating innovative ramps on both sides, and use five doors for enhanced accessibility. Vehicles will also feature automatic vehicle location and automatic passenger counting systems.

The West Eugene service will utilize transit signal priority technology and operate on 10-minute frequencies. Stations will feature off-board fare payment and most will be equipped with real-time arrival information displays. Security personnel will do random checks for fare payment.

The EmX system is "basically a paper system," says Meg Kester LTD's marketing manager, adding that the agency has a flash pass for their large population of student riders as well as group pass for their significant employer program.

FLEXIBILITY

"BRT is incredibly flexible, so we can operate in mixed traffic, which we do in certain areas, and we can also have exclusive

curb lanes that we have running in front of the university and in other parts of the corridor," Schwetz says.

The most prevalent form of exclusivity for the new corridor is the use of a BAT lane (business and access transit lanes), which allows vehicle access to businesses, driveways and intersections. "It's not intended to be a through-lane for cars, but our buses can operate in that lane," Schwetz says. "It's essentially an extended-queue jump lane."

PRIMARY OBJECTIVES

The primary objective of the newest EmX corridor is to be an extension of the system. "So, regional connectivity is a big part of it," Schwetz says. Other objectives include supporting the city's vision for growth and making the community more livable.

Fast fact: EmX ridership represents 25% of LTD's boardings and it represents 10% of the agency's service costs.

Although a good bike system runs through the corridor, there aren't very direct connections into activity centers in the downtown and other key areas, which the project aims to alleviate. LTD forecasts that half of the residents in the region will be able to access two-thirds of the employment centers via the EmX system once the West Eugene project is completed.

There's already been some early redevelopment along this new corridor, Kester says. "We are seeing some pretty solid evidence that business is thriving and business is attracted to corridors that have multimodal frequent service," she says of LTD's earlier corridors.

LESSONS LEARNED

Looking back at LTD's first BRT project experience, Schwetz says in some portions of the Franklin line it wasn't feasible to have a lane for both directions of traffic. To solve this, they implemented shared lanes, which use block signaling to ensure

PROJECT SNAPSHOT

Corridor: West Eugene EmX

Length: 9 miles

Vehicles: 7 (New Flyer 60-foot, hybrid diesel-electric)

Frequency: 10 minutes

Stations: 26

Total project cost: \$96 million

Service begins: 2017

that only one direction is in the shared lane at a time.

“What we found is that as general traffic volumes have increased, we’re having to wait longer for that shared lane to clear one direction before the other,” Schwetz says. “We haven’t done that anywhere else.”

Another lesson learned for the LTD was its challenge obtaining exclusivity for the Franklin line on the state-owned corridor.

Fast Fact: Hundreds of visitors from across the U.S./Canada and from as far as Sweden and Saudia Arabia and New Zealand have come to see the EmX system.

“The state didn’t understand the concept of transit having exclusive lanes on its facilities,” says Schwetz, who adds that a “very supportive traffic engineer,” was able to talk to the state DOT engineers about the issue. “That was certainly something we realized early, that we needed that partnership to make the full package happen for BRT,” he explains.

Lane exclusivity also became an issue on the current West Eugene project. While the property impact of acquiring exclusive lanes was pretty straightforward due to large stretches of landscaped medians that already existed in the first two corridors, the West 11th Street, where the new corridor runs, is a very mature



Project Takeaways

- Be clear as to the objective you have for the project, both as an operator and, also very importantly, what are the objectives of the community. “Because it’s not just about the transit district, it’s about what [the BRT system] is doing for the community,” Kester says.
- It will probably take you longer than you think to get where you want to go. “That makes it even more imperative to work closely with your agency partners, because these projects are complex, and have a lot of moving parts,” Schwetz adds.
- Due to the competitive nature of the federal funding landscape, agencies can expect to have to look for more local dollars. “What we are looking at now is a much more complex funding pie, you need to find multiple funding sources that make up the local match,” Schwetz says.
- If BRT is relevant to the people and to communities on multiple levels, that’s part of what can make a partnership more solid. “And, if you have a solid partnership and vision, hopefully, this allows you to be more successful with your funding and your implementation,” Kester says.

neighborhood and the density of small businesses is much higher. “We had to work more with property owners to acquire what we needed to build the line,” explains Schwetz.

“We realized with the West Eugene line, it would’ve been beneficial to have the city [of Eugene] partnering with us to do this,” Kester says. LTD, which now has a strong partnership with the City of Eugene, is working with them on multiple corridors and looking at land use in a holistic way to incorporate biking and pedestrian systems, as well as transit.

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Once built, the West Eugene service will utilize transit signal priority technology and operate on 10-minute frequencies.

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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 spring and summer vacation dates.

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

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: MAY EMPLOYEE OF THE MONTH

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

BACKGROUND:

Bus Operator Kiyo Clark is the recipient of the May 2016 Employee of the Month award. Kiyo joined the LTD team in 1992, and since that time, has received two Monthly Value awards, two General Manager awards, 21 years of safe driving, and also was honored as the Employee of the Year in 2005.

Kiyo was nominated for this award by a regular rider who wished express gratitude and respect for Kiyo's dedication to defensive driving. In the rider's lengthy letter of recommendation to LTD, the customer reports that Kiyo sets the standard for driving safely and responsibly. Kiyo is commended for his ability to avoid distractions and remain focused on the road and surroundings. The rider acknowledges that even though bus drivers sometimes navigate through very narrow areas with heavy foot and bicycle traffic, they are always aware of obstacles; and Kiyo does this expertly. The customer adds that even when other drivers make unsafe maneuvers, Kiyo is always able to stay calm and remain focused. The rider emphasized 100 percent confidence in Kiyo's abilities as a bus operator!

When asked to comment on Kiyo's selection as Employee of the Month, Operations Field Supervisor Van Snyder said:

Operator Kiyo Clark was nominated for the Employee of the Month award by a customer who appreciated Kiyo's expert driving abilities. Even when faced with some of the most challenging routes, Kiyo handles the pressure with the utmost care for his bus and passengers while displaying confidence and an emphasis on safety at all times. As stated by the customer, Kiyo is one of the 'Best Bus Drivers of All Time.'

Kiyo leads and exceeds all standards of excellence as a bus operator, so it comes as no surprise that he was again nominated for this award. Congratulations, Kiyo; well deserved!

AWARD:

Kiyo will attend the April 20, 2016, meeting to be introduced to the Board and to receive his award.

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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 April 20, 2016, consists of:

- Approval of the Minutes of the March 4, 2016, Special Board Meeting
- Approval of the Minutes of the March 11, 2016, Board Strategic Planning Work Session
- Approval of the Minutes of the March 16, 2016, Regular Board Meeting/ Public Hearing
- Appointment of Kathryn Bruebaker to LTD Board Budget Committee

ATTACHMENTS:

- 1) Minutes of the March 4, 2016, Special Board Meeting
- 2) Minutes of the March 11, 2016, Board Strategic Planning Work Session
- 3) Minutes of the March 16, 2016, Regular Board Meeting/ Public Hearing
- 4) Nomination Form for Kathryn Bruebaker to the LTD Board Budget Committee

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

LTD Resolution No. 2016-009: It is hereby resolved that the Consent Calendar for April 20, 2016, is approved as presented.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING

Friday, March 4, 2016

Pursuant to notice given to *The Register-Guard* for publication on February 28, 2016, 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 Friday, March 4, 2016, beginning at 2:00 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
Donald Nordin
Angelynn Pierce
Gary Gillespie

Aurora (A.J.) Jackson, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

CALL TO ORDER/ROLL CALL: Mr. Wildish convened the meeting at 2:02 p.m. and called the roll. All Board members were present, with the exception of Mr. Nordin who arrived at 2:10 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish thanked everyone for attending the special meeting.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: There were no announcements or additions to the agenda.

MEDICAID BROKERAGE NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT) SERVICES: Ms. Jackson stated that the purpose of the meeting was to follow up on the Board's previous discussions regarding operations of the Medicaid program and operating deficit trend in non-fixed-route services. She said that an overview and history of the coordinated care organization (CCO), non-emergency medical transportation (NEMT) operations, and brokerage alternatives would be presented. The Board would then be asked for guidance and direction as staff proceeded with negotiations to ensure that LTD was managing the program correctly, and that there were no substantial financial impacts to the District.

Finance Manager Todd Lipkin said that the budget included four funds: 1) the General Fund, which primarily funded the fixed-route service; 2) the Capital Fund, which funded capital projects; 3) the Accessible Services Fund; and 4) the Medicaid Fund. He said that the last two funds, which support non-fixed-route services, would be the focus of the meeting.

Accessible Services Fund: Mr. Lipkin explained that the Accessible Services Fund covers both metro and rural services. He distributed two documents: 1) *Accessible Services Fund: Fiscal Year 2015-2016* and *Medicaid Fund: Fiscal Year 2015-2016*. He said that the primary Eugene-Springfield metro services are ADA (Americans with Disabilities Act) paratransit services, which LTD is required to provide. Services are delivered through RideSource, along with many other complementary services that are partially grant funded. LTD pays for 90 percent of ADA trips but only 30 percent of complementary services with a grant component. He said that complementary services include the *Shopper* service; services for the developmentally disabled; Pearl Buck pre-school service; *Crucial Connections*, veterans' services; travel training and host services that assist disabled individuals with using the fixed-route service; and White Bird Clinic mental health transportation service. He said that LTD also conducts transportation assessments in the metro area to determine the best transportation options for individuals.

In response to a question from Ms. Grossman, Mr. Lipkin clarified that LTD provides 90 percent of the funding for ADA services and 30 percent match funding for other complementary services. He said that LTD also acts as the pass-through agent for the Oregon Department of Transportation (ODOT) Special Transportation Fund (STF) dollars for rural services such as the Diamond Express and South Lane Wheels. No General Fund dollars are involved.

Mr. Wildish asked if LTD is involved in providing services in the Cottage Grove area. Mr. Lipkin replied that in the past, LTD was the pass-through agent for 5311 rural funds. Several years ago, Cottage Grove became a direct recipient of those funds, and now LTD only provides a small amount of STF funds. For other rural services, LTD manages the vehicles and provided preventive maintenance.

Medicaid Fund: Mr. Lipkin said that there are two types of Medicaid services that flow through the fund. The waived program is an alternate program for Oregon Health Plan (OHP) clients who stay in their homes in lieu of moving into an assisted living facility that provides non-medically related transportation; LTD provides a 30-percent match. If not for the waived program, trips for those OHP clients would fall under ADA eligibility, which is more expensive, and LTD would be funding 90 percent of the service. The primary program within the Medicaid Fund is the NEMT service. He said that there are two contracts: the first is with the State Department of Human Services (DHS) on a fee-for-service basis that reimburses LTD \$31.00 per trip. He said that the nature of these trips is the same for both the waived program and for the services provided under contract with Trillium; the difference being in how they are funded and how trips are referred. Under the DHS contract, quarterly reviews and annual reconciliations adjust the fee per trip to assure that costs are covered. Once the CCO model went into effect in 2013, under the contract with Trillium, LTD was paid a per-member/per-month (PMPM) rate. He said that under the current 12-month contract for 2015, that rate is \$7.00. He said that this method allows Trillium to better anticipate costs; but for LTD, it only accounts for an increase in membership, not an increase in utilization of the service. This is the primary driver for the operating deficit.

Accessible and Customer Services Manager Cosette Rees explained that NEMT is a service provided to low-income individuals who qualify for medical services through Medicaid but have difficulty accessing those services because they lack transportation. She said that if necessary medical services are not available locally, LTD transports those individuals out of the area, and sometimes out of state, as needed. She said that the NEMT service does not include emergency transportation. Service is provided under the least-cost/most-appropriate transportation model. She explained that the NEMT service includes competitive contracts with private providers in order to have the necessary capacity and also a brokerage operation that leverages efficiencies with other transportation programs.

Ms. Rees said that prior to 2008, DHS provided NEMT services directly through providers; OHP members selected a provider, and that provider billed the DHS for the service. There was no opportunity to achieve efficiencies or control costs using that approach. In May 2008 LTD began contracting with DHS to provide the NEMT service, and created the brokerage within the RideSource Call Center in order to provide an integrated service and realize efficiencies by grouping trips, sharing costs, and making it simpler for the consumer. The contract with DHS was on a per-ride rate. She explained that in 2013, NEMT services shifted from DHS to CCOs; and in July 2013, the local CCO, Trillium, began contracting with LTD to provide the service. She said that under the Trillium contract, LTD expanded modes, including mileage reimbursement, and was paid a per-month rate instead of a per-ride rate. The Trillium contract provided for annual renewals. In January 2014 the Affordable Care Act (ACA) mandated health insurance for everyone, which significantly increased the number of people who qualified for Medicaid services, including transportation services. Trillium's marketing of the services resulted in a surge in awareness and use of those benefits. Ms. Rees said that LTD's model, which allows an individual to call one number to access service, regardless of how that service is funded, has been recognized nationally as the gold standard for providing service.

Ms. Rees described a number of changes in Medicaid. She used a graph to illustrate the average Trillium enrollment since 2013 through the present, demonstrating a dramatic increase in the number of people eligible for service and demonstrating how the operating deficit began to grow. She also used a graph to illustrate the growth in use of transportation benefits from 2008 through 2015. She said that LTD could control many aspects of program costs and realize efficiencies and cost savings, but had no control over utilization. Reimbursement continues at a flat PMPM rate, but increasing use of the service has increased LTD's costs and impacted its budget.

In response to a question from Mr. Yeh, Mr. Lipkin explained that LTD had moved from a per-ride payment arrangement to a PMPM payment arrangement because that is Trillium's funding model and it has no mechanism for paying a per-trip rate.

Mr. Lipkin pointed out that the total cost of the program had grown since its inception. He said Trillium's mandate has been to continue to reduce costs even as services increase. He said there was a 40 percent increase in Fiscal Year 2014-2015 trip counts, and an additional 55 percent increase realized once a full year of ACA was completed. He said that the major cost factor has been the number of trips, although distance has also been a factor. Other cost drivers include brokerage operations, assessments, and LTD administration, although they had remained relatively flat as LTD strives to control those costs.

Mr. Yeh asked how the \$7.00/PMPM fee was determined. Mr. Lipkin replied that the fee was based on calculations of historic costs. The calculations resulted in a cost of \$6.75 PMPM, and LTD proposed \$7.00; although that did not anticipate the astronomical growth in the number of members and use of the transportation benefit. He said that the disparity between the growth of members and the growth of trips resulted in the widening gap as usage increased.

Mr. Gillespie asked if Trillium receives funding from DHS. Mr. Lipkin said that Trillium receives a PMPM rate to fund Medicaid member services. He said that he does not know what that rate is because of how funds are categorized. He stated that he would provide that information to the Board at a later date.

Mr. Lipkin explained that Governor Kitzhaber's health reform in 2013 moved Medicaid servicing from the State to a more localized, regional program within the CCO system. Trillium was designated as the local CCO through a competitive process.

Mr. Lipkin indicated that costs had grown beyond expectations since the CCO model was implemented, primarily because of expanded eligibility and better marketing of services. He said that Trillium prefers the PMPM model because that is how they are funded and how they fund contractors. In LTD's case, that has created problems because the District has much less control over costs than other contractors, and the PMPM model does not connect with the primary cost driver. He said that a per-ride fee has been preferable; but if that was not possible, LTD has communicated its desire for a method for analyzing and recouping costs if they were not covered by the PMPM as utilization increases. He said that for Calendar Year 2015, the gap was just under \$1 million; the 2016 projection, based on the current \$7.00 PMPM rate, is a \$120,000 gap per month.

Mr. Lipkin said that staff presented a proposal to Trillium based on membership rates, number of trips per member, cost per trip, and allowance for building a reserve fund to address fluctuations during the year. Also proposed was a quarterly review and renegotiation process similar to the DHS contract for a per-ride rate. Staff also factored in the historical 12.6 percent increase each six months in the number of trips per member to provide some protection.

During a meeting earlier in the week, Trillium indicated its books were closed for 2015 and nothing could be done about the almost \$1 million gap. Trillium also could not guarantee that a contract would cover all of LTD's costs, but acknowledged that LTD could not continue to lose money on the service. Mr. Lipkin said that Trillium was willing to enter into a six-month contract from January 1 to June 30, 2016, retroactive to January 1, while a long-term funding mechanism was developed. He received a proposal from Trillium just prior to the Board meeting; and while staff had not had an opportunity to review and analyze it, it did appear to be more reasonable than the current PMPM rate and to be responsive to LTD's concerns. He said that the proposal was based on the PMPM model and was the basis for further negotiations.

Ms. Grossman questioned why Trillium was not able to cover 100 percent of the costs of providing services. Mr. Lipkin said the proposal, while it did not guarantee 100 percent of costs, allowed some room for renegotiation if trips and costs exceeded a certain level. Staff

would analyze the proposal and provide that information to the Board directly. He said that Trillium has declined to enter into a contract similar to the State's that provided for reconciliation after the end of the year to fund any deficit. Trillium expected LTD to control costs.

In response to a question from Mr. Nordin, Mr. Lipkin stated that the \$1 million deficit last year could not be recovered. He said staff would analyze Trillium's proposal for continuing services and begin negotiation, but would not recommend the proposal to the Board if it was unlikely to cover LTD's costs.

Ms. Pierce asked if Trillium understood that the \$1 million deficit, and any future deficits, was coming out of taxpayers' pockets. Mr. Lipkin indicated that they understood.

Ms. Jackson relayed that LTD's initial proposal was somewhat high and included a reserve to protect LTD against unanticipated costs. She said that she wants the relationship with Trillium to evolve as it moves from being a non-profit to a for-profit entity. She said that Trillium might have perceived the proposal as being inflated, but LTD could not charge a rate that was higher than actual cost because the District is not in the business of making money. The proposed rate was intended to provide Trillium with a predictable amount. These were issues that would be discussed during negotiations. She clarified that the proposal did not specify the length of the contract, which would typically be 12 months; but Trillium indicated that it was willing to consider a six-month contract if necessary in order to develop a long-term solution to the funding gap; and Trillium would make the contract retroactive to January 1, 2016.

Mr. Nordin commented that Centene Corporation, which had just purchased Trillium, was a rapidly growing, for profit organization. LTD's funds were taxpayer dollars supporting local transportation options. He said that he did not think it was fair for Trillium to make a profit on the LTD contract at taxpayer's expense. He questioned if LTD should agree to a contract that would make Trillium more profitable, or decide not to provide the service, thereby lessening services for all of the community.

Ms. Grossman affirmed that 100 percent of LTD's cost for providing services should be covered.

Mr. Wildish recognized that the transition from non-profit to for-profit was challenging for Trillium. LTD is not interested in making a profit on provision of services but should not be subsidizing those services either. LTD is committed to providing transportation services to the 250,000 people in its district and should not take risks. He indicated that he liked the idea of a six-month contract and suggested closely monitoring trends during that period to protect LTD from future deficits. He said that he hoped LTD could continue its relationship with Trillium because LTD had developed a cost-effective and efficient program that served the community well.

Mr. Lipkin said that if the Board directed staff to move forward with negotiations, the goals would be:

- Negotiate a rate that would cover costs
- Establish a reserve

- Hold quarterly reviews with an opportunity to renegotiate should utilization be out of control
- Continue to collaborate on trends, using Trillium's extensive data, to obtain better outcomes for the community

Mr. Lipkin said that the current brokerage contract required a 90-day termination notice. If LTD decided not to continue with the contract, Trillium had other provider options. He said that a potential impact on LTD if Trillium used another provider was called "ADA dumping." That occurred when a provider of Medicaid service pushed all of the ADA-eligible Medicaid client's toward ADA trips, which would significantly increase LTD's costs for ADA services.

In response to a question from Mr. Wildish, Ms. Jackson said that the current contract had an automatic renewal clause, so it remained in effect for 2016 at the current rate. Staff were proposing that LTD enter into a six-month contract from January 1 to June 30, 2016, with a higher rate that would be retroactive to the beginning of the contract, thereby allowing LTD to recoup some of its costs. She said that she understood that the Board would not want to extend a contract longer than six months without terms that were more favorable to LTD.

Ms. Grossman asked if there were variable cost factors other than membership that accounted for the increased costs of providing the service, such as out-of-town trips. Mr. Lipkin said those had some impact, but the major factors were increased membership through ACA and much higher utilization of services.

Mr. Wildish asked if it would be prudent to give notice of cancelation of the contract. LTD legal counsel Dwight Purdy said that it might be prudent to enter into a six-month contract and give notice at the three-month point on April 1, 2016; while at the same time, conveying that LTD was still willing to negotiate but did not want to be bound to terms unless its costs were covered.

Ms. Jackson observed that the Board and staff seemed in agreement that entering into a six-month contract with Trillium was in everyone's best interest to provide some stability, while also indicating LTD's interest in continuing the partnership. She said that the Board would need to consider how to cover the cost of the nearly \$1 million deficit accrued to date and the impact to LTD if the District should enter into a six-month contract with Trillium then issue a notice of cancelation at the end of three-months. She said that one major potential impact could be passenger dumping during the transition period as many users with dual eligibility would continue to use the brokerage at a higher cost to LTD if the Trillium subsidy was no longer available. She said that she saw some benefit to trying to work with Trillium to continue the partnership with known risks, whereas the risks of discontinuing the contract were unknown because of the likelihood that many passengers would continue to use the Call Center to arrange transportation, with LTD assuming the majority of the cost. She pointed out that terminating the contract on June 30, 2016, would not prevent the deficit from continuing and could escalate it.

Mr. Wildish conceded the most appropriate/least cost model did come with some risks.

Ms. Pierce asked if a six-month contract could include provisions for a shorter cancelation period, such as 30-days, so that LTD would not be in the position of negotiating a new contract and then immediately giving notice of termination. She said that Trillium had been a

good community partner and she did not want to damage that relationship. She reiterated that the LTD Board was responsible for being good stewards of taxpayer money.

Mr. Nordin asked if there was any mechanism for controlling noncompliance by members, such as calling for a ride and not showing up or using more expensive transportation when alternatives were available. Ms. Rees said that the program model identified and prevented potential abuse by members through verification of the need for transportation and that the transportation was used appropriately. She said that the local brokerage also was able to take a holistic view of the system and identify abuses that were then brought to Trillium's attention. She said there was not an existing mechanism for dealing with "no shows" and LTD would work with Trillium to create more options for collaborating on reduction of costs. She said that some abuse did occur, but it was not widespread in the program.

Mr. Necker supported Ms. Pierce's suggestion to enter into a six-month contract with a shorter timeframe for cancelation notification. He said that he hoped to continue LTD's relationship with Trillium.

Mr. Yeh concurred with Mr. Necker on negotiating a six-month contract with a shorter cancelation notification period. He said that LTD was not obligated to provide the services, but it was the right thing to do--although not at LTD's financial risk. He suggested that the general manager could be directed to negotiate a contract that covered LTD's costs, established a reserve, and contained a shortened termination notice period.

Ms. Grossman agreed with the previous speakers about the reasons to maintain a partnership with Trillium and offer the best possible service to the community. She said that she did not want any financial compromises, and all contract language should assure that LTD was made whole.

Ms. Jackson asked if making LTD whole also meant recouping the \$1 million deficit from 2015. Ms. Grossman said the previous deficit should not be included as the books were closed; the Board would need to decide how that should be addressed. She said that all of LTD's costs should be covered moving forward. She added that it was important to establish a reserve if cost reconciliation could not be negotiated in the new contract.

MOTION Mr. Gillespie moved that the LTD Board of Directors authorize the general manager to negotiate a contract with Trillium Community Health Plan for Non-Emergency Medical Transportation for a six-month period from January 1, 2016, to June 30, 2016, incorporating the components of the Board's discussion, which are to renegotiate an opt-out clause of between 30 and 60 days, include coverage of LTD's actual costs and reserve fund, and include a mechanism for reconciliation of costs. Ms. Pierce provided the second.

Mr. Wildish said that it appeared the Board was interested in coming to agreement with Trillium to extend the partnership, work collaboratively, cover costs, and provide needed services but not at significant additional expense to LTD.

Mr. Gillespie said that it was ironic that LTD was a victim of its own success. The program LTD developed was considered a national model and Trillium's cooperation in that model enhanced its reputation. He urged both parties to move forward in the spirit of collaboration.

Mr. Nordin said that he hoped that LTD could continue to partner with Trillium to provide services to the community, but he did not want to see Centene Corporation make money for investors by transferring public money into private profit.

Mr. Wildish agreed that the partnership needed to work well for both sides and that a contract should benefit both sides and the community.

VOTE

The motion was approved as follows:

AYES: Gillespie, Grossman, Necker, Nordin, Pierce, Wildish, Yeh (7)

NAYS: None

ABSTENTIONS: None

EXCUSED: None

ADJOURNMENT: Mr. Wildish adjourned the meeting at 3:45 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Julie Grossman
Board Secretary

Jeanne Schapper
Clerk of the Board

Date Approved: _____

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MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
STRATEGIC PLANNING WORK SESSION

Friday, March 11, 2016

Pursuant to notice given to *The Register-Guard* for publication on March 6, 2016, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a strategic planning work session on Friday, March 11, 2016, beginning at 9:00 a.m., at the Oregon Trail Council - Boy Scouts of America Conference Room, 2525 Martin Luther King, Jr. Boulevard, Eugene, Oregon.

Present: Gary Wildish, President
Carl Yeh, Vice President
Julie Grossman, Secretary
Donald Nordin
Angelynn Pierce
A.J. Jackson, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Gary Gillespie
Ed Necker

CALL TO ORDER/ROLL CALL: Mr. Wildish called the meeting of the Lane Transit District (LTD) Board of Directors to order at 9:40 a.m. and called the roll.

WELCOME: Ms. Jackson reviewed the agenda and asked the Board if members wished to also receive an update on the Trillium proposal.

Mr. Wildish determined there was consensus to receive the Trillium update following the LTD *Road Map* presentation.

ROLE OF THE BOARD:

General Overview: Attorney Dwight Purdy, of Thorp Purdy Jewett Urness, distributed the following documents: *The Role of the Board, Public Meetings Law, and Contracting Authority Comparisons*. Mr. Purdy said that LTD is a special purpose district providing mass transit service, and the Board is the governing body with the responsibility and authority over all District operations. He stressed that the Board is not just a "policy" body; it has a fiduciary responsibility to the public to assure that the District is operating appropriately. He said that typically, Boards are not involved in day-to-day operations but have much broader powers.

Mr. Purdy gave examples of oversight exercised by comparable governing bodies in the region, including degree of involvement in operations, providing direction to staff, and requesting information and reports on activities of the organization.

Mr. Wildish commented that the Board does receive regular reports on projects but not necessarily details regarding whether or not those projects are meeting schedule and budget targets. Mr. Purdy replied that every Board should establish its own level of involvement in areas of operation appropriate to its fiduciary responsibility to the public for operation of the agency.

Ms. Grossman observed that the District is a very complex organization run by very competent people. There was a tendency to feel that staff could handle issues and keep the Board better apprised of them. She said that her learning curve as a newer Board member is to identify issues with which to become more engaged and determine what questions the Board should be asking in order to complement staff work. The challenge is to achieve the right balance between providing oversight that supported and helped the organization and becoming too involved in operational details.

Mr. Purdy said that each board and organization is different, and it is within the Board's power to proactively determine where that line is.

Ms. Grossman said that she was pleased with Ms. Jackson's efforts to inform and involve the Board in District operations.

Mr. Nordin expressed respect for LTD and its innovative approach to providing transit services. He said that he was an advocate for transportation and that he felt that all of Lane County was not being served as well as it could be. He expressed that he was interested in finding ways to do a better job. He said that he felt it was important that the Board speak with one voice and deliver a consistent message to the community. He stated that he hoped for more discussion of a carbon tax and installation of solar panels on the agency's facilities; and while that was not necessarily the role of a bus company, it was the role of a public agency to use tools to create a better life for everyone in Lane County.

Board Communications: Mr. Purdy agreed that as a general rule, the Board should speak with one voice. He said that typically, boards establish policies regarding communications with the media, other organizations, and the public on behalf of the agency, although it was not a required policy.

Mr. Purdy reminded the Board that Oregon's Public Meeting Law had changed. He explained that previously, board's needed to be concerned about having a quorum of members present at any event. The law was now expanded to include serial communications where a quorum of the Board appear to be deliberating towards a decision. He said that general discussions among members were okay, but individual serial communications among members regarding an issue on which the Board would take action was considered deliberating towards a decision and, therefore, a violation of the law.

In response to a question from Mr. Nordin, Mr. Purdy said that the subject does not have to be a formal agenda item but could be something on which the Board would be making a decision at a future date. He emphasized that the law was not intended to prevent Board members from talking to each other; it only applies to discussions that would result in a decision affecting the agency. Those discussions had to take place at a public meeting. He said that talking to other Board members about the idea of solar panels in general and communicating information about the technology was acceptable; discussions to determine

how members would vote when the Board was going to take action on whether to install panels would cross the line.

Fiduciary Best Practices: Mr. Purdy reviewed a table comparing the contracting authority among transit districts in the state, including LTD, and local jurisdictions. He said that the practice of boards establishing contracting authority limits was common, and the level of staff authority varied from organization to organization. This matter was presented at the request of some Board members who had expressed concern that LTD does not have a contract level at which Board action is required. He said that he felt it was a sound idea that allows the Board to have greater awareness of District operations, particularly large contracts.

Point2point Program Manager Theresa Brand asked the Board to consider the number and nature of LTD's contracts when deciding the level of authority they wished to establish for staff. If the level was too low, it could result in a cumbersome process that might result in lost opportunities.

In response to a question from Ms. Grossman, Finance Manager Todd Lipkin said that LTD has approximately 100 contracts in a year, with 20-40 exceeding \$100,000 over the term of the contract. That amount is the federal authority level that requires a full solicitation rather than three quotes from bidders. He said that there are high dollar contracts for things such as insurance and security. In 2015, for example, there were 98 new contracts, 14 of which were initially over \$100,000. There were other contracts in place that had been executed in previous years and were ongoing. He explained the various levels at which certain types of solicitation and competition are required under federal law.

Mr. Yeh agreed with Ms. Brand that the Board does not want to impose cumbersome restrictions but does need to establish some contract oversight.

Mr. Purdy said that the Board's review of contracts would likely be a high-level look at risks and financial implications for the agency; it would rely on staff to implement and manage the contracts.

Mr. Wildish and Ms. Grossman agreed that it is important for the Board to be aware of contracts and have a bigger picture of how LTD was doing business, but it is unnecessary to become involved in the minutiae of contract administration.

Mr. Purdy said that his firm, at Ms. Jackson's request, was reviewing LTD's contracts and developing standardized language and a contract template, which would streamline contract review for both staff and Board members. The Board would determine the contract authority levels it wanted to establish and decide how it wanted contract information to be provided. He reminded the Board that it was a policy decision and could be modified at any time to adjust to changing circumstances.

Mr. Lipkin said that a number of standard templates were now being used and Mr. Purdy's firm was developing contract language specifically for LTD that would afford it better protection, particularly for larger contracts.

Mr. Wildish added that his concern was less with the scope of work than the liability and *Hold Harmless* provisions of contracts.

Ms. Jackson asked for information on different approaches to contracting authority and contract review so that a new LTD process would not delay contracts or incur additional costs. Mr. Purdy said that it was common for a Board to give the general manager authority to sign or negotiate and sign a contract so it did not need to come back to the Board. He gave the Trillium contract as an example of that type of direction to staff from the Board.

Planning and Development Manager Tom Schwetz said that from a project management perspective, staff are dealing with the issues of scope, schedule, and budget for projects. He said that the most critical aspect of the Board's oversight is to provide certainty about a contract as soon as possible. There are a number of projects moving forward at the same time, so this certainty is an important issue.

Mr. Lipkin asked how a contracting authority policy would be enacted. Mr. Purdy said that a Board resolution should be used to establish contract authority limitations. Mr. Lipkin added that the policy also could be incorporated into LTD's purchasing policy to establish the actual mechanism for contract review.

Regarding check writing, Mr. Purdy said that LTD currently uses electronic signatures without co-signing or limitations on amounts. He reviewed the approaches used by other districts and jurisdictions included in the comparison table.

Mr. Lipkin said that LTD does not require a secondary signature; but all checks are reviewed by the controller, and that process is assessed during the agency's annual audit.

RECESS: The Board was in recess from 10:49 a.m. to 11:00 a.m.

LTD ROAD MAP:

General Overview: Ms. Jackson said that her first actions as the new general manager were to become familiar with the organization, its services, and the community. She and the Board had discussed how the Board could support and assist staff and the agency to better serve the community. *The LTD Road Map*, adopted in June 2016, could serve as a starting point for that conversation. She said that the *Road Map*, which functioned as LTD's strategic plan, incorporated the agency's "Why" statement and provided a way to acknowledge accomplishments, measure current services, and identify future direction in terms of performance. Staff use the *Road Map* to establish outcomes and performance goals. She cited some areas in which actual outcomes were below targets and said that did not reflect poorly on the agency; it meant that factors had changed in ways that were not anticipated when the *Road Map* was adopted. She said that a plan should recognize that all goals would not necessarily align with changes in how the agency operated, and the document should allow LTD to maintain high standards as it grows. It should express LTD's values and desire to maintain a high level of service in all aspects of its operations.

TransitStat: Business Intelligence Analyst Shawna Bigelow explained that TransitStat was a software program developed by the Cleveland transit district to manage its operations. She said that Cleveland, which was a much larger transit agency, uses the program to achieve efficiencies that have resulted in a savings of \$55 million over a five-year period. Cleveland

was providing LTD with technical advice and assistance in implementing the program. She described the staffing structure that managed TransitStat information.

Ms. Bigelow explained that LTD had identified two initial projects using TransitStat: 1) stand (nonproductive) time; and 2) miles between road calls (maintenance calls when a bus brakes down). She said that TransitStat had saved LTD an average of 300 hours of stand time per month and increased the miles between road calls from about 5,700 to 8,300 miles. She said that because TransitStat had proven to be very effective, it made sense to incorporate it into *The LTD Road Map*. That incorporation would require a structure to identify, measure, monitor, and report progress in operational areas where improvements could be made. She explained how staff teams identified those areas and proposed TransitStat projects to improve operations, and she illustrated how performance results could be accessed.

Director of Operations and Customer Satisfaction Mark Johnson said that the Board would receive a presentation on benchmarking and performance measures at its next meeting. He said that TransitStat involves everyone in the organization, establishes accountability, and encourages staff to achieve results.

Mr. Wildish said that he was pleased to have measurable results. Marketing Manager Meg Kester said that the TransitStat program was useful in telling LTD's story to the community and gaining credibility, as well as for planning efforts.

In response to a question from Ms. Grossman, Ms. Bigelow said that the initial TransitStat projects were selected because they were low hanging fruit: clearly defined, measurable areas in which improvements could be realized. Future projects would be based on the *Road Map*.

Director of Administrative Services Roland Hoskins said that some future TransitStat projects would involve business problems, and staff were working on how those could be translated into measurable data. He said that LTD spends considerable effort developing the *Road Map*, and TransitStat would make it relevant to everyone in the organization and would involve staff in achieving the District's goals. He said that staff enjoy participating in the program and getting a broader understanding of the organization. TransitStat is a complex process that involves learning and knowledge-building.

Ms. Jackson added that LTD was widely recognized for its achievements in many areas, and TransitStat would help in continuing to monitor performance, compare with other agencies, document results, and inform decision-making. She said that she hoped the *Road Map* would be a document that the Board felt reflected how LTD operated and the engagement of employees and the Board in achieving results. She invited the Board to suggest performance measures for future TransitStat projects.

Mr. Wildish indicated interest in point-to-point trip times, as that was a potential measure of transit as a viable, competitive transportation option for the community.

Ms. Grossman said that she appreciated TransitStat as a guiding infrastructure for performance management, and she commended staff for their desire to foster continuing improvement in the organization. She said that she hoped the Board would see quarterly updates on TransitStat projects and performance results.

Ms. Jackson said that *The LTD Road Map* and TransitStat would help to keep the Board engaged in maintaining high standards for the organization, establishing direction for the agency, and speaking with one voice about LTD, its operations, and its goals.

NEGOTIATIONS WITH TRILLIUM:

Mr. Lipkin summarized the Board's discussion at its March 4, 2016, meeting regarding the operating deficit LTD was experiencing under the current Trillium contract, its direction to staff to negotiate a six-month contract with a long-term goal of continuing the working relationship with Trillium, and assuring the payment structure covered LTD's costs. He used a chart to illustrate how costs had exceeded the current \$7.00 per member per month (PMPM) rate. He said that Trillium had proposed a six-month contract that increased the rate by 20 percent to \$8.40 PMPM, with negotiations to continue on a longer-term contract that would include utilization protections for LTD. He illustrated how an \$8.40 PMPM rate, if in effect for the current contract, would have allowed LTD to build a reserve to protect against unexpected increases in utilization in the future.

Mr. Wildish commented that the Trillium proposal does not accomplish everything he wanted to see, but it does address the present financial concerns. He said that the arrangement with Trillium does include risks to LTD, and he hoped that negotiations would result in a mutually beneficial contract for both parties. He said that he felt that LTD should give 90-day notification to Trillium in order to prevent future losses.

Ms. Jackson said that she told Trillium's chief executive officer that LTD needed to achieve cost recovery under a contract; and while the proposed increase in the PMPM rate would seem to do that, there had to be long-term contract language to that effect. She said that staff have done everything they can to maximize the efficiency of service provision, but the collaboration on information and coordination of transportation could be improved, particularly on Trillium's part. Both parties had something to gain by mandating their respective staff to develop tighter service policies to control costs.

Ms. Pierce asked if Trillium's proposal included any contract changes beyond the increased PMPM rate. Ms. Jackson said that only the increased PMPM rate was proposed. LTD was seeking a longer term contract that would include other protections. She said that if negotiations on protections were not productive by the end of March, the 90-day termination notice would allow LTD to conclude its contractual relationship with no further financial loss. She stressed that even if a 90-day notice was given, it would be with the intention to continue to negotiate with Trillium during the remaining 90 days of the contract.

Ms. Pierce expressed concern that a 90-day notice given shortly after LTD had accepted Trillium's proposal for an increased PMPM rate would create hard feelings.

Ms. Jackson said that she would accept Trillium's proposal on Monday, March 14, 2016, making the new PMPM rate effective retroactive to January 1, 2016.

RECESS: The Board was in recess for lunch from 11:50 a.m. to 12:26 p.m.

EXECUTIVE (NON-PUBLIC) SESSION: Mr. Wildish announced that the Board would now meet in executive session pursuant to ORS 192.660(2)(d) to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

MOTION Ms. Pierce moved that the LTD Board of Directors meet in Executive Session pursuant to ORS 192.660(2)(d) to conduct deliberations with persons designated by the governing body to carry on labor negotiations. Mr. Yeh provided the second.

VOTE The motion was approved as follows:

AYES:	Grossman, Wildish, Yeh, Pierce, Nordin (5)
NAYS:	None
ABSTENTIONS:	None
EXCUSED:	Gillespie, Necker (2)

The Board entered executive session at 12:27 p.m. LTD staff also present for the executive session included Mr. Hoskins, Mr. Schwetz, Mr. Johnson, and Human Resources Manager David Collier.

RETURN TO REGULAR (PUBLIC) SESSION: The Board returned to open session at 1:02 p.m.

LONG-RANGE TRANSIT PLAN (LRTP): Ms. Jackson said that the LRTP represents a 20-year vision for LTD. It provides a clear understanding of existing conditions and the District's responsibilities; identifies future uncertainties affecting operations and services; establishes a framework of goals, policies, and strategies to address those challenges; and provides performance measures to track progress.

Mr. Schwetz noted that the LRTP was LTD's first long-range plan; previously its long-range elements were embedded in the Regional Transit Plan (TransPlan). It was developed with the long-range plans of regional partners, and all plans included components related to the frequent transit network (FTN).

Ms. Jackson said that all four sections of the LRTP were still relevant and provide guiding principles for the agency for high-level decisions. It was not clear, however, in providing direction for daily decision-making and implementation activities. She listed the plans LTD currently had in place:

- Long-Range Transit Plan (20 years)
- *LTD Road Map*
- Capital Improvement Program (10 years)
- Long-Range Financial Plan (10 years)

Ms. Jackson said that other internal plans included the System Safety Program Plan, Point2point Strategic Plan, and Lane Coordinated Public Transit-Human Services Transportation Plan. She said the plans did not contradict each other, but they were not well aligned, and it was difficult to tie them to each other. External plans with which the District needed to coordinate included the Oregon Transportation Plan, the Oregon Public Transportation Plan, the Statewide Transportation Strategy, the State Transportation

Improvement Program, the Transportation Planning Rule, TransPlan, the Regional Transportation Plan, and the Metropolitan Transportation Improvement Program, with the associated Unified Planning Work Program, Transportation System Plan, and Capital Improvement Program.

Ms. Jackson said that she had reviewed those documents to determine how to manage the organization. She said that the District was doing a good job, but would continue to do the same job unless it thought about the future and, against the backdrop of the guiding plans and other documents, developed an implementation plan or blueprint for the future. She said the LRTP was good, but needed to incorporate internal documents and contain blueprints and measurement tools to determine if the organization was on track. The LRTP could be updated annually and adjusted on a three-year rolling basis. She suggested starting the discussion with a small group to determine if blueprints could actually help manage the District and make long-range decisions about investments, as well as support current needs and vision.

Mr. Schwetz used a chart to illustrate current District initiatives and timelines, including development action in response to community needs and organizational changes. He said that District activities should meet community needs and grow service; a tangible implementation plan could prepare for operational outcomes and future needs.

Ms. Jackson said that a blueprint would help the District plan for funding projects such as the multi-corridor developments being studied in MovingAhead and Main Street-McVay initiatives. It was important to link future projects and timelines to long-range financial planning and identify the amount of funds needed over a ten-year period. Having all the District's plans connected would help inform the Board's decision-making. She said that involving the public and advisory groups in developing a blueprint implementation plan for all District activities would help the public see the big picture and close the communications loop.

Ms. Brand observed that the plan also should consider how to meet rural transportation needs. Ms. Jackson said that an assessment of rural communities demonstrated the need to find a better way to provide public transportation. Even in those communities where the population and demand might not support transit service, LTD could take a leadership role in helping to identify how future needs could be met as development occurred in those smaller communities.

Ms. Grossman said that she appreciated the issues that Ms. Jackson raised. She said the list of documents and groups was daunting, and she liked Ms. Jackson's ideas for aligning and connecting them into a cohesive implementation plan for the future that would make the best use of resources, including the talented people serving on the District's advisory committees.

Ms. Pierce said that she felt it would be worthwhile for individual committees to schedule discussions at their next meetings about their purposes, missions, and duties.

Mr. Nordin commented that in order to perform the role established for LTD under its own internal plans and external plans, it would need to become a larger agency with more assets and more employees; a 10-year plan should anticipate that evolution. Ms. Jackson agreed

that its plan should be flexible and able to adjust and adapt in order to meet communities' visions for a transit system in the face of competing needs and interests.

Mr. Wildish said that he was excited at the prospect of making LTD more competitive and well positioned to provide better, more attractive transportation options for people. He said that many neighborhoods were actively engaging in looking at their futures and identifying needs such as convenient and accessible transportation.

Mr. Schwetz demonstrated a service planning tool called Remix that allowed staff to see the impact of adjustments to service.

Ms. Brand suggested that various committees could do their own 10-year visioning around their particular topic to develop a vision of LTD's future from those perspectives, which could collectively inform the Board's planning and decision making.

Ms. Jackson said that one of the issues the Board would need to address is how to provide a framework for public engagement. The Board and staff need a way to assure that every decision is aligned with the District's 10-year vision and implementation blueprint.

Mr. Nordin said that it would be challenging to set forth a vision for the future if additional revenue was not available to support it. He asked if new funds would be available to LTD in the next year's legislative session. Governments Relations Manager Edward McGlone said that a transportation package would be introduced in the 2017 session and would include funding for transit. He listed several issues that could impact the political environment and transportation funding during the session.

Ms. Grossman commented that the challenge was how to integrate all of the issues being discussed into a blueprint to inform the Board's roll in shaping the vision for LTD. She said that many committees were eager to participate in that process.

In response to a question from Mr. Wildish, Mr. Johnson said that the *Breeze* bus service was eliminated during the 2008 service reductions as it was determined that the service the *Breeze* provided could be covered by the Nos. 66/67 buses. Mr. Lipkin added that the guiding principle behind those service cuts was to preserve as much remaining service as possible. The *Breeze* could not cover the same area as route Nos. 66/67; it was seen as redundant service. Mr. Schwetz gave examples of areas in the system where similar decisions were made in the interests of maintaining as much coverage as possible.

Ms. Jackson said that the Board did not need to solve technical problems; it should provide high-level direction that would allow staff to implement the details to achieve long-range goals. She said that some transportation problems might be solved by other transportation options, rather than transit service.

Ms. Grossman observed that the Board's Service Advisory Committee would be an appropriate place for discussions of service details, based on the Board's direction to provide more convenient, faster service; and the Finance Committee should discuss how those service enhancements would be funded.

Mr. Schwetz described guiding principles that TriMet was using to engage its community in discussions on how to improve transit. Those included the ability to get from anywhere to anywhere in the Portland metro area using transit, making transit faster and more connected, and making it safer to walk to and wait for transit.

Ms. Brand added that transit also has a role as mobility manager, providing the best transportation options to meet an individual's needs.

In response to a question from Mr. Nordin, Mr. Schwetz said that the Metropolitan Planning Organization (MPO) compiled data that tracked mode shares over time, but he was not certain if that included associated costs.

Mr. Nordin said that having data available and educating the public about the cost of transportation, particularly personal transportation, could help people make decisions to shift from one mode to another.

Mr. Wildish commented that the Board needed to focus on providing guidance at a higher level. Ms. Grossman added that all of the conversations were important; and the Board should provide a structure within which conversations could occur, with that information being funneled into the District's blueprint.

Ms. Jackson said that the process she had proposed would provide an opportunity to tie all of the pieces together into a framework established by the Board that would better inform staff decision making.

Mr. Schwetz said that the LRTP was developed to provide goals and policies so that staff could interact and coordinate with agency partners, but there were not enough resources to engage the rest of the organization in creating an implementation blueprint.

Ms. Jackson said that the EmX Steering Committee could help develop a sketch of the blueprint for the 10-year plan. The Service Advisory Committee could look at the preliminary design and discuss what local connector community service might be. Those conversations could form the basis of moving forward with a blueprint for plan implementation.

Mr. Schwetz described the formation of the EmX Steering Committee, which focused on bus rapid transit. He commented that perhaps that focus was no longer necessary to that committee; it could function more as a planning committee in terms of making recommendations to the Board on a broad range of issues.

Ms. Grossman suggested that the name could be changed to Corridor Committee because LTD was now focused on developing major arteries with different service options and levels.

Ms. Pierce pointed out that the Main Street-McVay Committee was moving forward on the development of a corridor in Springfield.

Mr. Wildish observed that the discussion went beyond transit and included regional transportation options.

Ms. Jackson stated that a tight network of service was needed to make transit viable; and outside of that, other transportation options could provide access and mobility.

CONCLUSIONS AND NEXT STEPS:

Ms. Grossman said that she felt the time was right to revisit all of the issues that had been discussed, to work closely with partners, and to draw a blueprint to guide implementation.

Ms. Pierce said that she hoped to see some time available on the next meeting agenda to discuss how to move forward.

Mr. Wildish suggested that Board members review the current LRTP and consider whether or not the higher-level goals needed to be adjusted. Staff also could suggest areas that the Board could address at those levels. Those could be discussed over the next two or three Board meetings.

Mr. Johnson said that those discussions could become a standing agenda item for Board meetings.

Ms. Grossman commended Ms. Jackson for taking the initiative to engage the Board in a discussion of how to better plan for the future of LTD. She added that she had received very positive feedback from community members who had met Ms. Jackson.

Ms. Kester encouraged staff present to communicate to remaining District staff regarding what had been discussed during this meeting and the next steps in the process. Mr. Wildish concurred.

ADJOURNMENT: Mr. Wildish thanked everyone for their participation and adjourned the meeting at 2:35 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Julie Grossman
Board Secretary

Jeanne Schapper
Clerk of the Board

Date Approved: _____

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING/PUBLIC HEARING ON SERVICE

Wednesday, March 16, 2016

Pursuant to notice given to *The Register-Guard* for publication on March 9, 2015, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular board meeting/public hearing on service on Wednesday, March 16, 2016, beginning at 5:30 p.m., at the Eugene Public Library, Bascom-Tykeson Room, 100 W. 10th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Carl Yeh, Vice President
Ed Necker, Treasurer
Gary Gillespie
Don Nordin

A.J. Jackson, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Julie Grossman, Secretary
Angelynn Pierce

CALL TO ORDER/ROLL CALL: Mr. Wildish called the meeting of the Lane Transit District (LTD) Board of Directors to order and called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish thanked all those present for attending the meeting and welcomed the public to the hearing.

COMMENTS FROM THE GENERAL MANAGER: Ms. Jackson announced that LTD was recognized by the Cascade Chapter of the American Society of Safety Engineers and received two awards. The first award was given to LTD for its safety and health program that resulted in a 47 percent reduction of workers compensation premiums. The second award went to Risk Manager David Lindelien, who was recognized as the Safety Professional of the Year. Ms. Jackson said that she was impressed with LTD's holistic approach to employee safety, both at work and at home. She thanked Mr. Lindelien for a job well done.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: Planning and Development Manager Tom Schwetz said that the Main Street/McVay project's Governance Team, which is composed of Springfield's mayor and one city councilor, two LTD Board members, and Oregon Department of Transportation's (ODOT) Area 5 manager, decided on the options to be considered in the Main Street-McVay study. Mailings would be sent to all residents and business and property owners adjacent to the corridors informing them about the decisions and providing information on the possible impact of improvements in their vicinity; the mailings would be followed up with meetings. He explained that staff would provide talking points to LTD Board members and Springfield city councilors so that everyone would have the same information when asked about the project.

BOARD CALENDARS: Ms. Jackson briefly reviewed coming Board activities.

PUBLIC HEARING: 2016 ANNUAL ROUTE REVIEW (ARR):

Staff Presentation: Service Planner Tim Simon presented an overview of the 2016 ARR and draft recommendations. He highlighted the recommendations intended to increase frequency and productivity along key corridors, improve Sunday service, and improve reliability through route realignment. He said that many of the changes were designed to attract new riders and provide better neighborhood support in some areas. He said that the changes were based on results of a robust public outreach campaign, operator feedback, LTD's Long-Range Transit Plan, and LTD's Long-Range Financial Plan.

Public Hearing: Mr. Wildish explained the procedures for providing testimony and opened the public hearing.

Gary Rodgers, Coburg, said that he was a long-time Coburg resident, bus rider, and Serenity Lane alumnus. He asked that LTD consider additional service to Coburg because of recent development in the area, including the opening of the Serenity Lane campus and expansion of the industrial park. He said that growth in the Coburg area had increased the demand for service, particularly during the middle of the day. He applauded the decision to increase service on Route 12 when the Veterans Administration clinic opened and reminded the Board that Serenity Lane also was a hospital dedicated to helping people. He urged consideration of adding mid-day service to the Coburg area on Route 96.

Cliff Gray, Eugene, representing Trainsong Neighbors, spoke about access to Highway 99 and EmX. He distributed a handout to Board members that illustrated various options for the Highway 99 corridor, and he pointed out a proposed pedestrian and bicycle bridge that would provide that access. He said that in the meantime, an alternative was to allow residents better access to bus stops as the current average walk to a stop was a half mile. He proposed changing Route 40 by adding a short loop into the neighborhood, which would greatly aid access for elderly and disabled riders.

Paul Blaylock, Eugene, said that he agreed with the recommendations presented by Mr. Simon, but he suggested that Route 40 Echo Hollow Saturday service be moved from 30 minutes after the hour to 20 minutes after the hour. He said that the bus often ran late on the inbound and his suggestion would allow enough leeway for riders to make connections.

Jozef Siekiel-Zdzienicki, Eugene, representing Our Money, Our Transit (OMOT) distributed a copy of an e-mail from Bob Macherione to Board members. He said that the e-mail was asking for more bus service on Route 96, particularly to low-income housing on Brewer Avenue. He said that Mr. Macherione had been making the same request for years. He agreed with previous speakers about the need to provide service to low-income residents.

Judy Morse, Eugene, spoke to the need for service to Florence. She reminded the Board that there was good support for a Florence route, and she said that she was willing to assist in supporting the route and promoting it to Florence residents.

Debbie Aitkenhead, Eugene, said that she had recently moved from California, and she very much appreciated the area's excellent transit service. She said that she felt it would be

helpful to expand Sunday service to later at night. She said that the current Sunday schedule, with buses running every hour and a majority of buses leaving the station at 30 minutes after, made it difficult to make connections. She added that she also hoped to see more stops with benches along Coburg Road.

Gil Huland, Eugene, said that he was pleased to hear about consideration of a cross-town connector route. He said that he hoped to see a cross-town connector that would also extend to the River Road Station and somewhere in the Echo Hollow-Barger Avenue area so that it would be possible to cross town without coming into the Eugene Station.

Joseph Mincey, Eugene, expressed concern that the homeless population was excluded from LTD's system. He related an incident that resulted in him losing his composure and being thrown off the bus. He said that the process for being reinstated as a rider was byzantine, and he hoped that LTD would make efforts to not marginalize some citizens.

Mr. Wildish determined there was no one else wishing to speak and closed the hearing.

Board Comments and Questions: Mr. Wildish called for questions from the Board.

Mr. Gillespie asked about the impacts on Route 40 of implementing the schedule changes suggested by Mr. Gray. Mr. Simon said that it would have an impact on the run time of a route that already had challenges with timeliness because of the train tracks in that location. He said that staff had contacted Union Pacific, which was willing to work with LTD to avoid blocking the route for longer than ten minutes.

Mr. Yeh asked why there was a demand for more service on Sundays. Mr. Simon said that people were used to the pattern of service on Saturday and wanted to see that same level of service on Sunday. Also, many people had weekend jobs and required the same transportation on both days of the weekend. He said that the 2017 ARR process could explore that issue in greater detail.

Mr. Nordin asked when the 2017 ARR process would begin. Mr. Simon said that the new process collected information on service throughout the year so that people could provide input on possible service changes at any time. He said that information collected in past ARR surveys also was used. He noted that staff were recommending adding two trips to Route 96, but had not decided where they would be placed in the schedule. Once the 2016 ARR recommendations were approved by the Board, staff would research the best placement of those trips, including interviewing clients and staff at Serenity Lane.

Mr. Gillespie commented that many of Serenity Lane's clients may have suspended driver's licenses, and that could influence the level of service on that route.

EMPLOYEE OF THE MONTH — APRIL 2016: The Board recognized Graphic Designer Karen Kirchhoff as the April Employee of the Month. Mr. Wildish presented Ms. Kirchhoff with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Kirchhoff thanked the Board for her award and acknowledged the rest of the Marketing and Communications Team. She thanked LTD for the opportunities she had been given to be innovative and support services to the community, particularly vulnerable populations. She also thanked her family, especially her son Charlie.

AUDIENCE PARTICIPATION: Mr. Wildish explained the procedures for providing testimony to the Board.

Cliff Gray, Eugene, said that EmX might be in trouble because the Jefferson-Westside neighbors had rejected routing along 11th and 13th avenues. He asked if that would impact plans for the corridor.

Mr. Wildish said that staff would contact Mr. Gray to discuss that issue.

Sandy Coffin, Springfield, said that she was a user of LTD services and a volunteer leader for AARP Oregon. On behalf of the 50,000 AARP members in Lane County, she thanked the Board for its commitment to reliable and safe public transportation and urged members to take the next step by adopting a Vision Zero resolution. She said that 50 percent of people over 50 years of age said they would be unable to live in their current neighborhoods if they were unable to drive. The role of transit in helping older people and those with disabilities to remain active, independent, and engaged members of the community could not be emphasized enough. She said that older adults were disproportionately impacted by a lack of safe streets. LTD was a powerful force for safe transportation. She said that adoption of a Vision Zero resolution would help make the transportation system safer for all users.

Sue Wolling, Eugene, a nurse at RiverBend Hospital, said that she witnessed daily the toll that obesity took on society, and she was involved in teaching children about healthy lifestyles. She said that children were unfamiliar with the rules of traffic and could not judge dangers when crossing streets. It was essential to keep them safe while they learned. She said that she supported Vision Zero and its goal of learning why accidents happened and how they could be prevented, thereby making fatalities on the streets as rare as airplane crashes. She urged the Board to adopt Vision Zero and make streets safer for everyone.

Marina Hajek, Eugene, said that her son had been killed nine years ago by a speeding driver on Bailey Hill Road because the infrastructure encouraged dangerous behavior. She was gratified with the community's support for changes to improve safety for all users, particularly children. She said that the Board's consideration of a Vision Zero policy demonstrated that it was looking toward safety for all road users. She urged adoption of the resolution and thanked LTD for the services it provided to the community.

Joshua Skov, Eugene, EmX Steering Committee member and former board member of Better Eugene-Springfield Transit (BEST), congratulated LTD on receiving the health and safety awards. He spoke to the need to be clear to the community about the reason for adopting a Vision Zero resolution. He cautioned that Vision Zero was not only about bike and pedestrian safety; it met widely held community goals such as safety for all transportation system users, especially the elderly and children; access and opportunity for transit-dependent populations; and access to healthy transportation options. He said that Vision Zero addressed the basic human rationale of health, safety, and access for everyone; and that should be the primary focus in discussions with the community.

Alexis Biddle, Eugene, EmX Steering Committee member, urged the Board to adopt Vision Zero. He said that traffic fatalities were one of the major causes of death for young people. Vision Zero was a policy that would help focus awareness on making decisions that were

safer for the community. He said that he appreciated the Board's work on behalf of the community.

Jozef Siekiel-Zdzienicki, Eugene, stated that he had been in construction for 45 years and when he made a mistake, he paid for it. He referred to a recent newspaper article about issues with handicap ramps along the West Eugene EmX route. He said that clients and taxpayers should not be asked to pay for that mistake.

Rob Zako, Eugene, representing BEST, distributed two handouts to the Board: 1) a memorandum from BEST dated March 16, 2016, supporting Vision Zero, and a pledge to behave safely and responsibly on public streets containing a petition urging the Eugene City Council to adopt a Vision Zero resolution that was signed by a number of residents. He stated that the petition had been signed by community members throughout the region. He said that he was not aware of any other transit agency in the United States that had adopted Vision Zero, and LTD's adoption would receive national recognition. He said that it was important that LTD be clear about the reasons it was adopting Vision Zero. He asked that public input remain open for another week so that BEST could work with LTD staff to craft language that would clarify the Board's intent.

Charles Durbin, Eugene, stated that he had been a Eugene resident for 62 years and a long-time LTD rider. He asked the Board to reconsider the policy regarding access to restrooms at the Eugene and Springfield stations, which were currently closed at 7:00 p.m. He said that closing of the restrooms placed the burden of providing restroom access on neighbors of the LTD facilities. He said that lack of access to a bathroom could contribute to health problems or result in citations for men who were forced to relieve themselves in public. He said that there was strong support among riders for leaving restrooms open later in the evening.

Paul Blaylock, Eugene, spoke in favor of bus service to Florence. He said that the current service was private and very expensive.

Judy Morse, Eugene, expressed surprise that the restrooms at bus stations did not remain open until bus service had ended at night.

Stephen Baker, Eugene, a member of the Eugene Planning Commission, suggested leaving the public comment period open longer in order to receive additional written comments from the public.

Mr. Gillespie commented that the Eugene Library Information Desk had a map and listing of portable public restrooms in downtown that were open later in the evening after businesses had closed.

ITEMS FOR ACTION AT THIS MEETING:

MOTION Consent Calendar: Mr. Yeh moved adoption of the following resolution: LTD Resolution No. 2016-004: It is hereby resolved that the Consent Calendar for March 16, 2016, is approved as presented. Mr. Gillespie provided the second. The Consent Calendar consisted of the Minutes of the February 17, 2016, Regular Board Meeting and the nomination of Jennifer Smith to the LTD Budget Committee.

VOTE The resolution was approved as follows:
AYES: Gillespie, Necker, Nordin, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Grossman, Pierce (2)

General Manager Pro Tempore: Ms. Jackson clarified that the Board had approved the resolution last year; the current action would remove the title of a position that had been vacated.

MOTION Mr. Gillespie moved approval of Resolution No. 2016-005, Designating General Manager Pro Tempore. Mr. Yeh provided the second.

VOTE The resolution was approved as follows:
AYES: Gillespie, Necker, Nordin, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Grossman, Pierce (2)

Capital Improvements Program (CIP) Amendment for Santa Clara Property Land Use Planning Services: Mr. Schwetz said that the amendment to the CIP would allow LTD to work through a series of extensive land use applications and site design on the property to prepare it for ground-breaking. He said that the project did not involve construction but would enable LTD to proceed with development of the site.

Mr. Nordin asked if the planning effort would involve preparation for solar energy collection. Mr. Schwetz replied that the initial planning activities would not involve that level of detail, but solar collection was open to consideration in later stages.

MOTION Mr. Yeh moved approval of the following resolution: Resolution No. 2016-006: Be it resolved that the Lane Transit District Board of Directors approves an amendment to the Fiscal Year 2015-16 Capital Improvement Program (CIP) to program \$265,500 into the current fiscal year (2015-2016) to enable work to begin on land use planning applications and site design for the recently purchased Santa Clara property located on River Road between Hunsaker Lane and Green Lane. Mr. Necker provided the second.

Mr. Wildish observed that LTD was not in the development business but had to go through the planned unit development process in order to develop its portion of the property.

VOTE The resolution was approved as follows:
AYES: Gillespie, Necker, Nordin, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Grossman, Pierce (2)

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: There were no comments or questions.

Mr. Necker noted that the March Accessible Transportation Committee meeting had been canceled.

Draft Resolution Supporting Vision Zero: Mr. Schwetz said that the resolution was the culmination of discussions by the EmX Steering Committee and LTD Board. He said that the Board did not need to act upon the resolution immediately and could postpone adoption as suggested by speakers earlier in the meeting in order to modify the language.

Mr. Yeh thanked Ms. Jackson and staff for preparing the resolution, and he thanked the community for providing input. He said that he agreed with delaying adoption in order to incorporate suggestions from speakers.

Mr. Gillespie concurred with strengthening the resolution language.

Mr. Wildish said that he appreciated the comments from the public, and he was pleased to accept additional suggestions to modify the language for the Board's consideration at its April meeting.

Ms. Jackson said that Mr. Schwetz would follow up on the Board's request to incorporate suggestions from the public.

2015 Origin and Destination (O&D) Survey Results: Mr. Schwetz said that the survey was designed to identify where passengers were boarding the bus and disembarking, in addition to identifying characteristics of riders and why they used transit.

Selena Barlow of Transit Marketing, LLC, said that the O&D surveys had been conducted for a number of years by LTD. She reviewed the administration methodology, sample size, and response rate. An executive summary of the data collected was included in the agenda packet. She said that the information would be used by LTD staff throughout the year for route-by-route analysis.

Ms. Barlow used a slide presentation to show the rider profile data collected in the following categories: frequency of use, transit dependence, age, income, employment/student status, trip purpose, transferring, mode to/from bus stop, trip origin and destination, need for assistance, and fare media used. She compared the 2015 data with previous years and with data from other transit agencies. She said that the 2015 O&D survey also collected data on modes of communication used by riders and rider satisfaction with LTD service in a variety of categories.

Ms. Barlow added that EmX riders were generally like fixed-route users but somewhat more likely to drive to the bus stop, be commuters to work, use one bus, and pay with an employer pass. She said that while administering the paper survey, surveyors also piloted the use of tablets for future surveys. She said that tablets would greatly increase the quality of data collected but could introduce some potential bias with some riders unwilling to participate. She said that it was possible a hybrid approach could be used in the future.

American Bus Benchmarking Group (ABBG) Update: Director of Operations and Customer Satisfaction Mark Johnson introduced Mark Trompet and Lindsey Morse from the Imperial College, managers of the ABBG process, to make the presentation.

Mr. Trompet said that the 19-member ABBG began five years ago and included transit agencies from around the world. He explained that benchmarking was intended to facilitate an exchange of information and technical assistance among member agencies to aid in identifying and resolving operational issues and improving performance. He stressed that while information was freely shared among members, it was confidential; and results presented outside the group were normalized so that other agencies could not be identified. He used a slide presentation to compare data across agencies in the areas of passenger density, fleet composition, and propulsion. He explained the ABBG peer communication processes, access to data, and discussion forum. He said that a member could ask a question and receive responses from other members, often saving the cost of consultants.

Ms. Morse used a series of slides to show LTD's performance compared with its peers in a variety of fixed-route categories, including provision of static passenger information, on-time performance, average bus load, seat/capacity utilization, cost effectiveness, capital investment per passenger mile, operating costs, cost recovery, and vehicle collision rate. She said that LTD compared very favorably in almost all categories and was highly ranked in all key performance measures.

Mr. Nordin left the meeting at 7:40 p.m.

Mr. Gillespie asked if data was collected on the use of alternative payment methods, such as smart phones, across the ABBG group. Ms. Morse said that information was not collected as an indicator, but it was shared among members.

Monthly Financial Report: There were no comments or questions.

Monthly Engagement Reports: There were no comments or questions.

Monthly Performance Reports: There were no comments or questions.

Monthly Grants Report: There were no questions or comments.

Monthly Department Reports: There were no questions or comments.

ADJOURNMENT: Mr. Wildish adjourned the meeting at 7:52 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Julie Grossman
Board Secretary

Jeanne Schapper
Clerk of the Board

Date Approved: _____

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**CONSENT CALENDAR ITEM:
LTD BOARD BUDGET COMMITTEE NOMINATION**

April 20, 2016

Background:

The LTD Board Budget Committee is composed of the seven members of LTD's Board of Directors and seven community members who are nominated and approved by the Board and serve for three-year terms. The non-Board Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

Board Member Carl Yeh is nominating Kathryn Bruebaker to fill the position vacated by Terry Smith, who has moved out of the area and is unable to continue to serve on the Committee. Ms. Smith's existing three-year term expires on January 1, 2017.

The nomination form for Ms. Bruebaker is attached. Also attached is a list of Budget Committee members showing the term expiration date for each, as well as the nominating Board member.

Attachments:

- 1) List of 2016-17 Budget Committee Members
- 2) Nomination Form for Kathryn Bruebaker

Recommended Action:

The Board is asked to approve this nomination in the Consent Calendar presented for approval by the Board at the April 20, 2016, Board meeting.

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**LANE TRANSIT DISTRICT
BUDGET COMMITTEE MEMBERS**

(FY 2016-2017 Budget)

Note: Budget Committee members are not required to live in the same subdistrict as the nominating Board member.

SUBDISTRICT	NOMINATING BOARD MEMBER	TERM EXPIRES	BUDGET COMMITTEE MEMBER	TERM EXPIRES
1	Angelynn Pierce	12/31/16	Vacant	1/01/16
2	Carl Yeh	12/31/16	Vacant	1/01/17
3	Don Nordin	12/31/18	Scott Diehl	1/01/18
4	Ed Necker	12/31/17	Jody Cline	1/01/18
5	Gary Gillespie	12/31/17	Jennifer Smith	1/01/19
6	Gary Wildish	12/31/18	Jon Hinds	1/01/17
7	Julie Grossman	12/31/16	Dean Kortge	1/01/17

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: EUGENE DOWNTOWN URBAN RENEWAL PLAN

PREPARED BY: Mark Johnson, Director of Operations and Customer Satisfaction

ACTION REQUESTED: Board support of the proposal to extend the Eugene Downtown Urban Renewal District

BACKGROUND:

Urban renewal is a development tool used by many cities nationwide to create targeted growth in designated areas. The tool permits local taxing jurisdictions to direct property tax revenues from a set geographic area away from the existing taxing bodies (e.g., cities, counties, school districts, etc.) into an earmarked fund for capital improvement projects within the same geographic area.

The City of Eugene has two urban renewal districts: one is in downtown Eugene and the other encompasses the Eugene Water and Electric Board (EWEB) property and other adjacent land. The Downtown Urban Renewal District was first established in 1968 and covers 17 city blocks roughly spanning from 6th to 11th avenues, and from Pearl to Lincoln streets. The City of Springfield also has established urban renewal districts.

In 2010 the Eugene City Council amended the Downtown Urban Renewal Plan to extend the life of the district. The purpose was to help fund construction of the new Lane Community College (LCC) downtown campus, develop a permanent farmers market, and support improved policing in downtown. The authorization for the urban renewal district is slated to expire in late 2016.

Currently, the Eugene City Council is considering options to extend the Downtown Urban Renewal District. Projects under consideration include improvements to the Park Blocks, renovation of the old LCC downtown campus into an innovative arts and technology hub, full funding to construct a farmer's market downtown, and installation of high-speed fiber internet in the downtown core.

Continuation of the urban renewal district would have no direct taxation impact on LTD. Projects considered for funding under the proposal may have a distinct benefit to Eugene businesses – particularly the development of high-speed fiber internet – and may help Eugene better compete in recruiting new businesses. There is currently no identified funding for any of the projects currently under consideration for urban renewal funding; however, the City of Eugene anticipates applying for state and federal grants to help fund installation of high-speed fiber internet.

The Eugene City Council is expected to act upon potential amendments to the Downtown Urban Renewal Plan in May 2016. LTD staff have participated in early stage conversations with advocates seeking to prolong the urban renewal district, and with city staff to gain more knowledge about the policy. Staff seek guidance from the LTD Board of Directors on future action in regards to urban renewal.

ATTACHMENT: Eugene Downtown Urban Renewal Map

PROPOSED MOTION:

Resolution 2015-010: I move that the Lane Transit District Board of Directors supports extension of the Eugene Downtown Urban Renewal District and permit staff to engage in advocacy activity to achieve that purpose. Said advocacy activity includes, but is not limited to, providing written and oral testimony, using the LTD logo on promotional materials, and providing written commentary in local media publications.

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Downtown Urban Renewal District



 Downtown Urban Renewal District

 Taxlots



AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: ANNUAL ROUTE REVIEW: FY 2016-17 SERVICE RECOMMENDATION

PREPARED BY: Tim Simon, Service Planner

ACTION REQUESTED: Board adoption of recommended 2016 service changes

BACKGROUND:

Lane Transit District evaluates its routes on an annual basis. This process concludes in the spring when the LTD Board of Directors adopts a service plan for the coming fiscal year.

To date, Service Planning staff have met twice with the Service Advisory Committee, which is a staff committee composed of bus operators and Operations, Marketing, Customer Services, and Planning staff. In addition, these proposals have been presented to and discussed by the Board Service Committee. The public outreach process has included presentations to the following organizations:

- Campbell Senior Center
- Jefferson Westside Neighbors
- Good Earth Home Show
- Transportation Planning Committee
- Friendly Area Neighborhood
- Northeast Neighbors
- Cal Young Neighbor Association
- Goodpasture Island Neighbors
- LTD Accessible Transportation Committee
- Southeast Neighbors
- Ya-Po-Ah Terrace
- 5th Street Public Market District Group
- The Cities of Coburg, Eugene, and Springfield

Materials have been available to the general public and to riders through social media and the District's web page. Six hundred and five (605) surveys have been completed, and a number of comments have been provided in writing or via e-mail. In addition, a public hearing was held by the Board on March 16, 2016.

Based on feedback and staff analysis, the recommendation that is summarized in the following chart is the package of service proposed for adoption. Staff will provide a presentation on the final recommendation to the Board at its regular meeting on April 20, 2016.

2016 Annual Route Review Recommendations (To be implemented September 6, 2016):

- **More Trips, More Often** – Staff recommend adding trips to improve frequency along key corridors in the network served by routes 51 Santa Clara, 52 Irving, 66 VRC/Coburg Rd, and 67 Coburg Rd/VRC. Many of these corridors have service every 30 minutes. The recommendation would increase service to every 15 minutes during peak and midday service times. The improvements would expand travel options, deliver more reliable service, and lay the foundation for future improvements outlined in MovingAhead.
- **Sunday Service** – Staff recommend improving service on Sundays, which is currently limited and differs dramatically from Saturday and weekday service. The concepts propose to increase the span on key routes. This means that service on the most heavily used routes would end later to expand passengers’ service options. The other concept is to increase frequency on EmX and Route 11 Thurston from every 30 minutes to every 15 minutes for the majority of the day.
- **Routes 1 and 12** – Changing the route alignment of Route 12 to improve reliability, and adding trips to Route 1 to compensate for the loss of coverage resulting from the route alignment change of Route 12.
- **Route 33 Extension** – Creating a bidirectional route and extending service on 29th Avenue to the Woodfield Station Shopping Center and Amazon Station, but removing a section on Jefferson Street between 24th and 28th avenues that currently has very limited use. A map showing the new routing is attached.
- **Route 40 Extension** – Extending service on 5th Avenue to serve the Amtrak Station and 5th Street Public Market in both directions; and serving Pearl Street, but removing a section on Charnelton that has limited stops.
- **Rural Routes** – Add two weekday trips to Route 96 Coburg to provide more travel options to the Cal Young Neighborhood, the new Bascom Village development, and the new Serenity Lane development.

Change Category	Description	Routes	# of Trips	Cost
Span	Increase Sunday night service to run later.	EmX, 11, 12, 13, 24, 28, 36, 40, 41, 43, 51, 66, 67	13	\$74,640
Frequency	Increase frequency to provide faster, safer and reliable service	EmX, 11, 51, 52, 66, 67	79	\$915,837
Network Design	Add service and modify routes to improve connectivity and reliability	1, 12, 33, 40, 96	7	\$234,417
Total			99	\$1,224,894

ATTACHMENTS:

- 1) Annual Route Review Public Input
- 2) 2016 Annual Route Review Community Input Survey
- 3) Map of Route 33 Extension to Amazon Station
- 4) Public Signatures for Route 33
- 5) Friendly Area Neighborhood Endorsement
- 6) Map of Route 40 Downtown Reconfiguration
- 7) Public Signatures for Route 93

PROPOSED MOTION:

I move the following resolution:

Resolution No. 2016-011: It is hereby resolved that the LTD Board of Directors approves the Fiscal Year 2016-17 service recommendations as presented on April 20, 2016.

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ARR CUSTOMER INPUT

May 11, 2015 – March 8, 2016

Route	Comments
Route 33	I took the survey because I was hoping I would be able to leave my own input, but the multiple choice questionnaire did not allow it. I have frequently had problems getting home from work in a reasonable amount of time because of the switch to 1 hour layovers after 6:30. I have many transfers on my route home, and if I don't get on the right emx, it causes me to miss the 33 leaving at 6:30, and then I have over an hour to wait for the next one. I've missed my transfer because the emx took too long pulling into the station, and my bus left as I was running to catch it. Also, there are no routes connecting Roosevelt / 99 (4 corners) to shopping on west 11th, which is actually the closest grocery store. When I lived in that area, I had to walk a few miles to pick up prescriptions, or take 4 different buses and go all the way downtown to get there and back. Also, the west 11th bus (either 41 or 43) has a really odd transfer time that was 5 minutes off from all the other bus departures, making the morning commute a real pain because I would always miss the bus that connected my route.
EmX	My name is terra i never usually have a problem with sun emx schedule however today on mothers day of all days i was trying to get home and tried very hard to get out of work earlier but couldn't until 8 when to my horror i realized the emx stops at walnut station vs at least going out to springfield then returning to bus barn for the night for those that live in springfield! Shame on you LTD for not prov a safe trip home. This will not be the last nor from the only person on this matter.
Hayden Bridge	Would like to see service on Hayden Bridge go down to the roundabout to connect with the EmX.
CSC Lobby	The Eugene Station lobby should be open until 11 like bus routes.
CSC	Pool, combine, unite LTD funding with Florence bus, Yachats and Newport to help provide a complete bus system up and down the coast. We only need to cover the trip from Yachats to Florence and people could also pay a \$2.00 fare. There is about 20-25 mile gap on the coast and completing this would provide a total trip from Astoria clear down to Coos Bay using transfers.
Route 93	More service for Route 93 Veneta weekday and weekend.
N/A	Richard Herman, Director of Cornerstone Community Housing, has requested service along Hunsaker to Beaver to Division Avenue in order to serve a new low income housing project they are working on. 541-349-0999
Route 36	They should also reroute the 36 to go down Bailey Hill or have the 78 stop off at Eugene Station like the 76.
N/A	Paul Blalock called, 541-606-2619. He asks for one hour later service on Sunday to accommodate community members who are dependent on bus service and who need later service to get to/from work.
Route 1	A customer named Trude (can't recall her last name) requested increased frequency on route 1. I told her we would add this to our ARR list.
N/A	Mary Miller y not expand the sunday service til 9pm?

Route 43	I would like to see the #43 serve Commerce Street next to Wal-Mart. Many people get off on the Target side & jaywalk to the Wal-Mart side. This is very dangerous.
Route 95	Are there plans to put a bus stop INBOUND in the immediate vicinity of JERRY'S HARDWARE on Route 99 (South) served by #95 Junction City LTD?
Jasper Rd & 30th	I was just wondering why there is no bus that goes down jasper rd from 30th to 42nd in that big "u" back to main. There's 2 schools out here. And a 30 minute walk to main for the closes bus stop. Is there a way to get a route out here? I live on 40 th and jasper and am about to have a new born baby. Just wondering what options there are or if there are any? Hope to hear back soon
13 & Centennial	You've been looking for input on expanding routes or initiating new ones. I highly recommend altering the Centennial #13 to go a couple extra blocks further—to 28 th Street and then up to Olympic and back to WINCO. This would better serve all of us who use the #13 to shop at the Walmart Supercenter who now need to haul our groceries about six blocks back to the bus stop on 21 st Street.
Route 96	I just recently moved to Coburg. They have a lot of housing developments building out there and the #96 bus doesn't run all hours of the day mon-fri. That bus doesn't run on the weekend and therefore people that live in Coburg have to walk to Coburg Rd. I myself have arthritis in my back and knees and it makes it hard to walk. I also have chronic back pain on top of the arthritis. I was wondering if there could be more bus serice out there.
Route 96	The riders of the 96 bus that get on this bus pass Crescent ave. need additional trips/times of service added to this route. Some of us riders have to walk several miles in the dark because we cannot make the last bus that leaves the station before we get off from work and/or school. The bus-stops along that route past Crescent also need bus shelters. The cars speed up and down those streets and there are not sidewalks to stand on while waiting for the bus. It is very unsafe.
Bus Shelters	Please install a roofed bus shelter at the junction of routes 12 & 67 and on Harlow Road by Wal Mart. Many elderly people use these stops and they are inadequate.
EmX to Riverbend	<p>Please present this letter for testimony at LTD Board of Directors Meeting.</p> <p>I have lived in Springfield more than 20 years, raised a family here, I am however, newer to the LTD bus system. We live in wonderful place, after having rode the bus for some time now, I realize there are a lot of culturally rich things and people I had never noticed while driving my own vehicle .. The best of all are the LTD drivers; these really are the people who care for the elderly, disabled, and the lost newbies. Their friendly faces represent our community. Thank you for the time you invest to make LTD a great bus system.</p> <p>I write to you as my last plea to save my job, I work for Royal Caribbean International. I utilize your bus system as my sole means of transportation for my daily commute. It has worked out very nicely, until, recently, when I was assigned to the early shift. My shift begins at 6:00 a.m. Being on time is impossible when using LTD.</p> <p>The first bus of the weekday that stopes at International Way Station West (Royal Caribbean's stop) is the Emx Riverbend/Gateway, it arrives at 6:03. My bus Route 11 in Thurston picks up the first passengers (heading west) is at 5:21; arriving at Springfield Station at 5:37; currently the first EMX arrives at the Springfield Station at 5:50. IF this bus could leave (only) 5-10 mins earlier (it should not effect the remainder of the schedule, as it is the first bus.) I would be able to get to work on</p>

	<p>time. Furthermore, this 5 min adjustment could increase the amount of riders for the early shift by hundreds; considering Riverbend Hospital and Symantec are on this same route. Employees from both of these establishments have a 6:00 am shift. Royal Caribbean is a great company to work for; I am so grateful to walk through the doors every single day. However, with the LTD schedule the way it currently is, and not one single ride match on drivelessconnect.com, I am literally one minute away from losing my job. A job that saved my family and I from being homeless. I have been in contact with our coordinator, and program specialist Tracy Ellis, who has been wonderful trying to problem solve and help me find a ride match. To date, however, there are no alternatives. Please consider scheduling the EMX Riverbend/Gateway to begin 5-10 minutes earlier; making its first pick up at Springfield Station Bay F at 5:40 or 5:45 instead of 5:50.</p>
Route 33	I read in the R G about proposed changes to the 33. I like it! Especially if it went down 28th to 29th to Amazon Station.
Springfield	I would like to see you go to 7th St off main. It seems to be a forgotten area with a lot of people who have to travel over a mile to the closest bus stop. With numerous special needs in the neighborhood the walk can be dangerous for them and easily fixed by turning left at 69th then go through the looping neighborhood at 73rd. It would add maybe 3 mins to the route, which is less time then the 11 spends sitting at Dari mart at 69th Street.
Span	<p>And, the bus also needs to have 24 hour service on major routes, even if it's only once every 2 hours from midnight on...this is the 21st century and this city is big enough to benefit from 24 hour service to high traffic areas:</p> <p>W. 11th Main Street Willamette River Rd. Centennial</p>
Route 17	Have the seventeen run every half every day! Even weekends!! Some of us work late! On Q Street in Springfield!
Route 33	Definitely make the 33 run on Sundays. On Sundays when I need to take the bus I have to walk a mile to the closest stop.
Route 73	It would awesome if the 73 would go to Eugene station again. No bus from downtown ever gets there in time for a connection.
Route 11	Have the Thurston bus run later on Sunday's
Route 40	Great idea extending route 40.
Route 33	This will be great for people in our neighborhood to get to the shopping center and Amazon Park, and for students transferring to LCC.
Route 33	<p>I recently read the article pertaining to route changes along Jefferson. I would like to express my support for these changes.</p> <p>I work at LCC and live in the Friendly area. Without having a bus to Amazon Station, taking advantage of the route to LCC was not possible unless I walked or biked the</p>

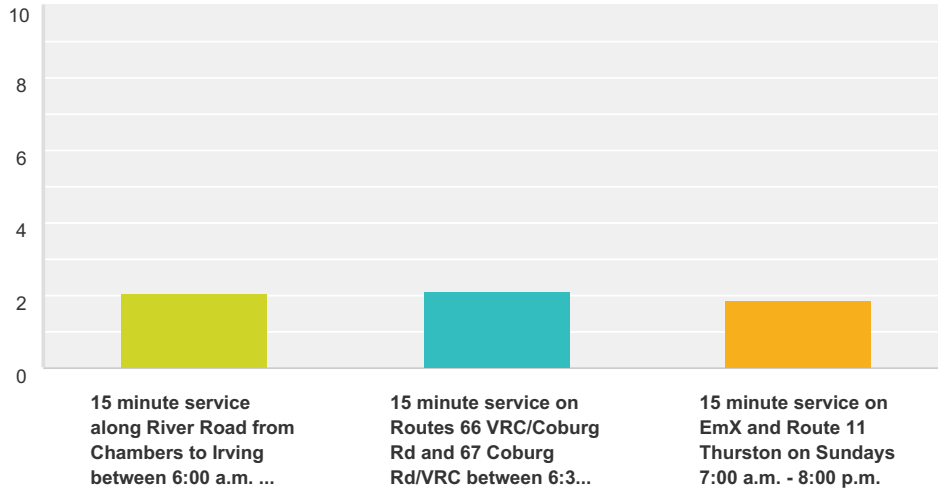
	<p>first leg of the journey. This would solve that problem.</p> <p>I would also like to note that over the years I have heard from many LCC students living in the Friendly area who also complained of the lack of service in the area. If these changes are implemented, I am sure that there will be more students taking advantage of the bus to LCC.</p>
Route 67	The 67 every 15 minutes
Chad Drive	With the new VA Clinic, Comcast Cable and Welfare office (Food Stamps) located on Chad Drive it would be really helpful and time saving to have a cross-town connection from Springfield to Chad Drive without having to go to the Eugene Station. This would be ideal for people with disabilities or those who have small children. It would be very convenient and save Springfield riders a lot of time.
Routes 1 & 12	By eliminating Route 12 to the Campbell Center area, and NOT increasing the #! From 6:30 a.m. – 10:30 a.m. every half hour, we won't be able to get to early appointments such as medical, dental and lab appointments.
Bus Stop	We have an extreme need for a covered bus stop where 2 major bus lines cross: Shadow View and Chad Drive
Route 96	Route 96 needs more frequency on Saturdays and Sundays since there are several new senior facilities on that route now.
Bus Bench	There is a center that serves the elderly and disabled on Hilyard, Route 28 inbound that should really have a bus bench.
Route 96	Route 96 needs more trips to serve Serenity Lane that opens in March
River Road	A route should go further north on River Road, past Beacon Road
CSC	Earlier Access to the Customer Service Center on Sundays
UO Campus	Create a circular route to go around the UO Campus
Creswell/Cottage Grove	Look at adding a route on hwy 99 between Creswell and Cottage Grove. There are a lot of businesses along that route and a lot of people are walking, and it is unsafe.
Willamette Street	Bus Service to the top of Willamette, please
River Road	I would like to see more service to Junction City but not on Hwy 99 – use River Road or Prairie Road and include routing to River Road Station.
River Road	I would like a modification of service at the north end of River Road – i.e. some service along Lynnbrook to Lancaster from River Road to Irvington. This would make the use of LTD very user friendly for the many residents of this neighborhood who now only rely on their personal cars for transportation.
Fares	You should make time-limited transfers available for riders who need to connect two or more buses for a single trip without having to pay the full-day fare.
Goshen Service	I am interested in transit service to and from Goshen. The Willamette Military School could benefit from this. You could simply link to the Cottage Grove service and make a stop in Goshen by the school.

Vet's Fare	You should provide free service for Veteran's

Q:\SP&MARR\2016\ARR Public Input\ARR Public Input Beginning May 11, 2015.docx

Q1 Rank the following service increases in order from 1 being the most beneficial to the community to 3 being the least beneficial.

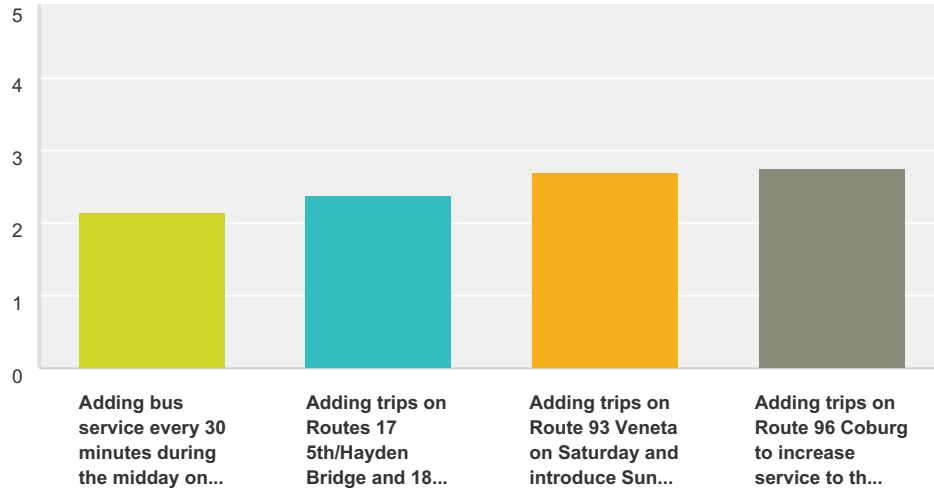
Answered: 605 Skipped: 0



	1	2	3	Total	Score
15 minute service along River Road from Chambers to Irving between 6:00 a.m. - 6:30 p.m. served by Routes 51 Santa Clara and 52 Irving	33.88% 205	35.87% 217	30.25% 183	605	2.04
15 minute service on Routes 66 VRC/Coburg Rd and 67 Coburg Rd/VRC between 6:30 a.m. - 6:00 p.m.	36.36% 220	37.85% 229	25.79% 156	605	2.11
15 minute service on EmX and Route 11 Thurston on Sundays 7:00 a.m. - 8:00 p.m.	29.75% 180	26.28% 159	43.97% 266	605	1.86

Q2 Rank the following service increases in order from most beneficial to the community to least beneficial.

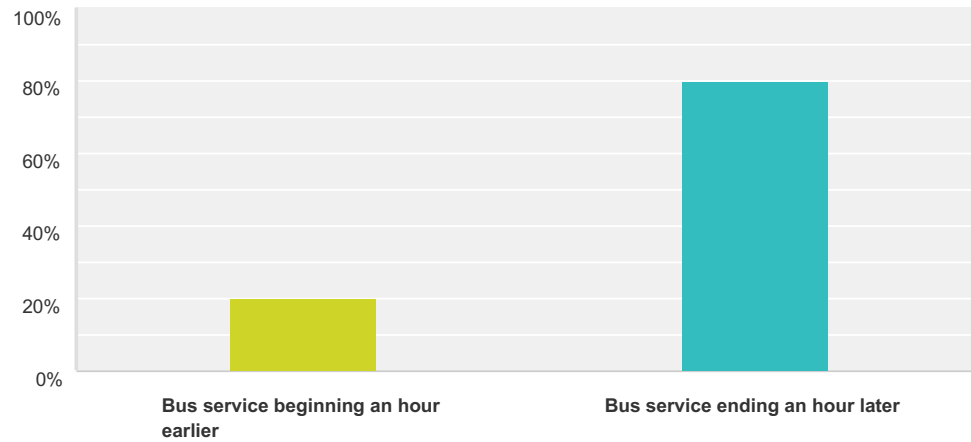
Answered: 555 Skipped: 50



	1	2	3	4	Total	Score
Adding bus service every 30 minutes during the midday on Route 1 Campbell Center	16.22% 90	21.80% 121	23.78% 132	38.20% 212	555	2.16
Adding trips on Routes 17 5th/Hayden Bridge and 18 Mohawk to increase service	19.82% 110	22.34% 124	32.61% 181	25.23% 140	555	2.37
Adding trips on Route 93 Veneta on Saturday and introduce Sunday service	33.33% 185	26.31% 146	18.38% 102	21.98% 122	555	2.71
Adding trips on Route 96 Coburg to increase service to the Cal Young neighborhood and the City of Coburg	30.63% 170	29.55% 164	25.23% 140	14.59% 81	555	2.76

Q3 If the service span was increased on weekends, which would benefit the community more?

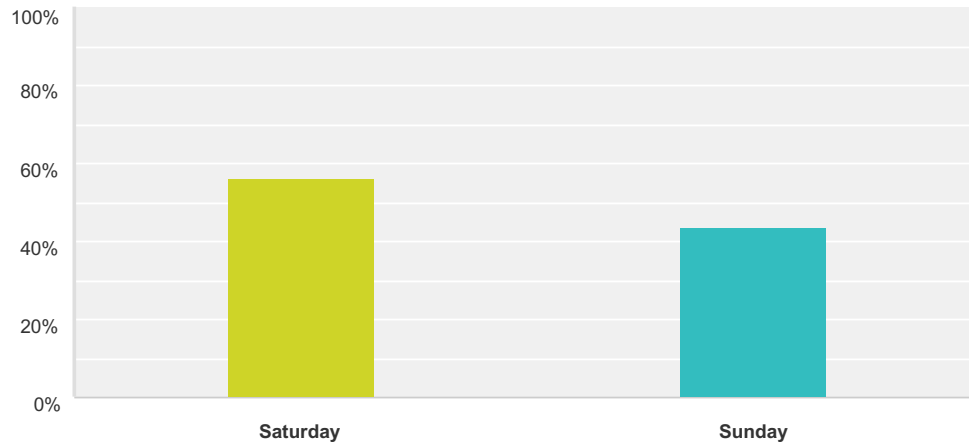
Answered: 554 Skipped: 51



Answer Choices	Responses	
Bus service beginning an hour earlier	20.04%	111
Bus service ending an hour later	79.96%	443
Total		554

Q4 Which day would benefit the community most?

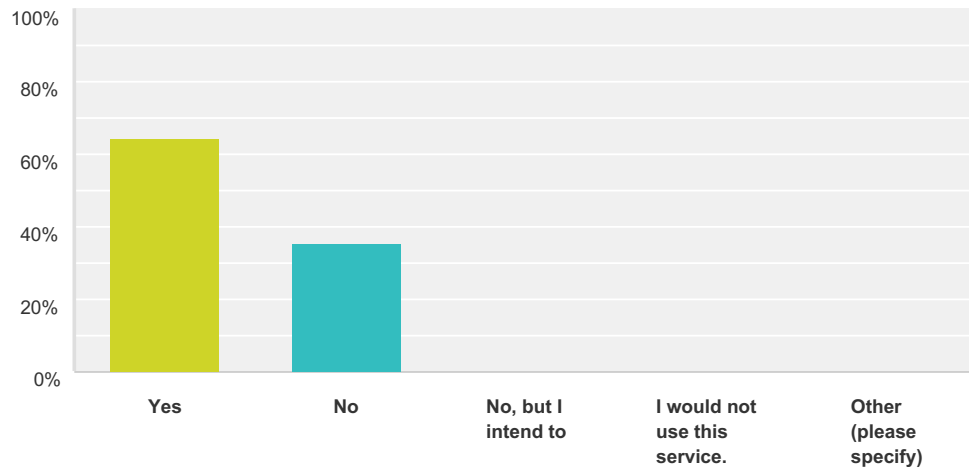
Answered: 554 Skipped: 51



Answer Choices	Responses	
Saturday	56.50%	313
Sunday	43.50%	241
Total		554

Q5 City of Eugene, LCC, and LTD created a pilot airport connector service that began in December 2015. The AirportConnector allows individuals to take LTD's Route 95 and connect to a shuttle service to the airport. Have you heard of this service?

Answered: 550 Skipped: 55

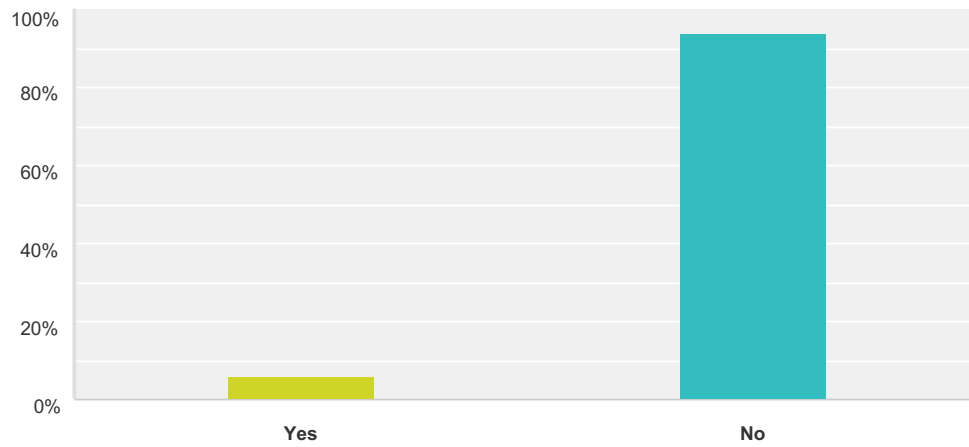


Answer Choices	Responses
Yes	64.36% 354
No	35.64% 196
No, but I intend to	0.00% 0
I would not use this service.	0.00% 0
Other (please specify)	0.00% 0
Total	550

#	Other (please specify)	Date
	There are no responses.	

Q6 Have you used the AirportConnector service?

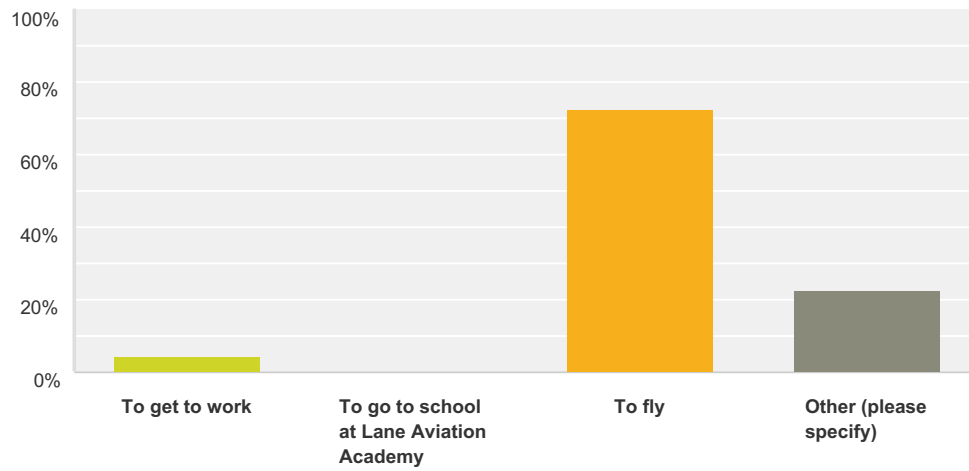
Answered: 353 Skipped: 252



Answer Choices	Responses
Yes	6.23% 22
No	93.77% 331
Total	353

Q7 Please select how you have used the service.

Answered: 22 Skipped: 583

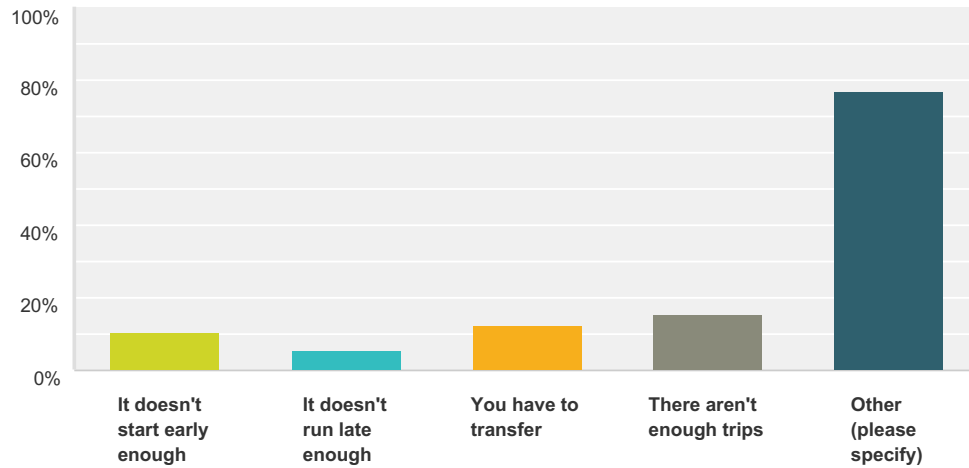


Answer Choices	Responses
To get to work	4.55% 1
To go to school at Lane Aviation Academy	0.00% 0
To fly	72.73% 16
Other (please specify)	22.73% 5
Total	22

#	Other (please specify)	Date
1	to do an LTD bus photo shoot :)	2/24/2016 8:46 AM
2	to meet someone	2/22/2016 9:02 PM
3	Trial run to see if I could fly and handle my luggage. It worked fine. Sidewalk would be better. You can also use it to go to the air and space museum.	2/19/2016 10:45 AM
4	I drive the 95	1/29/2016 8:47 AM
5	meet passenger arriving at airport	1/23/2016 7:22 PM

Q8 Why have you not used the service?

Answered: 329 Skipped: 276



Answer Choices	Responses
It doesn't start early enough	10.33% 34
It doesn't run late enough	5.47% 18
You have to transfer	12.46% 41
There aren't enough trips	15.50% 51
Other (please specify)	77.20% 254
Total Respondents: 329	

#	Other (please specify)	Date
1	I have not need to go to airport recently but I would use the service when I do need to go	2/29/2016 4:14 PM
2	i dont fly	2/29/2016 1:50 PM
3	Haven't flown anywhere (why isn't that an obvious option?)	2/29/2016 10:22 AM
4	not good connections	2/28/2016 5:28 PM
5	Bus service to airport is not of interest to me. Fly speratically.	2/27/2016 3:46 PM
6	have not traveled from airport recently	2/27/2016 2:59 PM
7	I haven't gone to the airport.	2/27/2016 10:05 AM
8	Have not needed it	2/27/2016 9:55 AM
9	I haven't needed to go to the airport. But if I did, I would use it.	2/27/2016 9:45 AM
10	I haven't needed to travel to the airport	2/26/2016 3:12 PM
11	Getting to the bus with bags as early as I needed. No safe place (cage) to lock bike at bus stop	2/26/2016 1:10 PM
12	I have not flown since then.	2/26/2016 12:27 PM
13	I do not fly.	2/26/2016 10:37 AM
14	I heard it was proposed, but not implemented.	2/26/2016 10:01 AM
15	I am in favor of the idea. I find that when I travel I am not organized enough, and end up paying the shuttle service in order to get home sooner. I would use it if I had no alternative, which is mainly a friend who drives me there.	2/26/2016 9:56 AM

16	If we fly east, we need to be on the very early flights, which don't work that well. In general, in order to really work, it seems that this service would have to be far to frequent to be cost-effective for LTD, particularly since we are still a small airport.	2/26/2016 9:42 AM
17	You need to understand the flight schedules and time required to get to the airport. I would expect an express shuttle from downtown with limited stops on the way to the airport would be the most used option. Transferring to and from the airport that much makes the existing service unusable as I need to be at the airport by a certain time, shuttle doesn't give me that option.	2/26/2016 9:36 AM
18	I haven't needed to go to the airport	2/26/2016 9:36 AM
19	Haven't flown out yet	2/26/2016 9:35 AM
20	Have not needed to go to the airport	2/24/2016 10:42 PM
21	I haven't needed to go to the airport	2/24/2016 10:27 PM
22	have not needed it	2/24/2016 6:43 PM
23	I don't fly out of Eugene	2/24/2016 5:26 PM
24	Haven't needed to go to the airport yet	2/24/2016 12:23 PM
25	haven't flown recently	2/24/2016 11:58 AM
26	I haven't yet taken a trip where I need it, but am planning to look into it if it matches my schedule. Most of the flights I take are too early, however.	2/24/2016 11:48 AM
27	I haven't needed to go to the airport since December	2/24/2016 11:43 AM
28	I haven't needed to go to the airport	2/24/2016 11:42 AM
29	I am not in need of this service	2/24/2016 11:08 AM
30	haven't needed to use it yet	2/24/2016 10:23 AM
31	I don't fly out of Eugene	2/24/2016 9:47 AM
32	not needed	2/24/2016 9:44 AM
33	not safe to transfer at HWY 99 and airport road!	2/24/2016 9:41 AM
34	not using that route right now. I live in Springfield.	2/23/2016 8:27 PM
35	Transfer of luggage	2/23/2016 8:22 PM
36	Haven't needed to yet	2/23/2016 6:06 PM
37	have not been to the airport	2/23/2016 5:31 PM
38	All of the above	2/23/2016 4:12 PM
39	Don't fly that often. Best for airport workers, not travelers.	2/23/2016 3:12 PM
40	I haven't needed to go to the airport yet since it began.	2/23/2016 2:22 PM
41	doesn't work for me	2/23/2016 2:18 PM
42	No need to get to airport	2/23/2016 12:27 PM
43	No airline trips planned	2/23/2016 12:27 PM
44	I don't fly.	2/23/2016 8:22 AM
45	No weekend service	2/23/2016 7:59 AM
46	Don't go to airport often	2/22/2016 8:25 PM
47	Son't know the schedule - have not seen it posted anywhere	2/22/2016 4:42 PM
48	Haven't made any trips to the airport in a while.	2/21/2016 10:26 PM
49	not a user of airport	2/21/2016 6:35 PM
50	I haven't taken an airplane trip yet this year.	2/21/2016 5:46 PM
51	Have no need yet, but a REALLY good option to use for those who need to get to the airport, I will eventually use it sooner or later.	2/21/2016 1:27 PM

52	i live in harrisburg but i could park in junction city	2/21/2016 11:36 AM
53	No need	2/21/2016 11:17 AM
54	no reason to go to airport	2/21/2016 12:15 AM
55	I haven't traveled yet	2/20/2016 10:29 PM
56	family lives close	2/20/2016 9:38 PM
57	have'nt needed it yet	2/20/2016 7:13 PM
58	Have not had the need to go to the airport	2/20/2016 7:11 PM
59	Haven't needed to go to the airport	2/20/2016 6:27 PM
60	I haven't needed to fly anywhere.	2/20/2016 3:37 PM
61	I don't go out there to often	2/20/2016 3:32 PM
62	I don't go to the airport or surrounding area.	2/20/2016 3:11 PM
63	I haven't needed to go to the airport	2/20/2016 9:53 AM
64	No need to use, to date	2/19/2016 7:52 PM
65	I have not flown out of Eugene recently	2/19/2016 2:12 PM
66	I haven't needed to go out that way yet.	2/19/2016 11:34 AM
67	Not needed	2/19/2016 9:50 AM
68	Don't need	2/17/2016 4:17 PM
69	I have not yet taken a trip. I will use it when I go to Alaska in 2017	2/17/2016 4:14 PM
70	No Need	2/17/2016 3:16 PM
71	not on my normal schedule	2/17/2016 2:33 PM
72	I don't need to go there	2/16/2016 8:51 PM
73	No need to fly, especially with lack of money for airfare	2/16/2016 9:08 AM
74	Have not travelled to the airport since the route was introduced.	2/15/2016 7:29 PM
75	haven't flow at the right time	2/15/2016 10:45 AM
76	No direct connect from Santa Clara River Road to that new line. I need to go all the way downtown and back out again. I can drive to the airport in 7 minutes.	2/15/2016 8:06 AM
77	I don't go to the airport.	2/14/2016 8:51 PM
78	Haven't needed to go to airport	2/14/2016 9:28 AM
79	I have not yet flown from eug airport since the service started	2/13/2016 10:31 PM
80	I haven't gone to the airport since it started.	2/13/2016 7:48 AM
81	don't go there	2/12/2016 7:49 PM
82	No need to fly out	2/12/2016 9:58 AM
83	Haven't flown or needed	2/11/2016 11:11 PM
84	Concerns about carrying/transferring luggage	2/11/2016 10:17 PM
85	Never will -have family	2/11/2016 8:49 PM
86	I have not flown out of the airport recently but I think it would be great if it looped around to W 11th- you would definitely get more riders	2/11/2016 7:13 PM
87	Haven't flown	2/11/2016 7:07 AM
88	Haven't flown yet	2/10/2016 7:22 PM
89	I haven't gone to the airport in a few years	2/9/2016 10:11 PM
90	Haven't traveled to the airport since it began	2/9/2016 8:56 PM

91	don't need it(only18)	2/9/2016 4:38 PM
92	not needed	2/9/2016 3:42 PM
93	Haven't been to the airport	2/9/2016 2:22 PM
94	NO NEED AT THIS TIME	2/9/2016 12:56 PM
95	haven't been to the airport	2/9/2016 11:11 AM
96	I haven't flown since moving to the area last year	2/9/2016 9:21 AM
97	No flights yet	2/9/2016 8:04 AM
98	I haven't flown in a few years	2/9/2016 8:03 AM
99	Haven't needed to go to the airport	2/9/2016 5:49 AM
100	Haven't flown from EUG since it started.	2/8/2016 10:33 PM
101	Haven't gone to the airport	2/8/2016 6:41 PM
102	Have not flown since it was started	2/8/2016 3:06 PM
103	I have not been scheduled to fly since the service was introduced.	2/8/2016 2:42 PM
104	only flew once and there were 4 of us	2/8/2016 2:09 PM
105	I haven't had to go to the airport.	2/8/2016 1:37 PM
106	Haven't flown	2/8/2016 12:47 PM
107	Haven't needed to go to airport	2/8/2016 12:21 PM
108	have not flown from eugene in last feew months	2/8/2016 11:57 AM
109	haven't had any trips via airport	2/8/2016 11:50 AM
110	I have not needed to go to the airport.	2/8/2016 11:10 AM
111	I don't go to the airport	2/8/2016 11:02 AM
112	Have had rides, don't travel more than 1x/yr	2/8/2016 9:26 AM
113	i dont fly that often	2/8/2016 9:09 AM
114	Haven't needed to use it yet	2/8/2016 8:56 AM
115	Haven't flown anywhere recently; my wife used it in January and was very happy!	2/8/2016 12:35 AM
116	I haven't needed to go to the airport.	2/7/2016 10:42 PM
117	haven't flown out of Eugene	2/7/2016 10:28 PM
118	Haven't taken a plane lately	2/7/2016 10:15 PM
119	Haven't needed it yet, but will have to check it out.	2/7/2016 9:05 PM
120	I haven't needed it.	2/7/2016 1:24 PM
121	I never fly out of Eugene	2/7/2016 12:50 PM
122	Haven't flown since inaguaration	2/7/2016 9:11 AM
123	Am using it this Monday, 2/8. Haven't travelled since Dec. 2015	2/6/2016 11:31 PM
124	Have not needed to fly out of EUG since it started	2/6/2016 8:02 PM
125	Have not had a need.	2/6/2016 11:46 AM
126	not needed yet but will next time I fly	2/6/2016 11:07 AM
127	Haven't gone to the airport	2/5/2016 8:30 PM
128	no need to go to airport	2/5/2016 4:38 PM
129	I have not needed to go out there for anything. I plan to use it if I do fly if the hours work out.	2/5/2016 4:03 PM
130	I haven't traveled on a plane for a few years.	2/5/2016 3:26 PM
131	I have no need	2/5/2016 12:46 PM

132	I haven't had to get to the airport yet	2/5/2016 10:51 AM
133	I haven't flown anywhere since it started	2/4/2016 11:01 PM
134	I don't travel via airplane	2/4/2016 8:35 PM
135	haven't needed	2/4/2016 12:59 PM
136	Haven't needed to go to airport. Have told lots of folks about service. Am very glad it exists. Before it came into being, I have taken bus to Hwy 99 and walked from there to airport....	2/4/2016 10:51 AM
137	haven't used the airport since it was implemented	2/4/2016 9:21 AM
138	Havent needed it	2/4/2016 6:20 AM
139	No travel plans	2/4/2016 1:28 AM
140	Haven't flown out of EUG since the service started!	2/3/2016 7:08 PM
141	Have not yet had the need - but will use when I do	2/3/2016 3:56 PM
142	Haven't needed to use it	2/3/2016 3:45 PM
143	haven't flown yet	2/3/2016 2:54 PM
144	Have not gone anywhere	2/3/2016 2:23 PM
145	tried last time at airport, but was nothing running (maybe it was a weekend, or mid day...)	2/3/2016 1:58 PM
146	don't go to the airport	2/3/2016 1:38 PM
147	live fairly close to airport	2/3/2016 1:33 PM
148	haven't flown	2/3/2016 12:41 PM
149	Haven't flown anywhere	2/3/2016 12:13 PM
150	Haven't flown since line opened.	2/3/2016 11:54 AM
151	Have not flown in or out of Eugene since this service became available.	2/3/2016 11:40 AM
152	have not flown out of Eugene	2/3/2016 11:20 AM
153	No need	2/3/2016 10:31 AM
154	no need to	2/3/2016 9:51 AM
155	I hardly ever fly	2/3/2016 6:57 AM
156	no need to, haven't flown at all	2/3/2016 6:49 AM
157	no need	2/3/2016 2:32 AM
158	I have not had occasion yet to travel to the airport.	2/2/2016 11:56 PM
159	Haven't needed to use it.	2/2/2016 9:53 PM
160	i dont take planes	2/2/2016 9:21 PM
161	haven't needed to fly	2/2/2016 8:53 PM
162	I just moved to the area. I'd like to use it.	2/2/2016 8:38 PM
163	Haven't had a nees for the airport yet, but likely to use the service.	2/2/2016 8:32 PM
164	I haven't needed to visit that area.	2/2/2016 8:25 PM
165	I live on Clear Lake Road near Alvadore and would prefer bus service out in my area.	2/2/2016 8:22 PM
166	no shelter at transfer point	2/2/2016 3:51 PM
167	Haven't flown out of Eugene Airport yet	2/2/2016 3:05 PM
168	Usually get a ride from someone	2/2/2016 11:42 AM
169	haven't needed airport services	2/2/2016 11:04 AM
170	no need to go to the airport	2/2/2016 9:57 AM
171	Do not need it	2/2/2016 9:55 AM

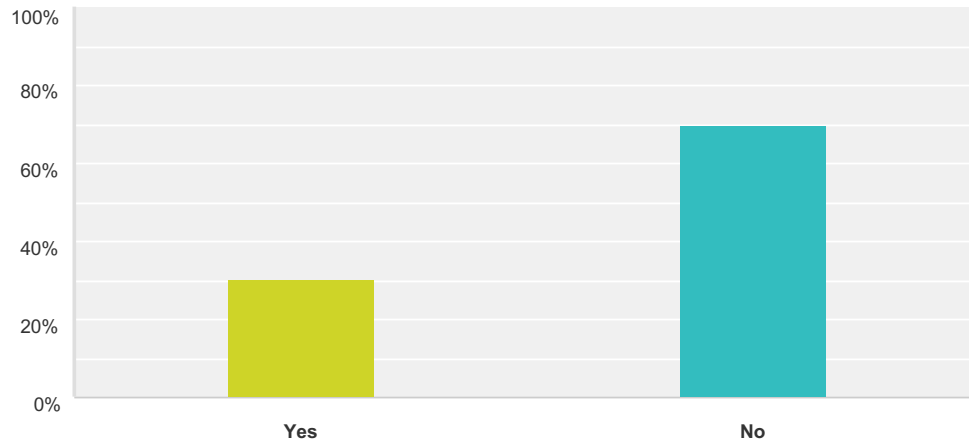
172	Haven't made the effort yet but I am positive about the opportunity to do it in future.	2/2/2016 8:54 AM
173	Haven't had to go to the airport yet	2/2/2016 7:15 AM
174	I haven't needed to go to the airport since the service started	2/1/2016 5:26 PM
175	I have not flown in years.	2/1/2016 3:09 PM
176	timing used a taxi	2/1/2016 2:57 PM
177	I don't fly enough.	2/1/2016 2:55 PM
178	Haven't needed to fly (yet)	2/1/2016 2:54 PM
179	No trips to the airport yet :)	2/1/2016 2:51 PM
180	Don't fly	2/1/2016 2:50 PM
181	Haven't needed to go to the airport	2/1/2016 2:49 PM
182	Won't take the bus to the airport	2/1/2016 2:49 PM
183	I haven't flown out of EUG since hearing about the service (via EmX status sign)	2/1/2016 2:47 PM
184	No reason to go to the airport lately.	2/1/2016 2:46 PM
185	Haven't flown out of Eugene recently	2/1/2016 2:45 PM
186	haven't flown out of the Eugene Airport since the service began	2/1/2016 1:13 PM
187	Having to transfer is an issue but not very high on the list	2/1/2016 9:46 AM
188	I've not had the need to fly anywhere yet, but if I did, I'd use it.	1/31/2016 6:16 PM
189	Haven't needed to	1/31/2016 10:27 AM
190	Have not had a need to go to the airport	1/31/2016 8:19 AM
191	I spent \$800+ on plane tickets why would I take the bus?	1/30/2016 12:27 PM
192	haven't needed it	1/30/2016 9:00 AM
193	I don't go to the airport	1/29/2016 10:06 PM
194	Have not needed the trip there yet, but would help with being able to extend my employment opportunities and NOT being restricted by where the bus travel.	1/29/2016 8:34 PM
195	No air travel since service began	1/29/2016 3:55 PM
196	Haven't taken a trip from the airport since it was available as an option	1/29/2016 2:54 PM
197	I haven't traveled yet	1/29/2016 1:06 PM
198	Not going to airport	1/29/2016 12:55 PM
199	haven't been flying anywhere	1/29/2016 11:51 AM
200	N/A	1/29/2016 11:26 AM
201	I really don't travel via air.	1/29/2016 10:48 AM
202	I have had no need to go to the airport	1/29/2016 10:31 AM
203	don't need	1/29/2016 10:17 AM
204	no need at this time	1/29/2016 10:16 AM
205	I haven't traveled by plane since the service started	1/29/2016 8:50 AM
206	not taking a trip	1/29/2016 8:20 AM
207	Haven't needed to go to the airport	1/29/2016 7:56 AM
208	Did not need to.	1/29/2016 5:21 AM
209	I haven't had a need to go to that area	1/28/2016 10:25 PM
210	I never fly	1/28/2016 9:24 PM
211	I don't have any trips planned	1/28/2016 9:17 PM

212	never needed to	1/28/2016 8:20 PM
213	I haven't needed to go to the airport	1/28/2016 7:53 PM
214	don't need service to airport	1/28/2016 6:04 PM
215	havent had a chance to yet	1/28/2016 5:15 PM
216	I have not needed to use it	1/28/2016 5:08 PM
217	Hven't flown since inaguaration	1/28/2016 4:35 PM
218	Don't need it	1/28/2016 4:10 PM
219	Haven't needed to.	1/28/2016 4:06 PM
220	I haven't needed to go to the airport.	1/28/2016 4:04 PM
221	I haven't needed to use it yet.	1/28/2016 3:56 PM
222	Have not had to go to the airport since service began	1/28/2016 3:24 PM
223	no travel plans	1/28/2016 3:09 PM
224	Not flown since the service began!	1/28/2016 2:59 PM
225	I haven't needed to travel to the airport	1/28/2016 2:51 PM
226	Not a convient service. Drop the mental ward and go into the airport	1/28/2016 2:50 PM
227	Not a need at this time	1/28/2016 2:12 PM
228	I have not needed	1/28/2016 2:03 PM
229	I haven't traveled to the airport since service began	1/28/2016 1:51 PM
230	Haven't had a reason to go to the airport	1/28/2016 1:03 PM
231	Have not had the need yet	1/28/2016 12:38 PM
232	I have a car	1/28/2016 12:00 PM
233	Haven't taken any trips on airplanes lately.	1/28/2016 9:42 AM
234	Have not had the need yet, but I will when I do.	1/27/2016 4:23 PM
235	No need to fly	1/27/2016 1:12 PM
236	I've not needed to use it.	1/27/2016 12:49 PM
237	I just haven't taken the time. I may use it and bike through the area.	1/27/2016 9:19 AM
238	I've not yet needed to go to the airport.	1/27/2016 8:31 AM
239	didnt fly yet with it starting	1/26/2016 3:37 PM
240	The service would be much more useful if it tied into the major transfer point between the 40/41/43 at Cubit/Wagner (where there are already nice transfer facilities and much more frequent service).	1/25/2016 2:36 PM
241	i dont go up there	1/24/2016 2:38 PM
242	havent traveled yet	1/24/2016 1:22 PM
243	I haven't had an opportunity to fly out of Eugene lately.	1/24/2016 12:04 PM
244	have not taken air flight	1/24/2016 11:45 AM
245	I dont use it	1/23/2016 3:58 PM
246	Haven't had any trips to the airport since it started.	1/23/2016 3:03 PM
247	havent needed to go to the airport	1/23/2016 2:47 PM
248	I haven't flown since service started and I am concerned it wouldn't be convenient	1/23/2016 2:42 PM
249	haven't needed to go to the airport	1/23/2016 1:02 PM
250	havent gone anywhere	1/23/2016 11:44 AM
251	Havent traveled out of Eugene Airport yet	1/23/2016 11:18 AM

252	on Sunday	1/23/2016 10:19 AM
253	I haven't needed to go to the airport	1/22/2016 6:00 PM
254	have not travelled	1/22/2016 4:45 PM

Q9 Do you currently or would you ride Route 33 Jefferson?

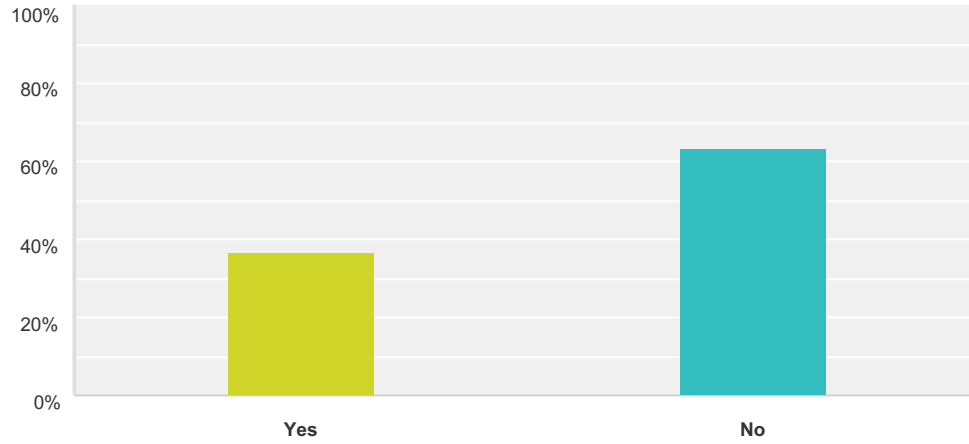
Answered: 546 Skipped: 59



Answer Choices	Responses	
Yes	30.22%	165
No	69.78%	381
Total		546

Q10 Would you be negatively impacted if service were removed from Jefferson Street between 24th and 28th Streets?

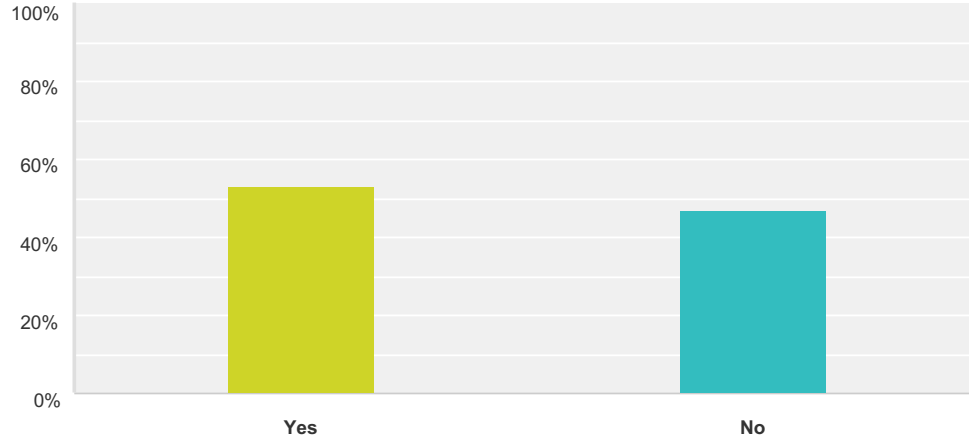
Answered: 165 Skipped: 440



Answer Choices	Responses	
Yes	36.97%	61
No	63.03%	104
Total		165

Q11 Would you use the service if it were extended to Woodfield Shopping Center and Amazon Station along 29th Street?

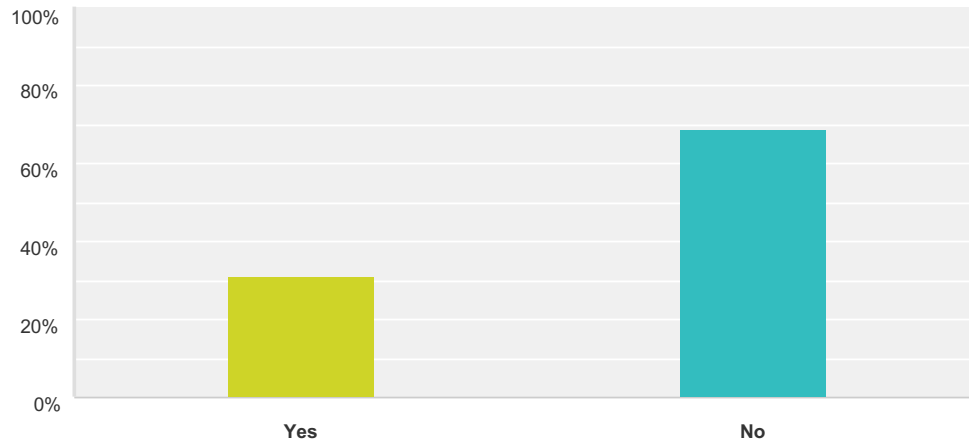
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	53.03%	289
No	46.97%	256
Total		545

Q12 Do you currently or would you ride Route 40 Echo Hollow?

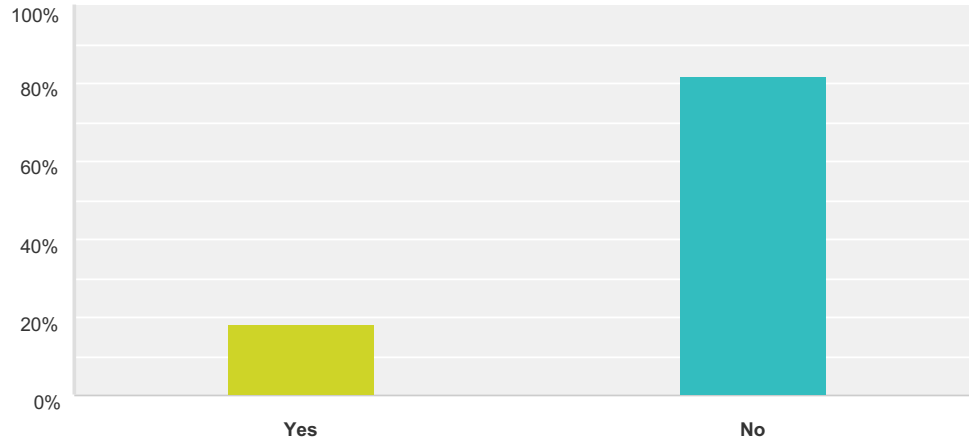
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	31.01%	169
No	68.99%	376
Total		545

Q13 Would you be negatively impacted if service were removed from Charnleton Street between 5th and 10th Avenues?

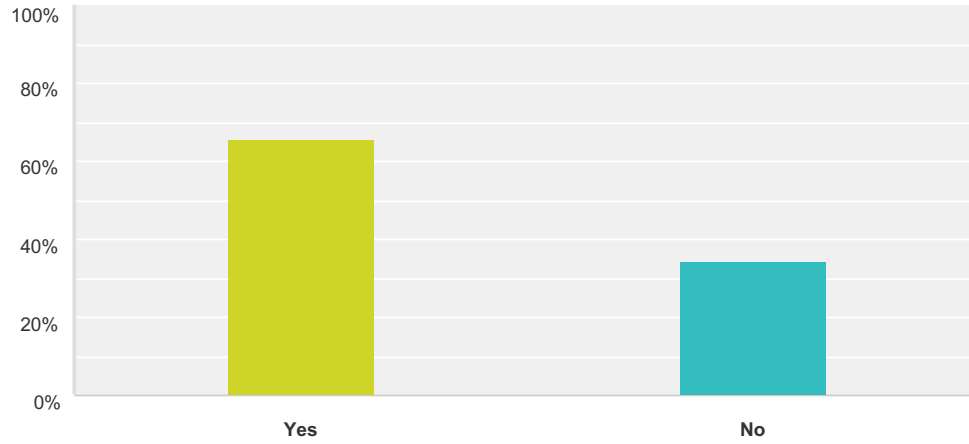
Answered: 169 Skipped: 436



Answer Choices	Responses	
Yes	18.34%	31
No	81.66%	138
Total		169

Q14 Would you use the service if it were extended to Amtrak Station, 5th Street Public Market, and Pearl Street?

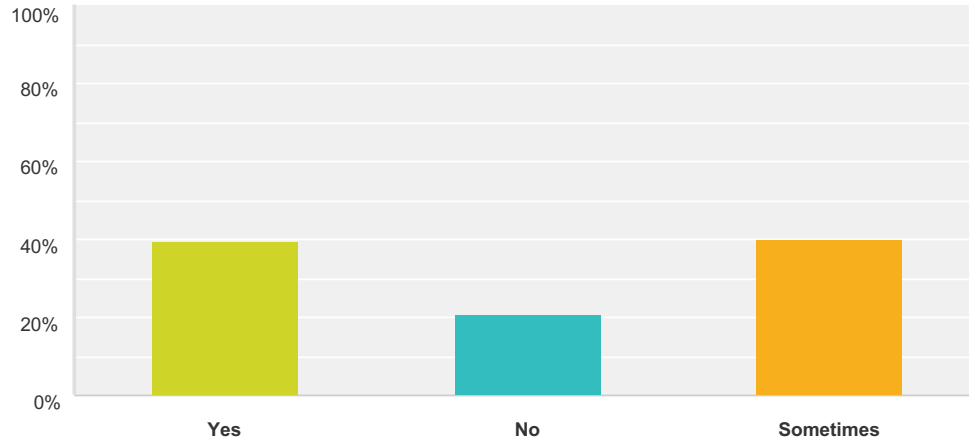
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	65.69%	358
No	34.31%	187
Total		545

Q15 Do you currently or would you use weekday service departing from Eugene Station past 7:45 p.m.?

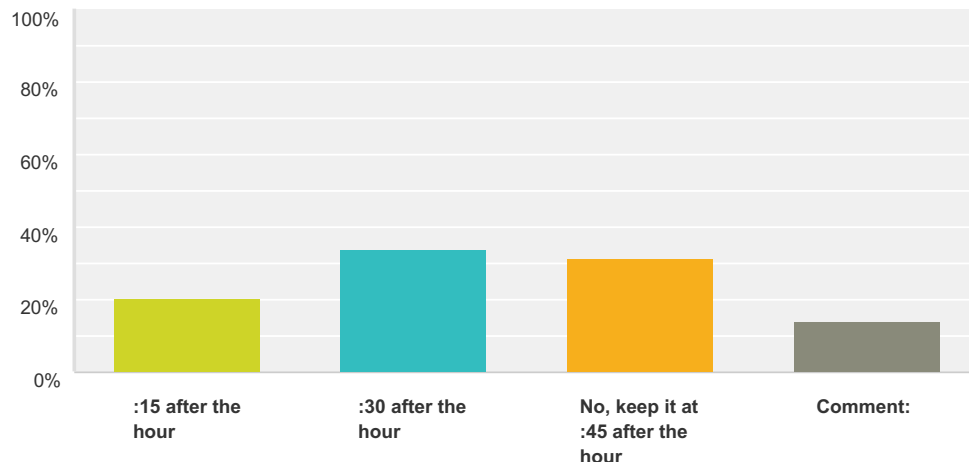
Answered: 543 Skipped: 62



Answer Choices	Responses	
Yes	39.41%	214
No	20.81%	113
Sometimes	39.78%	216
Total		543

Q16 If yes, would you prefer service to depart at a different time?

Answered: 417 Skipped: 188



Answer Choices	Responses	
:15 after the hour	20.38%	85
:30 after the hour	34.05%	142
No, keep it at :45 after the hour	31.65%	132
Comment:	13.91%	58
Total		417

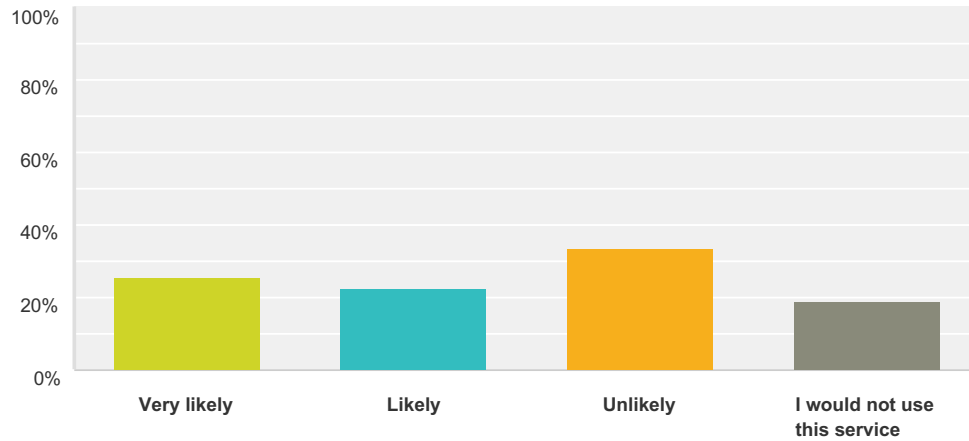
#	Comment:	Date
1	every 15 minutes	2/29/2016 1:59 PM
2	Don't care	2/29/2016 10:23 AM
3	No preference	2/24/2016 12:27 PM
4	It would be nice to match it with the Amtrak arrivals.	2/23/2016 4:18 PM
5	Doesn't matter as long as it is kater and consistent	2/23/2016 4:14 PM
6	I don't have a strong preference, but would probably choose :15 after. The library closes at 8, so 8:15 would be convenient for that. There are situations :45 is convenient, but not as often.	2/23/2016 2:33 PM
7	I don't care which, just longer service.	2/23/2016 2:13 PM
8	:5	2/20/2016 9:09 PM
9	The change over from 7:00 to 7:45 creates a 45 minutes service gap. Making it difficult to make it home after having to work.	2/20/2016 3:14 PM
10	hourly	2/17/2016 2:35 PM
11	I live in Creswell, and lived in Cottage Grove prior. The 98 service sucks. Don't know how anyone can get a job in Eugene and plan to ride LTD since there isn't enough bus service to the southern communities. It limits a person's availability to work.	2/13/2016 10:29 PM
12	No comment	2/13/2016 8:01 PM
13	service needs to be every 10 minutes in all routes and ridership will go up.	2/13/2016 7:50 AM
14	Align the time with main busses arriving	2/12/2016 5:23 PM
15	Doesn't matter to me	2/9/2016 5:21 PM

16	7:55	2/9/2016 3:12 PM
17	I don't care	2/9/2016 1:39 AM
18	no preference, just later.	2/8/2016 10:34 PM
19	no particular time	2/8/2016 2:11 PM
20	I don't care what time, as long as the inbound buses are able to connect in time.	2/8/2016 1:40 PM
21	anytime, but would like service after shows downtown ending around 10pm	2/8/2016 11:58 AM
22	Hard to make a blanket statement about this.	2/7/2016 10:20 PM
23	Don't know	2/6/2016 11:36 PM
24	No preference. Every trip is different.	2/5/2016 8:31 PM
25	I don't have an opinion about it.	2/5/2016 4:04 PM
26	match up better with evening EmX times	2/5/2016 2:55 PM
27	Doesn't matter, but I'd like it to go later, and more frequently.	2/4/2016 10:56 AM
28	Open to whatever changes are made.	2/3/2016 4:18 PM
29	Keep them running on the hour and half past, just like the do all day	2/3/2016 12:05 PM
30	unknown	2/2/2016 9:11 PM
31	I wish it would depart more frequently than once per hour.. missing a connection leaves you sitting in the cold oregon winter for an hour, listening to terribly maintained opera speakers.	2/2/2016 8:27 PM
32	no preference	2/2/2016 8:15 AM
33	I am not sure	2/2/2016 7:08 AM
34	I would like it to be more relevant to the times the other busses arrive. So whatever is 10-15 mins after arrival of incoming busses.	2/2/2016 6:53 AM
35	Depart time is fine as long as I could make connections/transfers.	2/1/2016 5:29 PM
36	depends on transfers - sometimes I miss transfer by only a few minutes and then have to wait 30mins for the next bus	2/1/2016 2:58 PM
37	any time works as long as other buses arrive within 30 minutes before departure	2/1/2016 2:48 PM
38	Exact time doesn't matter just extend the hours	2/1/2016 9:51 AM
39	Every 15 minutes	1/30/2016 9:35 AM
40	No preference	1/29/2016 3:57 PM
41	Not a strong preference, expanding the time span of service is more important to me (later on weekends for route 13 and EmX)	1/29/2016 2:56 PM
42	I would use later bus times if they weren't once an hour.	1/29/2016 8:24 AM
43	don't care	1/28/2016 9:19 PM
44	every 30 minutes later into evening preferred	1/28/2016 6:07 PM
45	No preference - my riding habits at this time are sporadic	1/28/2016 4:31 PM
46	I just want weekend service on the Lowell route.	1/28/2016 4:28 PM
47	Maybe all the buses don't have to leave at the same time? This is the primary reason that I don't use the bus all the time: my walk from the bus station home takes about an hour, so I end up just walking instead of waiting around for an hour when I miss the only bus departure.	1/28/2016 4:16 PM
48	don't care	1/28/2016 3:11 PM
49	Half-hourly service continue until 9:30	1/28/2016 3:06 PM
50	Don't know	1/28/2016 2:39 PM
51	Bus is most useful q. 15 or 30 minutes	1/28/2016 10:42 AM

52	It would be nice if community meetings were scheduled so that citizens could catch a bus with a short wait after a meeting ends. It would take coordination.	1/28/2016 9:47 AM
53	Suggest :15 and :45 past the hour	1/27/2016 8:33 AM
54	8:15 > :45 after. Springfeild to West Eugene Passangers	1/26/2016 10:46 AM
55	If it could be increased to every 30 minutes until 9:00 that would make it a lot more useful	1/25/2016 2:38 PM
56	more frequent would be better	1/24/2016 11:49 AM
57	It depends on what activity I'm attending	1/23/2016 2:43 PM
58	Doesn't matter	1/22/2016 6:01 PM

Q17 LTD currently runs limited service on the day after Thanksgiving. How likely would you be to ride if we provided normal weekday service?

Answered: 540 Skipped: 65



Answer Choices	Responses	
Very likely	25.37%	137
Likely	22.41%	121
Unlikely	33.33%	180
I would not use this service	18.89%	102
Total		540

Q18 Please feel free to add any additional comments or suggestions about the proposed changes or any other service related items.

Answered: 137 Skipped: 468

#	Responses	Date
1	The proposed change to #33 will mean I no longer commute to work via LTD and will have to drive instead.	2/29/2016 10:24 AM
2	Please consider increasing service to/from Florence.	2/28/2016 5:30 PM
3	I do not favor adding additional infrastructure to LTD system even if Fed money available. We are killing ourselves maintaining this sizable system and financial resources. Please know that few in Eugene wish to increase LTD tax especially forced upon us and our employers.	2/27/2016 3:51 PM
4	I was disappointed when the bus shelter at 46th Ave and Willamette was removed several years ago. The original was in excellent condition.	2/27/2016 3:01 PM
5	Routes 41 and 43, as they currently operate, do not leave early enough on weekdays in order for me to use them to get to work. I must arrive at the downtown station before 6:50 AM to be on-time to work, and currently no busses offer this service. I would use this service daily on weekdays if it was offered. I have spoken to other bus riders (on several different routes) who have also expressed that bus services in the morning hours are unusable due to current scheduling.	2/27/2016 10:53 AM
6	I'd like to see the Crest Drive bus return.	2/27/2016 10:09 AM
7	would love more regular service, particularly on weekends, on 18th.	2/26/2016 6:49 PM
8	Outbound 40 - change it to :20 after all morning and afternoon, starting with 9:20 on Saturdays	2/26/2016 4:23 PM
9	Since I am at school throughout the day, having buses that ply run every hour after 6:30 is extremely difficult and limits and errand running abilities at night, even though there are plenty of businesses open away from campus. I would go out to restaurants and places in west Eugene more if I didn't have to consider such a small window to catch a bus and a real fear of missing a bus and having to wait a whole hour to get home.	2/26/2016 3:18 PM
10	I love LTD- thank you for all you do!	2/26/2016 10:39 AM
11	More busses after the bars close would keep drunk drivers off the roads. More frequent busses (at least every 20 minutes) to places frequented by seniors would really help them (and keep them off the roads).	2/26/2016 10:11 AM
12	It would be very useful to have a rural extension over Bailey Hill Rd, to Twin Oaks Elementary, possibly beyond. I would be able to use the bus significantly more then.	2/26/2016 10:05 AM
13	I would like to ask that you consider additionally altering the #33 route, or another route so that it would traverse Chambers all the way to 11th/13th Ave, instead of turning back to Jefferson. There is currently no bus line that I am aware of which goes north and south on Chambers or Polk. Thank you! I appreciate that you evaluate the routes on a yearly basis.	2/26/2016 10:04 AM
14	I live at the end of route 28 and would most certainly use this service much more frequently if the frequency increased to every 15 minutes. It would seem that the connection to the university at the large swath of homes this route passes would boost it up the list of routes to consider for greater frequency.	2/26/2016 9:44 AM
15	Drop the hospital run for 95 Junction City. Or only stop one way, not both. It isn't used and adds unnecessary time to an already long trip.	2/26/2016 9:39 AM
16	Later service on Friday and Saturday nights would cut down on drunk driving/bike riding.	2/25/2016 5:43 PM
17	No additional comments	2/24/2016 10:28 PM
18	Great job LTD! Excellent presence and service to the best of your abilities and thank you for the hard work with EmX!	2/24/2016 12:28 PM
19	This survey would have been much easier to take if maps were included with all questions. Routes by number work for my daily trips, but not at all for the trips I take that are outside my usual routine. This would also work to inform all survey takers of what routes are available, in general, to market the breadth of services.	2/24/2016 11:50 AM

20	There's no reason EmX buses should be leaving stations early. There's GPS units on the buses. I dont understand why LTD doesn't crack down on drivers leaving stations early. Especially in the evenings/during limited hours.	2/24/2016 11:45 AM
21	I live off Coburg Road (Cal Young Rd) and work at UO. I would like a direct route added so I would not have to go downtown to make a change. It takes a little over an hour to make that ride, which takes about 11 minutes to drive in a car. I would ride the bus every day if there were a more direct and timely route.	2/24/2016 10:27 AM
22	No Thanksgiving or Christmas service is fine, your drivers need their time with their families too.	2/24/2016 9:50 AM
23	the security needs to be more diligent in stopping people from smoking at bus stops and the stations including e-cigs and vapors. YES joints too	2/24/2016 8:59 AM
24	I live out river road, and am disappointed that nobody thinks that the 55 should run on Saturday and Sunday. U would get riders, heath wise for us, it would benefit the people that live out here. Grocery shopping,work,we can't afford cabs, and I know a lot of people out here lose hours at work, cause they can't get there.couple times in morning couple times in evening.	2/24/2016 7:22 AM
25	I think some routes such as 67 and 66 should run more often on Sunday	2/23/2016 8:33 PM
26	Walking wayfinding signs from Amtrak to EMX @ 6-7th and more frequent service to Amtrak from Eugene station	2/23/2016 8:30 PM
27	it would be nice if the 17 and the 18 would have more times like the Eugene buses have	2/23/2016 8:29 PM
28	I often go to meetings in the Downtown Atrium building at night and would like to see more bus service later in the evening - 8 or 9pm	2/23/2016 5:37 PM
29	We really need more buses on weekends out to Veneta. My son has special needs and has a Job at Fred Meyer, he purchases a monthly pass and he has to work Sundays and can not get to work. Sat and Sun should at least have the same buses running like weekdays.	2/23/2016 5:34 PM
30	I ride the EMX to downtown station every weekday and often on weekends. I believe strongly EMX ought drop passengers off on 11th before continuing on to 10th. A bottleneck is created between passengers attempting to get off and get on at 10th when the EMX arrives. This is my strongest suggestion and proposal: please, drop passengers off on 11th before continuing to 10th. That way, passengers can decamp comfortably, and board comfortably.	2/23/2016 5:10 PM
31	The airport connector should better match flight departure times.	2/23/2016 4:20 PM
32	Better explain the proposed changes to route 33. From what I had read in the newspaper I was opposed to the change,but when I saw the route map and understood the change I changed my mind.	2/23/2016 3:15 PM
33	I take trips out of town via Greyhound, returning on Sundays about 8 pm. I would love an 8:30 pm Sunday departure so I have time to get from Greyhound to LTD station. I've ridden with UO students on Greyhound who would also like a later final Sunday departure.	2/23/2016 2:45 PM
34	I would like there to be more 55 routes. The non weekend schedule is horrible. I can't get home from work if this bus is inactive.	2/23/2016 8:43 AM
35	sundays and holiday hours make it difficult for me to get to work and return from work on these days	2/22/2016 8:09 PM
36	Ltd buses should have a gps on them, so the ltd riders can go on the ltd app and see where their bus is, how long until it gets to their stop, ect.	2/22/2016 3:41 PM
37	I am super interested in an additional route on highway 99 at airport road. Currently there is a stop at 3:34 pm, 5:34 pm, 6:35 pm, and 7:36 pm. I would like to see a 4:34 stop. Our business employees over 200 people and strongly supports sustainability. Most of our employees are off work between 4 and 5 pm and it currently doesn't make sense to ride LTD.	2/22/2016 10:06 AM
38	Please bring weekend service to those routes that were cut, including the #76 Oakpatch route, there is a serious need of riders needing weekend service along this route as many would have or still have to walk more than five or six blocks to catch a bus on the weekends from West 11th and Conger or from the Seneca Station at Fred Meyer's - whoever suggested these cuts in weekend service has a serious dementia problem, because weekend service is very much needed on the weekends, especially with covered shelter and seating at 15th and Oakpatch verus no covered seating or shelter at 11th and Conger, which needs seating there as well. Do what's right for the passengers and their needs, you'll likely be more regarded as a positive transportation company serving the public, than an enduring enemy in their eyes.	2/21/2016 1:38 PM
39	yeah I know it is ltd but a bus from Harrisburg in linn county would be nice	2/21/2016 11:43 AM
40	Ya'll are doing great things keep up the good work!	2/21/2016 11:26 AM
41	get rid of the emx its not needed and waste of tax dollars when there is other things the city needs	2/21/2016 11:25 AM

42	I work with low income people. It takes 3 buses for people in Springfield to come to anyplace in Eugene other than downtown...that's ridiculous!	2/21/2016 12:22 AM
43	Lower the bus fair prices due to the fact gas has been lowered.	2/20/2016 11:37 PM
44	I think Sunday service to Veneta is imperative! Also I think the bus stop t Ellmaker should be moved to a safer location, like in the Dairy Mart parking lot.	2/20/2016 11:01 PM
45	I ride a lot in the evenings and sitting outside in the cold for long periods of time because customer service is closed sucks. You should decrease wait times for buses at night or open customer service center at all major bus stations for customer comfort	2/20/2016 10:39 PM
46	the bus stop at the corner of Ellmaker and Hwy 126 needs moved, it is a safety hazard for drivers and riders. the other night 6pm the bus was stopped in the turn lane letting people off holding up those turning, then all the bus riders were crossing the road to Dari Mart when the bus pulled out. that is dangerous in the dark! It needs moved to other side in front of Dari Mart or Dixies and a cover bus stop made. poor planning on LTD where they put that stop...and people waiting for the bus stand in the turn lane because they have nowhere else to stand	2/20/2016 9:39 PM
47	More times and stops throughout the Eugene and Springfield area and more pick up time on route 93.... And Sunday pick ups	2/20/2016 9:11 PM
48	Busses on ALL routes should leave every 15 minutes, not every 20 or 30 minutes. Services need to start at 5 am so people who have to work at 6 am can get to work. Services should run b until 12 am. All 7 days per week. The Eugene station really just needs to be a pass through area. It really would cut down on all of the loitering that goes on down there.	2/20/2016 7:19 PM
49	My downtown employer provides bus passes for it's employees, but they are useless because bus service stops on Sundays before businesses close. Please expand Sunday service. It's frustrating and feels as if LTD thinks that people don't need to leave their houses on Sundays. The world doesn't stop for you.	2/20/2016 6:31 PM
50	There needs to be a connector from the 66/67 routes and the 51/52 routes. It is a short drive on the free way. But it requires taking one route to the Eugene station and making a transfer. Connecting the 66/67 and the 12 routes created a excellent bridge between the two routes that made the bus much more useful for many people. Connecting the 66/67 and the 51/52 would allow customers to save up to an hour to travel from River Road to Coburg Road. Providing that service while also serving the Gilham area would help close the "donut hole" that former General Manager Ron Kilcoyn stated he wanted to focus on and failed to do so.	2/20/2016 3:18 PM
51	Weekend service on 18th to UO!	2/20/2016 11:29 AM
52	I recognize that individual needs cannot always be accommodated, but I think there would be a fair group of people who would use service that could get them to Royal Caribbean in Springfield by 6:00 AM on any day, but especially on weekends. Ideas for future routes: -Gateway to River Road connector. Currently riders must go via Eugene Station, which adds about 30-60 minutes travel time. -Thurston to Eugene express, would cut travel/transfer time at peak periods.	2/20/2016 9:57 AM
53	Please add Weekend service for the #92. Also, I would like to see at least one route service LCC on Sundays.	2/19/2016 2:17 PM
54	If the cahnges to the 33 included running in both directions regularly that would be best. Lots of kids ride downtown in the morning so need to connect with other buses. I really like the idea of getting through the "dead spot" between Jefferson & Willamette, this has been a problem for us forever! Also if it ran at night till at least 10 PM, and every half hour even during the day.	2/19/2016 11:39 AM
55	Thank you. I love the service that you provide. I'm a young senior who no longer has a vehicle. I can get to shopping, markets, museums, lectures, events, etc. almost like I used to when I drove. I am truly grateful and appreciate your fine efforts to provide excellent service on a continuous basis.	2/19/2016 10:48 AM
56	I currently use the bus to ride to work everyday. On Sundays I cannot use the bus because it ends one service too early. Extended night service on Sundays would benefit my ability to commute by bus. The bus is a great way to get anywhere in Eugene (in my opinion) and I use it everyday whether I work or not. Thank you for this wonderful service.	2/18/2016 10:33 AM
57	I think it would be really great to bring back the Amazon run, as it would be really helpful for people living on that end of town, as there are 3 grocery stores on that run that are quite handy, and people would no longer need to walk, drive, or transfer like they do now.	2/17/2016 2:39 PM
58	I like the idea of adding am hour of service to both in the morning and in the evening for those who work on the weekends like myself	2/16/2016 8:57 PM
59	My work starts at 7am on weekends. I absolutely cannot get to work on LTD because buses don't run early enough on BOTH Saturday AND Sunday. I am able to get home from work, though.	2/16/2016 9:13 AM

60	The number 11 bus makes to many stops between Thurston station and 42nd street. It would also be nice if the bus went up to the large housing developments around Mt Vernon road and Bob Straub parkway. The drivers are fantastic.	2/15/2016 10:52 AM
61	Need more point to point lines and fewer hub centric lines. For example the new Airport route should extend to cross Prairie Road and River Road. Don't presume that everyone wants to go downtown before going to the airport.	2/15/2016 8:12 AM
62	The proposed changes do not help those living on the 98 route. Currently during the week the last bus out of Eugene is at 7:35pm. Earlier on Saturday and Sunday. This limits the opportunity for people to gain employment, seek out entertainment and/or shopping. I personally can not ride to work because I don't get off until 1130pm.	2/13/2016 10:36 PM
63	please continue to expand services to make more connections; it is a long road, but we must help reduce car trips and offer alternatives as well as increase transportation for those without cars	2/13/2016 10:34 PM
64	The 33 route is a lifesaver to those of us who use LTD in that part of Friendly neighborhood. Removing that route would further limit transit accessibility in a neighborhood that already is harder to get to/from by bus.	2/13/2016 3:50 PM
65	Cities with vital public transportation have connector routes to connect the hub lines and run buses every ten minutes so people can always make their connections. I cannot often use LTD because the connections are so sparse. I would love to use LTD more. I think ridership would increase greatly if you were to do this.	2/13/2016 7:53 AM
66	Hour or two later leave times on sat would be awesome so people could enjoy down town without the added cost of taxi. also later Sunday service would be great.	2/12/2016 7:53 PM
67	Please extend route 33 to Woodfield center. I and many of my neighbor's would use it much more often. I do about 90% of my shopping in that area.	2/12/2016 7:51 PM
68	Keep doing what your doing. need to smile more	2/12/2016 12:51 PM
69	all & all good service.	2/12/2016 10:00 AM
70	Please do not remove route 33. I took the newly added 7pm departure last night, and it was packed! It serves this part of town very well, perhaps your surveys did not indicate that but it does. I also think extending route 33 to woodfield station is a wonderful idea as many in this area would benefit because currently the only option to get there by bus is to take the 33 downtown, then the 24, which many do, but making it one trip makes sense considering its proximity to the Jefferson area. Thank you for your consideration and for asking for community input. I love and appreciate LTD.	2/12/2016 9:53 AM
71	I'm a bit biased, since the Jefferson #33 serves our neighborhood, but I would hate to see it curtailed; and just an aside, we love the EMX! (kinda feel like you get a lot of haters regarding that one, but it's been awesome for our family; especially our UO attendee kids!)	2/12/2016 1:30 AM
72	For the Jefferson route, I did answer I would negatively be affected by the removal from 24th to 28th. Perhaps the proposed route could be modified to go south on Jefferson until 26th, then take 26th to Friendly and then back up to the route at 24th... With all the hills around, sometimes an extra few blocks matters.	2/11/2016 7:19 PM
73	have the 81 leave every half hour (at some point it goes to hourly) in the evening, towards LCC - many students use this to get home, as on the way there it is a popular route home (i.e. ending at 30/harris)	2/11/2016 1:17 PM
74	This survey forced me to rank which services were more important to the entire community. I don't feel like I can speak to the other routes, as they are not in my neighborhood, and I don't rely on them. Please disregard my ranking for those first few questions. I can say that the 33 is very important to the Friendly neighborhood, and it would be awesome if it extended up to the Woodfield Station.	2/11/2016 8:46 AM
75	I would love to see the proposed changes for route 33 come to pass.	2/11/2016 7:09 AM
76	Add service from Coburg road to Royal Caribbean/Symantec stop.	2/11/2016 6:16 AM
77	Like to know more information about the airport shuttle, and what times and hours...that interest me a lot.	2/11/2016 3:07 AM
78	Your website is absolutely horrible when used from a mobile phone. Please fix it.	2/10/2016 2:48 PM
79	Expanding 33 sounds great, my household relies on it daily to get to campus- we host foreign students for UO international program	2/10/2016 1:12 PM
80	Restrooms NEED to be open later than 7:00!	2/10/2016 1:25 AM
81	Adding the service on the 33 Jefferson to the Amazon station would be ideal!!! Provides an easier way for us to get to the South side of town without having to first go North. Especially for kids taking the bus to the high school.	2/9/2016 11:22 PM
82	Please keep route 33 Jefferson!	2/9/2016 10:14 PM
83	the 55 run on weekends and sunday longer	2/9/2016 4:23 PM

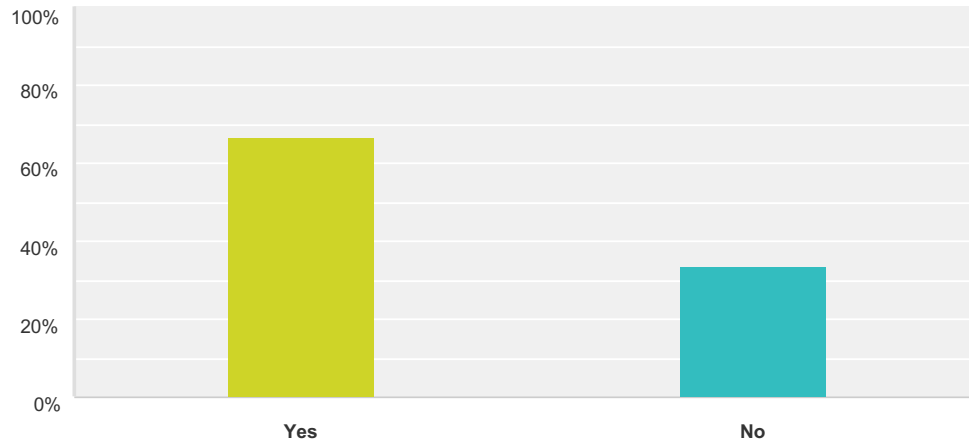
84	Thank you for your service. Although you work for a privately owned company, I understand you are basically public servants. I rely on the LTD system for my transport to school. Keep up the good work and thank you for people like Charles, one of your best drivers. I'm Danielsan, Student, Writer, Former Active Duty United States Marine.	2/9/2016 3:51 PM
85	you are wonderful	2/9/2016 3:32 PM
86	Routes leaving Coburg Industrial Park before 4pm to return back to town	2/9/2016 2:49 PM
87	It would benefit the EMX to RiveBend hospital for staff if us that start at 6:30 AM could catch the bus. For me it just drops us off at 6:30 am and that's too late for work. (get to floor, change clothes ect. thx.	2/9/2016 1:00 PM
88	I live in the friendly street area and would greatly appreciate more service runs down 28th and around this area.	2/9/2016 11:19 AM
89	I would be greatly impacted if you discontinued service on route 33, on 24th street. I would also greatly benefit if you extended the service to woodfied station, as I work at woodfied station and live at 24th/Monroe.	2/9/2016 10:55 AM
90	just add 1 hour on sunday	2/9/2016 9:38 AM
91	LTD claims to serve wheelchairs but has not made an effort to provide public walks to all his stops. City policy is for the adjacent homeowner to do this but that is an in fair burden for them to accept because they happen to live in front of a bus stop and they are already accepting the burden of the rider loitering and bus noise. This is a LTD failure that should have been corrected years ago in every neighborhood. Figure it out our stop making the claim.	2/9/2016 8:11 AM
92	Wish buses would not leave 15 seconds before scheduled....how about 20 seconds after the clock turns to the minute they're scheduled to leave?	2/9/2016 7:00 AM
93	A bus line that uses the Beltline to cut down on traveling time.	2/9/2016 5:53 AM
94	Route 33 should run nights and Sundays	2/8/2016 11:39 PM
95	I love the proposed changes for 33 Jefferson	2/8/2016 10:53 PM
96	I love the extension of route 33 to Amazon Station. Great job!	2/8/2016 10:36 PM
97	More Sunday service, please.	2/8/2016 6:44 PM
98	There should be some n/a options as I just do not use parts of the system. It would be nice to have a route that uses the Bob Strab Parkway.	2/8/2016 3:10 PM
99	Thank you for the opportunity to provide community input. You folks at LTD are doing a fantastic job. Please don't let the haters get you down!	2/8/2016 2:44 PM
100	LOVE the EmX to RB...use it many times a week	2/8/2016 2:11 PM
101	Route times for 17/18 are not very consistent, so it is difficult to know if there is a bus available if catching the EmX from Eugene Station. It would be nice if they were offset, so one leaves every 15-20 minutes, instead of both leaving every 35-40 minutes.	2/8/2016 1:43 PM
102	YES, need better service to airport and AMTRAK !!!!!This is exciting.	2/8/2016 11:59 AM
103	The bus to catch the airport shuttle is a great idea but it would be difficult to transfer with luggage. Love the idea to have other transportation options besides cabs. I would definitely utilize this if it was customized a bit more...	2/8/2016 11:54 AM
104	I would greatly appreciate any additional service on route 18, and especially if it could run more often on Sunday.	2/8/2016 11:15 AM
105	There needs to be a bus route on Chambers, from 11th to 18th.	2/8/2016 9:28 AM
106	I missing having the 73 bus go up Braeburn to take the kids to school and bring them home. That was a great route, which seemed very efficient.	2/8/2016 8:58 AM
107	I live in Creswell & work in Coburg so the only route that I'd take would be one direct, otherwise, travel time would be too long, I have young children at home, one is disabled.	2/8/2016 8:23 AM
108	I highly encourage service upgrades that provide more flexibility for bus users - namely extended connectivity (like 33 to Amazon Sta.) and more frequency and extended hours.	2/8/2016 12:38 AM
109	It was hard ranking routes I know against those I don't; I would rather have just said which changes would help me, and not have to judge all of them.	2/7/2016 10:21 PM
110	I would really like it if you would add an express line going from Gateway Mall down Bob Straub so that way you can get to Lowell easier.	2/7/2016 3:23 PM
111	Route 33 should run on Sundays and as late as other routes on weekdays and Saturdays	2/7/2016 2:31 PM

112	Please bring back the express service from River Rd to UO. Many students and instructors live out that way due to high rent costs near UO, but transportation is problematic. Early morning (arriving at UO before 7 and 8 am) and late afternoon (leaving UO after 5 and 6 pm) would be especially helpful.	2/7/2016 1:28 PM
113	I feel that the bus schedule that is directly in front of Sacred Heart Riverbend hospital on the right bus lane should be changed from 7:35am to 7:40am so it would be more convient for peacehealth working who get off at 7:30am to get a ride home without missing it.	2/7/2016 3:37 AM
114	When I wait on Coburg Rd or River Rd. for half an hour because I just missed the bus I wish the bus came every 15 minutes. Maybe a bus does come by every 15 minutes and the 15 minutes seems long because the noise and exhaust of the vehicles is so unsettling and exhausting.	2/6/2016 11:41 PM
115	#93 Veneta. We have a lot of new housing. Businesses are hiring but lose many potential employees due to the distance from Eugene. I ride w/many users who are working in the Ray's shopping center and you know that as you're including a stop in the shopping center again starting Feb 7th. Please consider added another Saturday and a Sunday. Those employees and the citizens of Veneta need more accessibility to Eugene. Thank you for your consideration on the #93	2/6/2016 10:59 PM
116	IT WOULD BE AMAZING IF THE 55 NORTH PARK ROUTE WOULD RUN ON THE WEEKENDS!!!	2/6/2016 4:01 PM
117	Later bus service to both hospitals would help night shift riders	2/5/2016 11:28 PM
118	You have asked me to rank routes for which I have no knowledge. The survey would not let me continue without doing so.	2/5/2016 8:32 PM
119	It would be nice to see service extended later. I work in the emergency department and there are a lot of patients that stress about catching the last bus. I would ride more often (daily) if I could catch the bus home at night.	2/5/2016 5:20 PM
120	Junction City Routes to Springfield station or direct east and west over beltline for connections would be nice.	2/5/2016 4:13 PM
121	Some busses I don't ride because I don't happen to go to that part of town, or I walk to that part of town instead. I'm totally in favour of more busses, more often, with more bus stops! The EmX stops are so far apart -- too far apart in some cases.	2/5/2016 4:07 PM
122	I would love a bus to run East of Delta Highway on Goodpasture Island Road or Norakenzie	2/5/2016 3:30 PM
123	I am a UofO student, and work 2 jobs - at Symantec (on International Way) and Izumi (located in the Crescent village). I live on Harlow Rd., and share a car with my fiancee, who works at AAA on Country Club Rd. I ride the EMX, 12 Gateway, and 66 VRC/Coburg Rd. Most of the changes listed don't have much of an effect on my riding patterns.	2/5/2016 3:24 PM
124	1.More evening service in general.. 2.In the evening continuing service all the way in from Irvington to downtown Eugene, not ending service at the River Rd station, leaving riders stranded.	2/5/2016 3:02 PM
125	I live in Veneta and it would be nice to have Bus 93 to have an earlier route other than 6:52 so I can make the 0700 shift at Sacred heart Riverbend.	2/5/2016 2:31 PM
126	A park and ride in the Safeway parking lot by the EMX off of Pioneer Pkwy. Buses riding directly to RiverBend from Hayden Bridge. It is not an effective use of time to ride from Hayden Bridge to Springfield Station and then catch the EMX to RiverBend Hospital.	2/5/2016 1:58 PM
127	Later runs would be very useful to cutting back on having to pick up spouse. The current drive is Woodfield Station to Gateway. Later service especially on Sundays are very much wanted. Thank you.	2/5/2016 1:07 PM
128	I live in the Veneta area. I would like the 5:35pm bus (93) to leave from Eugene Station at 5:40pm. The EMX arrives too late and I always see the 93 pulling away just as the EMX pulls up. I end up having to wait at the station until 6:30pm. I also would like to see more busses from Veneta to and from Eugene on Saturdays.	2/5/2016 1:01 PM
129	We could use more covered bus stops and park and ride services.	2/5/2016 12:48 PM
130	Improved and faster service from Santa Clara to Riverbend.	2/5/2016 12:34 PM
131	Please restore Route 27 Fairmount service up Summit Ave. to the Wilkins Shelter in Hendricks Park. There currently is no service to the entire Hendricks Hill region.	2/5/2016 3:02 AM
132	I'm disabled and Route 66 and would use the earlier weekend service. I would also benefit from expanded service n the 96	2/4/2016 11:04 PM
133	I ride the 95 a lot, from junction city to the Eugene station. I feel like there are not enough buses going out there. I have classes at LCC that end at 11:20 I don't have enough time to get to the station from school, causing me to be in town until 2:35 which is quite irritating and very boring. I would love if Weekdays had more times, in addition to Sundays having more than two buses.	2/4/2016 8:38 PM

134	Thanks for asking! I'm in favor of more extensive and frequent LTD for the community! Would like to see perhaps small (van) vehicle service to hills in south Eugene, and service to Mt. Pisgah and Spencer Butte. Would also like Rte 33 & 36 departure times from Eugene Station and inbound to station looked at so that they are not simultaneous times of departure from station and Jefferson, Washington/19th, 18th Aves. (Stagger them, by 15 minutes, for example.) Would prevent people like me from running from one to the other in traffic to get to my preferred bus of the moment or whichever comes first...	2/4/2016 11:03 AM
135	Please extend service on Marcola Rd. to the Hayden Bridge area.	2/4/2016 10:24 AM
136	Route 78 to the UO is VERY crowded in the mornings. I am a senior and unable to get a seat on some days (senior/disabled seats are filled with students). More frequent service would most helpful, as well as seating and shelter from the cold and rain at the south side 18th & Willamette stop . Thank you!	2/4/2016 9:59 AM
137	would like to see additional trips on 32 W 1st Ave, perhaps with a smaller bus or van since ridership would still be limited. perhaps some commute trips to and from Eugene Station in the 8am and 5pm hours.	2/4/2016 9:24 AM

Q20 We value the opinions of our community and would like to stay in contact with you. Would you like to be notified of the outcome of this Annual Route Review, and informed of future LTD input opportunities?

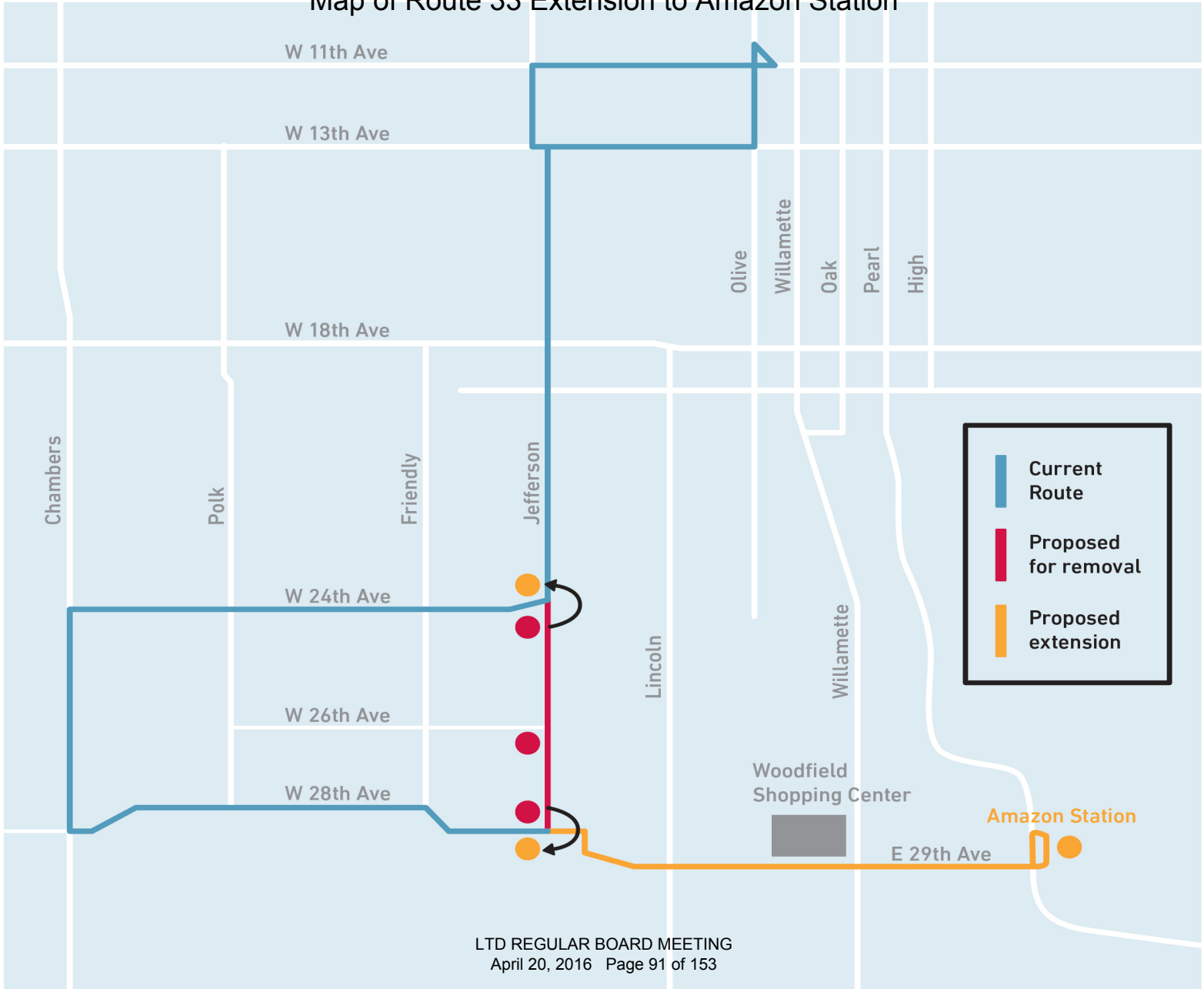
Answered: 502 Skipped: 103



Answer Choices	Responses
Yes	66.33% 333
No	33.67% 169
Total	502

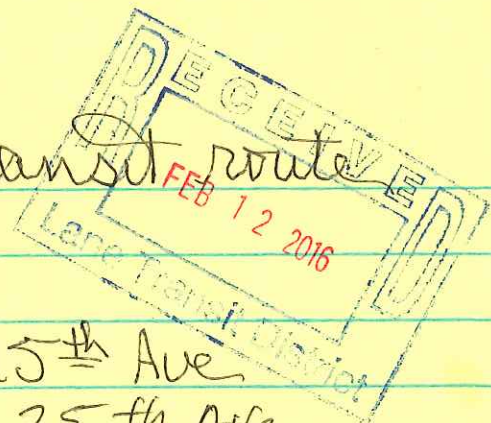
ATTACHMENT 3

Map of Route 33 Extension to Amazon Station



NEW

I support the LTD bus transit route for the 33.



- I. Nancy Ellen Locke 1130 W 25th Ave.
- Steve Dennis 1190 Wst 25th Ave
- Jan Gatti 2535 Tyler St Eug 97405
- Paul Firt 2575 Tyler St. Eug 97405
- Virna Gran 2590 Tyler St. Eug 97405
- Bess Nobel 2570 Jackson Eug 97405
- Barry Nobel 2570 Jackson Eug 97405
- Nourah Alhasawi 2630 Jackson Eug
- James Buby 2660 Tyler St. Eug
- Gaylene Hackbath 2720 Tyler St Eugene
- Arden Klabach 1155 W 27th Pl Eugene
- Gaurie E. Powell 1147 W. 27th Pl Eugene 97405
- Jan Rupp 1145 W 26th Ave Eugene, 97405
- Wendy Bates 1120 W. 26th Ave Eugene, Or. 97405
- Jana Mitchell 2575 Van Buren Eugene 97405
- John Wagoner 2575 Van Buren St. Eug, 97405
- Barbara Joyce 2565 Van Buren Eugene 97405
- Gin Collier 2550 Van Buren Eugene, Or 97405
- Chad Klein 1130 W 25th Eugene 97405
- Carol Schnabel 2480 1/2 Van Buren St. Eugene, 97405
- Jessica Jackowski 1185 W 25th Ave Eugene, 97405
- Matt Lutter 1185 W 25th Ave, Eugene 97405
- Angela Petty 2487 Monroe St. Eug 97405
- Andrew Darr 2430 Van Buren 97405

Date Wed Feb 10, 2016

*Friendly Area Neighbors
A Eugene Neighborhood Association*

March 7, 2016

Aurora Jackson, General Manager
Lane Transit District
P.O.Box 7070
Springfield, OR 97475-0470

Submitted via email to: ltd@ltd.org and aurora.jackson@ltd.org

Subject: Support for Route 33-Jefferson 2016 proposed service adjustments

Dear Ms. Jackson:

The Friendly Area Neighbors (FAN) executive board endorses the 2016 proposed service adjustments to Route 33-Jefferson. FAN is the Eugene neighborhood association most directly impacted by the 2016 proposed service adjustments, affected by both the proposed service removal and proposed service extension. FAN's borders extend south from West 18th Avenue, west to Chambers Street, south to West 28th/29th Avenues, and east to Amazon Creek, including the Woodfield Station shopping plaza and LTD's Amazon Station.

At FAN's January general meeting, Tim Simon from LTD presented an overview of LTD's 2016 annual route review and proposed service adjustments. Attendees of that meeting expressed only positive comments toward the Route 33 adjustments. At the February meeting of FAN's transportation committee, the committee recommended sending a letter to LTD to express FAN support for the route changes. The FAN board at our February executive board meeting unanimously supported the committee's recommendation.

The proposed service adjustments will better serve FAN residents by offering a transit connection between our core residential area and core business district. Furthermore, the proposed extension to Amazon Station will allow FAN residents to transfer to either Downtown or Amazon connections via their local route. FAN has long suggested an east-west transit connection between Friendly/Jefferson Streets and Willamette Street is greatly needed, and we have felt underserved by LTD in this regard. We are very pleased to see the proposed service adjustment and believe that Route 33 will see an increase in popularity when the changes are adopted.

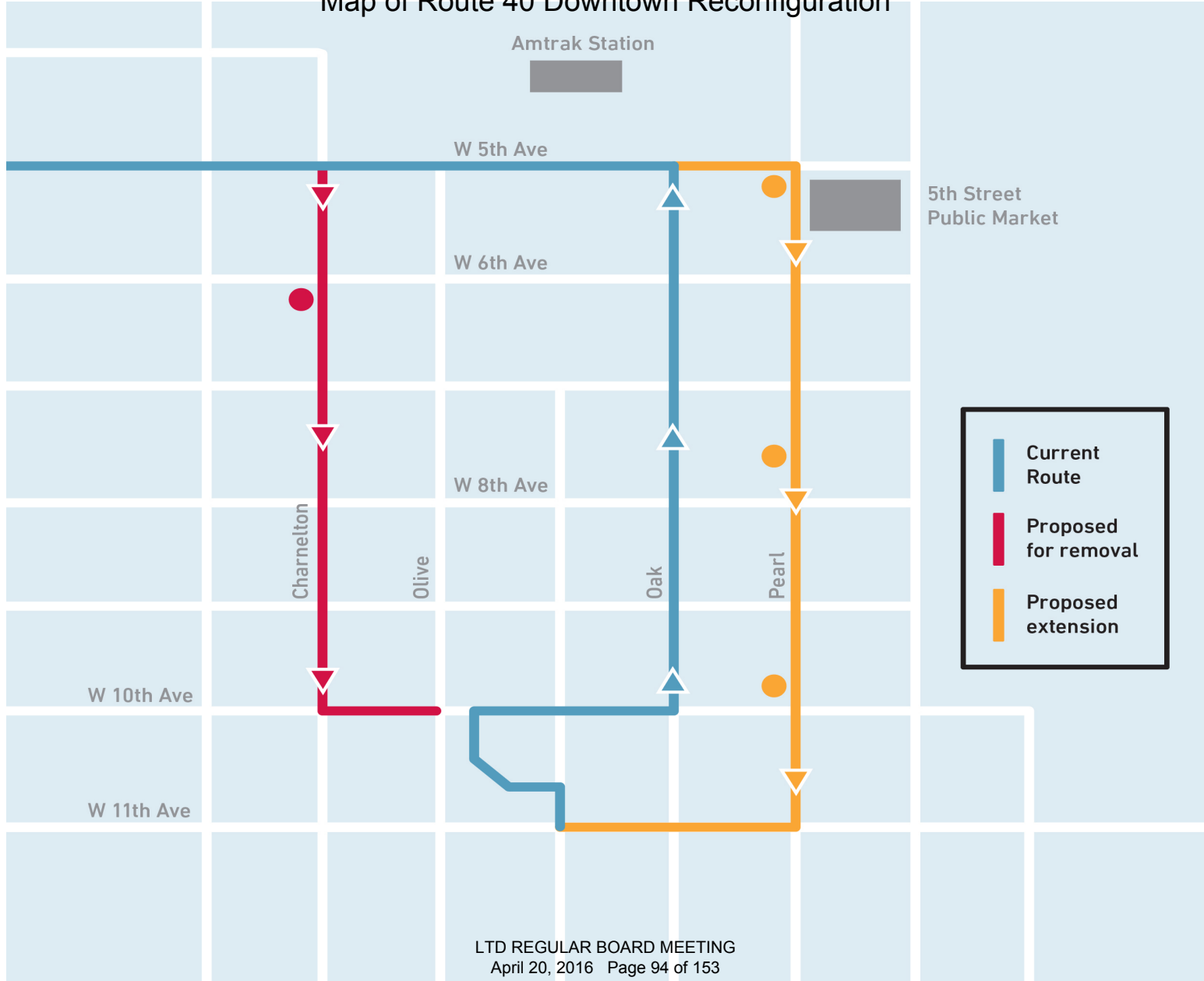
Sincerely,

Todd A. Miller

FAN Transportation Committee Chair
1859 Jefferson Street, Eugene, OR 97402

ARR ATTACHMENT 6

Map of Route 40 Downtown Reconfiguration



June 9th 2015
0700 bus #930

71 as of
6.10.15 1030

The undersigned are interested
in lobbying LTD to add more
routes (2nd Saturday + Sunday + weekday)
Thank you.

Thomas J. Kilmer 541-300-0234
Roban Buhl 541-599-3667
Hayden DeMoss 541-632-2111
Shannon Price 541-606-2649
Adam Collins 541-935-0420
James Nestle 541-525-8901
Megan Walker 541-968-5320 *Megan Walker*
Shari Goodin 541-935-6748 *Shari Good*
Abe Dragan 541-912-4795
Justin Collins 541-918-1514 *Justin Collins*
Tina Russell (503) 473-1893 *Tina Russell*
(text first)
Barry Bogert 541-744-8109
Ronald Dillu 541-300-0062 *CALL*
Agree Morris 541-968-5795 *cell phone*
Brandon Milburn 541-228-0082
TARA TIER 541-6536480
Michael Bennon 541-653-6480

6.10.2015
1004

Julia Adams 541-577-7121

Rebekah J. Vidal 541-606-9150

Sarah Wood

Cole Miller

Lindi Vicari

Alaina Johnson 541-460-9020

Drew Tolley 541 600-6550

Karen Woolbright Tolley 541-600-6550

Andrew Tolley 541-653-6480

Tara Tyree 541-653-6480

Lisa Madicola 541-232-4141

also bus serving Florence

Alex Howard 541-935-6089

Petition to LTD to increase
#93 routes on Saturday, Sunday
and during the week. Name, phone #
please, thank you!

DAVID FAULKNER 541-653-1909

Nisa Galtman 541-232-6801

Bernice Anderson 541-935-6322

Amanda Hemlock

Robyn Ahnstein

549546211

Zach Troyer

541-913-1519

Meghan Deen

Terri McComb

5419350565

Ashley Camacho (541) 603-8977

Holly Briggs 541-485-1921

Koa Briggs 541-485-1921

Jonathan Markoff 541-393-6733

Nicholas Chase 541-543-9720

Jennifer Davis - 541-636-7429

Greg Faulkner 541 653 1909

Kara Longstroth 541-729-4708

Hannah Robertson 541-505-2776

Jordan Jemera 541-933-8088

Vance Lloyd 541-870-1644

Rosa S. 541-935-6525

John M. 541-738-5176

Lally M. Anklide 541-228-5815

Lars Anderson 541-953-8521

Elaine Holcomb 541-579-3277

Thomas Boas 925-829-1638

Ben Piccioni 907.411.4883

Mark O'Dyler 541-201-9221

Julia Boggs 458-205-9920

6.10.15
1340

6.11.2015
0800

Petition to LTD for more routes
Saturday, Sunday and during
weeks for the #93 Veneta bus

Name + contact number please

LUCY BEAM 541-974-8809

BEN ROONER 541-543-3354

Andrew Brunell: 541-485-1921

Jessica Pesebeck 360-489-9017

6-12-2015

140 onboard

[Handwritten signature]

Iona Hernandez 541-935-6919

LEA BAGGETT 541-912-5986

Please add an additional run on Saturday and one on Sunday. Thank you

Leather Lindsay

LTD

Route reevaluation for #93

All signatures are regular passengers to depend on the bus for work school and shopping.

RONALD DIFLA
541-300-0662

William Craig
541 514 3071

Ricky Johnson
541-515-3668

Fabiola Pecori
541 654 1266

Kati Dibble
541-4731-0369

Sheppard

541-935-8261

Alvin Fontaine

Maria Irene 541 606 6001

Mariana

Mickey Ryle 935-8123

Fred Warren - 541-606-9723

Claudia Vincent 541-935-8655

0940

Dennis DuBose 541-743-6802

Stacy Heath 541 688-0130

CHARA MORANES
541-228-8187

Sheppard

0645

Robin Rowe
(541) 513-113E

Linda Williams
541-206-8200

DUANE Reid
606 7145

Jennifer German
541-232-0934

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: REVISED RESOLUTION SUPPORTING VISION ZERO

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: That the Board review the final revisions of the draft resolution supporting Vision Zero and adopt the resolution to include any additional changes identified by the LTD Board of Directors at its April 20 meeting.

BACKGROUND:

Following a recommendation from the EmX Steering Committee, the LTD Board of Directors directed staff to develop a resolution in support of Vision Zero, which is a “strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.” A draft resolution was provided to the Board at its March 16, 2016, meeting. As indicated in the draft, adoption would be followed by the development of a work plan, which is needed to take action on the specific elements of the resolution.

Based on public comment received at the March 16, 2016, Board Meeting and Board direction, staff revised the draft resolution. This revised draft was reviewed by the EmX Steering Committee at its April 5, 2016, meeting. The Committee’s discussion of the revised draft resulted in the current revision, which is included as an attachment to this agenda item summary. Staff are asking that the Board review the attached revised draft resolution and adopt the resolution with any additional changes identified by the Board at its April 20 meeting.

ATTACHMENT: Revised Resolution No. 2016-012

PROPOSED MOTION: I move the following resolution:

Resolution No. 2016-012: It is hereby resolved that the LTD Board of Directors adopts a resolution supporting the establishment of a safety-conscious environment focused on eliminating fatalities and serious injuries as **[presented]** on April 20, 2016, in the attached Resolution.

ALTERNATE MOTION: I move the following resolution:

Resolution No. 2016-012: It is hereby resolved that the LTD Board of Directors adopts the attached resolution supporting the establishment of a safety-conscious environment focused on eliminating fatalities and serious injuries as **[amended]** by the Board on April 20, 2016.

RESOLUTION NO. 2016-012

A RESOLUTION SETTING FORTH THE ADOPTION OF A SAFETY-CONSCIOUS ENVIRONMENT FOCUSED ON ELIMINATING FATALITIES AND SERIOUS INJURIES

WHEREAS, safety is Lane Transit District's highest priority;

WHEREAS, every person who rides the bus is a pedestrian;

WHEREAS, some of the people most vulnerable to transportation-related crashes - youth, seniors, low income, and disabled - are many of the same people who rely on public transit the most;

WHEREAS, Goal No. 4 of LTD's Long-Range Transit Plan calls for maintaining and enhancing safety and security of LTD's services;

WHEREAS, Policy 4.1 of LTD's Long-Range Transit Plan calls for maintaining safety and security as core values in all operational, planning, and strategic decisions;

WHEREAS, Strategy 4.1.B of LTD's Long-Range Transit Plan calls for implementation of LTD's Safety and Security Preparedness Plan during modification of the transit system using strategies that include the improved lighting of high-use pedestrian and bicycle areas and crossings, and utilization of safety controls;

WHEREAS, Strategy 4.1.C of LTD's Long-Range Transit Plan calls for coordination with agency partners to implement safety improvements for routes used by LTD;

WHEREAS, LTD is engaged with the City of Eugene and the City of Springfield, Lane County, and the Oregon Department of Transportation - the authorities of transportation facilities in their jurisdictions - in the identification and implementation of improvements along corridors where LTD operates;

WHEREAS, LTD provides oversight of the region's Transportation Options and Safe Routes to School programs, supporting safe, practical, and affordable transportation options;

WHEREAS, LTD is currently working with the City of Springfield to conduct a transit road safety audit along Main Street;

WHEREAS, fatalities and serious injuries continue to happen along corridors where LTD currently operates;

WHEREAS, LTD desires to uphold a safety-conscious environment focused on eliminating fatalities and serious injuries;

WHEREAS, in Lane County, 57 people were killed in transportation-related crashes in 2015, up from 45 in 2014, and up from the longer-term average in Lane County of 30 per year, and that several of these fatalities involved people crossing the street near bus stops; and

WHEREAS, the perceived safety of using transit affects the use of transit;

THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors:

- 1) Adopts a vision of reducing deaths and serious injuries from transportation related crashes to zero through maintaining safety and security as core values in all of its operational, planning, and strategic decisions;
- 2) Supports collaboration with urban and rural partners to determine which bus routes have the highest rate, number, and severity of transportation collisions with users of the road--especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users;
- 3) Supports efforts by LTD and regional partner agencies to prioritize safety improvements for all users of the road, especially for people who are walking, bicycling, and using mobility devices - our most vulnerable users;
- 4) Supports efforts by LTD and regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users;
- 5) Directs the LTD General Manager to continually evaluate passenger safety and access along bus routes and maintain an annual report on the efforts made to improve safety; and
- 6) Directs the General Manager to develop a work program for the implementation of the provisions of this resolution.

Adopted by the Lane Transit District Board of Directors on the ____ day of _____, 2016.

President, LTD Board of Directors

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: PENSION PLANS TRUSTEE APPOINTMENTS

PREPARED BY: David Collier, Human Resources Manager

ACTION REQUESTED: That the Board adopt a resolution appointing Roland Hoskins and Aurora Jackson as trustees for LTD's pension plans

BACKGROUND:

With the departure of Lane Transit District Finance Manager/CFO Todd Lipkin and subsequent removal as a trustee, there is a need to appoint a new trustee to the Lane Transit District Salaried Employees' Retirement Plan. As one additional opening has been unfilled on the Lane Transit District and Amalgamated Transit Union (ATU), Local No. 757 Pension Trust, Mr. Lipkin's departure creates the need to appoint two new trustees to fill those positions.

Removal of Todd Lipkin as trustee for both plans leaves LTD Board Member Gary Gillespie as the LTD-appointed trustee for the ATU plan, and Mr. Gillespie and LTD Director of Administrative Services Roland Hoskins as the LTD-appointed trustees for the Salaried plan. Mr. Hoskins and LTD General Manager Aurora (A. J.) Jackson have agreed to replace Mr. Lipkin as trustees on the ATU plan, and Ms. Jackson has agreed to replace Mr. Lipkin as trustee on the Salaried plan.

ATTACHMENT: LTD Resolution No. 2016-013

PROPOSED MOTION:

I move approval of Resolution No. 2016-013, a Resolution appointing Roland Hoskins and Aurora Jackson as Trustees of the Lane Transit District and Amalgamated Transit Union (ATU), Local No. 757 Pension Trust, and Aurora Jackson to the Lane Transit District Salaried Employees' Retirement Plan, to succeed Todd Lipkin as Trustee, and reappointing the other Trustees appointed by LTD [Gary Gillespie for the Pension Trust; and Gary Gillespie and Roland Hoskins for the Salaried Retirement Plan], as stated in the attached Resolution.

Q:\Reference\Board Packet\2015\10\Oct 12 Spec Bd Mtg\LTD Pension Trustee Appointment AgenSum.docx

LTD Resolution No. 2016-013

RESOLUTION PROPOSED FOR ADOPTION BY THE
BOARD OF DIRECTORS OF LANE TRANSIT DISTRICT
AT THE APRIL 20, 2016, MEETING

By adopting the following resolution, the LTD Board would appoint Aurora Jackson and Roland Hoskins as Trustees of the Lane Transit District and Amalgamated Transit Union (ATU), Local No. 757 Pension Trust, and Aurora Jackson to the Lane Transit District Salaried Employees' Retirement Plan, to succeed Todd Lipkin as Trustee, and would reappoint the other Trustees appointed by LTD [Gary Gillespie for the Pension Trust; Gary Gillespie and Roland Hoskins for the Retirement Plan]:

Effective immediately:

1. Aurora Jackson and Roland Hoskins are appointed as Trustees under the Trust Agreement dated December 18, 1979, for the Lane Transit District and Amalgamated Transit Union, Local No. 757 Restated Retirement Plan (which Plan is now known as the Lane Transit District and Amalgamated Transit Union, Local No. 757 Pension Trust), as successor Trustee of Todd Lipkin, who has been removed as a Trustee. Gary Gillespie is reappointed as a Trustee under the Trust Agreement for the Pension Trust. After these appointments, the Trustees under the Trust Agreement for the Pension Trust appointed by Lane Transit District are Gary Gillespie, Aurora Jackson, and Roland Hoskins.

2. Aurora Jackson is appointed as a Trustee under the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan, as successor Trustee of Todd Lipkin, who has been removed as a Trustee. Gary Gillespie and Roland Hoskins are reappointed as Trustees under the Trust Agreement for the Retirement Plan. After these appointments, the Trustees under the Trust Agreement for the Retirement Plan are Gary Gillespie, Roland Hoskins, and Aurora Jackson.

Adopted by the Lane Transit District Board of Directors on this 20th day of April, 2016.

LTD Board President

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: MEDICAID BROKERAGE – TRILLIUM UPDATE

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: The Board is asked to approve a six-month agreement

BACKGROUND:

On April 6, a six-month contract was signed by Trillium and LTD for the period of January 1 through June 30, 2016. This contract includes a rate increase from \$7.00 per member per month (PMPM) to \$8.40. This increase is anticipated to cover LTD's costs during that period and no additional subsidy is required. LTD and Trillium have not yet agreed on a contract beyond June 30.

A factor of concern for LTD is the ability to cover costs incurred; factors of concern for Trillium are cost containment and predictability of expenditures for their organization.

Value of Services

In addition to the value gained by providing non-emergency medical transportation (NEMT), LTD may also benefit financially from this partnership. If NEMT trips were provided by another party, LTD may be forced to absorb some of the costs of those trips due to the transition from LTD to another party. Over the long term, LTD may have to provide transportation for several of the metropolitan trips given the federal requirements under the Americans with Disabilities Act requirements.

ATTACHMENT: None

PROPOSED MOTION: I move the following resolution:

Resolution No. 2016-014: It is hereby resolved that the LTD Board of Directors authorizes the LTD general manager to negotiate another six-month agreement with Trillium for the period of July 1, 2016, through December 31, 2016, and provide monthly updates regarding costs in order to appropriately track expenditures.

Q:\Reference\Board Packet\2016\April\April 20 Reg Mtg\Trillium.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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.

1. **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. At the February 29 meeting, the Committee began to prepare for general manager Aurora Jackson's six-month performance evaluation. Members reviewed evaluation tools and created a timeline for the evaluation process. At the March 21 meeting, the Committee discussed potential performance measures for the evaluation tool and goals for Ms. Jackson. At the April 18 meeting, the Committee further discussed performance measures and agreed upon a recommendation to be presented to the full Board of Directors at its April 20 meeting.
2. **MovingAhead Oversight Committee:** 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. At the March 28 meeting, the Committee received an update on community engagement to date and reviewed the range of design alternatives that will be evaluated in the impacts analysis work.
3. **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 March 29 meeting was canceled; at the April 4 meeting, the Governance Team determined that the appropriate options to study for the McVay Highway segment of the corridor were the *No-Change* and the *Enhanced Corridor* options, with Lane Community College serving as the terminus.

4. **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 April 5 meeting, the Committee discussed and provided edits to the draft Vision Zero resolution that the LTD Board will be taking action on at the April 20 meeting. The Committee also received a presentation on the integration of multiple projects focused on Main Street, including the Main-McVay Transit Study, and received an update on the MovingAhead project.
5. **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 April 7 meeting, the Committee received brief presentations from the *ConnectOregon VI* applicants located within Lane County. Members also received presentations on the Central Lane Metropolitan Planning Organization (MPO) Quadrennial Certification Review Final Report and a preview of the Central Lane MPO data portal.
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. At the April 13 meeting, the Commission received brief presentations from the *ConnectOregon VI* applicants located within Lane County in preparation for ranking the applications in May. The Commission also received an update on the legislative short session and an update on the Statewide Transportation Improvement Program process.
7. **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 agenda for the April 19 meeting was not available for inclusion in the April 20 LTD Board meeting packet.

NO MEETINGS HELD:

1. **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. The next meeting is scheduled to be held on April 28.
2. **LTD Board Finance Committee:** 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 next Committee meeting is being scheduled.
3. **LTD Pension Trusts:** 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. The next Committee meeting has not been scheduled.
4. **LTD Board Service Committee:** 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 next meeting has not been scheduled.

5. **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. Meetings are held as needed. The next meeting has not been scheduled.

Q:\Reference\Board Packet\2016\April\BD Member Rprt Summary AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: 2015 BUSINESS COMMUTE CHALLENGE

PREPARED BY: Cammie Harris, Business Commute Challenge/Outreach and Special Events Coordinator, and Theresa Brand, Transportation Options Manager

ACTION REQUESTED: None

BACKGROUND:

The Business Commute Challenge (BCC) was developed in 2000 and coordinated through the City of Eugene's Transportation Options program. Initially, the Challenge was a week-long event for Eugene-only businesses that took place every October. There was one designated "Challenge Day," and the total number of participants and mileage were tallied for that single day.

Over the years, employees and employers from the neighboring cities of Springfield and Coburg wanted to participate. As a result, the Regional Transportation Options Advisory Committee (TOAC) recommended that the Business Commute Challenge become a regional program. Point2point, the regional Transportation Options partner for the central Lane area, was selected as the lead agency. As a result, the Business Commute Challenge event transitioned from the City of Eugene's Transportation Options program to Point2point in 2010.

2015 Business Commute Challenge Key Accomplishments:

The 2015 Business Commute Challenge (which was the fifth challenge run by Point2point) had 2,584 participants (1,161 first-time participants) who represented 240 work teams in the region. There were 90,387 miles saved (miles not driven alone) in one week, equal to a savings of 96,121 lbs. of CO₂. This represents an average increase from the 2014 BCC of more than 30 percent in participation and number of teams.

Six-month Post Event Survey Results:

One of the key foundational goals of developing and leading the Business Commute Challenge for the region is to have a long-term effect on behavior change around transportation choices. In the 2015 Business Commute Challenge six-month post-survey, respondents identified the following:

1. 46 percent tried a new method of transportation for their commute to work including: 17 percent who carpooled, 16.9 percent who biked, and 29.6 percent who took the bus/EmX.
2. 49.6 percent felt that the BCC was a team-building event for their organization.
3. 80.2 percent offered a party, luncheon, treats, or gift cards from their agency in order to motivate employees to participate.

4. Participants were asked how often they used transportation options prior to and after the event (*never, 1-2 days a month, 1-2 days a week, 3-4 days a week, and 5 days a week*). There was a 5 percent reduction in the responses for *never*, with an increase of 3 percent for *1-2 days a week* and *3-4 days a week*, which indicates an increase in how often transportation options are chosen for commutes.
5. Respondents also were asked if the current weather conditions (mid-December) affected how often they currently use transportation options: 24 percent said *definitely*, and 28 percent said *somewhat*.

Coming up in the 2016 Business Commute Challenge:

Planning is well underway for the 2016 Business Commute Challenge, which will be held on May 14–20. Building off some of the successful ideas from last year, staff are expanding their work with previous team captains/business champions. Plans include continuing the fun Double Dog Dare You challenge and continuing to work with downtown Eugene and Springfield business partners to support the Walkabout events.

Staff will be doing a more targeted marketing approach, focusing on the Human Relations departments to promote the health benefits of using transportation options to encourage participation.

ATTACHMENT: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\April\April 20 Reg Mtg\BCC AIS.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: SOLAR TECHNOLOGY USE AROUND DISTRICT FACILITIES

PREPARED BY: Joe McCormack, Facilities Manager

ACTION REQUESTED: None

BACKGROUND:

Over the past 15 years, LTD has taken steps to reduce energy usage system-wide. The location that uses the most electrical energy is the Glenwood Operations Campus, thus most of the District's energy reduction strategies have been focused at that location. Investments have been made to increase efficiencies in HVAC and lighting systems, including conversion to digital environmental control systems and LED technology.

LTD first began using solar energy based equipment in the late 1990s at remotely located bus stops that needed illumination. In the last 12 months, 25 solar-powered LED lighting systems have been deployed at bus stops with shelters, and an inventory has been established to respond to future needs.

The planned expansion of the Facility Maintenance Building will include LTD's first building based PV array and will generate an estimated 10 kilowatts. Continuing LTD's investment in energy reduction strategies, this building also will be the first for LTD that is completely outfitted with only LED light technology from the outset.

Future solar strategies may include other buildings on the Glenwood Campus or neighborhood transit stations, depending on the objective. Staff will be looking for direction in this regard.

At the April 20 meeting, staff will provide additional historical information on LTD's strategies to reduce energy usage and costs, limited deployment of photovoltaic (PV) arrays, and the potential benefits of future PV array installations.

ATTACHMENTS: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\April\April 20 Reg Mtg\Solar AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: MOVINGAHEAD – PREPARE FOR JOINT WORK SESSION

PREPARED BY: Sasha Luftig, Development Project Manager

ACTION REQUESTED: None

BACKGROUND:

MovingAhead is a cooperative effort to make the main streets in Eugene safer and more accessible for people traveling by foot, bicycle, mobility device, bus, or car while supporting great neighborhoods. The purpose of this agenda item is to discuss the April 25 joint work session with the Eugene City Council, summarize the outreach effort to date, briefly review the range of alternatives for each corridor, and provide the LTD Board of Directors with the opportunity to ask questions and provide feedback.

ATTACHMENT: Alternatives Graphics Package

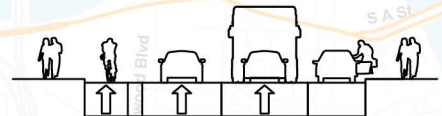
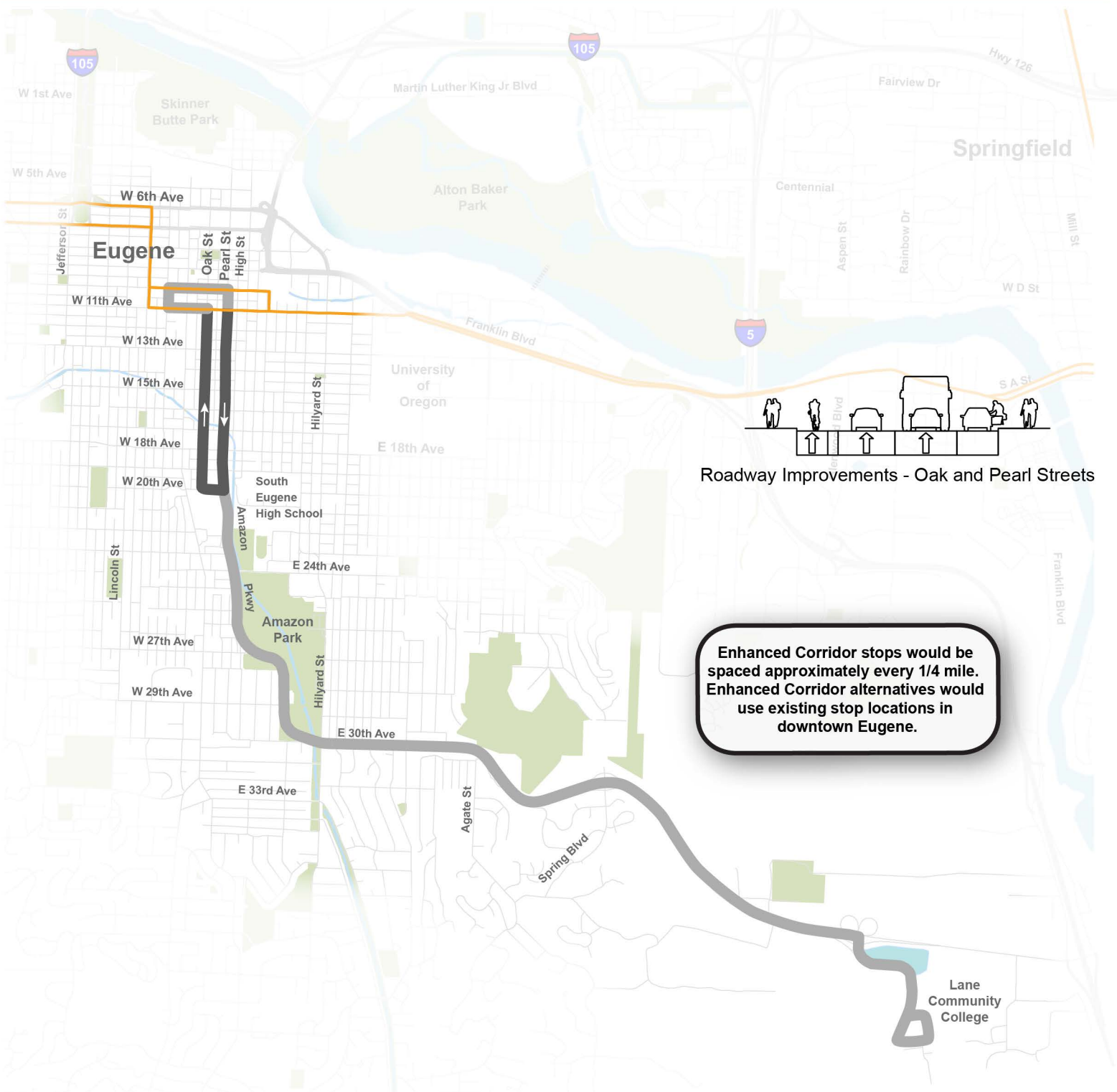
PROPOSED MOTION: None.

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30th Avenue / Lane Community College Corridor



Enhanced Corridor Alternative: Transit and Roadway Improvements

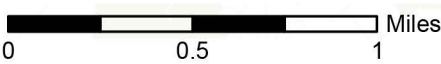


Roadway Improvements - Oak and Pearl Streets

Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend

- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks



*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.



30th Avenue / Lane Community College Corridor

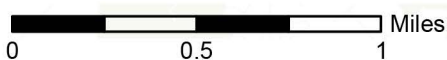


Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



Legend

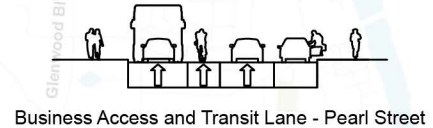
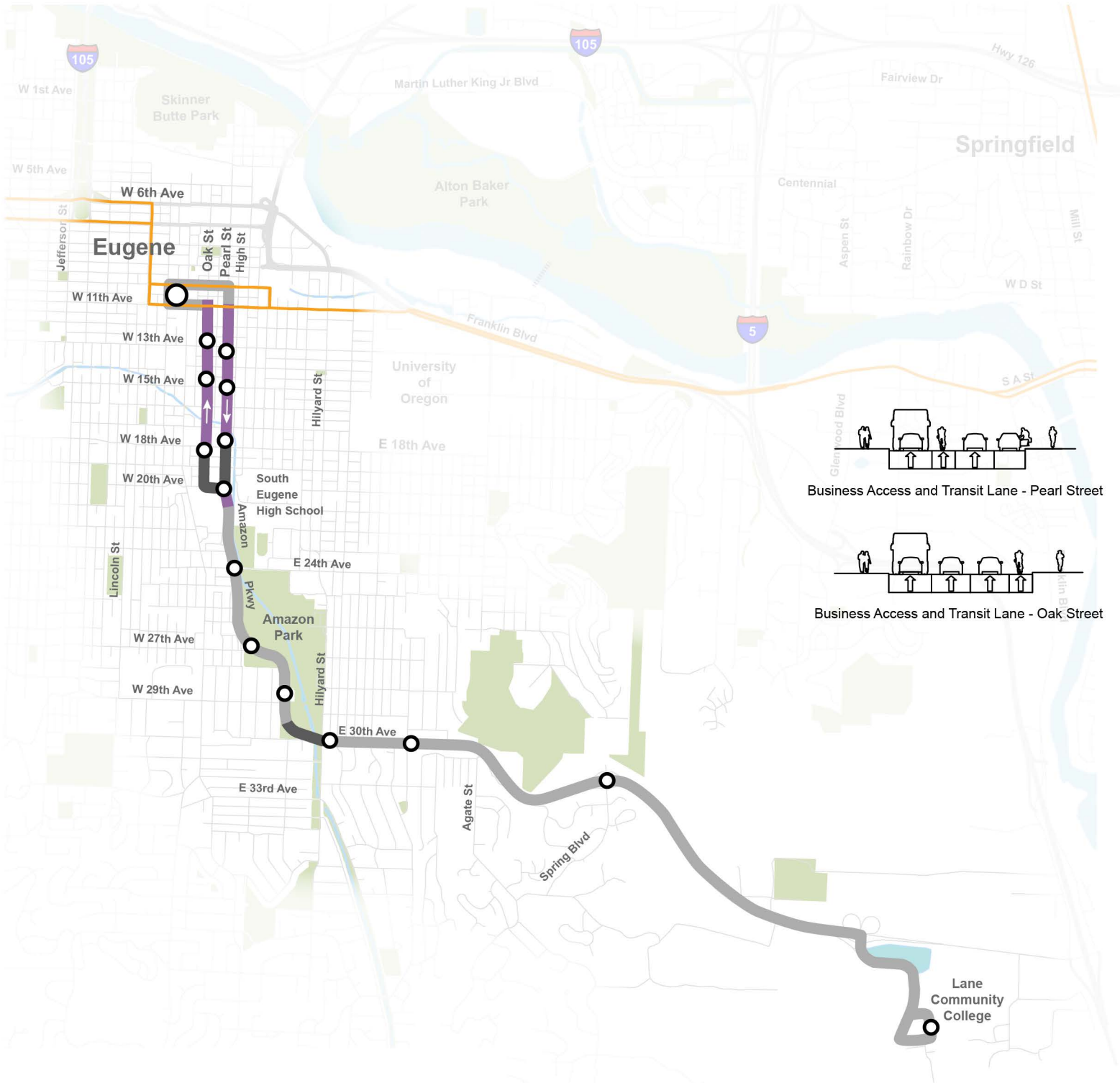
- Proposed Route
- Proposed Buffered Bike Lane
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks



30th Avenue / Lane Community College Corridor

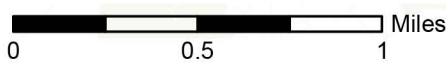


EmX Alternative: Transit and Roadway Improvements



Legend

- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Proposed Station
- Existing EmX Bus Line
- Parks



*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.



30th Avenue / Lane Community College Corridor

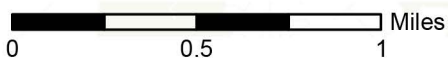


EmX Alternative: Pedestrian and Bicycle Improvements



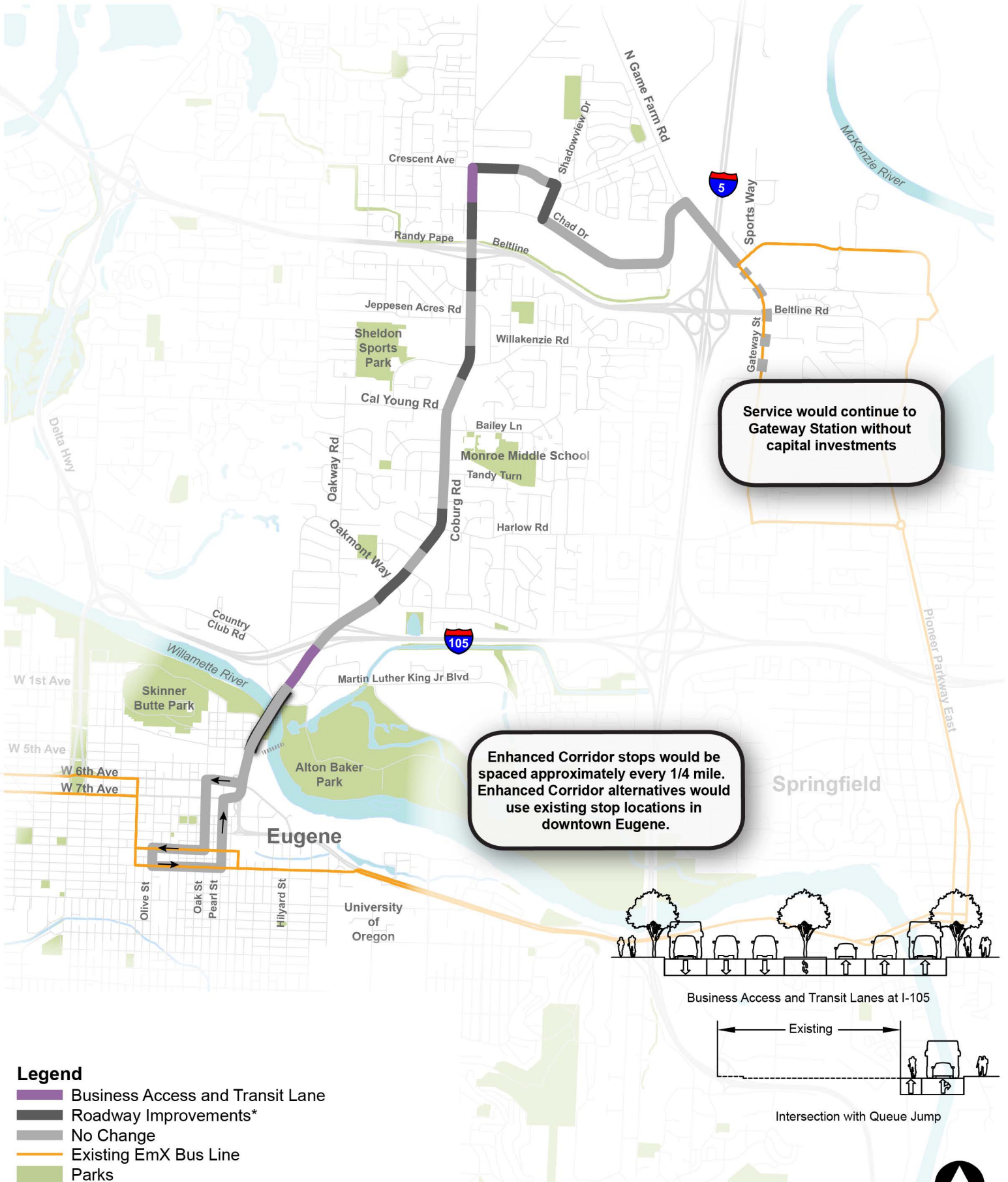
Legend

- Proposed Route
- Proposed Two-Way Cycle Track
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks



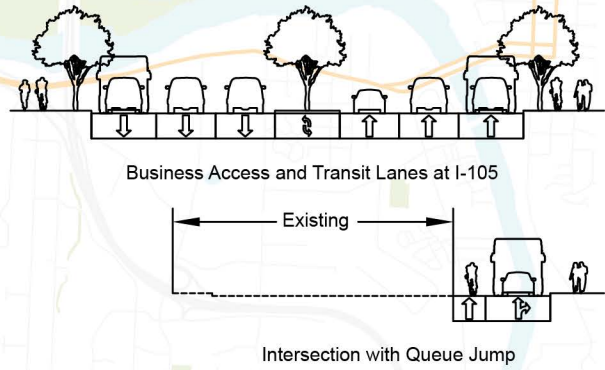
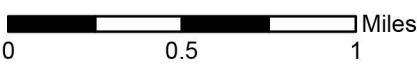
Coburg Road Corridor

Enhanced Corridor Alternative: Transit and Roadway Improvements



Legend

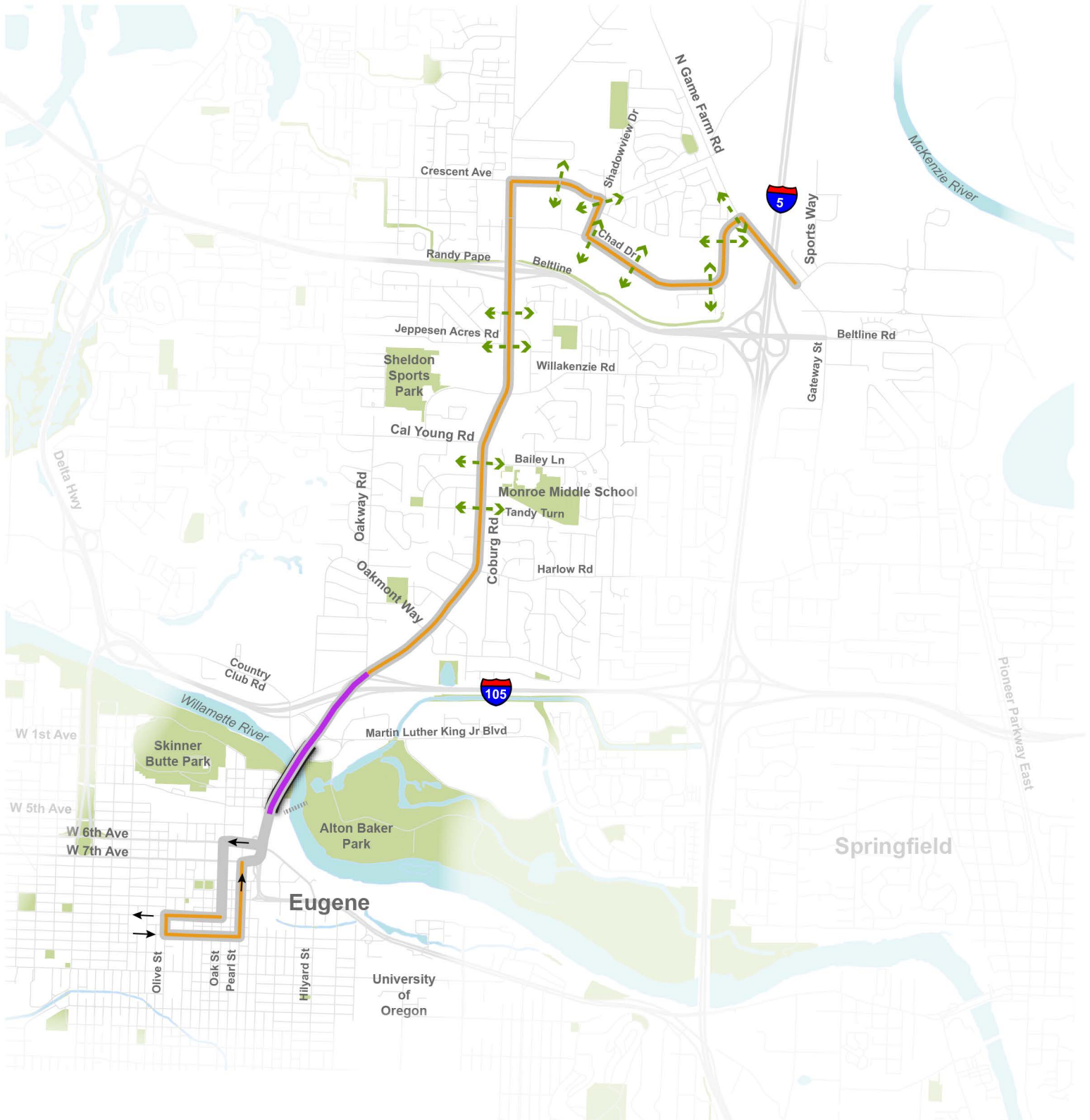
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks



*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.

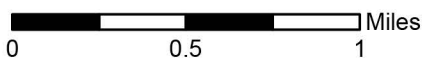
Coburg Road Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements **MovingAhead**



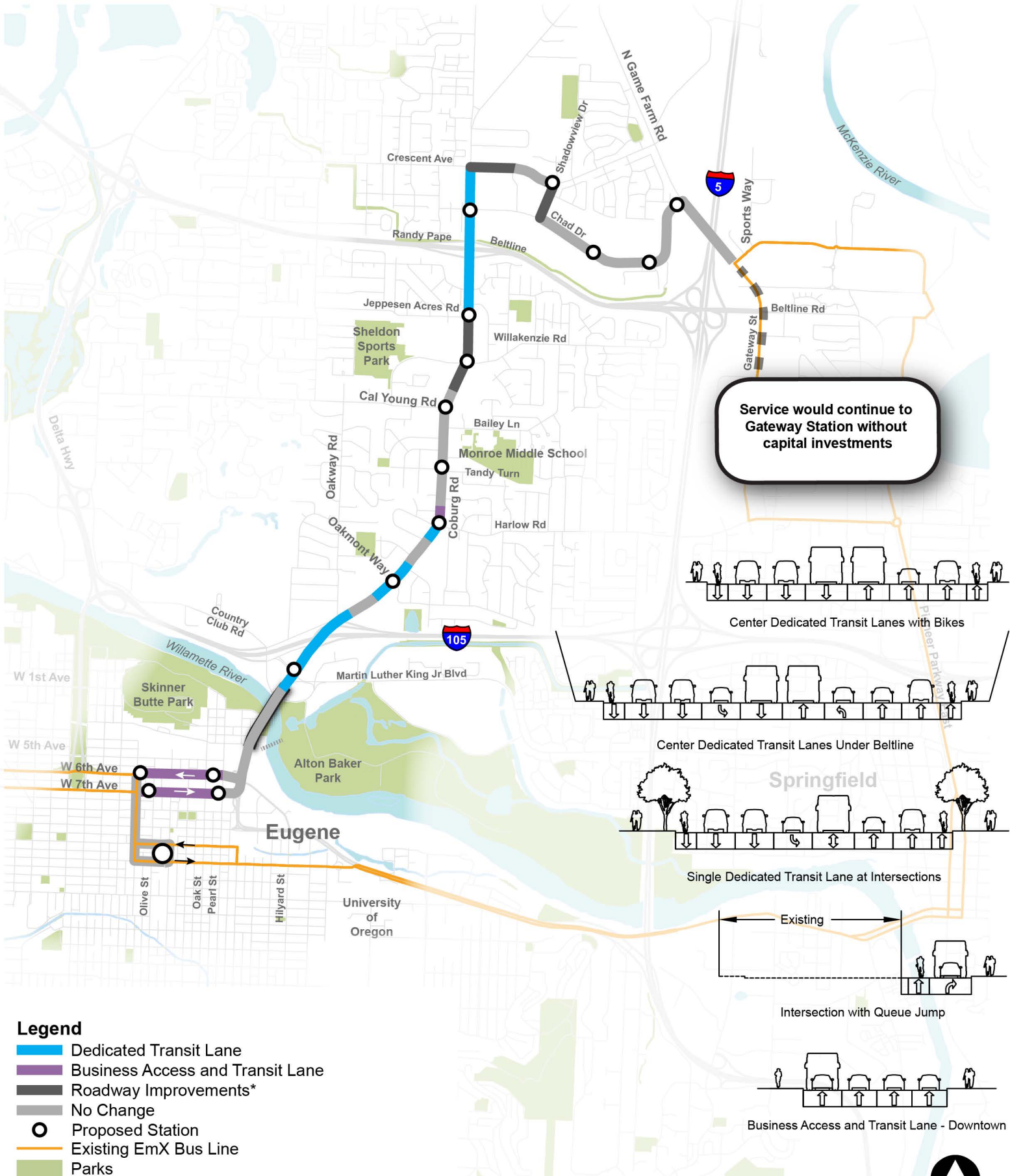
Legend

- Proposed Route
- Existing Shared Use Path
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks



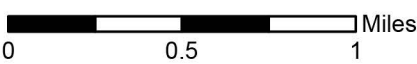
Coburg Road Corridor

EmX Alternative: Transit and Roadway Improvements



Legend

- █ Dedicated Transit Lane
- █ Business Access and Transit Lane
- █ Roadway Improvements*
- █ No Change
- Proposed Station
- █ Existing EmX Bus Line
- █ Parks

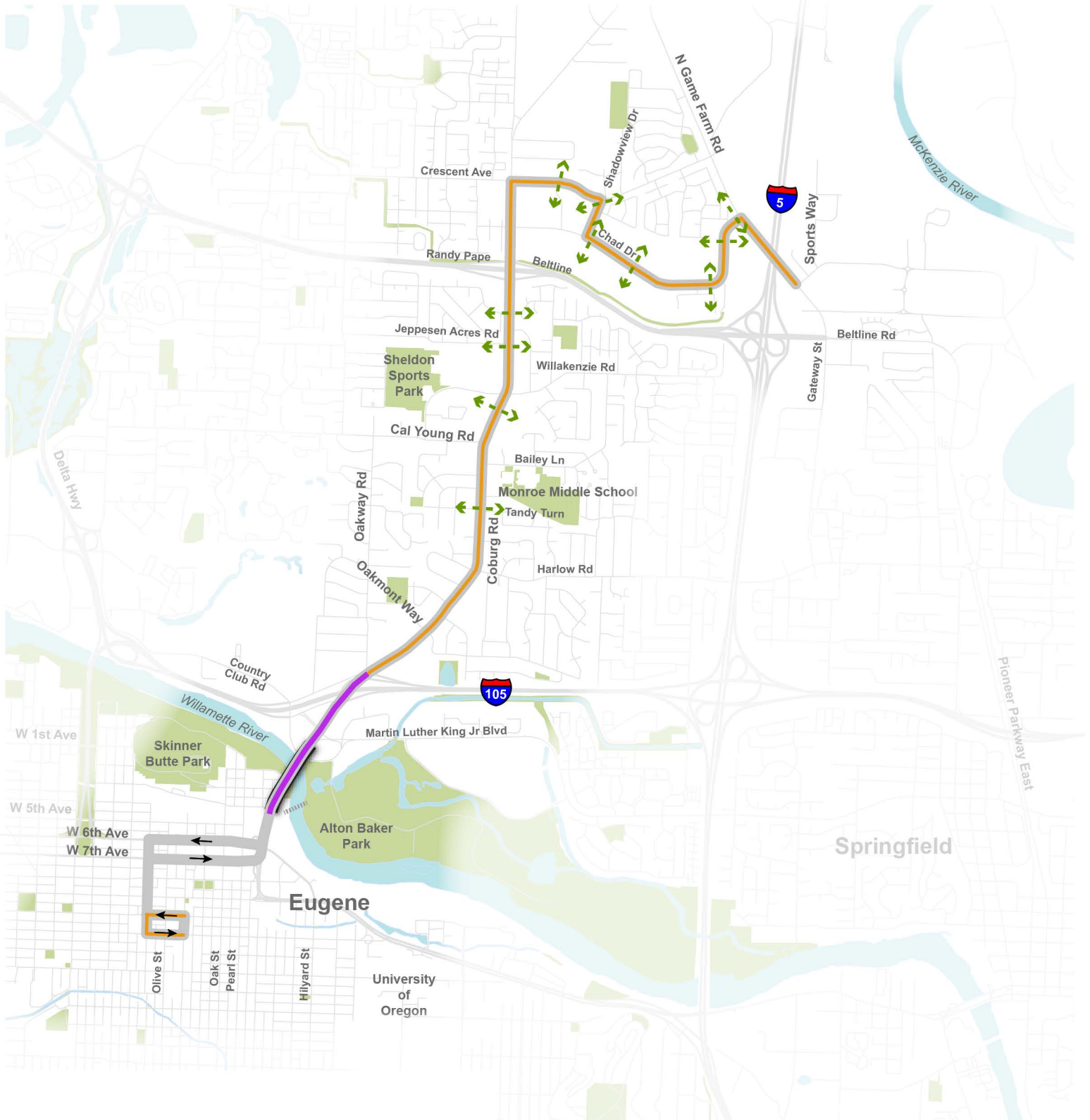


*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.








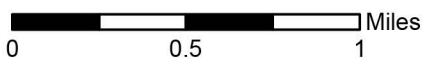
Coburg Road Corridor

EmX Alternative: Pedestrian and Bicycle Improvements



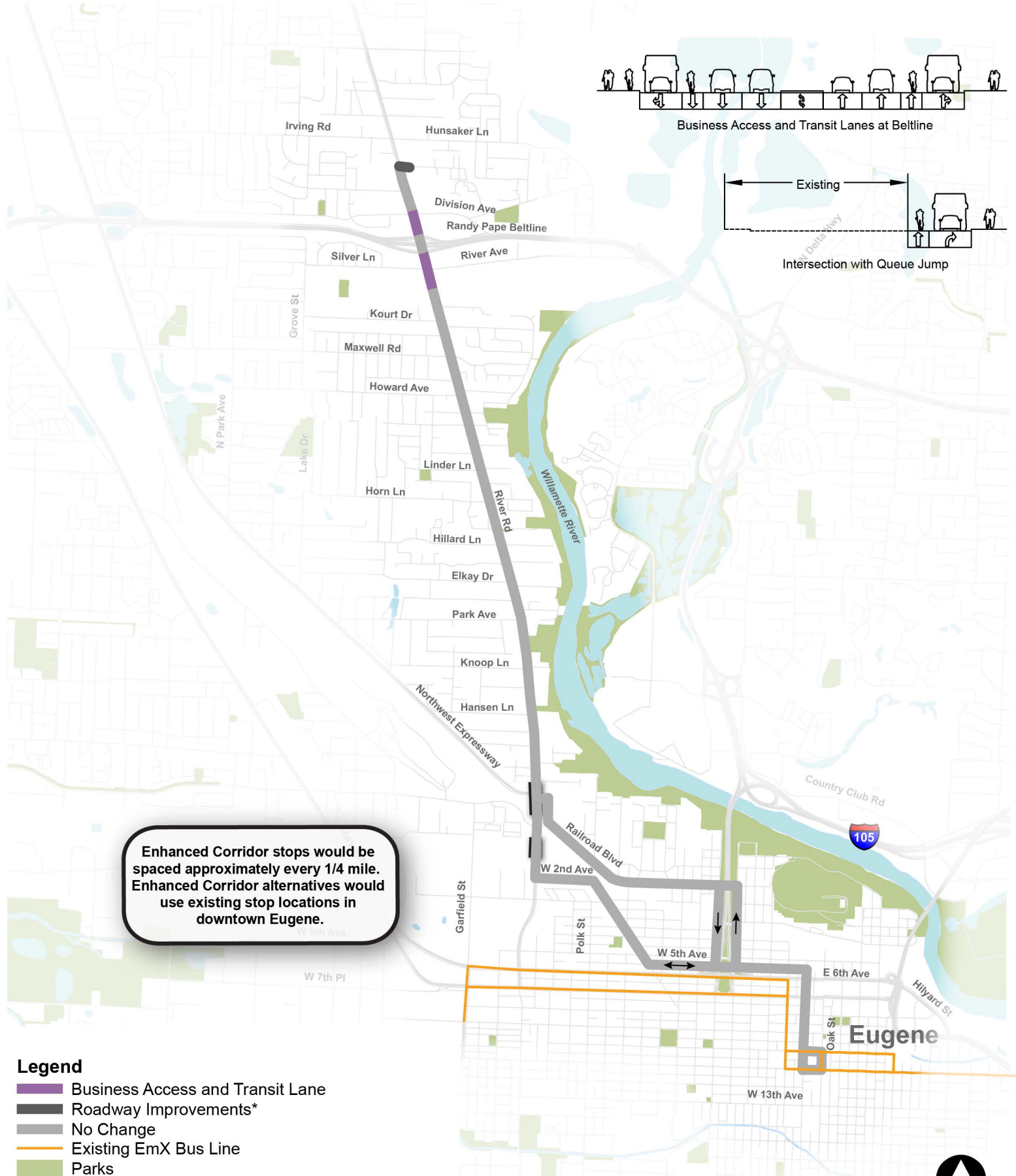
Legend

-  Proposed Route
-  Existing Shared Use Path
-  Existing Shoulder Bikeway
-  Proposed Pedestrian Crossing
-  Parks



River Road Corridor

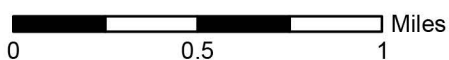
Enhanced Corridor Alternative: Transit and Roadway Improvements



Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend

- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks

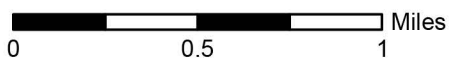


*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.



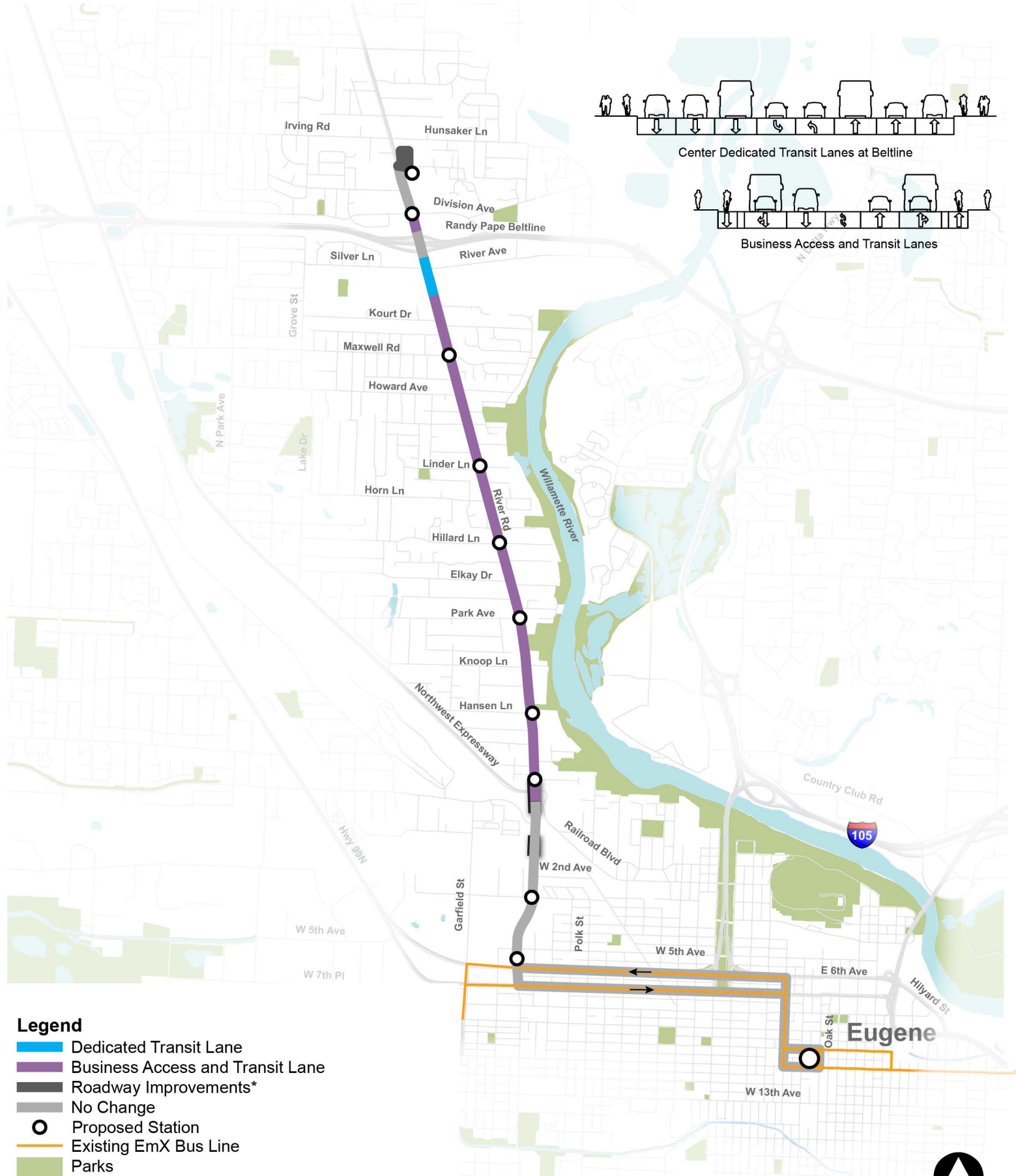
River Road Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



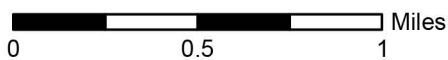
River Road Corridor

EmX Alternative: Transit and Roadway Improvements



Legend

- █ Dedicated Transit Lane
- █ Business Access and Transit Lane
- █ Roadway Improvements*
- █ No Change
- Proposed Station
- █ Existing EmX Bus Line
- █ Parks










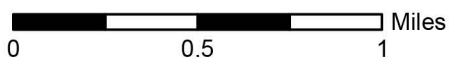
River Road Corridor

EmX Alternative: Pedestrian and Bicycle Improvements



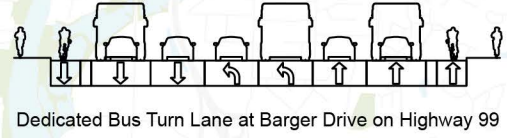
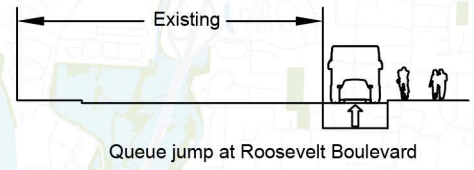
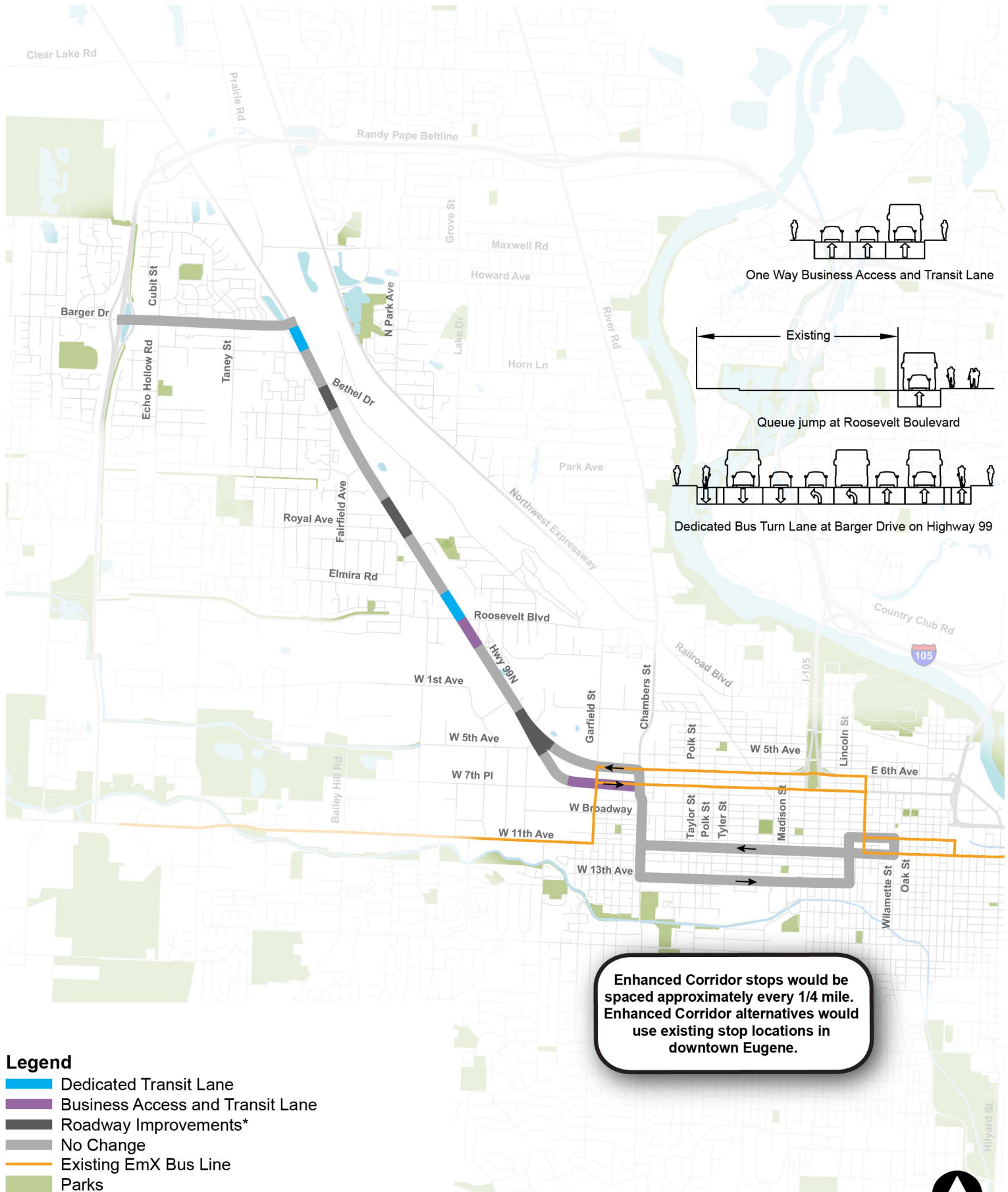
Legend

-  Proposed Route
-  Proposed Shared Use Path
-  Proposed Buffered Bike Lane
-  Existing Shoulder Bikeway
-  Proposed Pedestrian Crossing
-  Existing Pedestrian Crossing
-  Parks



Highway 99 Corridor

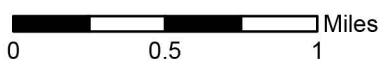
Enhanced Corridor Alternative: Transit and Roadway Improvements



Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend

- Dedicated Transit Lane
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks



*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.



Highway 99 Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



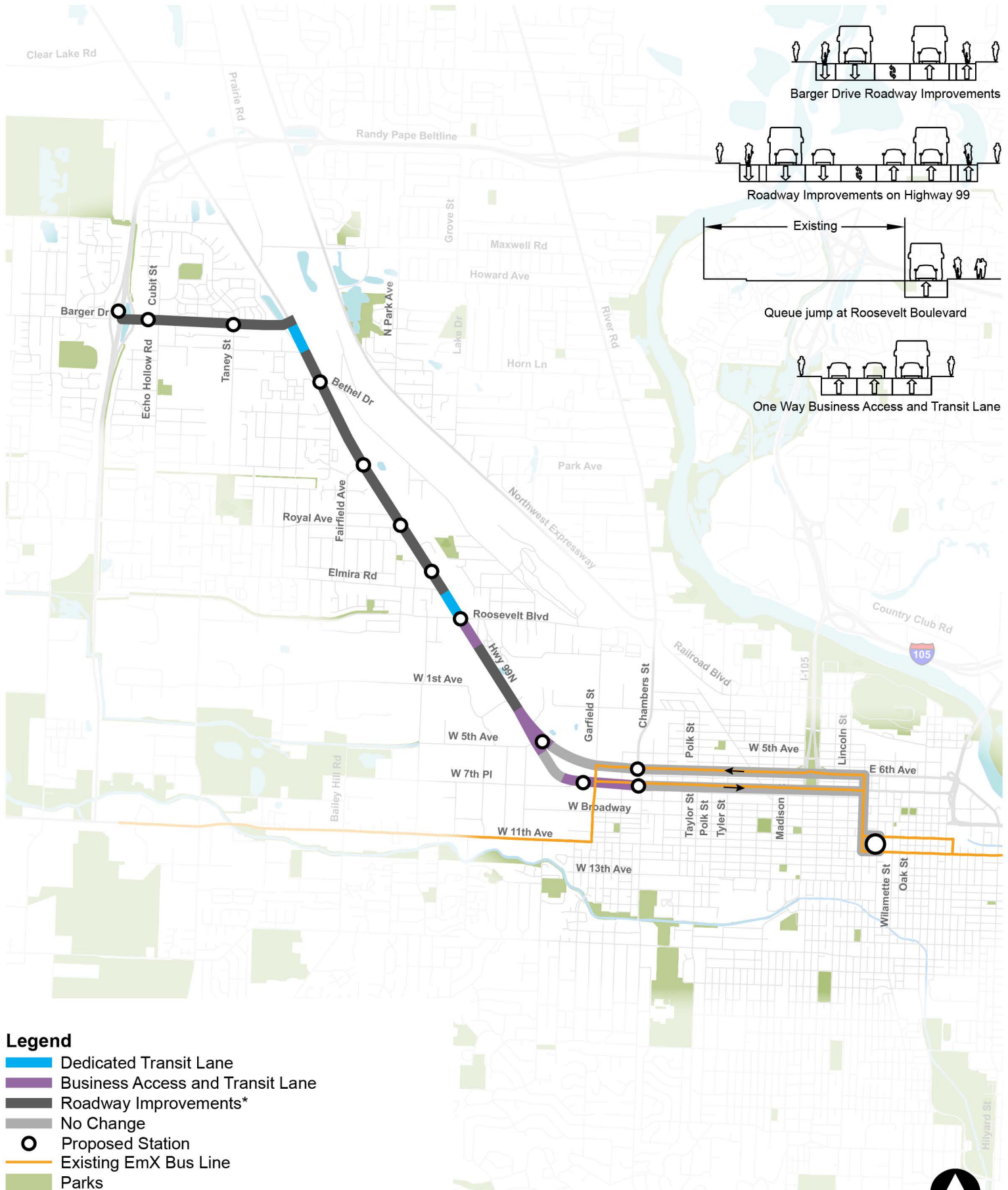
Legend

- Proposed Route
- Existing Shared Use Path
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks



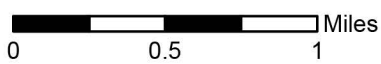
Highway 99 Corridor

EmX Alternative: Transit and Roadway Improvements



Legend

- Dedicated Transit Lane
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Proposed Station
- Existing EmX Bus Line
- Parks



*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.



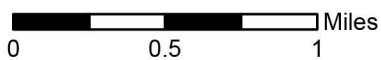
Highway 99 Corridor

EmX Alternative: Pedestrian and Bicycle Improvements



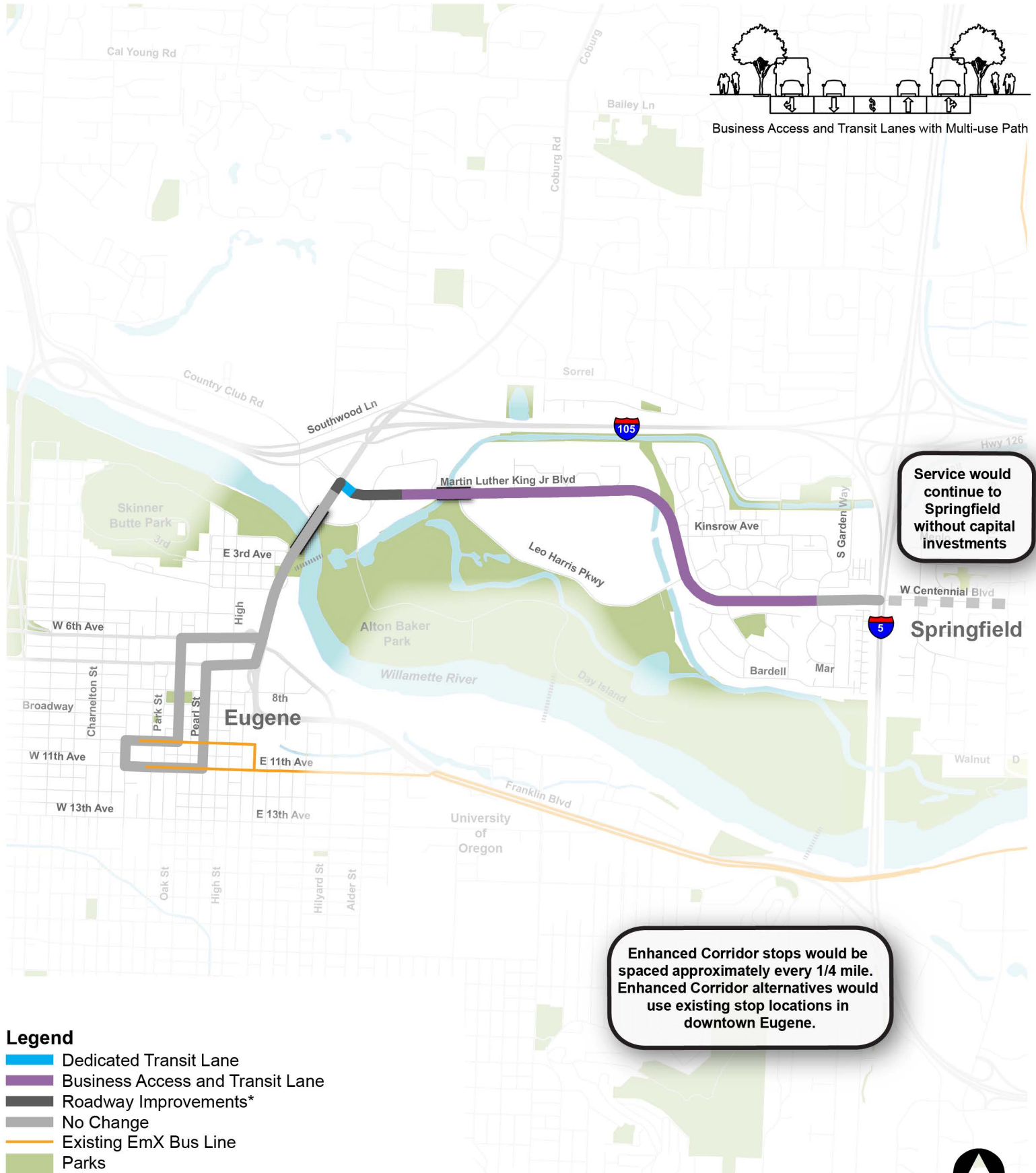
Legend

- Proposed Route
- Existing Shared Use Path
- Proposed Buffered Bike Lane
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks



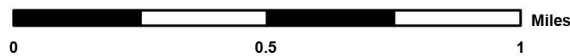
Martin Luther King, Jr. Blvd. Corridor

Enhanced Corridor Alternative: Transit and Roadway Improvements



Legend

- █ Dedicated Transit Lane
- █ Business Access and Transit Lane
- █ Roadway Improvements*
- █ No Change
- █ Existing EmX Bus Line
- █ Parks



Martin Luther King, Jr. Blvd. Corridor



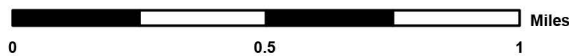
Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



Service would continue to Springfield without capital investments

Legend

- Proposed Route
- Existing Shared Use Path
- Existing Shoulder Bikeway
- Parks



AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: HUMAN RELATIONS COMMITTEE RECOMMENDATION: GENERAL MANAGER PERFORMANCE MEASURES

PREPARED BY: Gary Gillespie, Board Human Relations Committee Chair, and Roland Hoskins, Director of Administrative Services

ACTION REQUESTED: None. Information only.

BACKGROUND:

At the February 29, 2016, Board Human Relations (HR) Committee meeting, the Committee began preparing for General Manager Aurora Jackson's six-month performance evaluation. The Committee created a timeline for the evaluation that included preparing a custom-tailored performance evaluation tool that would most effectively evaluate Lane Transit District's general manager and create goals and objectives for the future. At the March 21, 2016, Board HR Committee meeting, the Committee decided to gather input from Ms. Jackson on the performance evaluation process before formalizing the performance measures with which to create the evaluation tool. At the April 18, 2016, Board HR Committee meeting, the Committee discussed Ms. Jackson's input; and after further discussion, selected performance measures to recommend to the full LTD Board of Directors for use in the evaluation tool.

At the April 20 meeting, the HR Committee will present its recommended performance measures to the full Board and facilitate an open discussion among members in order to finalize the performance measures and the evaluation tool.

ATTACHMENTS: None. *(It is anticipated that a draft list of performance measures will be e-mailed to Board members after the April 18 HR Committee meeting.)*

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2016\April\April 20 Reg Mtg\HR Committee - General Manager Performance Evaluation.docx

AGENDA ITEM SUMMARY

DATE: April 18, 2016

ITEM TITLE: MONTHLY FINANCIAL REPORTS

PREPARED BY: Tom Schamber, Controller/Acting Finance Manager

ACTION REQUESTED: None

BACKGROUND:

Following this summary are the February 2016 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 13.4 percent over budget through February 29. The primary driver is payroll taxes, which are \$3.7 million over budget. The payroll tax receipts include approximately \$2.2 million in delinquent taxes received in July 2015 being paid for last fiscal year. Downward ridership trends account for the year-to-date passenger fare revenue being 3.5 percent below budget. This trend has been showing improvement in recent months. Another contributing factor may be a shift in riders using the Group Pass program instead of paying at the farebox. Group Pass revenues are up 4.4 percent over budget.

As expected, personnel costs are under budget for the year. The planning technician position was filled in February, and the IT technician and senior project manager positions were filled in March. The District is nearing the end of a recruitment for a procurement manager. Current openings include a parts inventory technician, a transit development manager, and the finance manager.

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 \$1.43. The lowest price paid this year was \$.92, which was paid on January 21. This represents the lowest price per gallon paid since June 24, 2003. In March, we began pulling fuel from our offsite storage facility to reduce inventory carrying a higher average cost. This will increase fuel the expense in the coming months.

Accessible Services Fund

Services within the Eugene-Springfield area are under budget year to date. While the Transfer from the General Fund is above last year's figure, it is still 41.1 percent below budget through February. This is an improvement from January where the transfer was 38.1 percent below budget. 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

A new six-month contract with Trillium has been signed, increasing the District's reimbursement rate by 20 percent retroactive to January 1, 2016. The current deficit in the nonemergency medical transportation (NEMT) program stands at \$1.1 million fiscal year to date through February. Retroactive payments for the first two months of 2016 should reduce that deficit by approximately \$250,000, once received. Now the process of negotiating a new agreement for the coming fiscal year will begin.

Capital Projects Fund

West Eugene EmX construction is the primary driver of Capital Projects Fund costs. A total of \$28.8 million has been paid on the project through February 2016. Other projects funded during the first eight months of the fiscal year include MovingAhead, bus security cameras, and the replacement of the phone system. LTD is currently working with New Flyer and BYD to develop the final specifications for the purchase of five hybrid-electric, 40-foot buses and five all-electric, 40-foot buses, respectively.

ATTACHMENTS: February 2016 Financial Reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\29-Financial Report AIS.docx



Lane Transit District
General Fund
 Schedule of Revenues and Expenditures
February 29, 2016
 Unaudited

February 01 - 29					Revenues & Other Sources		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
366,381	378,303	103.3%	364,890	103.7%	Passenger Fares	4,714,500	3,153,322	3,128,130	99.2%	3,241,620	96.5%
242,838	242,970	100.1%	235,000	103.4%	Group Pass	2,550,000	1,697,368	1,681,359	99.1%	1,610,000	104.4%
-	-	N/A	-	N/A	Advertising	437,000	399,500	406,300	101.7%	399,500	101.7%
-	-	N/A	-	N/A	Special Service	152,000	133,115	107,058	80.4%	114,000	93.9%
609,219	621,273	102.0%	599,890	103.6%	Total Operating	7,853,500	5,383,305	5,322,847	98.9%	5,365,120	99.2%
6,045,753	6,862,933	113.5%	6,776,700	101.3%	Payroll Tax	30,100,200	19,812,076	25,938,333	130.9%	22,224,600	116.7%
10,215	21,910	214.5%	10,000	219.1%	Self-employment Tax	1,680,000	238,754	369,854	154.9%	220,000	168.1%
-	-	N/A	-	N/A	State-in-Lieu	200,000	474,530	212,336	44.7%	100,000	212.3%
408,090	414,969	101.7%	422,090	98.3%	Operating Grants	5,065,000	3,654,962	3,641,311	99.6%	3,376,720	107.8%
4,070	3,904	95.9%	17,280	22.6%	Miscellaneous	253,400	336,045	210,640	62.7%	184,240	114.3%
4,379	12,966	296.1%	4,000	324.2%	Interest Income	48,000	40,271	43,503	108.0%	32,000	135.9%
6,472,507	7,316,682	113.0%	7,230,070	101.2%	Total Nonoperating	37,346,600	24,556,638	30,415,977	123.9%	26,137,560	116.4%
7,081,726	7,937,955	112.1%	7,829,960	101.4%	Total Revenues & Other Sources	45,200,100	29,939,943	35,738,824	119.4%	31,502,680	113.4%

February 01 - 29					Expenditures & Other Uses		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
763,196	798,429	104.6%	901,560	88.6%	Administration	10,815,800	6,642,607	6,866,255	103.4%	7,212,480	95.2%
1,518,842	1,694,908	111.6%	1,829,920	92.6%	Amalgamated Transit Union	21,958,500	13,014,974	14,088,468	108.2%	14,639,360	96.2%
(68,986)	(63,050)	91.4%	(95,650)	65.9%	Less Grant-Funded Expenditures	(1,147,700)	(540,755)	(540,841)	100.0%	(765,200)	70.7%
2,213,052	2,430,287	109.8%	2,635,830	92.2%	Total Personnel Services	31,626,600	19,116,826	20,413,882	106.8%	21,086,640	96.8%
21,840	17,143	78.5%	21,120	81.2%	Executive Office	332,300	217,643	197,074	90.5%	250,990	78.5%
119,683	117,259	98.0%	165,380	70.9%	Administrative Services	2,147,200	1,225,160	1,162,428	94.9%	1,461,040	79.6%
129,778	122,640	94.5%	207,323	59.2%	Customer Services & Planning	2,837,400	1,376,183	1,580,093	114.8%	1,946,217	81.2%
294,620	239,734	81.4%	464,628	51.6%	Operations & Customer Satisfaction	5,639,600	3,087,812	2,536,616	82.1%	3,757,756	67.5%
565,921	496,776	87.8%	858,451	57.9%	Total Materials & Services	10,956,500	5,906,798	5,476,211	92.7%	7,416,003	73.8%
50,755	193,710	381.7%	215,580	89.9%	Transfer to Accessible Services Fund	2,586,900	664,874	985,884	148.3%	1,724,640	57.2%
16,103	(18,099)	-112.4%	16,250	-111.4%	Transfer to Medicaid Fund	195,000	89,287	135,562	151.8%	130,000	104.3%
-	-	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%
66,858	175,611	262.7%	231,830	75.7%	Total Other Uses	4,449,500	4,105,661	2,789,046	67.9%	3,522,240	79.2%
2,845,831	3,102,674	109.0%	3,726,111	83.3%	Total Expenditures & Other Uses	47,032,600	29,129,285	28,679,139	98.5%	32,024,883	89.6%

4,235,895	4,835,281	114.2%	4,103,849	117.8%	Revenues less Expenditures	(1,832,500)	810,658	7,059,685	870.9%	(522,203)	-1351.9%
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Lane Transit District
Accessible Services Fund
 Schedule of Revenues and Expenditures
February 29, 2016
 Unaudited

February 01 - 29					Revenues & Other Sources		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
25,416	25,781	101.4%	30,190	85.4%	Passenger Fares	362,200	227,593	224,831	98.8%	241,520	93.1%
223,261	226,503	101.5%	229,910	98.5%	Federal Assistance	2,758,700	1,911,326	1,767,504	92.5%	1,839,280	96.1%
70,910	74,766	105.4%	91,650	81.6%	State Assistance	1,099,400	835,677	689,410	82.5%	733,200	94.0%
783	28,467	3635.6%	10,280	276.9%	Local Assistance	123,200	82,051	94,031	114.6%	82,240	114.3%
320,370	355,517	111.0%	362,030	98.2%	Total Revenues	4,343,500	3,056,647	2,775,776	90.8%	2,896,240	95.8%
50,755	193,710	381.7%	215,660	89.8%	Transfer from General Fund	2,587,700	664,874	1,015,735	152.8%	1,725,280	58.9%
50,755	193,710	381.7%	215,660	89.8%	Total Other Sources	2,587,700	664,874	1,015,735	152.8%	1,725,280	58.9%
371,125	549,227	148.0%	577,690	95.1%	Total Revenues & Other Sources	6,931,200	3,721,521	3,791,511	101.9%	4,621,520	82.0%

February 01 - 29					Expenditures & Other Uses		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
323,947	484,714	149.6%	485,310	99.9%	ADA RideSource	5,823,800	3,220,548	3,299,762	102.5%	3,882,480	85.0%
8,020	9,453	117.9%	12,040	78.5%	Transit Training & Hosts	144,400	72,057	76,020	105.5%	96,320	78.9%
7,070	11,550	163.4%	8,330	138.7%	Special Transport	99,900	62,537	78,581	125.7%	66,640	117.9%
339,037	505,717	149.2%	505,680	100.0%	Total Eugene/Springfield Services	6,068,100	3,355,142	3,454,363	103.0%	4,045,440	85.4%
8,403	8,680	103.3%	10,420	83.3%	South Lane	124,900	90,764	85,403	94.1%	83,360	102.5%
13,873	14,323	103.2%	16,170	88.6%	Florence	193,800	120,600	124,177	103.0%	129,360	96.0%
15,285	18,203	119.1%	20,310	89.6%	Oakridge	243,800	141,800	140,565	99.1%	162,480	86.5%
37,561	41,206	109.7%	46,900	87.9%	Total Rural Lane County Services	562,500	353,164	350,145	99.1%	375,200	93.3%
12,475	9,048	72.5%	14,580	62.1%	Mobility Management	175,000	73,803	78,271	106.1%	116,640	67.1%
452	-	0.0%	450	0.0%	Crucial Connections	5,300	2,485	1,870	75.3%	3,600	51.9%
2,466	1,142	46.3%	1,700	67.2%	Veterans Transportation	20,300	9,980	5,388	54.0%	13,600	39.6%
4,514	10,399	230.4%	8,330	124.8%	Lane County Coordination	100,000	51,985	37,684	72.5%	66,640	56.5%
19,907	20,589	103.4%	25,060	82.2%	Total Other Services	300,600	138,253	123,213	89.1%	200,480	61.5%
396,505	567,512	143.1%	577,640	98.2%	Total Expenditures & Other Uses	6,931,200	3,846,559	3,927,721	102.1%	4,621,120	85.0%

(25,380)	(18,285)	72.0%	50	-36570.0%	Revenues less Expenditures	-	(125,038)	(136,210)	108.9%	400	-34052.5%
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Lane Transit District
Medicaid Fund
 Schedule of Revenues and Expenditures
February 29, 2016
 Unaudited

February 01 - 29					Revenues & Other Sources		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
738,548	704,806	95.4%	714,850	98.6%	Medicaid Nonemergency Medical Transportation	8,578,000	5,098,719	5,528,637	108.4%	5,718,800	96.7%
53,801	67,396	125.3%	53,210	126.7%	Medicaid Waivered Transportation	638,600	440,319	494,599	112.3%	425,680	116.2%
792,349	772,202	97.5%	768,060	100.5%	Total Revenues	9,216,600	5,539,038	6,023,236	108.7%	6,144,480	98.0%
16,103	(18,099)	-112.4%	16,260	-111.3%	Transfer from General Fund	195,000	89,287	105,711	118.4%	130,080	81.3%
16,103	(18,099)	-112.4%	16,260	-111.3%	Total Other Sources	195,000	89,287	105,711	118.4%	130,080	81.3%
808,452	754,103	93.3%	784,320	96.1%	Total Revenues & Other Sources	9,411,600	5,628,325	6,128,947	108.9%	6,274,560	97.7%

February 01 - 29					Expenditures & Other Uses		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
579,135	634,776	109.6%	599,800	105.8%	Services	7,197,500	4,150,746	5,550,275	133.7%	4,798,400	115.7%
7,027	4,317	61.4%	10,270	42.0%	Mobility Management	123,300	80,113	40,717	50.8%	82,160	49.6%
91,488	136,635	149.3%	104,780	130.4%	Program Administration	1,257,200	763,426	1,037,115	135.9%	838,240	123.7%
677,650	775,728	114.5%	714,850	108.5%	Total Medicaid NEMT (Medical)	8,578,000	4,994,285	6,628,107	132.7%	5,718,800	115.9%
50,989	65,499	128.5%	50,720	129.1%	Services	608,600	379,580	464,377	122.3%	405,760	114.4%
2,489	1,997	80.2%	3,220	62.0%	Mobility Management	38,600	25,229	21,748	86.2%	25,760	84.4%
308	448	145.5%	360	124.4%	Program Administration	4,200	2,752	2,907	105.6%	2,880	100.9%
16,119	-	0.0%	15,180	0.0%	Grant Program Match Requirements	182,200	122,045	92,210	75.6%	121,440	75.9%
69,905	67,944	97.2%	69,480	97.8%	Total Medicaid Waivered (Non-Medical)	833,600	529,606	581,242	109.7%	555,840	104.6%
747,555	843,672	112.9%	784,330	107.6%	Total Expenditures & Other Uses	9,411,600	5,523,891	7,209,349	130.5%	6,274,640	114.9%

60,897	(89,569)	-147.1%	(10)	895690.0%	Revenues less Expenditures	-	104,434	(1,080,402)	-1034.5%	(80)	1350502.5%
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Lane Transit District
Capital Projects Fund
 Schedule of Revenues and Expenditures
February 29, 2016
 Unaudited

February 01 - 29					Revenues & Other Sources		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
902,214	484,282	53.7%	6,531,640	7.4%	Federal Assistance	78,379,700	8,371,972	24,719,640	295.3%	52,253,120	47.3%
-	-	N/A	1,290,250	0.0%	State Assistance	15,483,000	-	170,085	N/A	10,322,000	1.6%
902,214	484,282	53.7%	7,821,890	6.2%	Total Revenues	93,862,700	8,371,972	24,982,691	298.4%	62,575,120	39.9%
-	-	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%
902,214	484,282	53.7%	7,821,890	6.2%	Total Revenues & Other Sources	95,530,300	11,723,472	26,650,291	227.3%	64,242,720	41.5%

February 01 - 29					Expenditures & Other Uses		Year to Date Through February 29				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
836,042	1,702,644	203.7%	6,061,670	28.1%	West Eugene EmX Extension	72,740,000	5,468,352	28,841,537	527.4%	48,493,360	59.5%
25,455	9,065	35.6%	16,670	54.4%	Main Street/McVay Transit Study	200,000	460,147	47,526	10.3%	133,360	35.6%
6,348	11,051	174.1%	137,500	8.0%	MovingAhead	1,650,000	43,811	436,002	995.2%	1,100,000	39.6%
867,845	1,722,760	198.5%	6,215,840	27.7%	Total Frequent Transit Network	74,590,000	5,982,681	29,325,315	490.2%	49,726,720	59.0%
7,900	473	6.0%	577,510	0.1%	Revenue Vehicles - Fixed Route	6,930,000	2,864,530	35,995	1.3%	4,620,080	0.8%
-	1,239	N/A	8,330	14.9%	Support Vehicles	100,000	-	123,035	N/A	66,640	184.6%
11,126	64,244	577.4%	59,900	107.3%	Stations, Shelters & Facilities	1,830,800	563,710	823,486	146.1%	646,200	127.4%
285,178	7,924	2.8%	428,800	1.8%	Computer Hardware & Software	5,145,600	913,266	661,444	72.4%	3,430,400	19.3%
749	-	0.0%	3,920	0.0%	Intelligent Transportation Systems	698,000	2,907	165,890	5706.6%	31,360	529.0%
-	9,384	N/A	29,030	32.3%	Transit Security Projects	715,000	-	1,006,790	N/A	598,840	168.1%
-	-	N/A	-	N/A	Communications Equipment	439,700	38,081	197,887	519.6%	201,640	98.1%
-	450	N/A	6,250	7.2%	Shop Equipment	75,000	75,440	12,302	16.3%	50,000	24.6%
-	-	N/A	68,050	0.0%	Miscellaneous Equipment	816,600	5,103	-	0.0%	544,400	0.0%
304,979	83,828	27.5%	1,181,790	7.1%	Total Other Capital Outlay	16,750,700	4,573,896	3,906,386	85.4%	10,189,560	38.3%
1,172,824	1,806,588	154.0%	7,397,630	24.4%	Total Expenditures & Other Uses	91,340,700	10,556,577	33,231,701	314.8%	59,916,280	55.5%

(270,610)	(1,322,306)	488.6%	424,260	-311.7%	Revenues less Expenditures	4,189,600	1,166,895	(6,581,410)	-564.0%	4,326,440	-152.1%
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AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: MONTHLY DEPARTMENT REPORTS

PREPARED BY: Aurora 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 - April 2016

Q:\Reference\Board Packet\2016\April\Dept Report AIS.docx



MONTHLY DEPARTMENT REPORTS

April 20, 2016

Government Relations

Edward McGlone, Government Relations Manager

- The application period for the new competitive bus and bus facilities grant program, and the low and no emissions vehicle program has opened with applications due on May 13. Staff are working to identify projects and develop grant applications.
- Government Relations also participated in a number of strategic planning meetings with Oregon Transit Association advocates to develop a strategy for the potential of a 2017 transportation package.

Customer Services and Planning

MARKETING AND COMMUNICATIONS

Meg Kester, Marketing Manager

Public Engagement & Outreach

- The District's outreach for the **Annual Route Review** is virtually done. The final element to be completed is follow-up communications of the Board's action this month to everyone who provided comment (riders, members of the public, key stakeholders, employees). The elements of the service plan will be highlighted for September implementation. Participants will be thanked again for their engagement and be encouraged to continue to stay in contact with LTD.
- Marketing has launched an education campaign highlighting LTD's sustainability initiatives and is correlated with **Earth Day** observations this month. Reference includes the District's commitment reducing CO₂ emissions and its ISO 14001 certification, ESMS program, and APTA Sustainability Commitment.
- LTD's new **educational video** is in circulation. It is available via LTD's website and Facebook site and it is being pushed out through multiple social media platforms and sites. In the last week of March, over 10,600 people were reached through the District's Facebook post resulting in 231 video views. The video was first released to the LTD Board and individuals who were featured in the video, then to our employees and the general public.

Other Outreach Activity

- WEE Tree Planting (with Friends of Trees (March 12)
- 1000 Friends of Oregon Gala (March 12)
- Bus Operator Appreciation Day (March 18)
- UO Earth Day Event (April 19)
- BRING Earth Day Celebration (April 23)

Ms. Kester joined four members of the Planning staff for an in-depth, three-day **Systematic Development of Informed Consent (SDIC) training** given by Hans and Annemarie Bleiker and provided through the City of Eugene. SDIC work, considered the gold standard in bringing controversial public projects to successful implementation, has good application for LTD.

Pass Programs

Marketing is coordinating a transit pass offer to employers along the WEE line. This was done last year on the first segment of WEE construction and now continues on the next segment. In the past few months, 16 businesses have shown interest in the WEE Group Pass Program.

Marketing and Finance have put a more streamlined Pass Voucher Program process into place, which took effect April 1.

Sponsorships and In-Kind Support

LTD is working with the Oregon Department of Transportation (ODOT) in support of its DMV At-Risk driver packet. The packet provides LTD Day Pass coupons and information regarding transportation options to individuals who surrender their driver's license or can no longer drive. This is a new ODOT program and trial partnership with LTD.

Marketing and Advertising

Staff are proceeding with the vehicle graphic rebranding process for LTD's new buses. The first buses with the new paint scheme will be the BYD all-electric and New Flyer hybrid buses, which are currently in the bus build process.

Marketing has scaled back on its brand, *Go West* (West Eugene EmX) project and Airport Connector advertising this spring. This is part of a shift towards greater service advertising, timed to ramp up with the Fall Bid and students returning to campus.

Web Site and Social Media

Staff are getting a better handle on how many customers rely on our website and mobile site through Google Analytics. Since LTD's new website was launched last June, the most visited page has been the Maps, Stations, & Routing page (<https://www.ltd.org/maps-stations-routing/>). During the five-week period between February 25 and April 5, the Maps, Stations & Routing page saw 35,037 page views. In comparison, the main landing page on the mobile site outperformed with 39,412 page views.

ACCESSIBLE AND CUSTOMER SERVICES

Cosette Rees, Accessible and Customer Services Manager

There is no Accessible and Customer Services report this month.

FACILITIES

Joe McCormack, Facilities Manager

West Eugene EmX Construction Update

- On April 3 crews began widening the north side of West 11th Avenue between Bertlesen Road and Randy Pape Beltline. This work will add a new lane for use by regular motorists to turn right at businesses and cross streets, and will also allow use by EmX as a through-lane. The improvements will add sidewalk where gaps currently exist. Meanwhile, utility work will occur on the north side of 11th Avenue between Seneca Road and Obie Street.
- The intersection of West 6th Avenue and Garfield Street has been reopened to normal flow following the construction of a concrete lane through the intersection and widening of Garfield Street.
- Warm and dry weather is helping crews make substantial progress on the west side of Garfield Street as they complete driveways and new sidewalk north of West 7th Avenue. Farther south between 7th Place and West 8th Avenue, crews have excavated the right-hand lane, formed new curb, and have poured part of the concrete lane and driveways. This work will extend to Broadway Street.
- This month crews hope to finish one remaining corner and driveway, then pave the surface on West 6th Avenue between Almaden and Chambers streets. Many of the side streets have already been paved; this work, and adding traffic loops on side streets, will continue.
- Crews have pre-bored holes for new piling that will support a bike-ped bridge over Amazon Creek. The bridge will connect Fern Ridge Path with West 11th Avenue via Buck Street near Seneca Road.

FM Building and Bus Lot Expansion

Design efforts are scheduled to be complete in May. Depending on the Capital Improvement Plan forecast, this project may go to bid in early January 2017. Provisions will still be made this fall to accommodate the purchase of all-electric buses.

Fleet Maintenance Building Skylight Replacement

The contractor has material ordered and installation in the Fleet Maintenance Building is expected to begin mid-May and take about three weeks to complete.

McVay EmX Station Rebuild

The City of Springfield has completed its 90-percent-level design for a new roundabout and plans to bid the project later this summer. LTD plans to salvage much of the existing EmX stations and reinstall them as the roadway is completed, likely in summer 2017. Temporary EmX stops will need to be established while the City's construction effort is underway.

POINT2POINT

Theresa Brand, Transportation Options Manager

General

- Staff have been busy hiring and training four part-time staff who will be working on the Business Commute Challenge (BCC) and the Smart *Trips* Thurston program.
- Staff continue to refine the draft of the Employer Phased Plan, and it has been sent to the City of Eugene and the City of Springfield for comments and advice. Portions of the Plan are already getting underway, including the development of new employer-employee transportation-related materials and the launching of the Vanpool campaign.
- The FY 2014-2015 Annual Report has been sent to ODOT, and a few minor changes were made and resent. It will come before the Transportation Planning Committee over the next month or so for its review.

Business Commute Challenge

- Planning for the 2016 BCC is well underway, and staff are continuing marketing efforts. This year's event will be held on May 14-20. The marketing efforts include Facebook and LinkedIn advertising, direct mail, personal outreach to Human Relations professionals, and a video from Pivot Architecture highlighting why businesses should participate in the BCC. Staff gave a presentation to GreenLane on the results of the 2015 event, along with what is on the horizon for 2016.
- There is a goal of increasing participation by 25 percent this year over the 2015 event numbers (2,500). Staff are optimistic that this goal will be met.
- Staff have acquired the following sponsors for this year's event: PacificSource is the Hero sponsor this year, with Burley, Arriving by Bike, and Paul's Bicycle Way coming in at Champion sponsor level. Pacific Cascade Credit Union is the sponsor for both the Eugene and Springfield Poker Walkabouts, Oakshire is sponsoring the Kick-off party, and Eugene Wine Cellars is the Wrap-up Party sponsor.
- A temporary, part-time staff person was hired to assist with marketing efforts, along with a college intern who began at the end of March to handle Team Captain kit deliveries.

Drive Less Connect

Lane County Drive Less Connect statistics for March:

- 18 new users registered in Drive Less Connect
- 2,154 Non-single-occupancy vehicle trips reported, for a total of 28,167 miles
- Trips reported represent a savings of 21,223 pounds of CO₂ over driving alone
- 63 Ridematch searches were performed with a 57 percent success rate
- 20 Ridematch requests were sent through the system

Vanpool Program

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

- 17 vanpools traveling to/from the LTD Service Area

- 3,738 passenger boardings
- 205,411 passenger miles
- 124,889 pounds CO₂ saved

Emergency Ride Home

Three employers have enrolled in the Emergency Ride Home Program in March:

- Mountain Rose Herbs (170 employees)
- CBT Nuggets (100 employees)
- The Nature Conservancy (7 employees)

Employer Outreach

- Staff have been in discussions with the new Veterans Administration Medical Center about employee transportation options.
- Staff met with Human Resources from Roseburg Forest Products, who will be relocating its corporate offices from Roseburg to Springfield in the fall.

General Outreach

- Point2point and LTD staffed an information table at the University of Oregon Off-campus Housing Fair to provide information on transit and other transportation options. Staff spoke with more than 100 students at this activity.
- Point2point staffed a booth at the two-day Cascade Occupation Safety and Health conference in Eugene. Staff spoke with about 75 people at this event.

Smart Trips

- Staff hired two part-time, limited duration positions to assist with outreach and kit deliveries for the *Smart Trips* Thurston program. These staff positions will work 20 hours each week from April through September.
- Staff are preparing for this summer's program by meeting with community members and business to develop the events. Staff also are working with Graphics to develop the collateral materials for the program. The *Smart Trips* Thurston program will launch on June 1.

Schools Program

- Staff are working with the Safe Routes to Schools coordinators to help prepare for this year's Walk + Bike to School month. Point2point is offering local K-8 schools the opportunity to apply for a \$200 stipend to assist in their schools' efforts to promote Walk + Bike to School events. Applications for stipends are due by April 28.
- Staff are continuing to work on the Regional Safe Routes to Schools strategic document and anticipate that the document will be completed by the end of May.

Transit Operations and Customer Satisfaction

Mark Johnson, Director of Transit Operations and Customer Satisfaction

OPERATIONS

Bus Operators

Operations staff have been challenged with keeping up with the number of retirements this year, and LTD is currently recruiting new bus operators. Staff anticipate hiring at least 20 operators in July in preparation for the Fall service expansion.

FLEET MAINTENANCE

Ernie Turner, Fleet Maintenance Manager

New Bus Orders

Staff spent most of April 7 in a pre-production meeting with representatives from New Flyer. There are five new 40-foot buses on order that will begin production this summer. The pre-production meetings are used to verify bus components and any special requirements for the build.

Administrative Services

Roland Hoskins, Director of Administrative Services

HUMAN RESOURCES

David Collier, Human Relations Manager

Recruitment

- The Maintenance Division is recruiting for an inventory technician. The posting closed on April 4, and applications have been reviewed.
- The Planning and Development (P&D) Division conducted interviews for the senior project manager position on March 4. Former LTD Development Planner Sasha Luftig was chosen to fill the position of development project manager. P&D are now recruiting for a transit development planner to replace Ms. Luftig's open position. The posting closed on April 15, and applications are being reviewed.
- The Point2point Division completed reference checks for the part-time SmartTrips program assistant and hired Warren Clauss to fill the position; he started on March 14. Point2point completed reference checks for Wyle O'Neill to fill the part-time SmartTrips program outreach and delivery associate; he started on March 28.

- The Finance Division completed phone/skype interviews for the procurement manager position on March 29. Two of the five candidates were invited to participate in a second interview on-site. The interviews were conducted on April 8.
- The Transportation Operations Division currently has openings for bus operators, which will close on April 22.

FINANCE

Tom Schamber, Controller

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

Q:\Reference\Board Packet\2016\April\Dept Report.docx

AGENDA ITEM SUMMARY

DATE: April 20, 2016

ITEM TITLE: MONTHLY GRANT REPORT

PREPARED BY: Tom Schamber, Controller / Acting Finance Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND:

Due to staffing issues, the Grant Report for February 2016 will be included with the March report to the Board in the May meeting packet.

ATTACHMENT: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2016\April\April 20 Reg Mtg\34-Grant report summary AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Aurora 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) March 2016 Performance Reports – *Due to staffing issues, the March Performance Reports will be included with the April reports in the May Board Meeting packet.*
- 2) February 2016 RideSource Activity and Productivity reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\April\Performance Summary AIS.docx

Special Mobility Services: RideSource Activity and Productivity Information

February-16	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	16,094	15,622	3.0%	127,215	130,703	-2.7%	194,304	197,802	-1.8%
RideSource(All Modes)	13,752	13,163	4.5%	107,336	110,272	-2.7%	164,090	167,719	-2.2%
Shopper	550	626	-12.1%	4,651	4,629	0.5%	7,304	6,828	7.0%
Escort Volunteers-Metro	1,359	1,070	27.0%	10,709	9,663	10.8%	15,620	14,646	6.7%
Escort Volunteers-Rural	433	763	-43.3%	4,519	6,139	-26.4%	7,290	8,609	-15.3%
RideSource Cost per Ride	\$ 23.08	\$ 22.45	2.8%	\$ 23.37	\$ 23.35	0.1%	\$ 23.39	\$ 23.47	-0.3%
RideSource(All Modes)	\$ 26.00	\$ 25.51	1.9%	\$ 26.56	\$ 26.53	0.1%	\$ 26.57	\$ 26.56	0.0%
RideSource Shopper	\$ 12.17	\$ 11.04	10.3%	\$ 12.39	\$ 13.09	-5.4%	\$ 12.09	\$ 13.34	-9.4%
RideSource Escort	\$ 4.05	\$ 4.33	-6.3%	\$ 4.26	\$ 4.12	3.4%	\$ 4.26	\$ 4.16	2.4%
Ride Reservations	14,816	14,608	1.4%	120,479	121,795	-1.1%	183,411	185,146	-0.9%
Cancelled Number	1,445	1,446	-0.1%	12,328	11,828	4.2%	18,293	17,469	4.7%
Cancelled % of Total	9.75%	9.90%		10.23%	9.71%		9.97%	9.44%	
No-Show Number	82	120	-31.7%	859	1068	-19.6%	1,393	1,549	-10.1%
No-Show % of Total	0.55%	0.82%		0.71%	0.88%		0.76%	0.84%	
Ride Refusals Number	0	0	#DIV/0!	8	0	#DIV/0!	12	0	#DIV/0!
Ride Refusals % of Total	0.00%	0.00%		0.01%	0.00%		0.01%	0.00%	
Service Hours	8,335	7,643	9.1%	62,655	62,806	-0.2%	95,379	96,279	-0.9%
Agency Staff	8,270	7,527	9.9%	61,899	61,785	0.2%	94,117	94,742	-0.7%
Agency SMS Volunteer	65	116	-44.0%	756	1,021	-26.0%	1,262	1,537	-17.9%
Avg. Trips/Service Hr.	1.72	1.80	-4.4%	1.79	1.83	-2.2%	1.80	1.81	-0.6%
RideSource System Miles	101,823	95,173	7.0%	795,321	793,140	0.3%	1,211,250	1,211,699	0.0%
Avg. Miles/Trip	7.12	6.90	3.1%	7.10	6.90	2.9%	7.07	6.94	1.8%
Miles/Vehicle Hour	12.22	12.45	-1.9%	12.69	12.63	0.5%	12.70	12.59	0.9%
On-Time Performance %	86.7%	86.6%	0.2%	86.0%	83.3%	3.2%	85.7%	85.0%	0.8%
Sample	12,368	12,049		98,337	100,084		150,322	151,817	
On-Time	10,727	10,431		84,538	83,374		128,820	129,037	

- 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

February-16

	Current Month	Last Yr Curr Month	Curr YTD	Last Yr YTD	Curr 12 Months	Last Yr 12 months
Total Cost per Cost Model	494,332	434,032	3,947,238	3,751,707	5,906,384	5,665,850
Less Brokerage	122,483	82,905	967,955	692,826	1,353,732	1,011,601
Less Oakridge	337	491	5,716	7,536	7,043	11,249
RS Total	371,512	350,636	2,973,567	3,051,345	4,545,609	4,643,000
Less Shopper	6,694	6,910	57,622	60,608	88,307	91,098
Less Vol Escort	7,266	7,935	64,817	65,071	97,584	96,774
RS All Modes	357,552	335,791	2,851,128	2,925,666	4,359,718	4,455,128

AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

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. **Joint LTD Board-Eugene City Council Meeting:** At a joint work session with the Eugene City Council scheduled to be held on April 25, the Board will receive an update on MovingAhead and confirm the range of alternatives to advance for analysis.
- B. **FY 2016-17 Capital Improvements Program Adoption:** Board adoption of the Fiscal Year 2016-17 Capital Improvements Program will be requested at the May 18 meeting.
- C. **General Manager Performance Evaluation:** At the May 18 meeting, the Human Relations Committee will bring its final recommended performance measures to the Board for review. These measures are to be used in developing the evaluation tool and determining the general manager's goals and objectives for the next six months.
- D. **Honoring FTA's Rick Krochalis:** Rick Krochalis, regional administrator, Federal Transit Administration, Region 10, will be retiring on May 27. At the May 18 meeting, the Board will be asked to approve a resolution honoring Mr. Krochalis for more than 14 years of service with the FTA.
- E. **Budget Committee Meetings:** The LTD Budget Committee is scheduled to meet on May 18, following the regular Board meeting, and again on May 19, if needed.
- F. **FY 2016-17 Budget Adoption:** On May 18, and on May 19, if needed, the LTD Board Budget Committee will discuss the proposed Fiscal Year 2016-17 budget. The budget approved by the Budget Committee will be on the agenda for adoption by the LTD Board of Directors at the June 15 regular meeting. The budget must be adopted before the end of the fiscal year on June 30.
- G. **FY 2015-16 Supplemental Budget:** If needed, the Board will be asked to approve a supplemental budget for the current fiscal year at the June 15 Board meeting.
- H. **Election of Board Officers:** At the June 15 Board meeting, the Board will elect from its members a president, vice president, secretary, and treasurer to fill two-year terms beginning July 1, 2016.

- I. **Board Member Committee Assignments:** A list of current LTD Board committee assignments will be sent to Board members for review and the opportunity to request reassignment to the same or different committees. Committee assignments will be finalized at a future meeting.
- J. **Budget Committee Appointment:** Recruitment is ongoing to fill the Budget Committee citizen member position representing Subdistrict 1 whose term expired on January 1, 2016. The LTD Board will be asked to approve the Budget Committee appointment at a future meeting.
- K. **Emergency Preparedness – Planning, Response, and Communications:** 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.
- L. **Long-Range Transit Plan:** The Board has discussed the concept of revising the Long-Range Transit Plan to include an implementation plan that would provide a blueprint for LTD over the next ten years. The Board will be asked to engage in periodic discussions at future meetings as the District works through the process.
- M. **Trillium Updates:** The Board will be provided periodic updates regarding costs on the new contract in order to appropriately track expenditures.
- N. **Main-McVay Project Update:** Staff will provide periodic updates to the Board on the progress of the Main-McVay project.
- O. **MovingAhead Project Update:** Staff will provide periodic updates to the Board on the progress of the MovingAhead project.

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 20, 2016

ITEM TITLE: ITEMS FOR ACTION OR INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD

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

ACTION REQUESTED: None

BACKGROUND:

Listed below are Action or Information items that the Board has requested be included on the agendas for future Board meetings.

- A. **Fareless System**: The Board has expressed interest in reviewing LTD's fare structure and exploring a fareless system. This topic will be examined in detail at a future Board work session.

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From: [Aurora Jackson](#)
To: [Camille Gandolfi](#)
Subject: FW: BEST's support for LTD's Vision Zero resolution
Date: Wednesday, April 20, 2016 1:50:29 PM

FYI, for tonight's Board meeting.

A.J.

From: Rob Zako [mailto:robzako@gmail.com] **On Behalf Of** Rob Zako
Sent: Wednesday, April 20, 2016 12:45 PM
To: Angelynn Pierce <Angelynn.Pierce@ltd.org>; Carl Yeh <Carl.Yeh@ltd.org>; Don Nordin <Don.Nordin@ltd.org>; Ed Necker <Ed.Necker@ltd.org>; Gary Gillespie <Gary.Gillespie@ltd.org>; Gary Wildish <Gary.Wildish@ltd.org>; Julie Grossman <Julie.Grossman@ltd.org>; Aurora Jackson <Aurora.Jackson@ltd.org>; Edward McGlone <Edward.McGlone@ltd.org>; Tom Schwetz <Tom.Schwetz@ltd.org>; Sasha Luftig <Sasha.Luftig@ltd.org>; Theresa Brand <Theresa.Brand@ltd.org>
Cc: Eric Gunderson <egunderson@pivotarchitecture.com>; Joshua Skov <joshuaskov@gmail.com>; Alexis Biddle <biddle726@gmail.com>; Shane MacRhodes <macrhodes@mac.com>; Bree Nicoletto <breenicoletto@gmail.com>; Sue Wolling <sue.wolling@gmail.com>; Marc Schlossberg <schlossb@gmail.com>; Bob Passaro <bob.passaro@gmail.com>; Steve Bade <badesteve@gmail.com>; Robert K Beals <bbeals@uoregon.edu>
Subject: BEST's support for LTD's Vision Zero resolution

Dear LTD board members and select staff ... and BEST Vision Zero core team,

This evening BEST is partnering with the Greater Eugene Area Riders (GEARs) bicycle club to offer a program on "Making Our Streets Safer for Everyone":

Wednesday, April 20
6:30 - 8:00 pm
Eugene Garden Club
1645 High Street
<http://eugenegears.org/>
<https://www.facebook.com/events/255807148102002/>

As it is thus unlikely that any of us will be able to testify in person at your meeting tonight, please accept BEST's appreciation and support for LTD's commitment to making our streets safer for everyone.

We could wordsmith the Vision Zero resolution before you:

- Double check with Josh Roll of LCOG the statistic of an average of 30 deaths per year. It might be a bit higher than that.
- Revise THEREFORE clause #2 from *actual* to *expected* rates based on roadway geometry, speed limits, traffic controls, presence of crosswalks, etc. It is possible that

there isn't enough data to distinguish one corridor from another above statistical fluctuations.

Nonetheless, the overall resolution is quite good and we support your adopting it tonight as presented, or with minor tweaks if you so decide.

If LTD plans any sort of press release or other announcement of the resolution, BEST and other members of our coalition—SRTS, GEARS, AARP Oregon, etc.—would be happy to be quoted or to participate in some announcement event.

Looking ahead, we are anxious to see a work plan for next steps. We see TriMet's Pedestrian Network Analysis Project <<http://trimet.org/projects/pednetwork/>> as a good model for the kind of approach LTD and its partners could take.

Lastly, in case you had not already seen it, please see the guest viewpoint by Marina Hajek and Steve More that appeared today in *The Register-Guard*. It flags that LTD is considering adopting a Vision Zero resolution. (See below.)

Best wishes,
Rob

--

Rob Zako
Executive Director
Better Eugene-Springfield Transit (BEST)
541-343-5201
rob@best-oregon.org
www.best-oregon.org
www.facebook.com/BetterEugeneSpringfieldTransit

BEST's mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

GUEST VIEWPOINT

Let's slam the brakes on rising traffic fatalities

By Marina Hajek and Steve Moe

APRIL 20, 2016

How many people killed or maimed in road crashes can we accept?

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Statistics aside, each human life is precious.

One of the writers of this essay, Marina, lost her 10-year-old son while he was crossing Bailey Hill Road in Eugene. A 16-year-old driver going 65 mph in a 35 mph zone stuck and killed him. Please remember that everyone on the street is someone's beloved son, daughter, mother or father.

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Is it time for skull-and-crossbones flags? What can we do to prevent such tragedies?

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children crossing Main Street in Springfield, Mayor Christine Lundberg accepted the U.S. Department of Transportation Mayors' Challenge for Safer People, Safer Streets. Springfield is requesting lower speed limits, stepping up law enforcement, improving pedestrian crossings, and taking other actions.

Eugene Mayor Kitty Piercy also accepted the Mayors' Challenge. Last September at Eugene Sunday Streets, a group called Better Eugene-Springfield Transit circulated a petition calling for safer streets for everyone. Responding to the petition, the City Council overwhelmingly adopted Vision Zero, the goal of zero transportation-related fatalities and serious injuries, and directed the city's staff to develop an action plan. More than 30 U.S. cities have adopted or are considering Vision Zero, including Fort Lauderdale, Fla.; Austin, Texas; San Mateo, Calif.; Bellevue, Wash., and Portland.

The Lane Transit District is looking to adopt its own Vision Zero resolution, focused on street crossings near bus stops.

Lane County and the Lane Council of Governments are working together to develop transportation safety action plans, one for rural and another for urban parts of the county.

They could look to Clackamas County's nationally recognized plan and "Drive to Zero" program. It aims to reduce fatal and serious injury crashes by half over a decade by focusing on three leading risks: aggressive driving, younger drivers and vehicles leaving the roadway.

Clackamas' approach is modeled after Toward Zero Deaths, the national strategy on highway safety supported by the American Association of State Highway and Transportation Officials and the Governors' Highway Safety Association.

The Mayors' Challenge, Vision Zero, Toward Zero Deaths and other "zero" road safety initiatives share many elements. Everyone — whether young or old, rich or poor, able-bodied or not — has a basic right to travel safely.

The goal is zero fatalities and life-changing injuries. Data is used to identify the greatest risks and select the most cost-effective countermeasures from the "Four E's": engineering, education, enforcement and emergency medical services.

We all share responsibility for safety: roadway users, public educators, law enforcement officers, legislators, planners, engineers, and emergency responders. Cities are adjusting traffic signals, lowering speed limits and adding speed cameras. Police and sheriffs are increasing patrols and enforcement in high-crash areas. Engineers are analyzing crash scenes (just like after a plane crash), looking to understand where the system failed and how to make it better.

Vision Zero was developed in Sweden in the 1990s. Today, Sweden's road fatality rate is just one-tenth that in the U.S. and falling, even as driving is rising.

Meanwhile, Oregon road fatalities so far this year are up 7 percent. We must work together to make our streets safer for everyone!

Marina Hajek is an artist from Guatemala. Steve Moe is a retired owner of an electronics manufacturing company. They are part of Better Eugene-Springfield Transit's safer streets coalition. A panel discussion on the issues discussed in this essay will be held at 6:30 p.m. Wednesday, April 20, at the Eugene Garden Club, 1645 High Street.

Camille Gandolfi

Subject: FW: BEST's support for LTD's Vision Zero resolution

Dear LTD board members and select staff ... and BEST Vision Zero core team,

This evening BEST is partnering with the Greater Eugene Area Riders (GEARs) bicycle club to offer a program on "Making Our Streets Safer for Everyone":

Wednesday, April 20
6:30 - 8:00 pm
Eugene Garden Club
1645 High Street
<http://eugenegears.org/>
<https://www.facebook.com/events/255807148102002/>

As it is thus unlikely that any of us will be able to testify in person at your meeting tonight, please accept BEST's appreciation and support for LTD's commitment to making our streets safer for everyone.

We could wordsmith the Vision Zero resolution before you:

- Double check with Josh Roll of LCOG the statistic of an average of 30 deaths per year. It might be a bit higher than that.
- Revise THEREFORE clause #2 from *actual* to *expected* rates based on roadway geometry, speed limits, traffic controls, presence of crosswalks, etc. It is possible that there isn't enough data to distinguish one corridor from another above statistical fluctuations.

Nonetheless, the overall resolution is quite good and we support your adopting it tonight as presented, or with minor tweaks if you so decide.

If LTD plans any sort of press release or other announcement of the resolution, BEST and other members of our coalition—SRTS, GEARs, AARP Oregon, etc.—would be happy to be quoted or to participate in some announcement event.

Looking ahead, we are anxious to see a work plan for next steps. We see TriMet's Pedestrian Network Analysis Project <<http://trimet.org/projects/pednetwork/>> as a good model for the kind of approach LTD and its partners could take.

Lastly, in case you had not already seen it, please see the guest viewpoint by Marina Hajek and Steve More that appeared today in *The Register-Guard*. It flags that LTD is considering adopting a Vision Zero resolution. (See below.)

Best wishes,
Rob

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Rob Zako
Executive Director
Better Eugene-Springfield Transit (BEST)
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rob@best-oregon.org
www.best-oregon.org
www.facebook.com/BetterEugeneSpringfieldTransit

BEST's mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

GUEST VIEWPOINT

Let's slam the brakes on rising traffic fatalities

By Marina Hajek and Steve Moe

APRIL 20, 2016

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business commute challenge

Cammie Harris
Outreach and Special Events Coordinator
Point2point at Lane Transit District



Point2point



2015 BCC

- 2,584 participants
- 240 Teams
- 1,161 First-time participants

= Average of 35% increase from 2014



Point2point



2015 Post-survey Results

Frequency of TO Use	Pre-BCC	Post-BCC	Change*
Never	10.70%	5.90%	-4.80%
A few days per month	16.30%	15.00%	-1.30%
1-2 days per week	10.70%	12.80%	2.10%
3-4 days per week	22.60%	26.30%	3.70%
5 days per week	39.40%	39.80%	0.40%



Point2point



Weather

Survey was conducted the first week of December, 6 months after the BCC.

- Average weather was 46 degrees with rain on 4 of the days the week the survey was sent out.
- 53.2% of respondents said that the weather conditions affected how often they currently use transportation options.

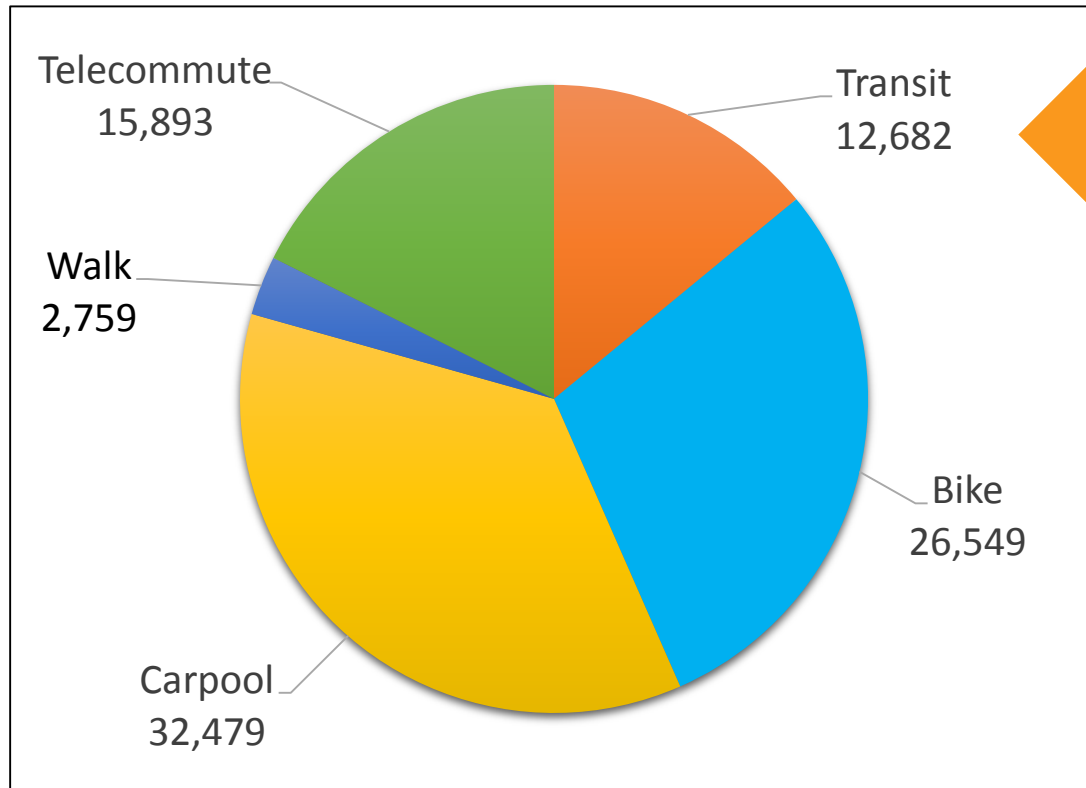


Point2point



Non SOV Miles Traveled Per Mode During 2015 BCC

Total miles = 90,387



Transit miles increased by 4,460 from 2014



Point2point



2016 BCC

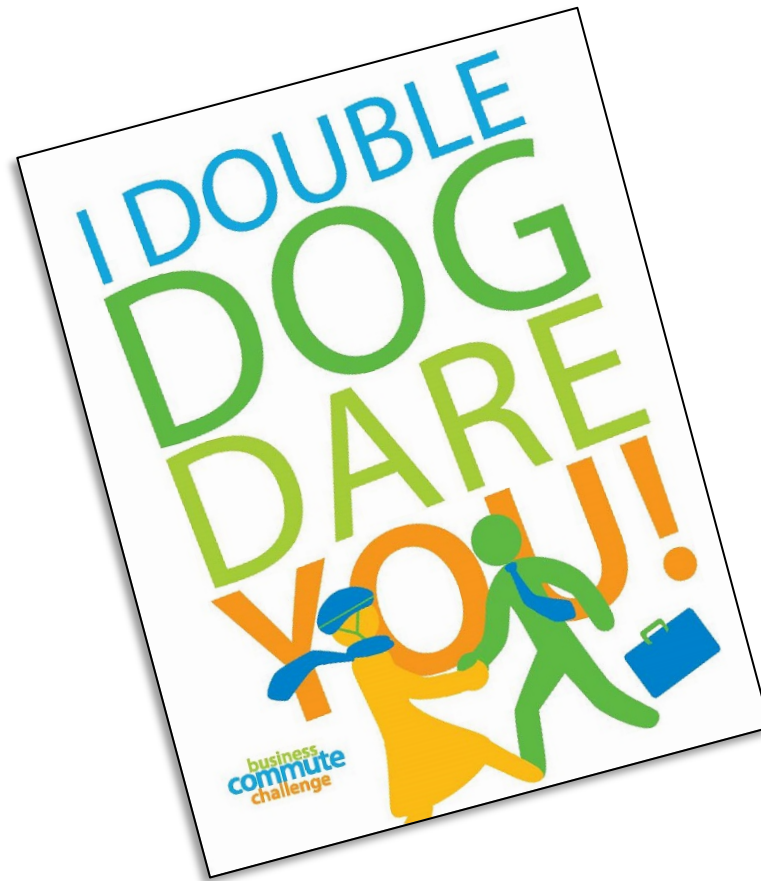
- Goals for 2016
- Marketing efforts
- Events
- Prizes



Point2point



Double Dog Dare You!



Point2point



Questions?



Point2point



Subject to the consensus of the Board. I would like to request staff to present to the Board at our normal meeting in June, their recommendations for contract approval levels; checks and balances for our bank accounts; credit card policy and procedures; travel policy; and policy on donations, giving away LTD property and free fares. I would hope that we could adopt these procedures so they could be in place for our new fiscal year. (July 1. 2016)

Solar Energy:

Overview of past and future strategies



Larger Facility Energy-Use Reduction Strategies

- Springfield Station ground-source heat pumps
- RideSource Operations Facility daylighting and occupancy sensors
- Eugene Station LED light fixtures and digital controls
- Glenwood Campus digital controls, LED lights, Fleet building HVAC modifications (gas), temperature set practices

LTD's Solar Experience to-date

- Bus stop light/signal in rural locations - began late 1990's
- First shelter mounted PV array and LED - installed in 2006
- PV arrays and LED fixtures installed - 25 locations in the last 12-months



Bus Stop Poles



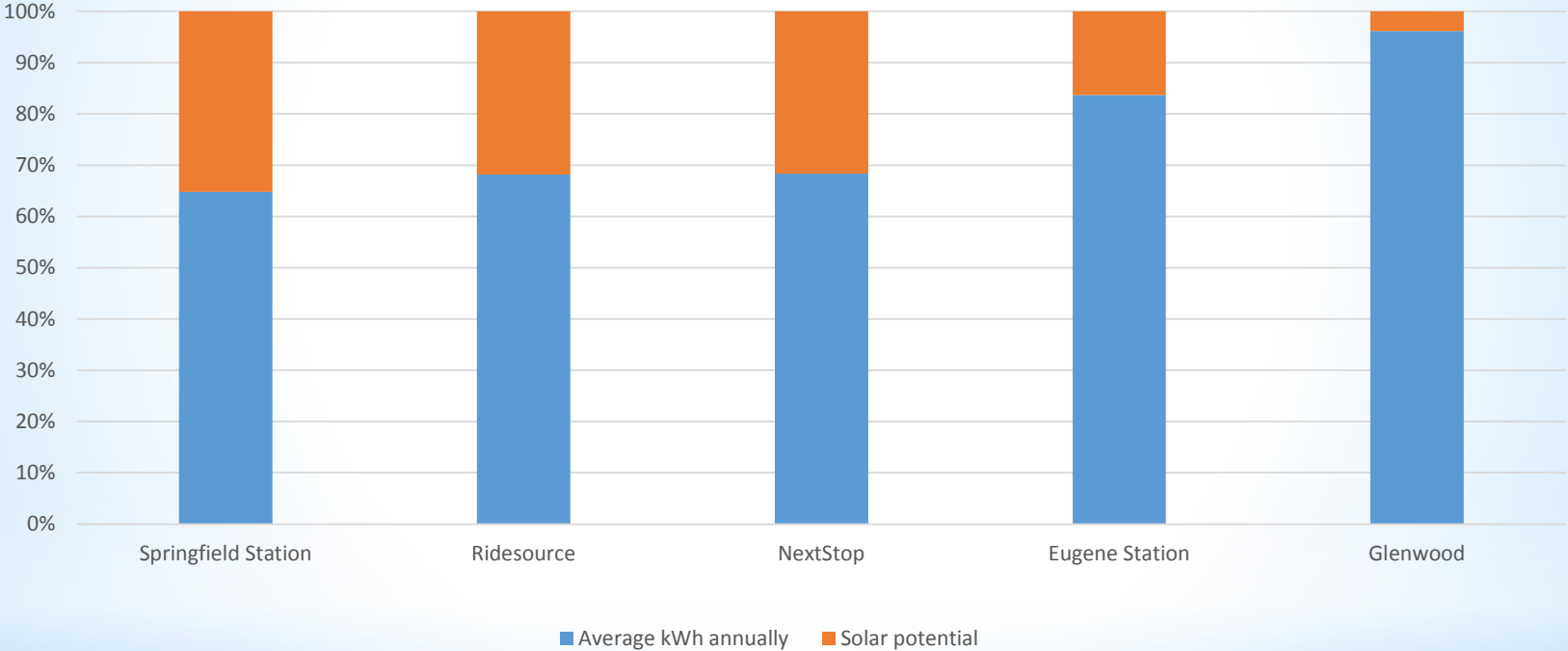
Shelters



Shelters



kWh Comparison with Recommended Solar Infrastructure from Advanced Energy Solutions (59kw system)

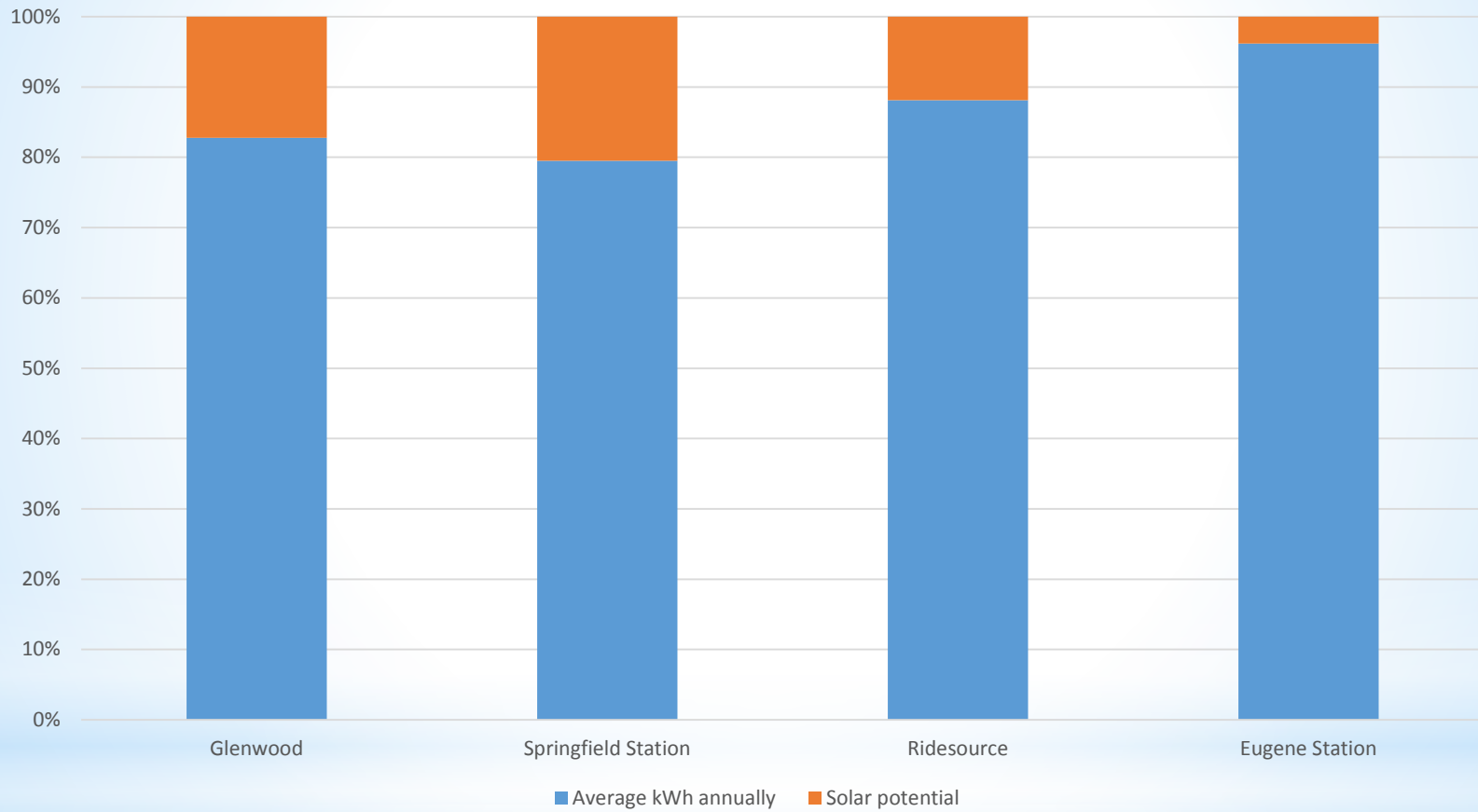


Optimizing Usable Rooftop Space

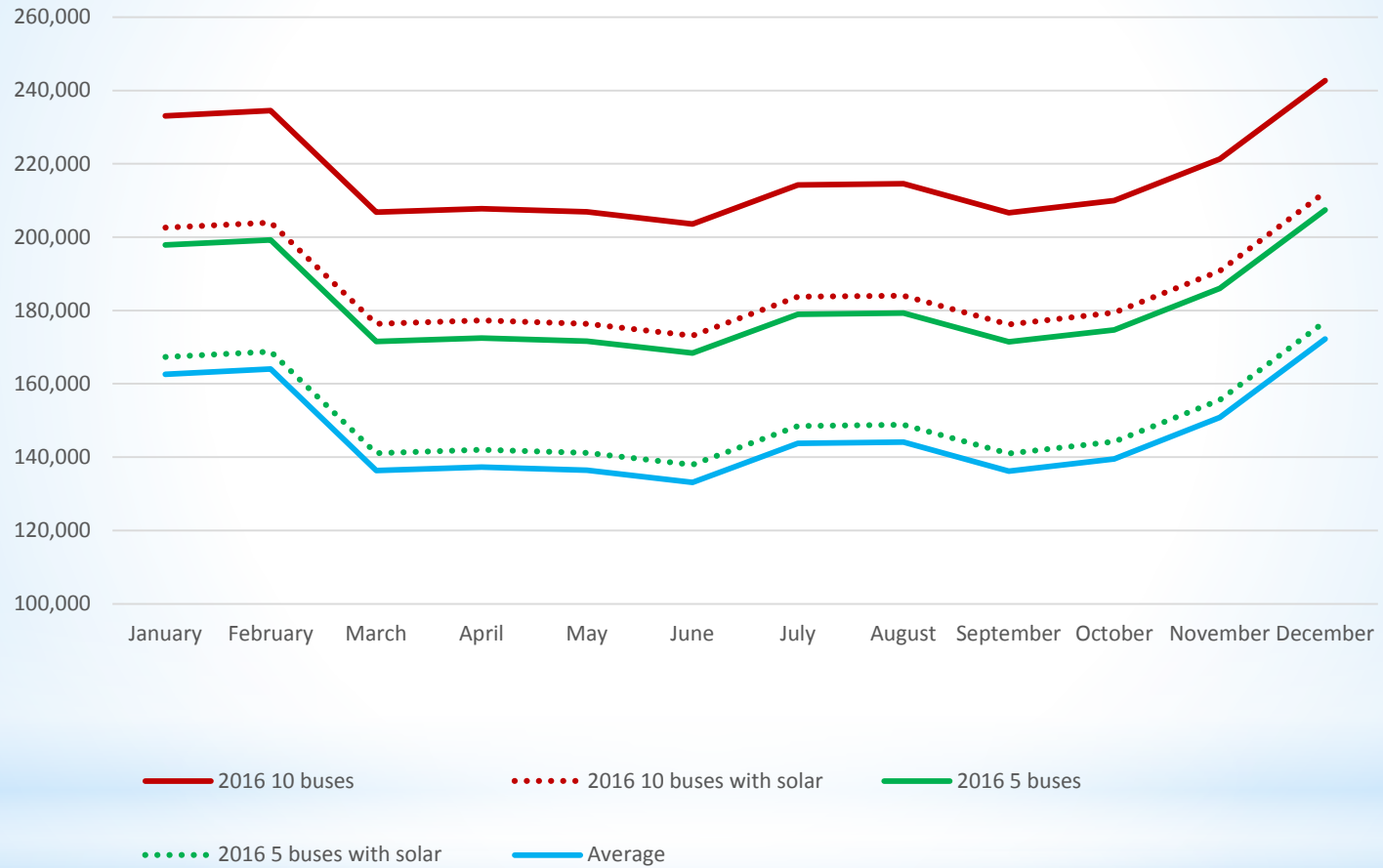
- Glenwood Campus - potential for 310 kW systems \$1,000,000
- Springfield Station - potential for 28 kW system \$ 120,000
- Eugene Station - potential for 42 kW system \$ 200,000
- Ride Source - potential for 17 kW system \$ 70,000



kWh Comparison with Optimal kw Array



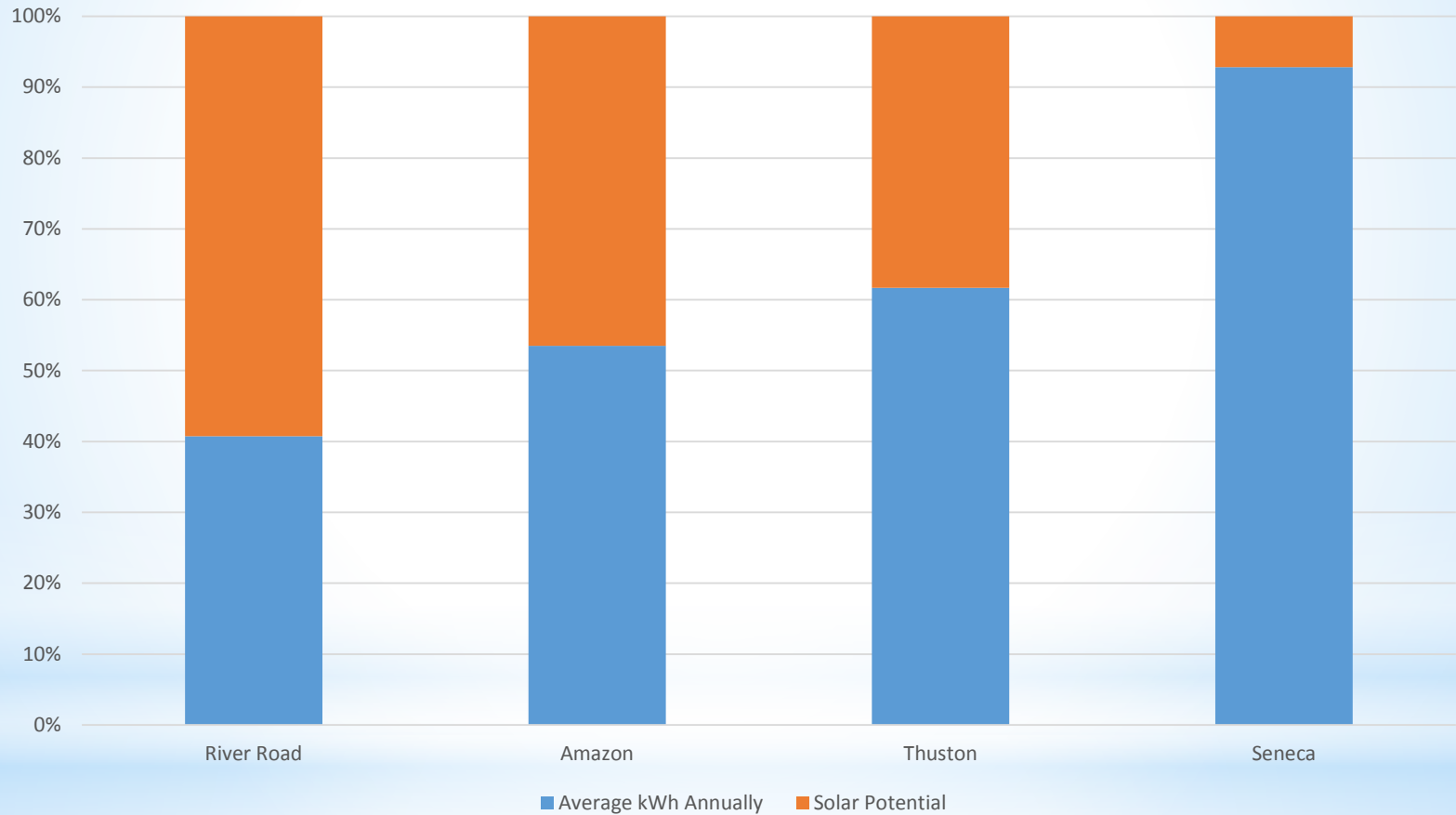
Electricity Consumption at LTD Glenwood with a 310 kw Solar Array



Potential Solar energy strategies

- Potential to completely “unplug” neighborhood stations:
 - Thurston Station (5 Kw array) \$45,000
 - River Road Station (20 Kw array) \$75,000
 - Seneca Station (300 watt array) \$12,000
 - Amazon Station (7 Kw array) \$50,000

kWh Comparison with Optimal kw Array for Neighborhood Stations



Potential Solar energy strategies

- Continue to install lighting at bus shelters/stops
 - 184 shelters
 - 26 locations currently have PV arrays & LED lights
 - 24 locations currently hardwired \$72,000
 - 50 potential locations to add new lighting \$150,000

Where to Invest?

- Reduce usage
- Generate energy



NEXT GENERATION DOWNTOWN

Investing in our Future, Inspiring the World

DOWNTOWN EUGENE IS EVERYONE'S NEIGHBORHOOD

Downtown Eugene stakeholders surveyed thousands of community members, reached out to multiple organizations and interested groups to identify a collective set of goals and priorities for downtown Eugene. Downtown stakeholders are committed to increasing high-quality jobs, improving downtown as a destination for activity, and supporting the whole of the community with infrastructure and amenities that promote education, arts, and sustainable living. *The following principles and recommended projects, outline a plan for using Urban Renewal to achieve these goals and significantly impact the success and vibrancy of downtown Eugene.*

ENCOURAGING AN INVITING & SAFE DOWNTOWN

Downtown Eugene is everyone's neighborhood and everyone should feel safe and welcome there. Strategic infrastructure investments downtown can create a beautiful place and improve the safety of the area.

Recommended Projects: *Downtown Wayfinding, Additional lighting*



PROMOTING ECONOMIC PROSPERITY

Businesses locate themselves in areas with high-quality infrastructure that increases business capacity. Eugene has the opportunity to capitalize on world-class technology infrastructure downtown and should do so as quickly as possible.

Recommended Project: *Installation of Broadband Fiber downtown*



REIMAGINING OUR PUBLIC SPACE

Great cities dream big, and Eugene is no exception. Quality public space in the heart of our community will invite all Eugeniens to enjoy downtown. We believe of the many current spaces we have, the Park Blocks have enormous potential to become attractive, high functioning public space in the heart of our community. Community members have also passionately agreed the Farmer's Market is a staple and needs a permanent home.

Recommended Projects: *Redesign Park Blocks, Permanent home for the Farmers Market*



TRANSFORMING OUR VACANT PLACES

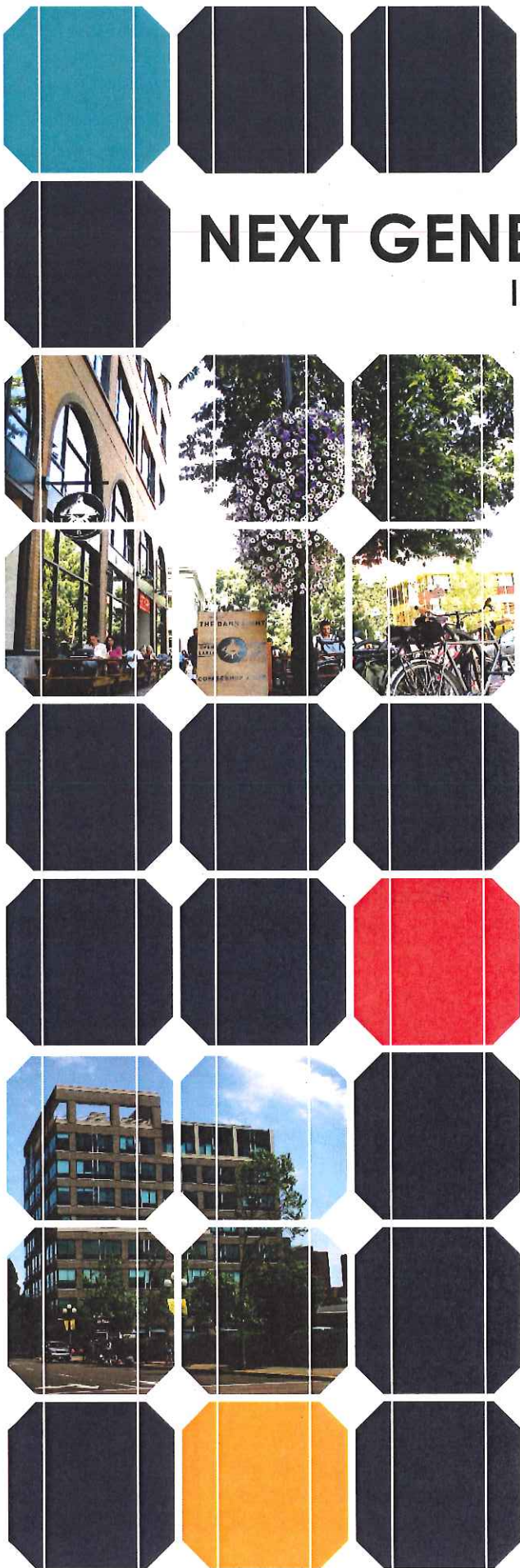
It's hard to believe the disheartening pits have become iconic memories of Downtown's past. While the physical pits are filled in, there still remains key buildings in our downtown core that sit vacant or underutilized and work against a vibrant retail and commercial atmosphere. Urban Renewal funds can help transform these spaces in to important community assets.

Recommended Projects: *LCC Building, Underutilized retail space*



INSPIRING THE WORLD

As our community prepares to welcome thousands of visitors in 2021, "unfinished business" surfaces and we are given the opportunity to let this wonderful event be a catalyst for accomplishing community projects and goals that will benefit Eugene far beyond 2021. It is time for Eugene to take advantage of the urgency and embrace the many opportunities we have to let downtown Eugene "Inspire the World."





UNFINISHED BUSINESS.

WHY INVEST DOWNTOWN?

A thriving downtown requires carefully targeted public investment in order to promote economic development, increase the tax base, and maintain the amenities that support the community's unique image. Downtown Eugene has come a long way, but there is still great opportunity for improvement; we aren't finished.

The Downtown Eugene Stakeholders group, with valuable input from over 775 survey respondents, believes that continuing targeted use of tax increment financing, with its proven track record of success, is crucial to accomplishing our shared goals for downtown.

DOWNTOWN IS A HUB FOR BUSINESS & HIGH-QUALITY JOBS

- 1 *Downtown Eugene is home to many businesses and a large portion of our growing technology sector. Eugene is unique, but no different from traditional cities when it comes to the fact that investment in a vibrant downtown attracts economic development, helps recruit and retain talent and businesses looking to locate in a lively community (1).*

INVESTING IN DOWNTOWN PAYS BACK IN A BIG WAY

- 2 *We have learned from studies in cities like ours that investing downtown generates higher property tax returns to the public sector than comparable development on the outskirts of town (2). Downtown development has lower incremental costs to the public sector and private citizens as infrastructure like roads and water are already established (3).*

DOWNTOWN MAKES A STATEMENT ABOUT THE ENTIRE COMMUNITY

- 3 *The cultural and commercial vibrancy of a community's downtown defines what a city is all about and reflects the strength of the community's economic vitality to residents and visitors. It is a point of pride and stability. Our downtown can be a symbol of economic vitality and an inspiration to the world in 2021 and beyond, and investing public funds downtown is essential to making that happen.*

SURVEY SAYS, COMMUNITY MEMBERS DON'T THINK WE ARE QUITE THERE YET.

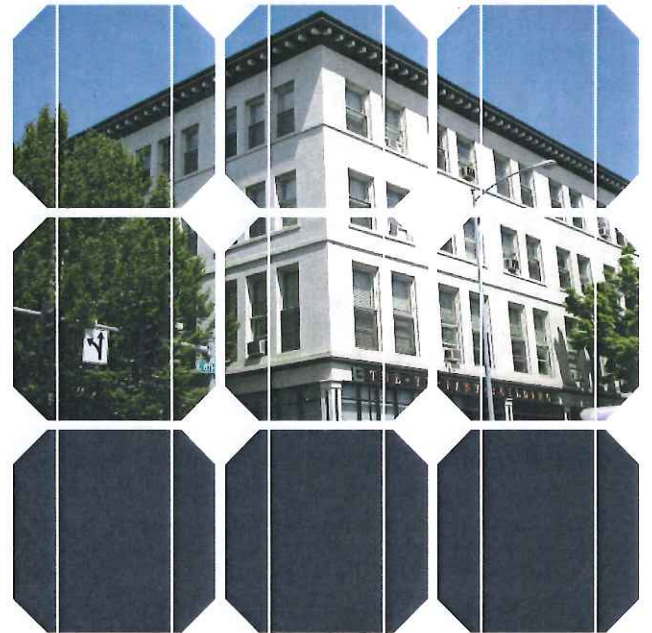
When asked to use one word or phrase to describe the core of our community, answers most commonly included words like: "in-transition", "unfinished", "improving", "in-progress", "emerging", "potential", and other phrases which indicate many feel that the work to revitalize downtown is incomplete and there is hope that leaders will continue revitalizing downtown.

COMMUNITY MEMBERS SUPPORT PUBLIC INVESTMENT IN DOWNTOWN

When asked how strongly they support public investments (ie. tax incentives, loan programs, and Urban Renewal investments) as a mechanism to achieve future infrastructure improvements downtown, 74 % of respondents said they support or strongly support public investment.

74%

FOR MORE INFORMATION, CONTACT
BRITTANY QUICK-WARNER
brittanyw@eugenechamber.com or
541-242-2354



DOWNTOWN STAKEHOLDERS SUPPORTING THE EXTENSION OF THE DOWNTOWN URBAN RENEWAL DISTRICT:

- Eugene Area Chamber of Commerce
- Downtown Eugene, Inc.
- Downtown Eugene Economic Development group
- Downtown Eugene Merchants
- Lane Transit District
- Travel Lane County
- Eugene Water & Electric Board
- Technology Association of Oregon
- American Institute of Architects-
- Southwestern Oregon Local Affairs Committee

1) <http://www.centreforcities.org/publication/small-business-outlook-2015/>
2) http://www.rivercitycompany.com/new/pdf/chattanoogaMinicozzi_11-2-12.pdf
3) <http://www.strongtowns.org/journal/2014/1/15/the-case-for-investing-downtown.html>