



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

Wednesday, March 15, 2017

Regular Meeting 5:30 p.m.

Churchill High School - Cafeteria

1850 Bailey Hill Rd, Eugene

A G E N D A

Page No.

I.	CALL TO ORDER		
II.	ROLL CALL		
	Gillespie _____ Wildish _____ Nordin _____ Reid _____		
	Necker _____ Yeh _____ Pierce _____		
III.	PRELIMINARY REMARKS BY BOARD PRESIDENT		
IV.	COMMENTS FROM THE GENERAL MANAGER	(2 minutes)	4
V.	ANNOUNCEMENTS AND ADDITIONS TO AGENDA	(2 minutes)	5
VI.	BOARD CALENDARS	(2 minutes)	6
VII.	PUBLIC HEARING: WEST EUGENE SERVICE REDESIGN		7
	A. Staff Presentation [Tom Schwetz, Bret Smith]		
	B. Opening of Public Hearing by Board President		
	C. Public Testimony ◆ <i>Each speaker is limited to three (3) minutes.</i>		
	D. Closing of Public Hearing		
	E. Board Comments and Questions		
VIII.	EMPLOYEE OF THE MONTH – APRIL	(5 minutes)	76
IX.	AUDIENCE PARTICIPATION	(10 minutes)	
	◆ <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>		
	◆ <i>Citizens testifying are asked to limit testimony to three minutes.</i>		

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X. ITEMS FOR ACTION AT THIS MEETING

A. Consent Calendar:	(1 minute)	77
1) Minutes of the February 15, 2017, Special Board Meeting/Work Session		
2) Minutes of the February 15, 2017, Regular Board Meeting		
B. Ethics and Conflict of Interest Policy [Debera Massahos]	(10 minutes)	95
C. Public Contracting Procedures [Collina Washington]	(10 minutes)	105

X. ITEMS FOR INFORMATION AT THIS MEETING

A. Board Member Reports	(10 minutes)	109
1. Meetings Held		
a. LTD Board Service Committee – February 13		
b. Accessible Transportation Committee (ATC) – February 21		
c. Lane Council of Governments (LCOG) Board of Directors – February 23		
d. Metropolitan Policy Committee (MPC) – March 2		
e. Strategic Planning Committee (<i>formerly EmX Steering Committee</i>) – March 7		
f. Lane Area Commission on Transportation (LaneACT) – March 8		
2. No Meeting/No Reports		
a. Vision Zero Task Force		
b. LTD Pension Trusts		
c. Main Street Projects Governance Team		
d. LTD Board Human Relations Committee		
e. LTD Board Finance Committee		
f. MovingAhead Oversight Committee		
B. Legislative Update [Edward McGlone]	(15 minutes)	111
C. TransitStat Update [Mark Johnson]	(5 minutes)	112
D. Trillium Update [Mark Johnson]	(5 minutes)	113
E. Monthly Financial Reports – December [Christina Shew]	(5 minutes)	114
F. Monthly Grant Report – February (respond if questions) [Christina Shew]		117

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G. Monthly Cash Disbursements – February (respond if questions) [Christina Shew]	130
H. Monthly Report of Executed Contracts – February (respond if questions) [Collina Washington]	136
I. Monthly Performance Reports – December/January (respond if questions) [Aurora Jackson]	138
J. Monthly Department Reports – March (respond if questions) [Aurora Jackson]	146
XI. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	152
A. Selection of Pension Trustee-elect (April)	
B. Board Member Committee Assignments (April)	
C. Rural Services (April)	
D. Long-Range Transit Plan (April)	
E. RideSource Contractor Procurement (April)	
F. Environmental and Sustainability Management System Solar Analysis Report (April)	
G. American Bus Benchmarking Group (May)	
H. MovingAhead Project Updates	
I. Main-McVay Project Updates	
XII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD	154
A. Fare Management Technology (April)	
B. Draft Procurement Policies (March/April/May)	
C. Disadvantaged Business Enterprise Policy and Program (May)	
XIII. ADJOURNMENT	

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

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.

ATTACHMENTS: None

Q:\Reference\Board Packet\2017\March\March 15-Reg BD Meeting\02-GM Comments AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Camille Straub, 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.

ATTACHMENTS: None

Q:\Reference\Board Packet\2017\March\March 15-Reg BD Meeting\03-Announce & Additions Sum AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Camille Straub, 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 the clerk of the Board with any changes in availability for LTD-related meetings and events and to provide their winter vacation dates.

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

Q:\Reference\Board Packet\2017\March\March 15-Reg BD Meeting\04-BD Calendars AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: PUBLIC HEARING: WEST EUGENE SERVICE REDESIGN

PREPARED BY: Tom Schwetz, Planning and Development Director; and Bret Smith, Associate Service Planner

ACTION REQUESTED: Conduct a public hearing on the West Eugene Service Redesign

BACKGROUND:

As stated in its Service Policy, Lane Transit District evaluates service 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. The West Eugene Service Redesign being conducted this year, is focused around the implementation of the West Eugene EmX and related connecting routes.

To date, Service Planning staff have met twice with the Service Advisory Committee, which is a staff committee composed of drivers, 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:

- Pearl Buck
- Cornerstone Housing
- Veneta Stakeholders and City Staff
- YaPoAh Terrace
- Good Earth Home Show
- St. Vincent De Paul
- Lane County Housing Authority
- Churchill Neighborhood Association
- ACES
- ATC

Materials have been available to the general public and to riders through social media and the District's web page. Five hundred and twenty two (522) surveys have been completed as of March 6, 2017. In addition, on-board surveys have been completed on route 55 and route 93, and a number of comments have been provided in writing or via e-mail.

Based on feedback and staff analysis, the package of service proposed for adoption is summarized below. Attachment 1 provides a map of the changes. These proposed changes will be presented during the Board meeting on March 15, 2017. Based on public comment and/or Board direction after the public hearing, staff will identify modifications before the final recommendation is presented to the Board for approval at its regular meeting on Wednesday, April 19, 2017.

2017 West Eugene Service Redesign Recommendations:

- **EmX** – West Eugene Emerald Express (EmX) service begins providing a one-seat ride connecting west Eugene to downtown, UO, Springfield, and Gateway
- **Route 32 – W 1st** – Being removed since Route 93 will provide better coverage with the ability to transfer to more routes. Commercial, 5th, and 6th will no longer be served.
- **Route 36 - W 18th** — Outbound trip will end at Willow Creek (Walmart) providing greater connectivity to Routes 41-Barger, 93-Veneta, and West 11th EmX
- **Route 41 – Hwy 99/Willow Creek** – Would serve Eugene Station to Willow Creek (Walmart) via Barger; connect at Walmart (Willow Creek) with the West 11th EmX; increase the ability to connect with Routes 93-Veneta, 36-West 18th and the West 11th EmX; incorporate Route 43 into new redesign of Route 41 and EmX to provide better connectivity and better frequency on West 11th and to remove redundant service
- **Route 43 – W 11th/Barger** – Being removed since EmX, and Routes 36 & 41 will provide same coverage
- **Route 55 – North Park** - Eliminating duplicate service on 1st Avenue currently covered by Route 51-Santa Clara and creating new routing over Chambers connecting at Garfield to allow transfers onto the West Eugene EmX and Route 41-Barger. This will reduce travel time to West 11th from River Road and Hwy 99/Barger area
- **Route 66 – VRC** – Remove last evening departure Monday through Friday only.
- **Route 76 – UO/Warren** – Being removed as Route 78 will change to provide same coverage
- **Route 78 – UO/Seneca** - Incorporate Route 76 into Route 78 and EmX to provide more frequency and better connectivity. Would run every 30 minutes and serve Seneca Station for all routes. Would serve Wilshire/Warren area (currently served by Route 76). Passengers would be able to transfer to the new West 11th EmX at Seneca Station and connect to Route 93-Veneta from Seneca Station
- **Route 93-Veneta** – Add 2 weekday trips (for a total of 10 trips), one trip on Saturdays (for a total of 3 trips), and introducing Sunday service (2 trips). Plus, the route would begin and end at Seneca Station
- **Route 28 – Hilyard** – Remove last evening trip to UO and Walnut Stations
- **Last P.M Departures from Eugene Station** – Final trip (Monday through Friday only) for each of the following routes from Eugene will be outbound only: 12, 13, 24, 28, 36, 40, 41, 51, & 67.

Changes in service would be effective on September 17, 2017.

- ATTACHMENTS:**
- 1) West Eugene Service Redesign Public Input
 - 2) 2017 West Eugene Service Redesign Community Input Survey
 - 3) Map: Potential Route Changes 2017

- 4) On Board Survey Results Route 55
- 5) On Board Survey Results Route 93
- 6) Public signatures for service from Barger to River Road
- 7) Public signatures for service to Beacon Drive
- 8) Public signatures for additional service for Route 93

PROPOSED MOTION: None

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WESR CUSTOMER INPUT

May 2016 – March 6, 2017

Route	Comments
Route 92 5/24/16	I would like to see bus service on Saturday for #92 to Lowell or one more routes daily but Saturday for the Farmers Market. Thank You.
Route 32 5/23/16	I notice the 32 Bus goes toward 11 th while on Seneca. It does not stop at Seneca Station across from Fred Meyer. Please correct the route so the 32 bus stops at Seneca Station. Thanks
Route 40 6/2/16	You guys need to work on time management with the bus operators. Yes they do a great job everyday but the buses are becoming more erratic. Consistently 10-11 minutes late (especially line 40) and it's making a lot of us seek other options. I support mass transit personally but cannot rely on it for work or school if it's constantly late.
Route 36/41 6/3/16	Hi, the 36 bus has a short run, while the 41 bus has always had a long route. I wonder that the 36 bus people (us) would like the serious crowding induced by all of the people heading out Danebo/Terry St direction. The 36 bus can get filled up on its own without additional help, while the 41 bus route has adapted over the years.
Email from DeFazio's Office 6/30/16	"We have recently moved to Springfield. We both depend on public transportation more and more to get to where we need to go. There is no direct link from the Springfield main transit station to the new clinic on Chad drive. Since we live close to 69th and Main, we have to take a bus to the Springfield main station; then take the EmX to the Eugene transit station; then take another bus out to the VA clinic. This takes about an hour and a half, one way. This is a long trip for elderly vets and their companions. There are so many vets in Springfield who could benefit from more efficient public transportation to the clinic."
	Lives in Summerfield Park at Terry and Barger. Doesn't want to have to travel out of direction to get to River Road. Would like access in the form of a crosstown connection from her area to the River Road area. Follow up to obtain written petition from other neighbors.
Route 27 8/24/2016	Customer called and would like more service.
Route 93 12/02/2016	Customer would like an earlier inbound route that would allow Veneta passengers to make the 7am departure from Eugene station
Route 78 01/17/2017	"I'm a student at UO and I ride bus 78 to class/work, however, three times a week I am finished with class at 7 and cannot take the bus home. Is there any way that you could add one more hour to the transit schedule? It would be so so so helpful for me if a bus could leave UO at 7:15. I imagine there are lots of other students who feel similarly. Thanks for your attention!"
WEEE - Anonymous	If half of the road at any given time will be ripped up and unwalkable along west 11th and this area is so populated it requires the expansion in the first place, why isn't LTD offering an alternative

	route during construction? This area needs more buses, so you get rid of all the stops for half a year? With absolutely no alternative?
Good Earth Home, Garden & Living Show Jan 20-22, 2017	Friday Comments -Rt 43 is gone. Where do riders go? Terry or Barger? -67/66 bypass Willakenzie -Sat on Rt 78: Elderly need to be able to get out on weekends (there is no Sa/Su service)
	Saturday Comments Less service on 8 th Ave is a concern -Bethel Drive/trainsong neighborhood-1400-2000 people live there and are underserved -All bus stops need lights
	I will use WEE!
	I urge LTD to use non-fabric seats on the bus to improve maintenance and they are odor free
	“Thank you for being there during the storm. You made it so much ‘safer’ for many people.” Becky Wright wants weekend service on Rt 78 Rider (no name) expressed concerns for ADA since EmX will not go into Seneca Station
	Sunday, Jan 22 Alan Hamel rides the EmX is a pedestrian, bicyclist, GPP pass holder, program user and honored rider. He says he could do a testimonial for LTD-one happy rider!
	Unidentified rider says BSI at Polk & 13 th is not up to date Anthony Seitz-complaint: Rt 12 to Register Guard is constantly late. Usually the 6:45 am trip outbound, usually the 3:53 inbound
Route 17	I would love to talk to someone about increasing route 17 to go past 9pm. I live on Q street and I would really like to see the route increase its operating hours to be just as late as the other routes. Its a big inconvenience having it end so early...especially on sundays.
Route 76	Please don't take away Route 76; I need a direct line to the UO Station from 13 th . The 76 is always packed with students traveling to the UO.
EmX	I live in W Eugene and commute to E Springfield at Olympic St weekdays. I am writing to request that the EmX begin servicing W11th / Seneca area by 6am. There are many commuters who travel east on 11th and 7th to get to work at 7am. For me, and other going to E Springfield, the connections are too tight to take the 41, EmX, then the 18th to get to 33rd and Olympic by 7am. I used to bicycle to work when I lived in E Eugene and the shop was in the 4 corners area. I would like to begin bicycling to work again, but the full bike commute is too long. I am looking forward to taking EmX from W Eugene regularly! I am thinking how I will negotiate my bicycle and where I will get off to commute a half hour over to 33rd and Olympic.

West Eugene Service	Will there be bus service going down Seneca W 11th to Roosevelt? This is a much needed area. I know of a few people who are not able to accept employment over in this area because of lack of access to public transit.
Springfield Service	Same goes for E Springfield Olympic 28th to 42nd. The 21st and Winco drop off is not doable regarding walking down to 33rd for people living close to the edge.
Route 98	Need more service in Creswell. Especially on Hwy 99 and west of City Hall. There are many new housing developments occurring there with schools that would benefit as well.
WESR	I support the EMX in total. I have ridden in the past from RiverBend. I would likely not use West Eugene routes. Good luck, keep pushing, it's the right thing to do.
Route 17	I would love to talk to someone about increasing route 17 to go past 9pm. I live on Q st. and I would really like to see the route increase its operating hours to be just as late as the other routes. Its a big inconvenience having it end so early...especially on sundays. Thank you.
Michael Harris newgrowth@live.com Child Center	I work at The Child Center in Springfield. Many of our clients use RideSource to come to counseling sessions there, which is very much appreciated as a service. It would sure be great, though, if our clients could simply ride the bus. There is a regular flow of traffic to our location throughout the day. A stop at 42 nd and Marcola could serve The Child Center. Or one closer would be even more preferable, as most people stopping there would be coming to see us anyway. This additional stop would be a great benefit to the lives of our clients and to the community that in which our clients live. Additionally, my many fellow employees and I would also benefit significantly from an option of taking LTD ourselves. Thank you for your consideration of this request.
Deanna Lazaro dlazaro@thechildcenter.org 13-Centennial 541-726-1465	I work at The Child Center in Springfield and the closes LTD bus stop is at the Marcola and 19 th stop near Albertsons. This is about 2 miles away from our counseling center (3995 Marcola Road, Springfield, OR, 97477). I am requesting that the route be changed to include a stop closer to our agency as it can be difficult for clients to access mental health services due to a lack of bus stops. Further, when they are not able to use the LTD system they use RideSource, which takes away clients from the LTD system.
Mark Beach mbeachms@gmail.com 541-357-8181	Dear LTD, I work at The Child Center at 3995 Marcola Road and would like to see service closer to our agency. We have many low-income families who come for appointments and have limited transportation options. We also have about 100 employees, of which about 80 employees commute to our agency on weekdays. The closest bus stop is too far away for parents and children to walk to our agency. Furthermore, just a mile up the road at the SAFE Center (89124 Marcola Rd), one of our partner agencies has the same problem with access to transportation for staff and clients. Thank you for your consideration! Mark
Kendra Augustine Kaugustine1997@gmail.com	Please put a bus stop in front of the Child Center in Springfield. I would like to get a job there, but they do not have a stop so that's inhibiting me from working there.

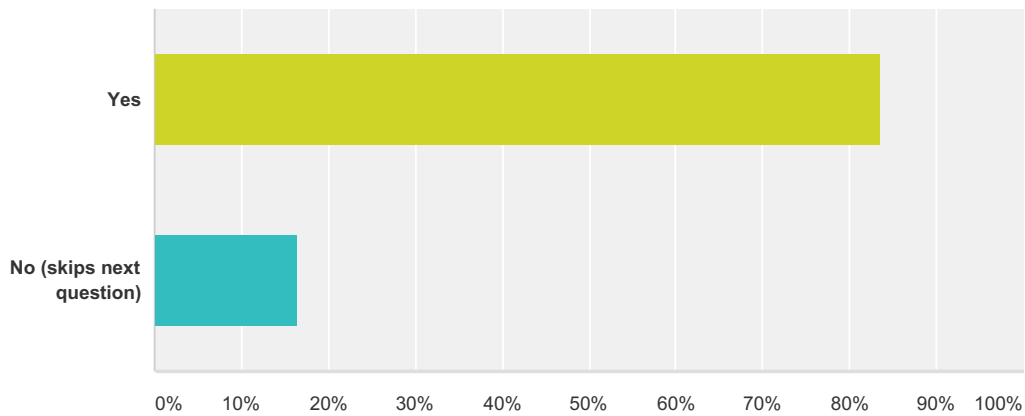
18-Mohawk	
<p>Marcia Inman minman@thechildcenter.org 541-517-2966</p>	<p>The Child Center, which is located at 3995 Marcola Rd. in Springfield off of 42nd St. offers Day Treatment Crisis Intervention and Outpatient services to Lane County children and their families. We have been located here for over 40 years. The nearest bus stop to connect clients with The Child Center is over 2 miles away on the corner of Marcola Rd and Mohawk in the Albertson's Shopping Center, which does not make public transportation convenient or safe for our clients. As a result, many of our clients are using RideSource as a means to get to their appointments here at The Child Center. We are grateful for this alternative mode of transportation for our clients but not everyone has access to this specialized source of transportation. It would be a great asset and service to our community to have a bus stop closer to our campus. We have been advocating with LTD planners for YEARS regarding this need for a bus stop at 42nd and Marcola Rd. Clients would still have to walk a ½ mile, even with an upgrade, but it would help a lot! My understanding is that LTD has been collect suggestions, concerns and comments throughout the year and will be meeting in March to discuss any viable requests and expansion opportunities. I have been a Child & Family Therapist here at The Child Center for 30 years. I would appreciate LTD's advocacy on behalf of our clients and their need for community support and services.</p>
<p>Lori Chaffin-Britt Lchaffin-britt@thechildcenter.org 541-726-1465 13-Centennial 17- 5th St/Hayden Br 18- Mohawk</p>	<p>I am writing to encourage the extension of current routing to include Marcola Road. I am a Program Director at The Child Center. We provide mental health services to children and their families in Lane County. Almost all of our clients are at or below the poverty level and have medical cards. It is often the case that they do not have transportation to our services which is an extreme hardship. We served over 2,000 clients just last year and our enrollment is increasing. It would be wonderful to have bus service to our Center. Thank you for your consideration!</p>
<p>Tami Clayton tclayton@thechildcenter.org</p>	<p>Currently, the closest LTD bus stop to The Child Center in Springfield (which serves many of our community's children and families) is at 19th/Q St, over 2 miles away. It is unsafe and unfeasible for our clients to walk with young children down Marcola Rd. to our facility for their weekly appts. Our clients would greatly benefit from a LTD stop being placed at 42nd and Marcola Rd. (or even closer to our facility at 3995 Marcola Rd)</p>
<p>Jason Smith Smithjas75@hotmail.com 541-953-1877</p>	<p>I am a provider at the child center at 3995 Marcola road. I have many patients and some fellow employees that would use a stop outside our agency. These are families and adolescents that otherwise have to use taxis or ride source, despite the proximity to the city or walk along marcola road for long distances. A stop would greatly increase the convenience and safety in families accessing much needed services.</p>
Route 55	would like serve on Horn lane for Route 55. We use to serve that area with the old #55 routing.
Operator Outreach for 2017 ARR, December 12 – 21, 2016	<ul style="list-style-type: none"> • Many operators like the change to 93 • Want to make sure there is a bathroom facility at Willow Creek facility • Like overall design concepts • Concerned about serving the Wilshire/Warren area in 30 minutes (too much) • Concerned about no service on 78 between Bailey Hill & Oak Patch for UO passengers

	<ul style="list-style-type: none"> • Inbound #51 – 5th to Olive – Get rid of stop near 6th Street • 30th & Hilyard – install protected light • 18th & Hilyard – install protected light • Stay on detour for Route 81 • Reflectors on the ground by bus stops • #41 needs a restroom break • Route 41 will be VERY long! • Route 51 doesn't have enough time – and get rid of artic on this route • 66 & 67 to go to River Road Station to provide a crosstown connection • For EmX stops, make timepoints mandatory stops, but all others should be stop by buzzer only. • Route 36 – go to Arrowsmith • Garbage can at VA Clinic Shelter • Go out as Route 41, come inbound as Route 40 • Vending machines at Willow Creek facility • Less service on 13th may be an issue • Going to have to run a tripper on Route 36 due to the UO and Churchill students – “look at the numbers.” • Concern about how often the 41 will have to run to make up for the missing 43 • 36 @ 18th & Arthur stop is a nightmare. Cars can't get around, but 200 feet to the west is a better place for a stop; it's a better place to deploy the ramp too. • Put in a crosswalk at Seneca Station to Goodwill (double check with Rob at the City) • 14:30 departure on Route 98 – not enough time • Bus Operator Only bathrooms on the east side of CSC • Marketing campaign for people to have their fare ready when boarding • 21st and Main – No BSI
<p>Feedback from presentation to City of Veneta Stakeholders, 12/6/16</p>	<ul style="list-style-type: none"> • Very much appreciated the redesign and are excited for more service (especially weekend service) • Could have a lot of opportunities for new jobs in Veneta, but transportation is an issue (getting from Eugene or Springfield to Veneta is difficult), so filling positions becomes an issue, so building up and out is an issue. • Once survey is up and running, please send so that City of Veneta staff can add to city newsletter. • Will there be a Park & Ride at Walmart? Should be. • They liked that we were redistributing funds to make better service for their community.

	<ul style="list-style-type: none"> • Veneta is growing; keep in mind as we continue our Annual Route Reviews.
<p>Feedback from presentation to YaPoAh Terrace, 12/28/16</p>	<ul style="list-style-type: none"> • No BSI at covered station across from Steelhead on 5th & Pearl • Shelter at Shadow View and Chad Drive bus stop • Have Route 1 come every ½ hour between 9:00 a.m. – 12:00 noon • Have Route 66 drop off at YaPoAh at 5:15, 5:45, & 6:15, 6:45 before the 7:15 for safety during night time.
<p>Feedback from presentation to St. Vincent DePaul Housing Staff, 2/1/17</p>	<ul style="list-style-type: none"> • They like the proposal for Route 93; they are adding 27 housing units in Veneta and this will increase the vitality of their housing units and help fill them. • Would like more service in Creswell/Saginaw. Acreage has recently been purchased by St. Vinnies and they plan for 40 low income units to be built on Hwy 99. • There are 35 housing units in Cottage Grove – more service there would be beneficial. • Can we increase the service that Diamond Express provides? St. Vinnies has recently purchased 10% of the housing stock in Oakridge. • Highway 99 has an incredible affordable housing opportunity coming. • County Farm Road has lots of new affordable houses coming • Is there any way that LTD could partner with the Veterans Affairs to make fare more affordable for Veterans? • St Vinnies has recently purchased property in front of the U-Haul (Old Ray’s Food Place) for more housing. Increasing times on Route 51 might be a good idea.
<p>Feedback from presentation to Churchill Neighborhood Association, 2/9/17</p>	<ul style="list-style-type: none"> • Need service to City View and 22nd area. Use to have service and then it went away. • Oakpatch needs later Service. Use to have later Service • Need Service up the hill from 18th south side • 78/76 needs weekend service and later service • Fewer routes and trips for 18th between Bailey Hill and Oakpatch

Q1 Do you use Lane Transit District service now (bus or EmX)?

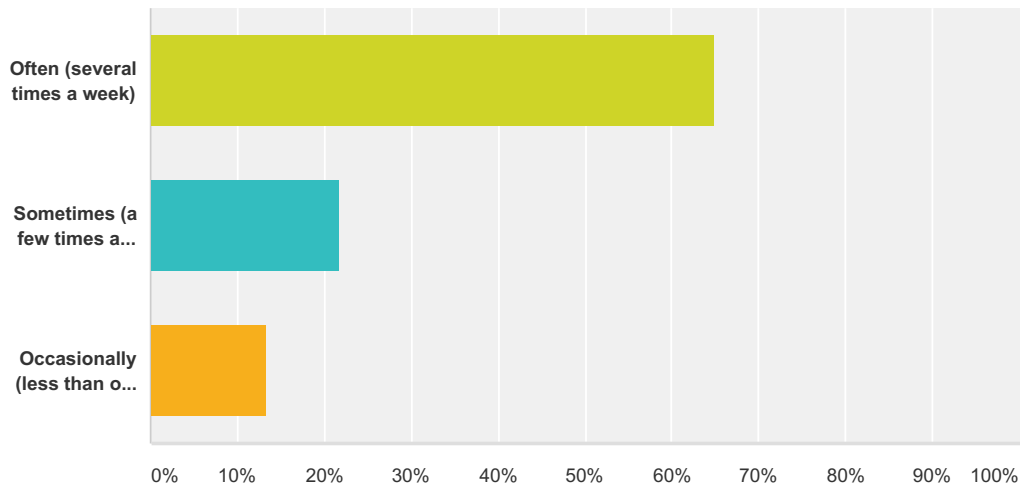
Answered: 521 Skipped: 1



Answer Choices	Responses	
Yes	83.49%	435
No (skips next question)	16.51%	86
Total		521

Q2 How often do you use LTD?

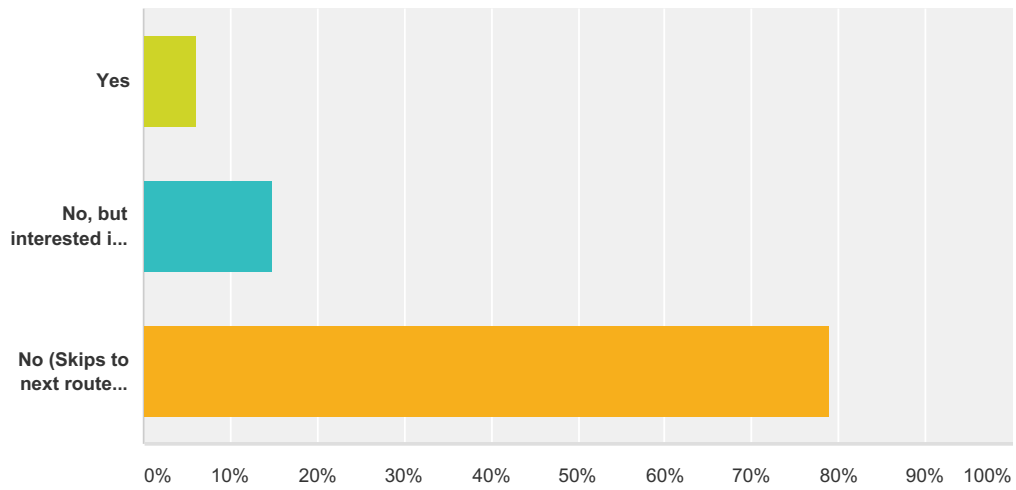
Answered: 434 Skipped: 88



Answer Choices	Responses	
Often (several times a week)	64.98%	282
Sometimes (a few times a month)	21.66%	94
Occasionally (less than once a month)	13.36%	58

Q3 Do you ride Route 32-West 1st?

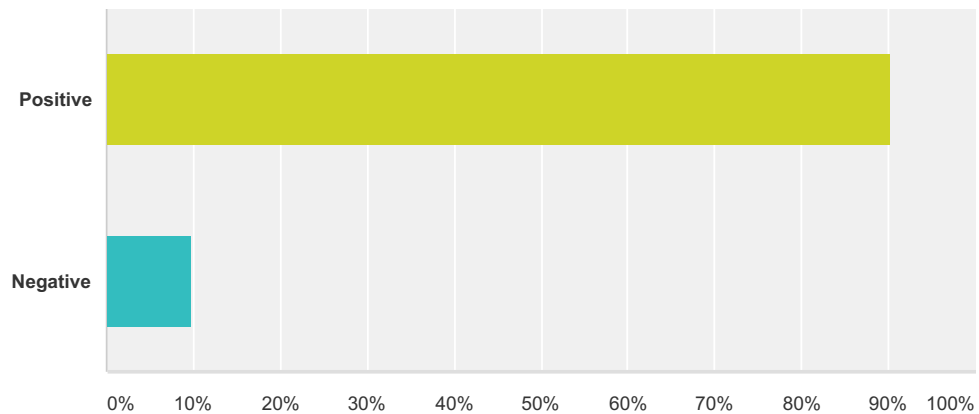
Answered: 504 Skipped: 18



Answer Choices	Responses
Yes	6.15% 31
No, but interested in using service in the future	14.88% 75
No (Skips to next route question)	78.97% 398
Total	504

Q4 Does this proposed service negatively or positively impact you?

Answered: 103 Skipped: 419



Answer Choices	Responses
Positive	90.29% 93
Negative	9.71% 10

Q5 Please explain how this service will impact you.

Answered: 61 Skipped: 461

#	Responses	Date
1	I volunteer at Pearl Buck. The current 32 schedule is useless. However you should operate Route 93 two way on West 1st.	3/3/2017 3:08 PM
2	It will be just as good.	2/28/2017 8:42 AM
3	I am the Assistant Manager for the Oregon Country Fair. I strongly believe that our volunteers would greatly benefit from an increase in routes to and from Veneta.	2/27/2017 12:16 PM
4	Will help with congestion at the Eugene station	2/27/2017 9:52 AM
5	Comfortable, Convenient	2/24/2017 2:58 PM
6	It seems very good	2/24/2017 11:27 AM
7	More routes/better access	2/24/2017 11:07 AM
8	More frequent trips is much better!	2/24/2017 8:35 AM
9	Easier access and convenient to go more places in days time.	2/24/2017 8:31 AM
10	I live close to that area, and it allows for easier access	2/23/2017 5:25 PM
11	Opens up options	2/23/2017 5:21 PM
12	Will allow me to get off in a different area that I often drive to	2/23/2017 5:13 PM
13	No more walking down 1st	2/23/2017 4:30 PM
14	I do business on this route	2/23/2017 4:26 PM
15	Will be easy to ride bus when I need to.	2/23/2017 4:16 PM
16	Little impact; rarely use that route.	2/23/2017 3:31 PM
17	I would have greater flexibility in travelling without a car. Currently this is not possible.	2/23/2017 2:59 PM
18	Added access and transfer points.	2/23/2017 11:58 AM
19	Will allow me to attend weekend events in Veneta, recreation, picnics at Perkins Peninsula, shopping, etc. Yippy Skippy!	2/23/2017 11:26 AM
20	Service provided by the #32 hasn't been frequent enough.	2/22/2017 9:52 PM
21	More choices to stop	2/22/2017 3:21 PM
22	Changes will NOT effect me as I ride Bus 40 and Bus 52.	2/20/2017 9:07 AM
23	It goes to Seneca station and if I were to take the 93 I would pick it up there	2/18/2017 4:41 PM
24	Hopefully service on West 1st will run at times that I work. Currently I have to walk from West 11th	2/17/2017 5:40 PM
25	Service will now be useful on West 1st	2/16/2017 3:36 PM
26	It will be an easier access for me.	2/16/2017 3:27 PM
27	More able to connect with rides	2/16/2017 2:33 PM
28	Dcfffqfggg,	2/16/2017 1:36 PM
29	this is a test	2/16/2017 10:15 AM
30	I'll be able to get off the bus at Seneca Sta. And be able to go to a business I frequent using bus service instead of walking from 11th to down around 5th where I go.	2/15/2017 1:59 PM
31	The reason I don't use Route 32 is that it doesn't operate when I need it. this change will probably address that.	2/15/2017 11:48 AM

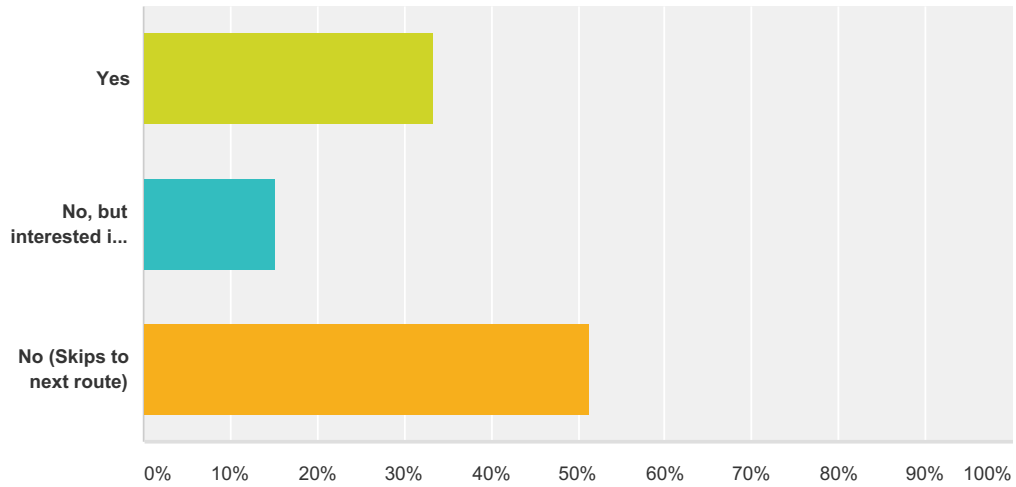
2017 West Eugene Service Redesign

32	Having only 3 routes on Saturday is not enough. On the weekend I tend to ride the bus even more and this could have me stranded on the weekends	2/15/2017 9:26 AM
33	It will get me from work to a store I enjoy going to with less transfers or walking	2/14/2017 4:08 PM
34	Goes to more places I may want to visit	2/13/2017 5:57 PM
35	Taking service off West 1st could impact those service riders that use that route to get to and where they need to go, would take longer for them to get to their ended location than with another route. I would suggest keeping this route in-service for those customers.	2/13/2017 4:18 PM
36	I am neutral to this	2/13/2017 3:43 PM
37	I have family members that would ride the bus if it had more trips to Veneta.	2/13/2017 2:52 PM
38	easy to get out toward Veneta	2/12/2017 11:03 PM
39	it looks like an easy way to transportation	2/12/2017 2:01 PM
40	I might make the trip out to the nearby Fred Meyers more.	2/12/2017 1:23 PM
41	more options	2/11/2017 10:28 PM
42	It might make it easier for my husband and I to get to Eugene Station with much more efficiency.	2/11/2017 2:20 PM
43	not really sure yet would have to try it out first	2/11/2017 8:57 AM
44	Might use	2/10/2017 9:48 PM
45	right now it dont bit i would like to catch the bus to see where it goes thou... t	2/10/2017 6:38 PM
46	More service	2/10/2017 5:33 PM
47	More buses to Veneta	2/10/2017 3:58 PM
48	More access to west 1st Street. I currently AVOID this area due to the infrequency of route 32.	2/10/2017 2:40 PM
49	Better ability to meet up with my friends	2/10/2017 1:43 PM
50	I don't use that route at all, I use the 43 to Fred Meyer and the 41 going home.	2/10/2017 1:31 PM
51	Not sure.	2/10/2017 12:41 PM
52	Going grocery shopping	2/10/2017 12:19 PM
53	it will be a long way out of the way	2/10/2017 12:16 PM
54	I don't know!	2/10/2017 11:27 AM
55	better access to where Would like to go	2/10/2017 11:26 AM
56	it appears to give a good connection to the area that I need.	2/10/2017 10:43 AM
57	Increased service and connectivity with 36.	2/10/2017 9:55 AM
58	I have friends in Veneta and have no way to visit them on Sundays, apart from their driving to Target to pick me up. The point of my not having my own car is to get around without expecting others to use their car to get me to where I need to go. Saturday and Sunday service to and from Veneta would be terrific!	2/10/2017 9:54 AM
59	Won't r pack me don't take bus	2/9/2017 6:46 PM
60	This service will impact me in an extremely positive way. I work out in Veneta and the current bus schedule impacts my availability for work. This proposed new bus schedule will allow me to expand my work schedule.	2/9/2017 5:51 PM
61	As an employee of Pearl Buck, I have on occasion taken the 32 from Eugene Station to PBC, but have had to plan my whole day around it's two or three trips. I have also walked through the wetlands from PBC to West 11th on occasion due to no mid-day bus being available. Taking EmX to Bertelsen and transferring to a new Veneta/West 1st route to get to Pearl Buck would be more attractive than the current service, even when having to transfer is factored in, due to more frequent departures.	2/6/2017 7:32 AM

Q6 Do you ride Route 36-West 18th?

Answered: 485 Skipped: 37

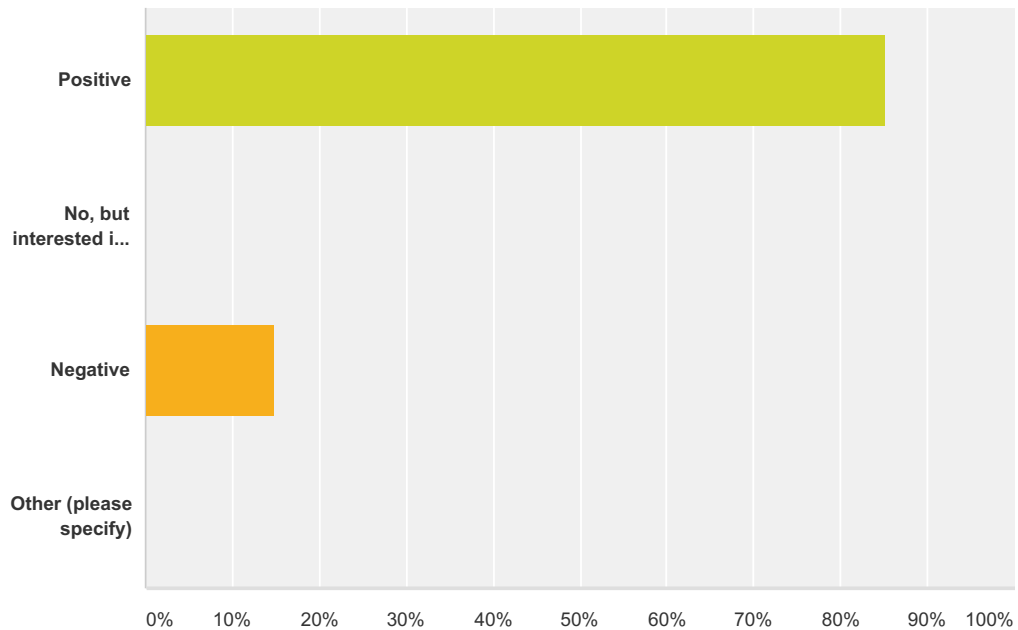
2017 West Eugene Service Redesign



Answer Choices	Responses	Count
Yes	33.40%	162
No, but interested in using service in the future	15.26%	74
No (Skips to next route)	51.34%	249
Total		485

Q7 Does this proposed service negatively or positively impact you?

Answered: 228 Skipped: 294



Answer Choices	Responses	Count
Positive	85.09%	194
No, but interested in using service in the future	0.00%	0

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Negative	14.91%	34
Other (please specify)	0.00%	0
Total		228

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

Q8 Please explain how this service will impact you?

Answered: 151 Skipped: 371

#	Responses	Date
1	I don't particularly utilize this route, but may live on or near 18th in the future. Have never had need of the rest of the route.	3/6/2017 12:27 PM
2	Usually use route 36 between Chambers and Eugene Station, so no problem with shorter route west.	3/6/2017 12:11 PM
3	more direct, faster	3/6/2017 11:37 AM
4	none	3/4/2017 5:04 PM
5	I am not sure what impact it would have on me I've only used it in the past to get to my truck that I parked at Walmart coming from Veneta or to get to sunrise on West 18th	3/3/2017 10:20 PM
6	The change really doesn't impact me	3/3/2017 3:08 PM
7	Nothing I see is even that different and it doesn't connect me to anything on west 11	3/2/2017 11:19 PM
8	Terry stops are convenient. I would likely use bile or car instead if removed	3/2/2017 8:49 PM
9	Won't impact me	2/28/2017 9:08 AM
10	This will help me get to my friends house by Churchill faster.	2/28/2017 8:54 AM
11	It will be just as good	2/28/2017 8:43 AM
12	Farther to walk home.	2/27/2017 5:06 PM
13	neutral	2/27/2017 3:16 PM
14	It helps me get to my mother's house, and easy shopping	2/27/2017 9:19 AM
15	Provides new connectivity to W11th EmX	2/25/2017 8:26 PM
16	No real impact	2/25/2017 1:01 PM
17	I need the connections	2/24/2017 3:01 PM
18	Comfortable, convenient	2/24/2017 2:58 PM
19	For my typical use, it will not change	2/24/2017 2:39 PM
20	Greater connectivity	2/24/2017 11:07 AM
21	Looking forward to EmX service starting!	2/24/2017 8:35 AM
22	Faster service, I seem to wait too long for buses on this route.	2/24/2017 8:31 AM
23	Better service, easier access, benefits everyone	2/23/2017 5:25 PM
24	Walmart shopper	2/23/2017 5:21 PM
25	More connect services to other buses	2/23/2017 4:37 PM
26	Gets me to work faster	2/23/2017 4:30 PM

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27	I go to Winco and my son goes to Cascade	2/23/2017 4:26 PM
28	It doesn't.	2/23/2017 4:22 PM
29	Bus ride will be shorter	2/23/2017 4:16 PM
30	Little impact - rarely use this route	2/23/2017 3:31 PM
31	More choices	2/23/2017 3:27 PM
32	Neutral, never need to travel past target.	2/23/2017 3:00 PM
33	make it possible for me to reasonably get from W 18th where I live to Barger near Winco where I work 2Xs a week (Peacehealth)	2/23/2017 12:46 PM
34	Improved access, less confusion on 41.	2/23/2017 11:59 AM
35	Used to use 36 to get from Eugene station to Walmart/Target/Fred Myers because #43/41 was always too crowded - Standing Room Only! Difficult to manage groceries/purchases, long wait times at Seneca to late buses affected by over-ridership. I use #36 to get to medical offices at Chambers & 18th.	2/23/2017 11:28 AM
36	If 36 keeps going from Eugene Station up till at least 18th & Chambers and back, I will be ok. I do NOT understand your map and as long as not stops are being removed in between. Also, hard to stay about the change without suggested time changes.	2/23/2017 11:00 AM
37	Currently, so as not to be stranded on weekends, I must walk down Warren & Bailey Hill to catch the #36 on 18th Ave, since you provide no weekend service on the #76. Then, anytime after 6:12 pm, I must catch the #36 and get off at 18th so as to walk up Bailey Hill & Warren, since you provide no later runs on the #76.	2/22/2017 10:01 PM
38	More stops	2/22/2017 3:23 PM
39	we ride the bus for teaching and the loop will be shorter	2/22/2017 1:59 PM
40	I don't use the 36 often (generally once a month, but more frequently (once a week) in June and into July). When I do use it, I get on and off at Terry Street. The addition of 93 service may address this issue depending on the times of the additional trips. I think the changes in service could be described better on the LTD web site. It currently reads "Outbound trip will end at Willow Creek (Walmart)" I suggest changing it to "Outbound trip will end at Willow Creek (Walmart) AND NO LONGER SERVE TERRY STREET"	2/21/2017 12:24 AM
41	n/a	2/20/2017 9:07 AM
42	It would still go by west 18th, it would not have a negative impact	2/18/2017 4:42 PM
43	traffic to business	2/18/2017 11:56 AM
44	more convenient	2/17/2017 10:11 PM
45	more direct route/transfer and more timely service from Eugene station to Walmart/Target area	2/17/2017 2:33 PM
46	It really doesn't impact me much as I get off the bus earlier in the route. Only impact that I can think of is minimizing delays on the route back to Eugene Station as there aren't as many places to run into problems.	2/17/2017 5:12 AM
47	I work on Terry Street and under the proposal there will not be a route going by my work which impacts me along with about 15 co-workers who use this route almost daily. Please keep the route active at least early morning and late afternoons (4pm-5:30 pm).	2/16/2017 11:34 PM
48	Shorter wait time	2/16/2017 8:34 PM
49	Better reliability	2/16/2017 3:37 PM
50	Accessing the big stores	2/16/2017 2:34 PM
51	this is a test	2/16/2017 1:37 PM
52	Work	2/15/2017 8:45 PM

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53	I use a mobility scooter and have discovered recently after purchasing a new scooter that loading at an incline in reverse the way the older buses require you to and the way LTD trainers are taught to will nullify the scooter warranty. It puts a great deal of wear and tear on the motor to go up hill in reverse. Because of that I can only ride EMX and not the older buses. Limits where I can go. RideSource I thought would be an option but it doesn't suit my needs. I currently live in Springfield and have to now go all the way to Springfield station from 19th and E to catch a bus to Eugene, but cannot go farther than Eugene Station because of the issue I mentioned above. Disappointing as the buses yrs ago that had a ramp that would come all the way out, load the scooter, then raise up again to allow the scooter to then back into place was what worked the best without nullifying the warranty on my scooter. I'm already on a fixed income and can't afford to risk damaging my scooter and then have out of pocket costs because I have to load the older buses in a way that will nullify my warranty.	2/15/2017 6:24 PM
54	Greater connectivity to Emx makes this bus line more accessible to me.	2/15/2017 3:13 PM
55	I usually only rode the 36 out to Target and area businesses anyway but it'll definitely cut down on bus riding and waiting for the bus.	2/15/2017 2:00 PM
56	I only use it to go from down town to Walmart. No impact.	2/15/2017 12:11 PM
57	It is neither negative or positive	2/15/2017 11:50 AM
58	I live off of Bartel bertelson and one of the things that has drove me nuts for about 5 years is that I cannot get to Fred Meyers at all. Without taking 4 buses and waiting on West 11th for much too long. So I've been forced to shop at Walmart because of the bus convinance. I'm just hoping that there'll still be a bus every half an hour as it is now. That is my most important goal out of this shift. I need my bus 36	2/15/2017 9:30 AM
59	I can't take the bus to the business park way outside of town.	2/15/2017 9:00 AM
60	Less crowded bus, hopefully. Less wait time.	2/15/2017 8:51 AM
61	I usually only take it out to walmart	2/15/2017 12:53 AM
62	I get off at Walmart anyway	2/14/2017 4:09 PM
63	More options to go places (shopping, errands, friends houses) without being reliant on a car, or bike. Service bring increased helps to make this a more practical and reliable option.	2/14/2017 12:31 PM
64	I do not need to ride the 36 past target, so it will not change much.	2/14/2017 12:26 PM
65	It shouldn't. I just want to use the 36 from Bailey Hill to Willamette.	2/14/2017 9:29 AM
66	36 will still serve 18th	2/14/2017 8:16 AM
67	More service to Veneta is going to be very nice	2/14/2017 7:59 AM
68	More stops	2/14/2017 7:39 AM
69	Less time spent riding on a path the seems futile	2/14/2017 2:53 AM
70	I get on/off bus at Terry. This change will make me walk too far to get to Walmart for a bus every 30 mins. Also, wjth new Yogi Tea opening, how will those employees have access to a bus every 30 mins? PLEASE DON'T CHANGE THE 36 route!	2/13/2017 9:54 PM
71	This is a hard one to swallow. I can see where both sides of this one, but only one decision could be made to the entire ordeal - it's going to be a tough decision, if it's dropped, it could cause some backlash among that use #36.	2/13/2017 4:23 PM
72	More accessibility to areas farther west.	2/13/2017 4:17 PM
73	I was hoping the bus would come down North Terry a little ways, there is quite a walk from my house to the bus stop. I live at the end of North Terry and I see a lot of people walking down to Barger to catch the bus. In the winter time, it is a long walk down there for some people.	2/13/2017 4:02 PM
74	I get on/off the 36 at Friendly to/from downtown, so this service will not positively or negatively impact me.	2/13/2017 3:13 PM
75	No impact, unless it eliminates any late runs of the outbound #36.	2/13/2017 2:41 PM
76	Does not go to Eugene Station, my daughter and I currently ride to her pre-school on 13th and Olive, I then catch EmX from Eugene Station.	2/13/2017 2:13 PM
77	if this Q is about the change in #36, I'll use it more often than now.	2/13/2017 11:22 AM
78	I ride the 36 between Eugene Station and my home which is near West 18th, so this change does not affect me at all.	2/13/2017 9:01 AM
79	It doesn't negatively or positively impact me too much. I don't ride this bus too often, but the changes to it seems to just avoid the Terry and Arrowsmith turn around and I don't ever ride this bus that far out.	2/12/2017 11:16 PM

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80	Getting places faster	2/12/2017 4:54 PM
81	I wouldn't be able to get to my therapy	2/12/2017 2:02 PM
82	Faster service, every time I've rode the 36 past Wal-Mart no one ever gets off. Waste of time.	2/12/2017 1:33 PM
83	When I have needed to take the 36, I never end up going past WalMart. I appreciate that it will be a hub to connect to other routes.	2/12/2017 8:59 AM
84	No service W from Willamette or direct service to UO Station without going through Eugene Station. Hub and spoke is slow	2/12/2017 4:43 AM
85	It won't impact me at all. This is a poorly designed survey - you forgot options for "no impact". It made me pick "positive" or "negative"	2/11/2017 10:30 PM
86	I'll be able to use the EMX to go to Seneca Station	2/11/2017 8:50 PM
87	We see elderly people taking this bus to Eugene Station all the time. It was one of the major busses I used to get to and from Eugene. I'm disabled and most of my Drs are in Springfield.	2/11/2017 2:21 PM
88	It won't	2/11/2017 2:03 PM
89	I have physical limitations and with these changes it would make it harder for me to get to Fred Meyers and back home. With the bus not going into the Seneca Station, I have to walk farther to get to Fred Meyers from the bus stop and then I have to cross busy West 11th carrying heavy groceries to catch the Emx to the Eugene Station, to then transfer to yet another bus. This will affect many of us with disabilities, the elderly and people with children. I am sure that they are not happy about crossing busy West 11th with groceries either. I have opposed the West 11th expansion since it was just a proposal. The bus routes were fine the way they were. You could have put your efforts into expanding times on some of your routes, like the 33 Jefferson, adding Sunday service and expanding the evening route times. Having my evening end at 7:45 p.m. because the 33 Jefferson stops running really irritates me. I am not able to go to any evening activities because of this or go anywhere on Sundays. The West 11th expansion is a waste of money and will make people have to do more transfers to get to their final destinations, quite often laden with their purchases. My question to all of you is how are you planning on helping us with disabilities? Are you planning to have staff waiting to carry our groceries across the street and safely on the Emx? What are we supposed to do now? I propose to leave the 41 and 43 alone and add other routes to do your expansion into the Barger area.	2/11/2017 11:58 AM
90	The Arrowsmith stop is walking distance from my work, and if 36 will in future only go as far as Target, that restricts my options for using the bus home from work.	2/11/2017 9:05 AM
91	Doesn't really have an impact, actually. I only ride it to jefferson.	2/11/2017 8:42 AM
92	many neighborhoods serviced currently would become unavailable and it's important for connectivity that these neighborhoods continue to be serviced.	2/11/2017 5:32 AM
93	More frequent service on 18th to downtown makes the route more attractive.	2/11/2017 4:08 AM
94	I work at Towers sign's and I ride every day	2/10/2017 10:53 PM
95	It really won't	2/10/2017 8:55 PM
96	I think it makes more sense for this route to end at Walmart.	2/10/2017 8:28 PM
97	Like to make trips north of 11th. This would get me there more quickly.	2/10/2017 8:11 PM
98	It doesn't really impact me either way	2/10/2017 7:16 PM
99	Shorter trip time due to route ending at Walmart.	2/10/2017 6:54 PM
100	since i have been on this bus maybe 2 times its hard to say...	2/10/2017 6:40 PM
101	I don't need to go out that far.	2/10/2017 5:45 PM
102	I assume it will provide for a shorter, more direct trip on the 36.	2/10/2017 4:23 PM
103	No change. My stop is on W 18th near Jefferson.	2/10/2017 3:56 PM
104	May be shorter; won't have to go downtown to transfer out to Barger. (Note: using this route would be in my distant future.)	2/10/2017 3:21 PM
105	I ride 41 and 43 daily	2/10/2017 3:15 PM
106	Frees up LTD resources for things needed more than Arrowsmith and Terry loop where 36 currently ends.	2/10/2017 2:42 PM
107	No change	2/10/2017 1:45 PM

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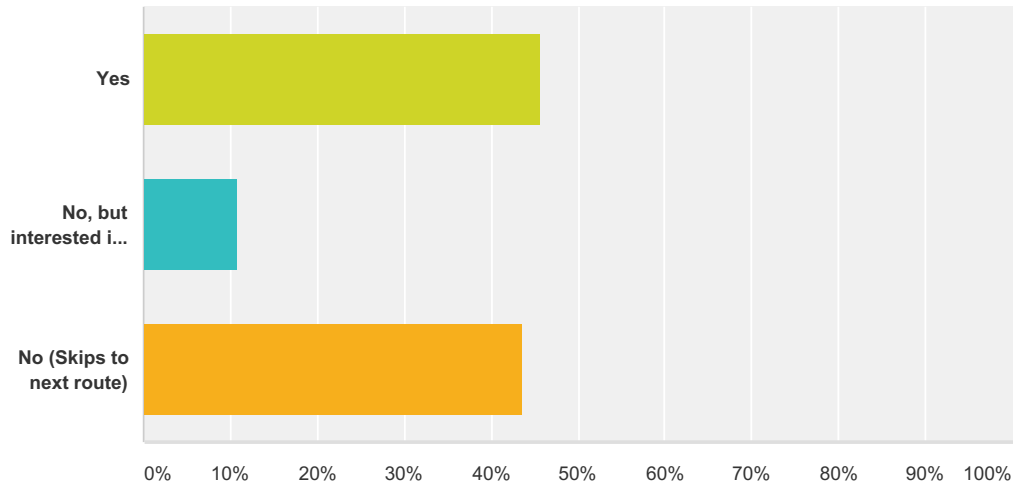
108	I use the 36 to get to Bi-Mart on 18th Ave., the use the 36 to get back to the station, where I then use the 33 to get home.	2/10/2017 1:34 PM
109	it's an addition not negative.	2/10/2017 12:42 PM
110	Ease is always welcome when it comes to bus service. I think this will be an easier route this way.	2/10/2017 12:42 PM
111	More reliable service with the EMX and provide several options out to Walmart and Target.	2/10/2017 12:38 PM
112	may complicate my trip by necessitating a transfer. I may now have to buy a day pass for a one-way trip	2/10/2017 12:36 PM
113	make it eaiser to get where i'm going	2/10/2017 12:17 PM
114	It doesn't. I go to Walmart and return.	2/10/2017 12:02 PM
115	It will not, as I do not regularly ride the bus. Overall, I just wish LTD had decided to add more times/routes rather than build a very expensive EMX. The 33 doesn't run regularly enough to be useful, especially on the weekends!	2/10/2017 11:44 AM
116	Better sidewalks and lighting, plus connection to the EMX.	2/10/2017 11:28 AM
117	access to visit friends who live in that area	2/10/2017 11:28 AM
118	Not significantly. 36 seems very similar to existing service.	2/10/2017 11:28 AM
119	I never take the 36 past Walmart. Only between Walmart & the Eugene Station along 18th.	2/10/2017 11:27 AM
120	Easier to reach more merchants	2/10/2017 11:23 AM
121	does not really, because I ride between Mistletoe and downtown station	2/10/2017 11:23 AM
122	It really won't	2/10/2017 11:13 AM
123	Looks more convenient to get to Friendly neighborhood on 41 bus	2/10/2017 10:55 AM
124	cleaner and clearer expectations	2/10/2017 10:46 AM
125	It actually doesn't impact me but your survey design forces me to choose an impact. ;)	2/10/2017 10:43 AM
126	Hopefully get to where I'm going quicker	2/10/2017 10:41 AM
127	I can more easily get out to my friend's house in West 11th area.	2/10/2017 10:38 AM
128	It doesn't negatively impact me. Right now, it doesn't impact me positively, but I am looking forward to riding EmX on West 11th in the future. I have avoided West 11th because the businesses have reacted so negatively toward LTD and the installation of EmX.	2/10/2017 10:26 AM
129	I take 36 west to Commerce or east into town.	2/10/2017 10:15 AM
130	I use this to get to and from home when I leave my car at my mechanic's off Bertelsen. While I have other options (41/43), more often than not, the 36 is the one I end up taking.	2/10/2017 10:13 AM
131	Provide additional service out to Willow Creek and to the station.	2/10/2017 10:06 AM
132	I live East of Walmart and the 36 route is my alternate when I can't make the 76 route so this will not affect my riding portion.	2/10/2017 10:02 AM
133	I do not go farther than Walmart, so if it makes it more reliable that would be great	2/10/2017 9:57 AM
134	I don't think it makes any change to me at all.	2/10/2017 9:57 AM
135	Actually, I'm neutral on this, as I do not usually take this bus.	2/10/2017 9:55 AM
136	Live in Veneta and would like more service.	2/10/2017 9:50 AM
137	18th at Brittany will be completely skipped. 36 is an alternative route for me when I can't get the 76 (my preferred bus).	2/10/2017 9:47 AM
138	Closer to destination	2/10/2017 9:45 AM
139	Route 36 is ridiculously crowded monday-friday especially in the afternoon hours. LTD needs to send more buses (every 15 minutes, rather than every 30 minutes) to fix this problem.	2/9/2017 7:58 PM
140	Take bus down to town take bus 96	2/9/2017 6:48 PM
141	I ride from LCC to Bailey Hill road if less buses run this route then my time on the bus increases.	2/9/2017 6:14 PM
142	I'm guessing positive. Because I'm assuming that a shorter 36 route will allow the same number of buses to run more often on the remaining portions. But I don't have enough information here to know.	2/9/2017 2:20 PM

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143	seems fine	2/9/2017 11:40 AM
144	This new service will not impact me in any ways except for a awesome new EmX route!	2/8/2017 9:39 PM
145	The bus wont arrive 5 mintues before transfers.	2/7/2017 7:30 PM
146	I use the route to get to and from Wal-Mart if I miss the 41 or 43.	2/7/2017 11:48 AM
147	we need the 26 to run every 15 minutes. It's often at standing room only or capacity, both in bound as well as out bound.	2/7/2017 7:52 AM
148	better connectivity	2/6/2017 1:46 PM
149	It depends where the bus will turn around at. It is safer for us to get off the bus in front of WalMart than to get off the bus at Target and cross West 11th. Also for bus 36 There are high use times for us at the Westmoreland campus and have voiced interest in adding a route in the morning and afternoon (adding a 9:15 or 9:45, and a 1:15 or 1:45).	2/6/2017 9:51 AM
150	I am a teacher of students with disabilities at the Westmoreland Campus on W.18th. We make weekly trip to Walmart for our students to go grocery shopping. We never utilize the stops beyond the Walmart/Target area. However, we would ride the LTD bus clear around the circle so would students could get off on the Walmart side of the street and not have to get off in front of Target and cross W.11th. Where will the new 36 route turn around?	2/6/2017 8:17 AM
151	better connection to Barger	2/5/2017 12:32 AM

Q9 Do you ride Routes 41-Barger/West 11th or 43-West 11th/Barger?

Answered: 464 Skipped: 58

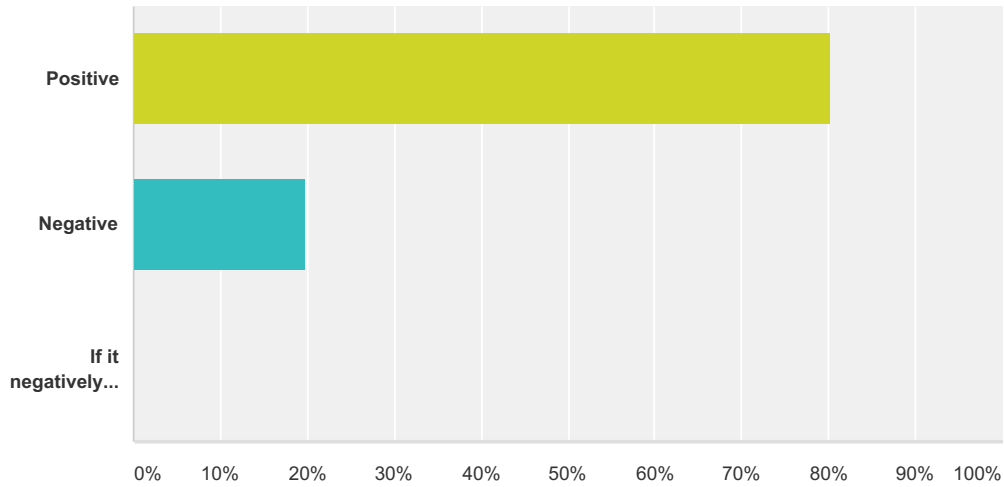


Answer Choices	Responses
Yes	45.69% 212
No, but interested in using service in the future	10.78% 50
No (Skips to next route)	43.53% 202
Total	464

Q10 Does this proposed service negatively or positively impact you?

Answered: 247 Skipped: 275

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Answer Choices	Responses
Positive	80.16% 198
Negative	19.84% 49
If it negatively impacts you please explain how?	0.00% 0
Total	247

#	If it negatively impacts you please explain how?	Date
	There are no responses.	

Q11 Please explain how this service will impact you.

Answered: 176 Skipped: 346

#	Responses	Date
1	This will allow EmX to more effectively reduce traffic along W 11th by being the only bus route along that road, albeit frequently running.	3/6/2017 12:29 PM
2	Will be a hassle to have to transfer at Seneca Station. Currently able to stay on same bus with my bike all the way between stop & Eugene Station. Creates uncertainty about ability to have my bike on bus for whole commute.	3/6/2017 12:12 PM
3	more frequent and more direct routing from west Eugene to downtown	3/6/2017 11:38 AM
4	It won't impact me at all,	3/4/2017 3:25 PM
5	EmX will make my trips to West Eugene faster	3/4/2017 2:49 PM
6	Longer walk to bus stop for service on w11th.	3/4/2017 7:27 AM
7	I ride the # 93 bus and I would transfer to the barger bus saving me time from having to go to the Eugene station! I use the Barger bus to get me to WinCo.	3/3/2017 10:30 PM
8	The part I ride will be replaced by EMX so that will be an improvement.	3/3/2017 3:09 PM
9	As long as I don't have to go further to get to my stop	2/28/2017 9:23 AM
10	It's fine. It won't have an impact.	2/28/2017 9:12 AM
11	Makes it easy to get to next stop for me	2/28/2017 8:58 AM
12	This change avoids my current terrible neighborhood but I hope to move.	2/28/2017 8:55 AM

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13	As I ride it now, taking the 41 would make me late for work.	2/28/2017 8:51 AM
14	It'll work for me	2/28/2017 8:49 AM
15	I will have to take two buses to get home	2/28/2017 8:47 AM
16	I can still get where I need to go	2/28/2017 8:43 AM
17	This gives me more service	2/28/2017 8:41 AM
18	West 8th Street buses are heavily used. WOW Hall is an important destination.	2/27/2017 5:13 PM
19	Better connections	2/27/2017 5:06 PM
20	neutral	2/27/2017 3:16 PM
21	More convenient	2/27/2017 9:19 AM
22	Helps provide additional options since I run errands a lot in town.	2/25/2017 8:02 AM
23	Currently not at all now but may in future	2/24/2017 4:44 PM
24	Comfortable, convenient	2/24/2017 2:59 PM
25	The EmX proposal will improve my typical use	2/24/2017 2:39 PM
26	Faster Service	2/24/2017 2:36 PM
27	Not convenient	2/24/2017 11:28 AM
28	I like the increased connectivity	2/24/2017 11:23 AM
29	Better transportation	2/24/2017 11:08 AM
30	More frequent trips are always better!	2/24/2017 8:36 AM
31	Get from place to place faster	2/24/2017 8:32 AM
32	Makes some of my connections more accessible; takes less time than coming all the way downtown.	2/23/2017 5:26 PM
33	Better Options	2/23/2017 5:22 PM
34	It's for the better	2/23/2017 5:13 PM
35	The EmX will make it easy to go to Target and Walmart	2/23/2017 5:10 PM
36	Easier Connections	2/23/2017 4:38 PM
37	Don't have to return to downtown.	2/23/2017 4:34 PM
38	Shorter ride times	2/23/2017 4:30 PM
39	I use this route all the time	2/23/2017 4:27 PM
40	Greatly	2/23/2017 4:22 PM
41	Faster to get to Winco	2/23/2017 4:17 PM
42	Great impact. It will be awesome to connect with EmX	2/23/2017 3:32 PM
43	Have to get to Fred Meyer on West 11th and back to Eugene Station	2/23/2017 3:28 PM
44	EMX would provide better service in my immediate area.	2/23/2017 3:05 PM
45	Assist me to use bus to Barger area from W 18th	2/23/2017 12:47 PM
46	Clearer for 41 without 43	2/23/2017 11:59 AM
47	It impacts me by not going down 8th for when I donate plasma	2/23/2017 11:56 AM
48	Will enjoy traveling out to Barger area again to shop Big Lots and Winco. Have been going from Downtown Eugene to Springfield because trip on #41/43 was too arduous for senior shopper + long trip times. New changes will lower travel time.	2/23/2017 11:29 AM
49	It impacts me by not servicing 8th Street. Having to walk farther for the plasma center.	2/23/2017 10:56 AM
50	Might be faster and/or give more opportunity for time.	2/23/2017 10:46 AM

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51	These have been the primary routes for getting Churchill Area Neighborhood residents, who wish not to walk quite some distance, to Seneca Station for shopping at Fred's, Goodwill, StVdeP, etc., since the #76 never seems to be synchronized with any other route. These route changes appear to be beneficial all the way 'round; good job on this one!	2/22/2017 10:09 PM
52	More stops	2/22/2017 3:25 PM
53	I won't change anything for us	2/22/2017 2:05 PM
54	I will be able to get to go shopping on West 11th stores more often	2/21/2017 9:25 AM
55	Better connectivity.	2/21/2017 12:26 AM
56	Concerned about transfer capacity on next bus at Target/Walmart and Garfield transfer points. Also concerned about safely crossing the street at Garfield if going a different way from arrival at station.	2/20/2017 12:37 PM
57	n/a	2/20/2017 9:08 AM
58	There is no change to the part of the route I usually take (from Chambers to Eugene station).	2/19/2017 8:45 PM
59	too many buses. The EMX should suffice	2/18/2017 11:58 AM
60	more convenient	2/17/2017 10:12 PM
61	I would more likely use EMX	2/17/2017 5:41 PM
62	Will have to ride longer, walk 6 blocks, and/or change buses to achieve destination of current routes.	2/17/2017 3:30 PM
63	Would allow me to continue to take 41 home down W. 11th (I get off between Chambers and Garfield), while also allowing me to ride 41 to the Eugene station down 13th.	2/17/2017 3:29 PM
64	New EmX will help with more direct routes from streets close to 11th (shopping at International market at 7th & Polk)	2/17/2017 2:34 PM
65	I am very excited about the expansion of EmX service! I never go to this part of town because it is time consuming and inconvenient. I access your other EmX route every day, finding it extremely convenient and fast.	2/17/2017 5:23 AM
66	If you remove the Terry/Arrowhead section of route 36, this will be my route trying to 18th street.	2/16/2017 11:36 PM
67	Better access to Little League Park	2/16/2017 3:39 PM
68	More service	2/16/2017 2:35 PM
69	Allows better access to my destinations.	2/16/2017 1:48 PM
70	I use 41 every day that I do ride the bus. This revised service would make sense for my commute and enable me to utilize the new EMX extension. I just wonder about frequency and timing, since nothing has been noted here about that.	2/16/2017 12:14 PM
71	Work	2/15/2017 8:47 PM
72	Can't get to where I need to go	2/15/2017 6:24 PM
73	It has never made sense to me that Routes 41 and 43 were different routes. This redesign keeps my bus stops in operation.	2/15/2017 3:15 PM
74	Less time riding a bus on such a long route that is way out barger area	2/15/2017 2:01 PM
75	I'm disabled and the rerouting puts me back on my bus trips	2/15/2017 1:44 PM
76	Connectivity through transfer points will make getting around faster	2/15/2017 12:15 PM
77	Neutral	2/15/2017 11:51 AM
78	Jumping on and off a bus with my small children is sometimes very different as I know it is for the elderly. It's very important to me to still have an option where I can take one bus to highway 99 and back without transferring.	2/15/2017 9:32 AM
79	Simplifies route, overall increase in service to my neighborhood.	2/15/2017 9:26 AM
80	Easier accessibility from other routes.	2/15/2017 8:52 AM
81	It will give me another option for getting to work at the UO, by connecting with the new EmX route. This could possibly be better and take less time than my usual route taking the 40 to the Eugene station and transferring to the EmX there.	2/15/2017 8:31 AM
82	Disrupts vehicle traffic	2/15/2017 4:46 AM
83	Na	2/15/2017 12:54 AM
84	Runs right by my house	2/14/2017 8:33 PM

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85	I live in West Eugene, increased service would provide better work transportation.	2/14/2017 7:34 PM
86	Long bus ride	2/14/2017 5:50 PM
87	I like being able to get to work sooner with EMX service at night	2/14/2017 4:10 PM
88	Would make it easier to get to Winco.	2/14/2017 12:27 PM
89	Makes EmX and 41/43 not redundant after extension.	2/14/2017 11:10 AM
90	I need to get from Fairfield to an EMX bus to get to the U of O Dad's Gate drop off.	2/14/2017 8:39 AM
91	It takes the route farther from my place of work, which would be my destination while riding the bus.	2/14/2017 7:44 AM
92	More stops	2/14/2017 7:39 AM
93	I live on 8th and Polk, with the changes I will no longer be able to utilize this route for my morning commute.	2/14/2017 7:21 AM
94	It will hopefully break it up so the bus is not so full every time when trying to ride those routes.	2/14/2017 3:00 AM
95	I work at eugene 4j transportation and use the 41 bus to get to work 2 or 3 times a week and use to get back to Eugene station, to catch them 12 to go home. At 6:30 and 5pm	2/13/2017 8:18 PM
96	This will expand the number of businesses I can access.	2/13/2017 7:40 PM
97	It sounds like a viable plan, but is it a workable plan and worth the efforts of killing off the other routes of service? Again, this might cause some problems, but it's a wait and see or it could be a bust and regrettable mistake?	2/13/2017 4:26 PM
98	Quicker route for me.	2/13/2017 4:22 PM
99	NA	2/13/2017 3:43 PM
100	It would cause a much longer ride to get a short ways as from Seneca station to downtown.	2/13/2017 2:33 PM
101	Route 43 would not go near my house anymore. I ride as a back up route to route 36	2/13/2017 2:19 PM
102	Connecting west 11th to Barger and having Emx there will help travel time for shopping.	2/13/2017 12:00 PM
103	Most likely quicker to get downtown from west side	2/13/2017 11:25 AM
104	I don't ride this route too often either. I usually drive myself, but I sometimes opt for the bus. My main concern with the West Eugene Emx is how it will impact traffic and congestion on W 11th. Also, how it would impact service from Springfield Station to West Eugene with the amount of time each trip would take. If I do ever take the bus, I would like to know if this would provide faster out to West Eugene than it would now with a transfer at Eugene Station. I don't see myself using the new 41 route as I don't ever need to take a bus out to Hwy 99. The farthest west I ever go is Walmart on W 11th & Commerce, so the 41 route wouldn't impact me at all as I would just take the EMX if I needed to make a trip out when deciding not to drive. I just would like to know if the construction would limit the time of trips or if it would be roughly the same amount of time.	2/12/2017 11:20 PM
105	No change for me.	2/12/2017 8:37 PM
106	looks simpler	2/12/2017 2:03 PM
107	More frequent service on W11 when not going to N Terry	2/12/2017 4:45 AM
108	I understand the redundancy that may happen with continuing the 41/43 sector. That being said, I really hope that my travel time would not be affected that I have to transfer 3 buses instead of the 2 I do now to get to school. I already have trouble catching some when y divers are not on time... but I understand	2/12/2017 1:11 AM
109	I'll still be able to take the 41 to Winco; however, I'll also have to walk 3 blocks home instead of the half-block I walk now. So I guess it's a positive and negative impact on me.	2/11/2017 8:55 PM
110	More efficiently get from River Road to W Eugene with a Transfer Point on Garfield.	2/11/2017 6:40 PM
111	I just chose yes because it doesn't really impact me	2/11/2017 5:14 PM
112	The 43 feels incredibly redundant, but I also just recently rode that bus and it was standing room only. If you replaced this route with an EMX that would be awesome.	2/11/2017 2:22 PM
113	I just explained it a few questions back. I am disabled and am not able to walk very far. This will negatively impact me because the bus will not be going into the Seneca Station and I will have to walk farther to get to Fred Meyer and then have to cross busy W. 11th with heavy bags groceries. You will make it a more dangerous walk to get to the bus stop to take the Emx to get back to the Eugene Station. It is not safe crossing W. 11th. Leave the 41 and 43 routes alone and expand the Barger/Bethal routes another way. How are you going to help us with disabilities to make is safely across W. 11th?	2/11/2017 12:06 PM

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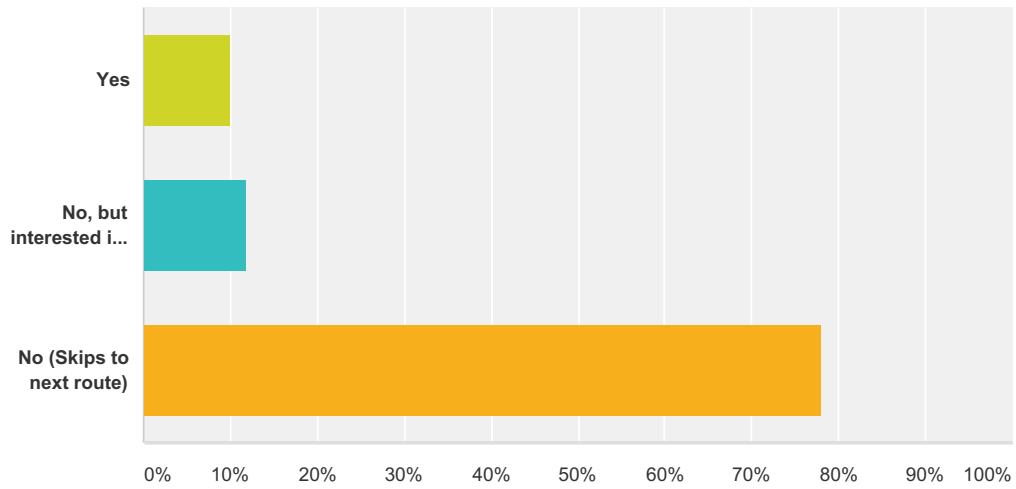
114	Looks like one route would take longer to get downtown and home, while the other option would involve a transfer and coordinating time schedules. Also would depend on the stops being placed on Avalon.	2/11/2017 10:52 AM
115	not sure until i try it out	2/11/2017 9:02 AM
116	Doesn't effect me, I don't ride it that far.	2/11/2017 8:43 AM
117	more frequent trips on EmX, can ride bike to EmX & when weather bad can transfer to 41 that gets closer to my house by going down Avalon	2/11/2017 7:57 AM
118	EmX will make travel easier.	2/10/2017 9:50 PM
119	It won't	2/10/2017 8:57 PM
120	It will be faster coming back to downtown from the Barger area.	2/10/2017 8:30 PM
121	easier/quicker to get to north Eugene from Jefferson & 18th	2/10/2017 8:12 PM
122	I need to have access to the bus on Jacobs and Fairfield as it is right by my work and I work graveyard	2/10/2017 7:21 PM
123	I live on 10th and Grant, so I will still have 41/43 service as well as EmX	2/10/2017 7:17 PM
124	Fewer stops along west 11th. Only EmX stops on West 11th. No more one seat ride	2/10/2017 6:55 PM
125	I wouldn't have to go downtown & transfer.	2/10/2017 6:45 PM
126	it will be very confussing for many peeps i know that looking @ the map it surely confussed me.	2/10/2017 6:43 PM
127	Inbound service from W 11th wouldn't go as close to my home as it does now. I would have to transfer if I want to be able to reach the same stop	2/10/2017 6:07 PM
128	The 41 and 43 buses are always late and it's probably because they go out so far. I'm fine with altering the routes.	2/10/2017 5:46 PM
129	Glad that nothing is being taken away!	2/10/2017 2:44 PM
130	I take the 43 out to Freddy's and take the 41 back home along 13th ave. Under the new route redesign, I would have to take the emx to Freddy's and then take the emx back to Garfield, transfer to the 41 in order to take me back home along 13th ave. Changing buses with a rolling cart of groceries is going to be time consuming and frustrating due to lack of seating on either bus. The less transferring I have to do the better for me. I take the 43 to Freddy's and I take the 41 home, no transferring going on. Your redesign is going to make it more difficult for me and many others in the long run. I have congestive heart failure and I am short winded and move slowly, along with many other disabled people in our town. making the transfers is also making the ride that much longer. I don't drive or I would use that instead of public transportation. You are not making easier, you are making it more difficult for many of us.	2/10/2017 1:48 PM
131	No change	2/10/2017 1:47 PM
132	My destination is Seneca Station	2/10/2017 1:36 PM
133	wow, it's a new route to shops, veneta.....thank you	2/10/2017 12:44 PM
134	I can't say enough about how increased connectivity is greatly needed for our system.	2/10/2017 12:43 PM
135	I am always on the bus	2/10/2017 12:40 PM
136	I doesn't really impact me.	2/10/2017 12:37 PM
137	may create shorter travel time.	2/10/2017 12:37 PM
138	About neutral. The different routing inbound and outbound around Terry, Avalon, Legacy looks confusing. Looks difficult to schedule. I think there was a previous version with both the 41 and 43 which ended near Winco. I may have liked that better but don't have the original map.	2/10/2017 11:35 AM
139	better access to visit friends who live in that area	2/10/2017 11:30 AM
140	Positive impact *if* EmX is more frequent going from Walmart -> Eugene Station.	2/10/2017 11:28 AM
141	Can reach more destinations more easily	2/10/2017 11:24 AM
142	Fine	2/10/2017 11:20 AM
143	I work at the U of O. As it stands now it takes me an hour to get to and from work. I take the 41 to downtown and ride the Emx to agate. On return I ride the Emx downtown and take the 43 home. It is 8 miles from my home to my work. My hope with the W 11th Emx is that it will save time, that I will not have to change busses downtown to or from work, that from work I will be able to stay on the Emx all of the way to Target/Walmart and then take a short (shuttle) ride to my home on N Danebo. Hopefully in the future with another Emx expansion eliminating the need to change busses at all.	2/10/2017 11:01 AM

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144	less confusion trying to get to Barger medical offices	2/10/2017 10:47 AM
145	By having it not take 8th Ave it could increase my trip time in having to transfer at Garfield.	2/10/2017 10:47 AM
146	it connects nicely with routes that I could use in the future.	2/10/2017 10:44 AM
147	Get to where I'm going	2/10/2017 10:42 AM
148	It really doesn't either way for my needs	2/10/2017 10:34 AM
149	Better connectivity sounds good to me. As I get older and drive a car less, I anticipate riding the bus more.	2/10/2017 10:28 AM
150	I would have to change buses when I go from Garfield around to Winco and could have to wait as long as twenty minutes at Target	2/10/2017 10:20 AM
151	Neutral, though it does mean an extra step if I want to go past Willow Creek. And I have no desire to get to WalMart and find it offensive that they have become the designated destination. They are an odious company.	2/10/2017 10:15 AM
152	Not sure how it's planned, but it's potentially a much longer route out to HWY99/Barger area, or back to the station from that area. While this no longer impacts me, others that use those routes like I used to would be impacted.	2/10/2017 10:09 AM
153	This route change would mean maybe an extra bus transfer but my usual riding route is not being affected.	2/10/2017 10:03 AM
154	It barely makes a difference. It will mean one extra transfer when I am taking the 41 to Fred Meyer.	2/10/2017 9:59 AM
155	Probably positively. I use #43/#41 to get to and from Fred Meyer. As long as I can get to and fro, I'm fine with whatever bus I take.	2/10/2017 9:58 AM
156	Will be just OK - not better or worse. I ride from Eugene Station to Hwy 99& West 5th Ave (or vise versa)	2/10/2017 9:55 AM
157	Could make travel harder	2/10/2017 9:51 AM
158	It reduces service especially on holidays and weekends.	2/9/2017 9:52 PM
159	We catch on 8th st	2/9/2017 8:19 PM
160	It doesn't go by Albertsons on royal anymore	2/9/2017 4:52 PM
161	Grocery shopping to the Seneca area, if the connecting times to home or LTD downtown station were more direct or better timed, I would ride this route more.	2/9/2017 12:49 PM
162	This service will put bus stops closer to my home. Currently I take 41 from Seneca to the Eugene station, and then take an Emx to the U of O campus. If I could get on an emx in west eugene instead it would help my daily commute	2/9/2017 12:13 PM
163	looks like the EmX would take care of my needs and more frequently.	2/9/2017 11:42 AM
164	I would find transferring at Target rather inconvenient. However I suppose it can't be helped.	2/9/2017 8:05 AM
165	You would completely cut off a 55+ manufactured home park, an all age manufactured home park that has 398 houses (Woodland Park Estates), and most of West Eugene Village. You plan to go to Legacy, then East on Avalon. You expect to turn right on N. Terry right there. Your bus drivers can't make the right hand turn from Royal onto Echo Hollow. Besides all the parks you would now skip what makes you think your drivers can make that tighter turn onto N. Terry? They can't without going into on coming traffic.	2/8/2017 11:24 PM
166	Doesn't do anything for me on the north side of Barger. No service out Terry or the State Streets.	2/8/2017 9:45 PM
167	Curently ride 41 and 43 for work at Goodwill. Causes an extra transfer. Concerned about scheduled times to get to and from work	2/8/2017 7:41 PM
168	Less congestion on w11 makes my life easier	2/8/2017 7:20 PM
169	It wont.	2/7/2017 7:31 PM
170	More two ways on Barger near my house	2/7/2017 3:34 PM
171	EMX isn't very good.	2/7/2017 11:59 AM
172	I hope the new EMX route will make it easier to get to and from work, 7:30-10:00am and 6-7pm Monday through Saturday.	2/7/2017 11:52 AM
173	If the bus is running in a more efficient time to catch more connecting busses, this would help a lot. Especially to catch the 36.	2/6/2017 9:55 AM
174	It looks like the new changes will make the 41/43 routes longer. How will this effect time arrival and departure times of these buses at the Eugene Station.	2/6/2017 8:25 AM
175	better connections	2/5/2017 12:33 AM

Q12 Do you ride Route 55-North Park?

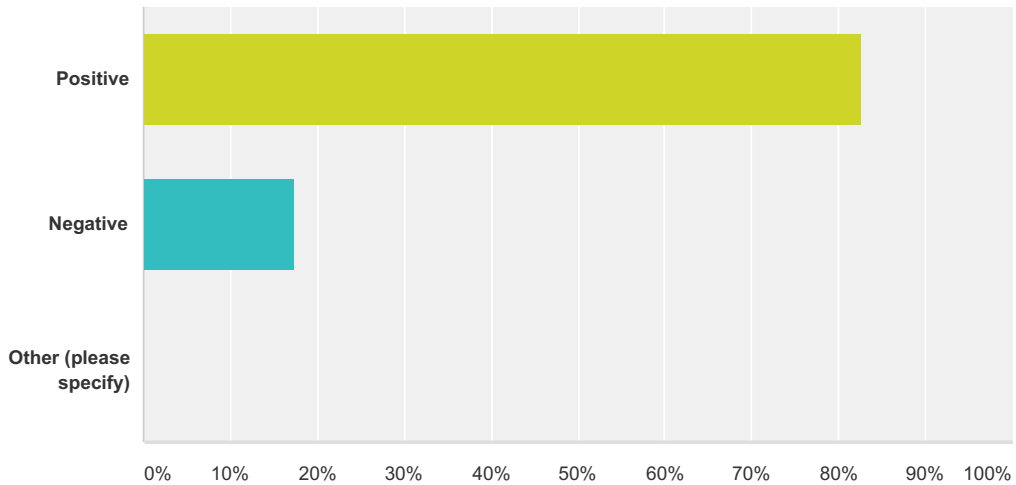
Answered: 455 Skipped: 67



Answer Choices	Responses
Yes	10.11% 46
No, but interested in using service in the future	11.87% 54
No (Skips to next route)	78.02% 355
Total	455

Q13 Does this proposed service negatively or positively impact you?

Answered: 98 Skipped: 424



Answer Choices	Responses
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Positive	82.65%	81
Negative	17.35%	17
Other (please specify)	0.00%	0
Total		98

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

Q14 Please explain how this service would impact you.

Answered: 66 Skipped: 456

#	Responses	Date
1	No impact for me.	3/4/2017 3:26 PM
2	Wouldnt have to go downtown to connect to W Eugene bus...however, I don't have to do this often, so not a big improvement	3/3/2017 11:45 PM
3	The bus already stops running at 6:15 PM, and is inconsistent and inconvenient already. This change will just make it worse.	3/2/2017 6:43 PM
4	I could get to River Road Park	2/28/2017 8:44 AM
5	Taking Routes off 8th Avenue skips a lot of citizens. WOW Hall is an important destination	2/27/2017 5:15 PM
6	If it has more routes to North Park	2/27/2017 5:01 PM
7	As long as it still goes down north park. And I will say, it would be easier for the people who live in this area, to have a couple 55 runs on weekends	2/27/2017 9:21 AM
8	It's necessary service	2/24/2017 3:02 PM
9	Comfortable, convenient	2/24/2017 2:59 PM
10	Glad that bus times are added.	2/24/2017 11:11 AM
11	Improved connectivity	2/24/2017 11:08 AM
12	No more delay by the train	2/23/2017 5:22 PM
13	Greatly	2/23/2017 4:22 PM
14	Nice to have new bus route	2/23/2017 4:17 PM
15	Little impact. Rarely use this route.	2/23/2017 3:32 PM
16	Would provide another bus to take from Downtown Eugene to Fairgrounds & return. As well as connecting River Road and Barger for shopping and eateries.	2/23/2017 11:30 AM
17	I say "positive" because it appears that the #55 will continue to inbound/outbound at Eugene Station. Otherwise, very "not so positive," because don't you currently require purchasing a Daypass in order for riders to make a bus (route) transfer?	2/22/2017 10:15 PM
18	I like the ability to transfer to a route away from Eugene Station and removing train conflict. I am a little nervous about the pedestrian safety getting to and from the Garfield Transfer location.	2/20/2017 12:39 PM
19	Proposed changes eliminate bus stops at Howard elementary and Kelly Middle school where my kids go to school. They will have to walk almost a mile on a road with no sidewalks and no berm to the proposed 55 route changes. Please do not eliminate stops to the schools!	2/20/2017 11:19 AM
20	It will give me more options for stops.	2/16/2017 3:29 PM
21	great connections	2/15/2017 12:29 PM
22	would not have to travel downtown to transfer	2/15/2017 11:53 AM

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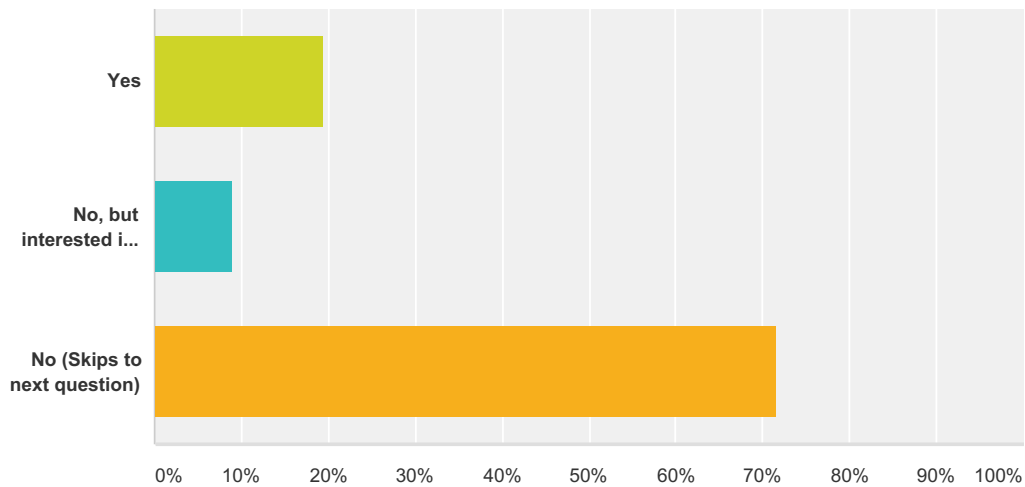
23	I like that it won't be stuck but the train all the time. As long as it actually goes to Eugene station and doesn't just end at Garfield I'm all for it.	2/15/2017 9:34 AM
24	Overall increase in service to my neighborhood.	2/15/2017 9:27 AM
25	Lack of trains is great	2/15/2017 8:53 AM
26	Disrupts vehicle traffic	2/15/2017 4:47 AM
27	Actually. It went befit me but it would others	2/14/2017 1:23 PM
28	I like to run on trails around Eugene, and sometimes have the option of taking a bus back.	2/14/2017 12:33 PM
29	I grew up out there and had a hard time getting into town to find work. Or visit with friends. Now a more developed area I would hope travel conviences would follow suit. Would make it easier to travel to my parents place.	2/14/2017 3:07 AM
30	Might work, just make sure you do it right, if it's not done right, your screwed on the decision making.	2/13/2017 4:28 PM
31	When traveling from North Eugene to downtown would have to go past downtown and back up to Eugene Station.	2/13/2017 4:07 PM
32	No train delays is a huge positive.	2/13/2017 3:51 PM
33	I use this route to get to the area of 1st and Adams. Would there be any replacement for that service?	2/13/2017 2:43 PM
34	It doesn't appear to change along the portion of this route I would use.	2/13/2017 2:35 PM
35	I head downtown, this goes South first. I don't know if it would take longer to go that direction to get to the downtown station or if it simply sounds like it might. Avoiding potential waiting on trains is a plus, but I don't know how often this bus is stopped in wait.	2/13/2017 2:27 PM
36	It would no longer serve Howard Elementary	2/13/2017 2:03 PM
37	Connecting River Road with West 11th EmX will make travel from River Road to West 11th much easier.	2/13/2017 12:01 PM
38	Better access to West Eugene	2/13/2017 8:58 AM
39	better connection to west 11th seneca station	2/12/2017 11:06 PM
40	Easier to get to River Rd from my neighborhood near Royal and Danebo.	2/12/2017 8:40 PM
41	seems it would extend route greatly?	2/11/2017 1:22 PM
42	Get to River Road Park & Rec easier	2/11/2017 7:59 AM
43	actually it's neutral. It still gets me to Grocery Outlet on River Road, which is the main reason I go out that way.	2/10/2017 8:13 PM
44	it would takes me to my drs appt during the summer...	2/10/2017 6:45 PM
45	I get off at Charnelton and 6th now. Would have longer walk to work.	2/10/2017 3:49 PM
46	Pro: No more railroad crossing delays Con: I feel sorry for the people who need it on 1st and Jefferson, but hopefully 51 will remain the same and continue to serve that area north of the train tracks.	2/10/2017 2:47 PM
47	I am losing my ride out to this area shortly and this looks like an improvement over the time I checked out the route.	2/10/2017 1:50 PM
48	Again, improved connectivity is essential.	2/10/2017 12:43 PM
49	When I go back and forth between my home and moms	2/10/2017 12:21 PM
50	I used this bus to go to the Whitaker neighborhood. There are other options available to me.	2/10/2017 11:37 AM
51	access to where I want to do volunteer work	2/10/2017 11:31 AM
52	Really, it depends on timing. I live on Park Ave, and work in South Eugene on Willamette. Currently, I can't catch a transfer in the summer when the 82 isn't running. It's more about arrival at Eugene station and ability to transfer for me. However, it would be nice to have more connectivity to West Eugene.	2/10/2017 10:58 AM
53	It would provide more access down W11th.	2/10/2017 10:49 AM
54	Would not have to go to station to connect to west 11th	2/10/2017 10:43 AM
55	I own a home at Maxwell and River Rd area. This would improve connectivity with West Eugene, which prior to this, was not very direct or fast. Accessing the EMX will increase choice and frequency thereby saving riders time and effort.	2/10/2017 10:39 AM
56	Easier connection to EMX and downtown. Easier connection to family living near W. 13th and Garfield.	2/10/2017 10:31 AM

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57	I like the two-way travel of 55 in the River Road area. Many of our neighbors out in the neighborhood rely on #55. The additional option of travel to Bethel would be a good expansion of service.	2/10/2017 10:31 AM
58	West 1st is a vibrant area with many places that I frequent	2/10/2017 10:18 AM
59	The last change already took away the stop at Emerald Park, which was the main thing I used it for - now I have to drive there or walk many blocks from Howard. This one would take away the stops near my home in east Whiteaker.	2/10/2017 10:17 AM
60	It will be nice to connect to it from west Eugene and to avoid train delays.	2/10/2017 10:00 AM
61	It would take longer for me to get home. And what I really this service needs are more buses. At least 2 on the weekend.	2/10/2017 9:45 AM
62	Don't ride bus at all	2/9/2017 6:49 PM
63	This does seem convenient, however I wish the connection would occur further up Highway 99. It's very irritating having to take two buses to get from northern River Road to Barger.	2/9/2017 8:07 AM
64	My house is right down maxwell. It's literally the only bus service I can take into town at the moment (and it only runs once an hour anyway), and I'm often taking my mother as well, who is a 70 year old woman with parkinsons and a bad leg. She can't walk all the way down to the new route, which will strand her at home, and I will be scrambling to get to school in the mornings. Not to mention, the current route goes by both the elementary and middle school, which a lot of the kids take to get home. Quite frankly, it seems like bad planning.	2/6/2017 10:06 PM
65	It doesn't go by Kelly Middle school. My boyfriend lives near there and the 55 is how I go visit him.	2/6/2017 9:59 PM
66	avoid trains	2/6/2017 1:47 PM

Q15 Do you ride Route 76-UO/Warren?

Answered: 455 Skipped: 67

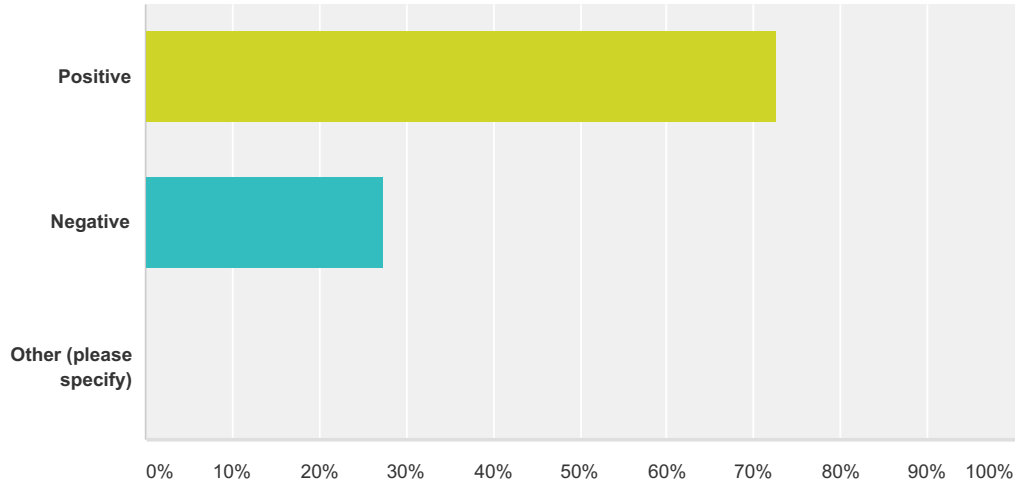


Answer Choices	Responses
Yes	19.34% 88
No, but interested in using service in the future	9.01% 41
No (Skips to next question)	71.65% 326
Total	455

Q16 Does this proposed service negatively or positively impact you?

Answered: 124 Skipped: 398

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Answer Choices	Responses	
Positive	72.58%	90
Negative	27.42%	34
Other (please specify)	0.00%	0
Total		124

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

Q17 Please explain how this service will impact you.

Answered: 83 Skipped: 439

#	Responses	Date
1	The 76 bus currently provides VERY useful service from West Eugene to the University of Oregon. I am on 13th and neither the new EmX or the route on 18th will be useful to me. I sincerely hope you can continue to offer service along 13th to and from the UO!	3/6/2017 9:31 AM
2	The inbound new 78 should come in on 18th and go straight down to Olive. This would give service to the area between Bailey Hill and Oak Patch and avoid a terrible left hand turn onto 18th from Oak Patch.	3/4/2017 5:14 PM
3	No impact for me	3/4/2017 3:27 PM
4	If I time it right, will bring me closer to home (south Timberline area).	3/3/2017 9:58 AM
5	It connects w 18th to w11th at Bailey Hill	3/2/2017 11:23 PM
6	The 78 does not stop at the Eugene Station	3/2/2017 5:14 PM
7	I could go to Fred Meyers	2/28/2017 8:44 AM
8	Better connections	2/27/2017 5:07 PM
9	This would make it more difficult to get to Shari's restaurant.	2/27/2017 3:18 PM
10	Provide connectivity to W11th EmX	2/25/2017 8:31 PM
11	Quicker and more frequent service to Fred Meyer	2/25/2017 1:05 PM
12	Comfortable, convenient	2/24/2017 2:59 PM

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13	Better connectivity	2/24/2017 11:08 AM
14	Options increase	2/23/2017 5:22 PM
15	Connections easier to bus	2/23/2017 4:38 PM
16	Don't have to go to downtown to transfer	2/23/2017 4:35 PM
17	It'll get me to work on time.	2/23/2017 4:23 PM
18	It will be awesome to have more connectivity with other routes.	2/23/2017 3:33 PM
19	No access on 13th to take to the fairgrounds	2/23/2017 12:00 PM
20	Can go from Seneca (New EmX!) & jump on the #78 to get to doctor's appointments or Bi-mart for shopping without returning to downtown Eugene - will save time and effort.	2/23/2017 11:32 AM
21	Churchill Area Neighbors Assn made it clear to LTD planners a year ago: it is SO wrong of you to continue with your mindset that our route is a college route! Perhaps it was in the past - not so now! We'll greatly appreciate having a direct route to Seneca Station with the proposed changes, but your highly touted "improvements" do absolutely NOTHING to accommodate seniors, persons with disabilities, residents & visitors of Valley West Health Center, and the many newer housing & apartment complexes on the #76 Route who will continue to be STRANDED because of NO weekend, NO later-evening runs. The #76 Route hasn't been a "college run" for quite some time - it's a "community run"! LTD needs to treat it as such!	2/22/2017 10:31 PM
22	It takes away the section on west 11th that we use once a week and students do paper routes on it	2/22/2017 2:09 PM
23	Not sure if the trip timing will work for my class times, but the new routing better serves the connection to EmX at Seneca and keeps a decent level of frequency.	2/20/2017 12:41 PM
24	I will have to walk much farther from my house to get to a bus station now. I commute to work using the 76 bus, and walk to a station on 13th from my house. The walk to 18th will be much much longer now because there is no direct way to get to 18th from my house because the fairgrounds is in the way. This change will make a huge negative impact on my daily commute by greatly increasing my walk time to a bus station. I urge you to reconsider discontinuing the 76 route!	2/19/2017 8:49 PM
25	Sometimes I take 76 home down W. 11th (I get off between Chambers and Garfield), however I wouldn't be able to do that with the new route on 18th.	2/17/2017 3:30 PM
26	Provides another alternative to get to UO that does not require a transfer or going downtown	2/17/2017 2:35 PM
27	I'm not sure if it's a completely negative impact. I don't think the 30 minute time interval is any more frequent than 76 is currently running. I am also concerned about the transfer at Seneca - will the drop off for the new 78 line be at the EmX station, or will we have to walk from the Fred Meyer stop to the EmX line? On the positive side, I am hopeful that with the transfer to the EmX, the ride from the transfer to UO will be faster than the existing bus and traffic.	2/17/2017 1:26 PM
28	Another bus able to get me out W Eugene faster	2/15/2017 2:02 PM
29	Making getting getting around easier.	2/15/2017 12:18 PM
30	Better connections on West 11th.	2/15/2017 11:54 AM
31	I think it's great that Seneca is coming back. It's been under utilized for far too long.	2/15/2017 9:35 AM
32	More opportunity for direct connection to U of O.	2/15/2017 9:27 AM
33	Disrupts vehicle traffic	2/15/2017 4:48 AM
34	As long as a bus continues to stop by my house, I will be fine. Would be more convenient if it ran later into the evenings, and maybe Saturdays as well.	2/14/2017 12:28 PM
35	Hard to say. I want to use the 76 to get from Bailey Hill/Warren St to Willamette. The proposal is better because it will go to 18th and Willamette. But it will also detour up to Seneca, which may make it take longer.	2/14/2017 9:32 AM
36	service pattern of 76 to Willshire will be retained by 78 and will have option of EmX transfer at Seneca	2/14/2017 8:19 AM
37	I'd be very wary of this one. Here's a question for you? Will WEEKEND SERVICE return to the OakPatch Road area after being shelved from the last round of cuts? If not, your indeed in some big trouble with this one, because people have to walk all the way to West 11th and Conger to catch the bus on the weekends, when there is no service to Oakpatch on the weekend. Now, if service is re-added for the weekends, you'll probably be forgiven by some loyal riders who have walking and disabled limitations - something to SERIOUSLY think about here!!	2/13/2017 4:38 PM
38	I like the advantage in using the Seneca station form emX and to Veneta.	2/13/2017 4:24 PM
39	Don't like using Oakpatch. It is unsafe.	2/13/2017 3:53 PM

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40	I currently ride from Eugene Station, new route could be ok for me depending on what time it leaves campus in the evening.	2/13/2017 2:20 PM
41	It would make the connection between West 18th and Seneca Station (for the new EmX) must easier for me.	2/13/2017 9:03 AM
42	More ways to take the bus from UO.	2/12/2017 1:25 PM
43	Having 1/2 hour service is a positive, and will be helpful for me getting to work during the summer. However if it takes longer to get to the UO from Wilshire/Warren than currently, that will be a negative.	2/12/2017 1:10 PM
44	I like the idea of more frequent service in this area, and appreciate that Oakpatch will still be included in the routing.	2/12/2017 9:01 AM
45	Removes close-by options.	2/11/2017 10:32 PM
46	n/a	2/11/2017 7:29 PM
47	I live on 13th & Jackson and take the 76 to travel to the UO every day round trip. This would eliminate direct travel to the UO along the JWN W 13th corridor. This bus is jam packed every single day with students, staff and faculty going to the university. Please reconsider.	2/11/2017 3:58 PM
48	This could make it easier to get to my Dr. appointments!	2/11/2017 2:23 PM
49	It goes into the Seneca Station, but it will take me out of my way to use it, I will have to do more transfers to get to my desired location and it will take me longer to get there.	2/11/2017 12:10 PM
50	Provides faster, more direct service to the U of O where I work.	2/11/2017 4:10 AM
51	Weekend service please! Need to shop Home Depot, Lowes, and Fred Meyer!	2/10/2017 9:57 PM
52	If I understand the change, it increases frequency of service from 18th and Chambers to campus. That is a route I occasionally use (though not on a regular basis).	2/10/2017 9:13 PM
53	No bus to UO from Quaker/Mistletoe stops on 18th.	2/10/2017 7:54 PM
54	I would no longer use 76, but would then have the EmX. The EmX would not be as comfortable, but hopefully a little quicker	2/10/2017 7:19 PM
55	I work at NCU. My students without cars could get to Target and WalMart, and points between. I could, too.	2/10/2017 7:14 PM
56	I need service on 18th and Quaker street. You should have the route come back out on Brittany to west 18th for the inbound portion.	2/10/2017 6:58 PM
57	It has little to no impact on me	2/10/2017 6:08 PM
58	Yes except don't incorporate routes 76 and 78. Keep both lines. I use both routes.	2/10/2017 5:47 PM
59	It would be good to have the 78 run down 18th twice an hour instead of just once. If it could run later at night that would be great too. It will impact me in that I used the 76 to get to Eugene Station but I could, I hope, still take the 28.	2/10/2017 5:03 PM
60	No change. My stop is on W. 18th at Jefferson.	2/10/2017 3:57 PM
61	This will actually have a VERY MINOR negative impact on ME personally (in light of living on the loop for 79x and frequently transferring at UO because of this; if the [typically] VERY CROWDED EmX becomes THE ONLY way to get between Eugene Station and UO Station, that could have a slightly negative impact on some of my trips). But nevertheless, I like and support this idea, especially since Oak Patch and Bailey Hill Streets really DO need 30 minute service, and nothing will be eliminated, with the exception of the section of 76 that currently exists between Seneca Station and UO Station. Since I'm not totally selfish, I support this change; heck, if the crowding on EmX bothers me (which is rare), I can ALWAYS take another bus SOUTH to 18th in order to transfer to this route, if it is deemed necessary for that particular trip/situation. I am most definitely willing to sacrifice the convenience of 76 shuttling me from Eugene Station to U of O in order to allow for better service in regards to Bailey Hill, Seneca, and Oak Patch, the impact on me is so minor, that I can honestly support this.	2/10/2017 2:59 PM
62	It would stop at Seneca station, I could ride that one home and get off on 18th and walk down to my house on Washington and 13th, as an alternative to transferring from emx to 41 and going along 13th ave. One sunny days, not rainy days. I don't like walking in the rain with a cart load of groceries. Just saying....	2/10/2017 1:55 PM
63	Negative-Doesn't go downtown where I work which means a transfer. I may walk to 18th and take the 36th to avoid the transfer. Positive-Goes to Fred Meyer area. Goes to UO for a few trips to campus. If the service is 30 minutes all year, this will be positive.	2/10/2017 11:41 AM
64	Creates better transit options and greater frequency increases my likelihood of using the service.	2/10/2017 11:36 AM
65	I live on Bailey Hill between 18th & 11th, so this is the easiest bus for me to take between home & the UO. Increased frequency would be great.	2/10/2017 11:34 AM

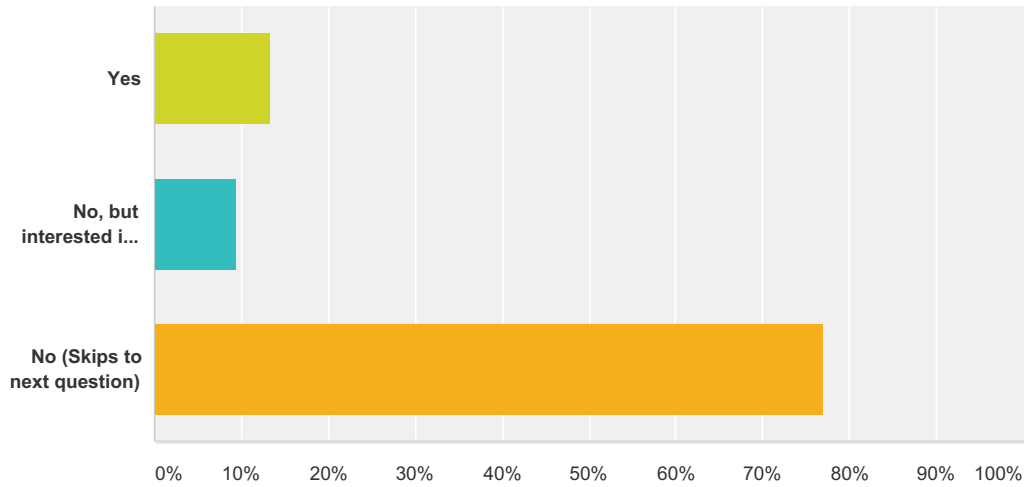
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66	From Churchill Estates down to Seneca Station (not along 18th, Oakpatch and 11th) catch the EMX down 11th to downtown station.	2/10/2017 11:33 AM
67	Once again, it doesn't impact me. Poor survey design.	2/10/2017 10:45 AM
68	Are you always going to ask me this question? Get to where I'm going quicker	2/10/2017 10:43 AM
69	I use the 76 to catch buses at Eugene station that don't match with our schedules on campus.	2/10/2017 10:40 AM
70	I board the 76 route at the Wilshire/Warren bus stop inbound in the AM. If this bus is coming all the way from W.11 as opposed to W. 18th, how will this affect connections @ the Eugene station? I am already arriving late at work as it is with the earliest bus coming at 7:18. If you were to implement an earlier bus with this change and/or keep time tables the same, it may not affect me but this is my only mode of transportation and I know others will be affected by this as well.	2/10/2017 10:07 AM
71	Increased frequency and connection to Seneca station.	2/10/2017 10:04 AM
72	More frequent buses would make me more likely to use the service	2/10/2017 9:58 AM
73	This is the bus I take 99% of the time. My concern is that the loop will be lost if it is one way. If we catch the bus at Wilshire, then go to Seneca Station, that's fine. But what about the way home? Will it serve Seneca Station to Wilshire? For this route to work, it must travel both directions and as a loop, I'm not sure how that will work efficiently.	2/10/2017 9:49 AM
74	Can I still ride one bus from Oak Patch to UO, and vice versa, or would I have to transfer? Thanks.	2/9/2017 6:33 PM
75	Because it no longer serves my stop on West 18th between Oak Patch and Bailey Hill. I estimate I will have to walk nearly three times as far to the nearest stop.	2/9/2017 2:23 PM
76	There should be a neutral option. I believe the best way this particular new route would work best if it ran a bit later than what those buses run until	2/8/2017 7:22 PM
77	I take the 76 to the Downtown Eugene Station, and then another bus from the station to work. I'd have to take the 76 to the Seneca Station, get on a bus that would take me to the Downtown Station, and take a third bus to work.	2/8/2017 5:19 PM
78	Not sure yet.	2/7/2017 12:01 PM
79	Right now it is the route I take most after work to get to Eugene Station. I hope the new new EMX route picks up the slack.	2/7/2017 11:54 AM
80	If the bus was running every 30 minutes we would have more flexibility in our schedule. We would also use this bus more and not over crowded bus 36 as much.	2/6/2017 9:57 AM
81	I live at Broadway and Adams. While the new West EmX service will be closer to me, the buses that run on 11th & 13th are alternate means to travel to my neighborhood. The proposed service seems to cut service on the of 11th and 13th between Garfield and Downtown. Additionally, I am concerned about a potential cut in service to the Fairgrounds.	2/6/2017 9:01 AM
82	I have students who would access the 76 bus between Jefferson and City View St. running on W 11th. It looks like the bus is no longer running between these streets.	2/6/2017 8:29 AM
83	reduced service on W 11th/13th	2/5/2017 12:34 AM

Q18 Do you ride Route 78-UO/Seneca?

Answered: 446 Skipped: 76

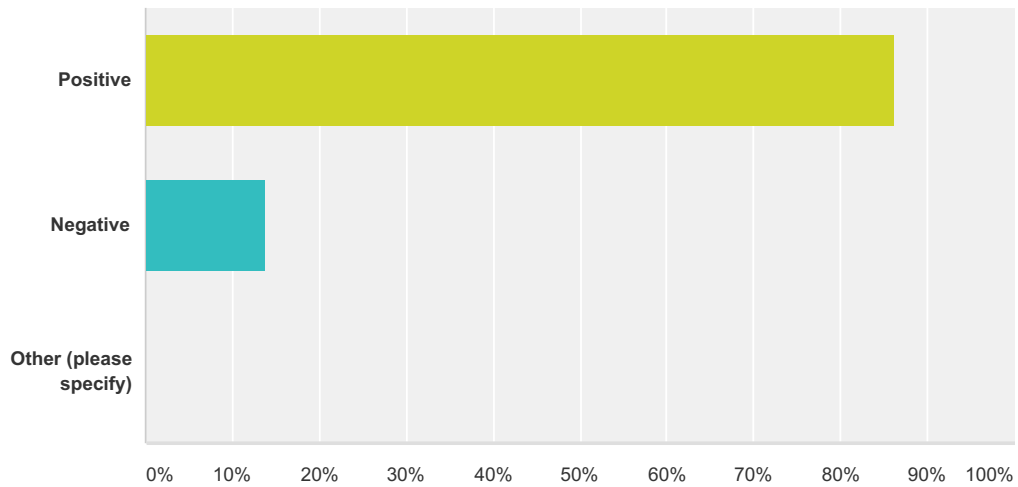
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Answer Choices	Responses	Count
Yes	13.45%	60
No, but interested in using service in the future	9.42%	42
No (Skips to next question)	77.13%	344
Total		446

Q19 Does this proposed service negatively or positively impact you?

Answered: 95 Skipped: 427



Answer Choices	Responses	Count
Positive	86.32%	82
Negative	13.68%	13
Other (please specify)	0.00%	0
Total		95

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

Q20 Please explain how this service will impact you.

Answered: 58 Skipped: 464

#	Responses	Date
1	It will get me to my Veneta bus	3/3/2017 10:34 PM
2	I can get to Fred Meyer from UO quicker. You should make sure there is a good connection from the 78 to the proposed 93 for good access to Pearl Buck.	3/3/2017 3:12 PM
3	Make it easy for me to get to UO area for shopping, performances, and lectures.	3/3/2017 9:59 AM
4	I use this route	3/2/2017 11:25 PM
5	It's an easy route change	2/28/2017 8:58 AM
6	Provides connectivity to W11th EmX	2/25/2017 8:32 PM
7	Quicker and more frequent service to Fred Meyer	2/25/2017 1:06 PM
8	Comfortable, convenient	2/24/2017 2:59 PM
9	Better connectivity	2/24/2017 11:09 AM
10	More choices of buses to take out West 11th is better!	2/24/2017 8:36 AM
11	Options of time	2/23/2017 5:23 PM
12	Will get there faster	2/23/2017 4:23 PM
13	The bus comes every 30 minutes. I will not be late for work.	2/23/2017 4:18 PM
14	Little impact - rarely use this route.	2/23/2017 3:33 PM
15	More often times to Seneca Station	2/23/2017 12:00 PM
16	Another option to connect Seneca Station to UO Campus events - Convenient!	2/23/2017 11:33 AM
17	It's laudable that you have streamlined these routes, increased access to other routes, eliminated redundancies, and given us a direct route to Seneca Station. Give yourselves a pat on the backs! Then, please explain why you won't consider providing a couple Saturday/Sunday runs & a couple later-evening runs for the majority of #76 Route riders who, to repeat, are NOT college students! You want increased ridership on this route? - then provide better service! and change your mindset from "college run" to "community run"!	2/22/2017 10:45 PM
18	More stops	2/22/2017 3:26 PM
19	Positive, hgives us more busses to get to Uof O	2/22/2017 2:12 PM
20	Lets me bypass downtown from UO to get to Westside. Wish there was a similar route from UO going East (Country Club/VRC) without needing to transfer downtown	2/17/2017 2:36 PM
21	Not much impact.	2/17/2017 5:24 AM
22	Better access to Fred Meyer	2/16/2017 3:41 PM
23	It seems like a small changes	2/15/2017 10:44 PM
24	Better connections on West 11th	2/15/2017 11:55 AM
25	Easier to understand where the route goes.	2/15/2017 9:28 AM
26	Disrupts vehicle traffic	2/15/2017 4:48 AM
27	More trips to the Bailey Hill/Warren area is better. Basically I want to get from Churchill HS at Bailey Hill/Warren & 18th to Willamette & 18th (or farther south on Willamette).	2/14/2017 9:35 AM
28	Incorporates service pattern of 76 to Wilshire	2/14/2017 8:19 AM

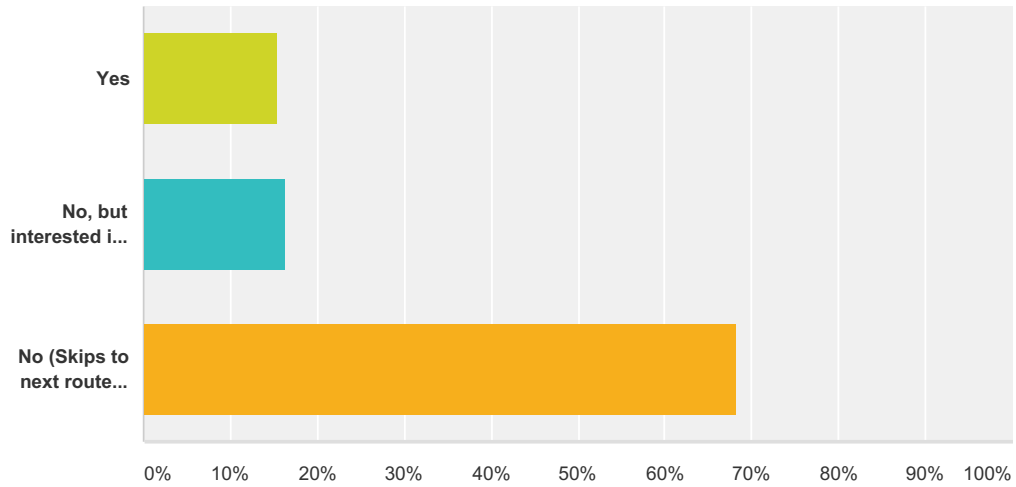
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29	I need to go further west than Oakpatch	2/13/2017 2:21 PM
30	Same as the changes with the 76. It would make it easier for me to access the EmX at Seneca Station.	2/13/2017 9:04 AM
31	Faster	2/12/2017 4:48 AM
32	Removes close-by options - further to stops now.	2/11/2017 10:32 PM
33	This proposed route eliminates JWN access through the 13th corridor directly to the UO. The current route 76 is jam packed every weekend day with students, staff and faculty being picked up from chambers to downtown to the UO. Please reconsider this new route.	2/11/2017 4:02 PM
34	Faster, more direct service to the U of O where I work.	2/11/2017 4:11 AM
35	Weekend service a must, to get to job, and to shop at Home Depot, Lowes, & Fred Meyer.	2/10/2017 9:57 PM
36	I'm a little confused by the change, but I think this means more frequent service from 18th and Chambers to UO. (It's not clear whether frequency is actually changing.)	2/10/2017 9:15 PM
37	It's actually neutral for me, but will still be fine for getting to the UofO from Jefferson and 18th.	2/10/2017 8:16 PM
38	No bus to UO from Quaker/Mistletoe stops on 18th.	2/10/2017 7:55 PM
39	I want to catch the bus on 18th and Quaker.	2/10/2017 6:59 PM
40	I like how the 78 just goes to Fred Meyer. I am able to do grocery shopping quicker that way. Don't change this route.	2/10/2017 5:48 PM
41	see note to previous question	2/10/2017 5:04 PM
42	No change. My stop is on W18th at Jefferson.	2/10/2017 3:58 PM
43	This doesn't impact my current trips on 78. I tend to only go as far west as Chambers on route 78, and the new route is the same as the old one as far as service between Chambers and UO. But I will definitely say that a new 30 minute frequency instead of the old 60 minute frequency is VERY nice, especially if we keep it a 30 minutes in the summertime (and not use "U of O isn't in session" as an EXCUSE to reduce this route to 60 minute frequency or shut it down entirely; this change, if implemented, will most likely result in more rounds of disc golf at Westmoreland Park for me, so long as we don't use summertime/"No UO" as an excuse to cut it back).	2/10/2017 3:05 PM
44	In addition to how I use this bus now, it would provide me with what looks like a second probably less crowded access to the new EMX to the East, since I have a service dog, that could be very useful.	2/10/2017 1:55 PM
45	Not sure.	2/10/2017 11:45 AM
46	Goes to Fred Meyer, EmX, and campus. If the service is 30 minutes all day, this is positive.	2/10/2017 11:42 AM
47	I ride the bus to the UO all the time, the more options I have for buses to take me there, the better!	2/10/2017 11:41 AM
48	Increased frequency.	2/10/2017 11:34 AM
49	No impact. I take 78 from Arthur to UO and back.	2/10/2017 10:23 AM
50	Increased frequency.	2/10/2017 10:05 AM
51	Depends on what happens to the 76.	2/10/2017 9:50 AM
52	Allow me to get from home to the Seneca station	2/9/2017 5:52 PM
53	Same as preceding answer. You are dropping both routes with service from my stop to the UO and thus making it unlikely I will use the bus at all.	2/9/2017 2:26 PM
54	Better access to and from the Seneca station sounds good to me.	2/9/2017 12:49 PM
55	Same as previous answer	2/8/2017 7:23 PM
56	More bus times	2/7/2017 7:32 PM
57	More flexibility in the schedule if running every 30 minutes.	2/6/2017 9:58 AM
58	This new route has no effect on my use of Route 78.	2/6/2017 8:30 AM

Q21 Do you ride Route 93-Veneta?

Answered: 445 Skipped: 77

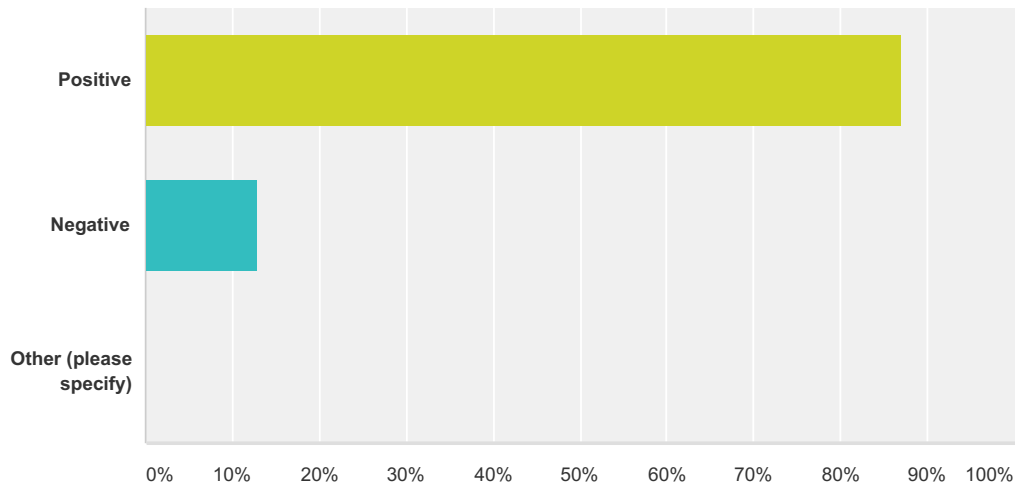
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Answer Choices	Responses
Yes	15.51% 69
No, but interested in using service in the future	16.18% 72
No (Skips to next route question)	68.31% 304
Total	445

Q22 Does this proposed service negatively or positively impact you?

Answered: 131 Skipped: 391



Answer Choices	Responses
Positive	87.02% 114
Negative	12.98% 17
Other (please specify)	0.00% 0
Total	131

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

Q23 Please explain how this service will impact you.

Answered: 96 Skipped: 426

#	Responses	Date
1	Finally! Yes, yes, yes! To be honest I only take this route occasionally to visit my father who lives in Veneta, but I've experienced the frustration and inconvenience other Veneta riders experience with the current schedule. For me personally, the addition of Sunday service, even only twice a day, will be especially useful.	3/6/2017 12:32 PM
2	Again, I foresee a hassle with transfers at Seneca station. I can keep my bike on one bus for my whole commute currently, but that'd change with this proposal. Plus, it'll add time on to morning commutes outbound. Not sure I like the idea of messing with route 93.	3/6/2017 12:16 PM
3	This seems less convenient to me, but I understand that the new EmX route makes the connect to downtown station less important.	3/6/2017 9:32 AM
4	This will give me more options since I work in retail I need a Sunday bus in addition I will not have to leave so early in the day just to get into town to get to work, sometimes my layovers are a couple hours. I do have a vehicle and I don't have to ride the bus I choose to.	3/3/2017 10:40 PM
5	Seems like cool connections	2/28/2017 9:09 AM
6	Harder to catch if it doesn't go downtown especially for downtown and UO events.	2/27/2017 5:16 PM
7	I may be working in Veneta soon.	2/27/2017 4:59 PM
8	same as before. I believe that OCF volunteers would benefit from the increased service	2/27/2017 12:17 PM
9	In currently don't have a vehicle so having additional weekend routes provides me the opportunity to go into town more regularly on the weekends as well as daytime	2/25/2017 8:04 AM
10	It would help because I ride the 93 when I get to the station if they add a 4:30 departed & weekend trips would be great.	2/24/2017 4:49 PM
11	It impacts me positively. Currently, if I get off work early like 3:30pm or 4pm...I have to wait 1.5 hours or so before I can get home. It also assists on the weekend to be ablesed to get into town and not have to wait all day before I can get home. I am on board for these changes.	2/24/2017 4:47 PM
12	Comfortable, convenient	2/24/2017 2:59 PM
13	More accessible	2/24/2017 11:26 AM
14	I use infrequently, but would use more. This would be good.	2/24/2017 8:33 AM
15	I like the extended times on this route	2/23/2017 5:26 PM
16	Never been there, but want to go.	2/23/2017 5:23 PM
17	I would use the Saturday service more. I would use the Sunday service. I would like a midday trip around noon.	2/23/2017 5:14 PM
18	My husband works out there sometimes	2/23/2017 4:31 PM
19	I sometimes work in Veneta	2/23/2017 4:28 PM
20	Will be awesome to go to Veneta on Sundays	2/23/2017 4:18 PM
21	Little impact. Rarely use this route	2/23/2017 3:33 PM
22	Neutral really.	2/23/2017 3:07 PM
23	More efficient, easier transfer	2/23/2017 12:01 PM
24	More frequency especially on weekends is a big plus. Makes attending community events possible. yippy Skippy (again!)	2/23/2017 11:39 AM
25	It will enable more frequent access to the W 1st Ave Route (hooray!) and for visiting friends in Veneta.	2/22/2017 10:48 PM

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26	More frequent service.	2/22/2017 12:53 PM
27	The addition of service on weekdays and Saturdays seems good, and (depending on the times) the addition of Sunday service is FANTASTIC NEWS!! (I wish it could happen sooner than September!)	2/21/2017 12:30 AM
28	Depending upon its Veneta Loop timing, I may be greatly inconvenienced by the wait time to return from my destination.	2/20/2017 12:44 PM
29	It would more negatively impact me because, it should start from Eugene station.	2/18/2017 4:44 PM
30	I ride 93 five mornings a week from Garfield (between 12th and 13th) to the downtown station; this change would mean I have to find a different bus to take, but with the new emx route it would probably be fine.	2/17/2017 3:32 PM
31	I liked the increased trips to Veneta, especially during the week. I would like to see the Sunday buses be moved to additional Saturday trips, specifically early morning (8:am) and late afternoon (5:pm) trips.	2/16/2017 11:38 PM
32	To go to veneta	2/15/2017 8:49 PM
33	More frequent bus trips and Sunday service means I can take the bus more often. My nearest bus stop is on Route 93. I have to drive to other bus stops, but I can walk to Route 93.	2/15/2017 3:17 PM
34	Make it easier t get to w 1st st. I work at Pearl Buck.	2/15/2017 12:22 PM
35	I strongly disagree with having the start and stop at Seneca. This will most definitely have a negative impact for me and many others. I'm going to explain something to those whom don't depend on the bus. When I'm on an 11 Thurston and I have to catch that bus at say 115 to get to Springfield station by 131 to catch the emx at 140 to get to Eugene station by two o'clock so I can ride this new West 11th emx to Seneca station. And guess what I'm 5 minutes too late to make my bus to Veneta. I'm going to be pulling my hair out because the next Veneta bus isn't for a couple hours or more. I'd very much so appreciate a Veneta bus that serves Seneca station and leaves from Eugene station. It's extremely important to me and many others that have to catch multiple buses already. Thank you for listening	2/15/2017 9:42 AM
36	I would need to transfer to this bus instead of catch it in my neighborhood directly.	2/15/2017 9:29 AM
37	More opportunities to get to my destination with additional departure times.	2/15/2017 8:57 AM
38	Disrupts vehicle traffic	2/15/2017 4:50 AM
39	More trips during the week would be wonderful! Ideally one trip leaving Veneta around the 6 AM time	2/14/2017 1:56 PM
40	Easy route access to Veneta and ability to not use a personal vehicle.	2/14/2017 9:03 AM
41	If the added routes are earlier in the morning, mid day & later at night I might actually be able to get to & from work for my night shift job 9pm to 6am over near Valley River. And to & from UofO mid day without sitting downtown where its not ssfe for 3 hours waiting for the 93	2/14/2017 9:02 AM
42	more trips to veneta	2/14/2017 8:00 AM
43	It will be nice to have Sunday service, but it needs to run more often on weekdays to make up for the lack of a 36 bus	2/13/2017 9:57 PM
44	Veneta is a nice place to visit. Doing so by bus would make it an even nicer experience.	2/13/2017 7:42 PM
45	Really doesn't have any impact, but that wasn't one of the choices.	2/13/2017 5:58 PM
46	Love the extra weekend trips!	2/13/2017 4:26 PM
47	I like the increased service. It should continue to E.S.	2/13/2017 3:55 PM
48	More runs on weekends.	2/13/2017 3:44 PM
49	This will increase the length of a ride to Veneta and/or be complicated by transfers.	2/13/2017 2:39 PM
50	Looks good for future	2/13/2017 2:06 PM
51	Easier and more frequently to Veneta	2/13/2017 11:28 AM
52	I haven't ever rode this bus, but adding Sunday service to it would help me if I ever needed to and the 32 W 1th Ave route didn't seem to really be needed anyway so it makes sense to get rid of that and absorb it into this route. I would consider riding it in the future. More trips to it also seems to be a plus. I would only used this route, most likely if it was coming back from Venta to get to Eugene Station. I would usually drive to Venta myself, but I might consider the bus. Why not a LTD bus route to Florence though?	2/12/2017 11:24 PM
53	better connections	2/12/2017 11:07 PM
54	More trips to and from Veneta.	2/12/2017 1:25 PM
55	No impact.	2/11/2017 10:32 PM

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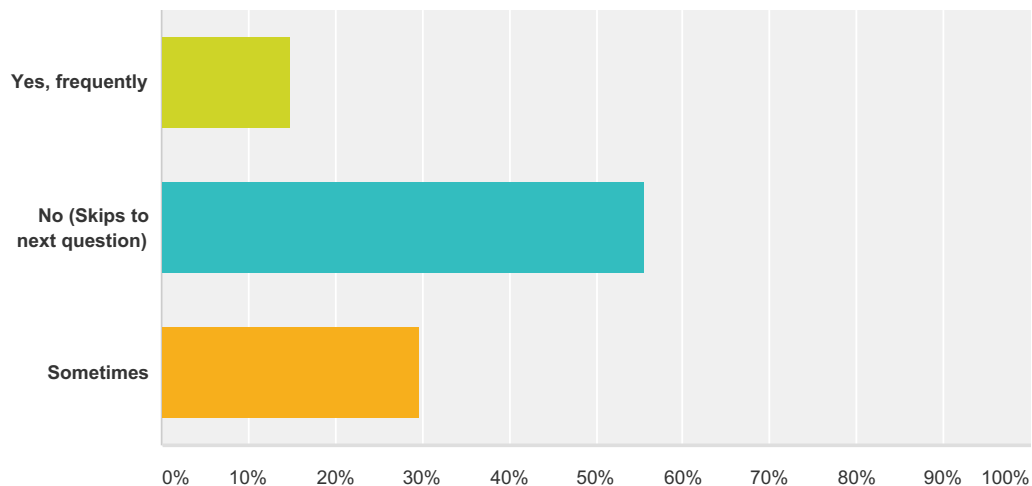
56	increased opportunity to get there, especially on the weekends	2/11/2017 8:52 PM
57	More likely to use it to go to Veneta if it goes out there more often.	2/11/2017 6:42 PM
58	I does not impact me.	2/11/2017 12:12 PM
59	Might encourage us to use the bus to and from Veneta with the increased travel options.	2/11/2017 10:54 AM
60	Increased frequency will give me more options.	2/11/2017 9:08 AM
61	I need bus service on Sunday night to get to work in Eugene for my night shift	2/11/2017 9:00 AM
62	Would be able to explore Veneta on weekends.	2/10/2017 9:58 PM
63	I ride the 93 to work quite often, as does my roommate. We live at 13th and Olive. I feel like it would be more difficult for us to get on the EmX and then get on the bus to go to work. It seems much more difficult than it should be. I really like the idea of adding more routes, especially on Sunday!!	2/10/2017 7:42 PM
64	I just use 93 to get down 11th. Isnt really a problem, i would just use EmX	2/10/2017 7:20 PM
65	I currently ride the 93 from the Eugene Station to the McDonald's stop by Seneca Station. I would no longer have that option	2/10/2017 7:00 PM
66	Increase in service is good.	2/10/2017 5:05 PM
67	More trips to Veneta	2/10/2017 4:00 PM
68	I like how the number of trips to Veneta will be increased, especially since it sounds like it will be up to par with the Cottage Grove route (98 is by far the best rural route of the six; and, as city-dweller, i.e. someone who lives inside the Eugene Springfield city limits but sometimes goes out into the countryside, I tend to mostly support the Cottage Grove businesses and visit THAT town the most out all the places the 6 different rural routes go- I really do choose where to go and where I will spend my money based on the quality of the bus service; nothing makes me avoid a location or refuse to live or shop there than crummy bus service (or none at all!). One thing I always say: "transit riders ARE customers" and since the businesses in Veneta are already paying the full payroll tax anyway, I don't see how better bus service to Veneta would harm them-- especially since transit-reliant city slickers, like me, will be more inclined to visit their community and not to mention buy stuff from their businesses, I don't see why they'd complain about city residents like me going out there and paying them my money (like I said, they are paying the full LTD payroll tax anyway, they don't get a lower rate for being out in the country, so we might as well give them, good quality, frequent, and robust service levels; sounds a lot like Veneta will be getting a lot visitation by me instead of just Cottage Grove, it really boils down to bus service levels in my case).	2/10/2017 3:18 PM
69	93 needs more trips, but I still wish it would go further down 11th than Seneca	2/10/2017 3:17 PM
70	More frequency to go to Veneta.	2/10/2017 2:40 PM
71	I am very interested in using this service on weekends for recreation, so the increased service would be fantastic!	2/10/2017 1:57 PM
72	Again, I generally ride from the Eugene Station to Seneca Station. But with EMX this should not be a problem	2/10/2017 1:38 PM
73	I rarely use this route and when I do I appreciate more options of times that it runs.	2/10/2017 1:31 PM
74	Increased service makes it feasible for me to use this bus	2/10/2017 12:44 PM
75	if I need to get to work on Sundays or home later on the weekdays this will help me so very much	2/10/2017 12:43 PM
76	Connect to possible future service to Florence	2/10/2017 12:24 PM
77	I only ride this bus occasionally.	2/10/2017 11:44 AM
78	My personal and business activities are tremendously limited currently by the absence of bus service after 7:00pm on weekdays, no buses for 4 hours in the middle of the day, the very unaccommodating service on Saturday (arriving in Eugene at 10:40 and leaving for return at 5:00 are the only options. Not long enough for a work shift, but way too long for shopping), and no way to return on Sunday if I did try to work a shift and stay overnight in Eugene. Given that Bus 93 used to have a stop within half a mile of my house and I now have to travel 2 miles to/from the nearest stop, I feel abused by service changes up to this point. I'm happy to see LTD trying a non-homing route to expand service and have no complaint about EmX transfer, for this reason. I hope that the expanded offerings include both a mid-day trip to break up the 4 hour mid-day absence, AND a later offering as well. Even at 3 trips on Saturday, the trips would need to be better spaced... earlier, later and mid-day to prevent the work/shopping challenge. Like I said, I feel LTD owes it to the growing Veneta/Elmira community. My observations are that the average ridership on route 93 is quite high, while I see buses cruising around in South Eugene with no passengers frequently and later into the night! :(2/10/2017 11:39 AM
79	Increased service will make it easier to choose bus service over driving.	2/10/2017 11:38 AM
80	access to veneta area	2/10/2017 11:35 AM

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81	making my connection to the emx downtown at 7:30 a.m. to be at work at 8 at the Riverbend annex springfield . having to get off and get on the emx at walmart does not look efficient since the first a.m. Veneta bus leaves at just enough time to get downtown as is in the morning. coming home even looks worst. I purpose to make the veneta bus in the first 2 a.m. runs a express drop off only to downtown station to provide work commuters to make connections. I take the 5:35 home now what is it going to be for that. ? Please make the Veneta bus an Express the first 2 early a.m and one for getting home at a decent time. do not make us have to make connections we all ready come from a long enough distance. Thanks. just an fyi the emx coming from Riverbend now barely makes it in time to catch that 5:35 especially if you don't catch the 4:40 just saying .	2/10/2017 10:44 AM
82	I can imagine the occasional trip to Veneta for lunch or dinner with a friend. We like to explore together via bus.	2/10/2017 10:33 AM
83	Again, neutral, an option you left out of the possible answers.	2/10/2017 10:20 AM
84	Increased service on weekends.	2/10/2017 10:06 AM
85	Saturday and Sunday service, plus increased weekday service.	2/10/2017 10:01 AM
86	Love the added Sunday service and added Sat	2/10/2017 9:52 AM
87	More rides to town. Yay!	2/10/2017 9:47 AM
88	I like the concept of more buses. But the bus should start at downtown so people won't have to do as many transfers	2/10/2017 9:47 AM
89	More trips to Veneta will allow me to expand my work schedule and not limit the hours that I can work. Especially the new proposed weekend routes.	2/9/2017 5:53 PM
90	Easier to transfer	2/9/2017 4:54 PM
91	more service, this is good	2/9/2017 11:43 AM
92	It doesnt goto Eugene station	2/7/2017 7:32 PM
93	This route should not be changed, as it is a commuter route. Transferring to use this route doesn't make sense.	2/7/2017 12:00 PM
94	While the transfer at Seneca station is less ideal, I believe the increased service to Veneta will compensate for that. Especially with EmX coming every 10 minutes, transfers will be easier than they are for other, less frequent routes.	2/6/2017 9:03 AM
95	While some will bemoan the forced transfer at Seneca, you need to stay the course with this decision. The one-way loop around West 1st will improve service to locations along that street such as Pearl Buck Center. As our system grows we need to embrace transfers to frequent trunk routes, and this route terminating at Seneca will promote this and increase connectivity. Perhaps you could explore adding even more service to Veneta by terminating an additional trip or two around Walmart and Target.	2/6/2017 7:47 AM
96	I will be able to take the bus to work on Sundays now where I work at Fred Meyers.	2/5/2017 3:14 PM

Q24 Do you ever use LTD bus service past 11:00 p.m.?

Answered: 439 Skipped: 83

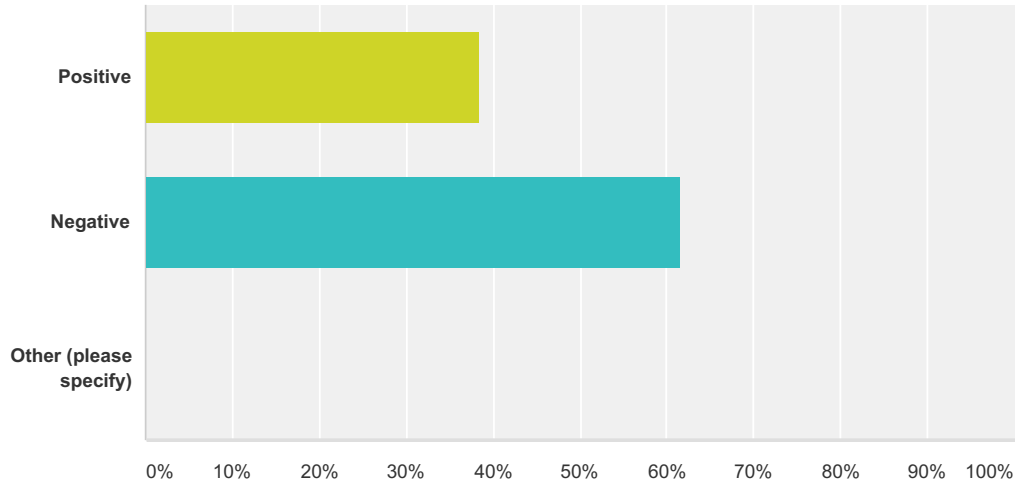


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Answer Choices	Responses	
Yes, frequently	14.81%	65
No (Skips to next question)	55.58%	244
Sometimes	29.61%	130
Total		439

Q25 Does this proposed service negatively or positively impact you?

Answered: 182 Skipped: 340



Answer Choices	Responses	
Positive	38.46%	70
Negative	61.54%	112
Other (please specify)	0.00%	0
Total		182

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

Q26 Please explain how this service will impact you.

Answered: 128 Skipped: 394

#	Responses	Date
1	Do not use this routes at these hours.	3/6/2017 12:33 PM
2	Just got a new job at Valley River that I took only because I could take the last 67 downtown and transfer to the last 28 . You can get rid of the 28 if EmX runs until 12:45 but keep the 67 inbound to downtown.	3/4/2017 2:52 PM
3	It likely will not.	3/4/2017 7:28 AM

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4	I occasionally work until midnight at Valley River and need to take the last 66 from Valley river to Coburg Road. the last time I rode there were also 5 teens apparently coming from the movie theater who rode to stops along Crescent. And I sometimes see a person get on Coburg when I get off who apparently is riding Downtown.	3/3/2017 3:16 PM
5	if I have to use car to get home late then will not use bus at all.	3/2/2017 8:54 PM
6	It'd mean id be stranded downtown late at night a lot more?	3/2/2017 6:44 PM
7	We need more frequent and late bus service. Once an hour doesn't work at night. Get stranded for yourself and see how it feels	2/28/2017 9:10 AM
8	Late night routes allow me to get home after work	2/28/2017 9:03 AM
9	I go back and forth	2/28/2017 8:50 AM
10	I work until 10:30	2/28/2017 8:45 AM
11	Ending the last 28 run means I will no longer be able to go downtown. I would have to leave in the middle of a show. It means I will have to drive at night instead of taking the bus. You should advertise these runs and encourage folks to go out downtown at night on the bus.	2/27/2017 5:18 PM
12	Less ways home.	2/27/2017 5:07 PM
13	How are others gonna get home, that take these buses?	2/27/2017 9:23 AM
14	I use last 66 from my work to get downtown and transfer to last 28 to get to my home near Walnut. 28 can be disc if EMX has 12:30 or 12:45 departure to Springfield.	2/25/2017 1:08 PM
15	Need buses later	2/24/2017 3:03 PM
16	Comfortable, convenient	2/24/2017 3:00 PM
17	I ride the later night 24 route frequently	2/24/2017 11:24 AM
18	If I work late, I need the late night bus to get me home.	2/24/2017 11:21 AM
19	I'm fine, but more night routes on 41 and 40 would be helpful	2/24/2017 11:09 AM
20	There are times when I'd like to be out later than these proposed times. And I take the bus because I only have the bus - no car!	2/24/2017 8:38 AM
21	Could affect going to movies out at Valley River	2/23/2017 5:27 PM
22	I rely on the bus to go to work, and I don't get off until 11:00 p.m.	2/23/2017 5:11 PM
23	You won't be able to get home on the late bus	2/23/2017 4:39 PM
24	I need some more late night rides. All night needs to be available.	2/23/2017 4:19 PM
25	Late shifts will have to rely on taxi or friends.	2/23/2017 3:34 PM
26	I use these services while working late.	2/23/2017 3:08 PM
27	These changes will especially impact many in a positive way should to "relocate these resources elsewhere in the system" translate into "providing a couple runs on Saturdays & Sundays and providing a couple additional evening runs for those on the current #76 Route, due to the fact that this no longer is merely a college route, but is a community route."	2/23/2017 3:06 PM
28	It does not impact me.	2/23/2017 11:57 AM
29	I've already had to walk all the way home from the station on late nights...this would be business as usual.	2/23/2017 11:09 AM
30	It does not impact me.	2/23/2017 10:57 AM
31	Sometimes I work past 11pm	2/22/2017 3:28 PM
32	Decreased late night options.	2/21/2017 12:33 AM
33	Teenagers can get home on bus closer to curfew times. Better to ride bus later after being out.	2/20/2017 3:05 PM
34	I frequently use the 11:45 route 66	2/17/2017 5:42 PM
35	Regularly need Route 66/67 to access Country Club Rd. Will need to take taxi or find another ride if it does not run late. Already have to do this on the weekend (I work until 10 pm on Sundays at UO)	2/17/2017 2:38 PM
36	No much impact. Typically would only ride outbound from Eugene Station.	2/17/2017 5:24 AM
37	Frequently use last 66 trip	2/16/2017 3:42 PM

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38	I'll adjust	2/16/2017 2:37 PM
39	I frequent the 13 route and it's an important service down Centennial.	2/16/2017 1:50 PM
40	This does not significantly impact me, but there is no option for "does not impact." I selected negative impact since it would reduce my options for route 41, though I have never used this run in the past.	2/16/2017 12:16 PM
41	Remove safe option for late night travel	2/15/2017 10:45 PM
42	I live out west Eugene and able to get into town area or back out to my house would be harder if the bus didn't run out as late	2/15/2017 2:10 PM
43	I use the inbound portion of the 66 and the connection to the 28.	2/15/2017 11:58 AM
44	I tend to ride the bus home late from say the mall movie theater and I think that being able to get home at such a late hour is very important to me.	2/15/2017 9:44 AM
45	Less opportunities to get to where I need to go at later times of the day/night only mean a more complex, tiring day.	2/15/2017 8:58 AM
46	I work the overnight shift and need to take the 24 donald to get to work. It is my only way to get to 29thcand willamette	2/15/2017 12:57 AM
47	It doesn't	2/14/2017 8:34 PM
48	I work late	2/14/2017 5:51 PM
49	May be okay with EMX, if it runs late.	2/14/2017 1:00 PM
50	I do like having LTD options when out after having had something to drink, as I sometimes walk someplace, then don't want to walk home. However, I think the benefit to having these resources elsewhere is more important.	2/14/2017 12:35 PM
51	Less stops	2/14/2017 7:40 AM
52	Not that I use the late night options often so the impact would be slightly. If the late night 12 no longer ran I wouldn't be able to work a late night shift for work.	2/14/2017 7:24 AM
53	How am I supposed to get home after working late. You are playing with my life. I can't work without a late bus. What the fuck?	2/13/2017 9:59 PM
54	I am not sure how this is going to work? I still see some problems with it, especially with LTD Customers that have to work late at night and need transportation home, I would suggest expanding the late night hours, including weekends for those who use the service after hours.	2/13/2017 4:43 PM
55	I only ride the 36 from downtown to Friendly late night. As long as the outbound still runs, it will not negatively impact me.	2/13/2017 3:15 PM
56	I don't use late night bus routes often, but why remove these routes? Some riders may need these routes as their only means of transportation. Not everyone owns a vehicle and not everyone can afford to. I would like late night Sunday service to. I usually only use late night routes when I go to Oregon Ducks football or basketball games and I prefer buses than driving myself to them. I would prefer late night buses be kept as they are if possible though. The EMX schedule will still run until midnight from West Eugene to Gateway though? That would be good if it still could. I don't see a need to shorten the hours of any routes though. Maybe the 12:45 a.m. route would be okay as it might be underused. Some people work late nights and might need to get home at 11:45 p.m. LTD is a lot cheaper than calling a cab just to get home if they don't own a vehicle.	2/12/2017 11:28 PM
57	Not at all. I do not use these routes	2/12/2017 2:04 PM
58	I use the 12, 13, and 28 very often.	2/12/2017 1:27 PM
59	It really doesn't	2/12/2017 1:13 AM
60	removes options. Why don't you just run smaller buses. If you're going to remove late-night buses, then Uber should be allowed.	2/11/2017 10:33 PM
61	It really has no effect on me, but weekend hours should be as late as possible.	2/11/2017 8:59 PM
62	There is such limited evening options to N Eugene removing more options means long walks home.	2/11/2017 8:53 PM
63	I don't typically use these late night services but its nice to know that they are available just in case I need a late night ride.	2/11/2017 6:43 PM
64	My partner works noc shift and he needs these busses to get home. I understand not using the VRC route, however there are kids out that way who need a safe way to get home.	2/11/2017 2:25 PM
65	I don't think it will, as I rarely ride these days.	2/11/2017 2:06 PM
66	it doesn't	2/11/2017 2:05 PM

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67	I currently am not able to go out late at night unless I am staying over night with a family member. How about expanding the 33 Jefferson times so we can go out and enjoy the later bus schedules. It makes me very angry that my week day ends at 7:45 PM and there is no Sunday service.	2/11/2017 12:17 PM
68	Doesn't	2/11/2017 11:30 AM
69	The changes would not affect me that often, but it is always a pity to see services cut.	2/11/2017 9:13 AM
70	won't know until i try it	2/11/2017 9:05 AM
71	I just need to get to and from Veneta every night of the week. I work in Eugene on west 11th.	2/11/2017 9:04 AM
72	No impact again; "neutral or no impact" should really be an option in addition to positive or negative.	2/11/2017 8:44 AM
73	Would like to be able to get home on 28 line after Sunday events (although these are rarities). Earlier ending on Saturday is still late enough for me.	2/10/2017 10:01 PM
74	More resources for later service on 85 would be appreciated	2/10/2017 9:28 PM
75	Be careful not to have the routes end strictly at the end of the outbound portion. The 67 should go all the way to VRC before going out of service. The new 41 should end at Walmart, not royal and Danebo	2/10/2017 7:02 PM
76	Rarely ride last bus runs late @ night.	2/10/2017 6:48 PM
77	I don't take these late services a lot but they are wonderful to have when I do need them, especially when they only other option would be taxi	2/10/2017 6:10 PM
78	You need to keep late night service. I don't have a car and frequently get stranded by the bus system late at night. I am a UO student and need the 28 late at night routes to go home. Do not change late night routes unless you are adding times.	2/10/2017 5:49 PM
79	Eliminates late night 66 and 67	2/10/2017 4:01 PM
80	This is minor in my case; the only thing that COULD potentially impact me here is: I live on the 79x loop near route 13 on Kinsrow Ave-- all this would do would mean, if (this is rare, I don't think I've ever done it, maybe once), if hypothetically I did a run from home out to Winco on a weeknight, I'd need to make sure to catch the last inbound 13 bus to get home (back to Kinsrow) an hour earlier, which (I think) would mean the last chance for me to make a late night run to the grocery store would be a little after 9:45pm on an outbound 13 at that time. But still, this hasn't exactly happened more than POSSIBLY once, more likely it has NEVER happened in my case). I will say, that having a 9:45pm "last opportunity to leave home and be able to return home without being stranded" is considerably better than the typical VERY SAD state of mass transit in the state of Oregon-- ALL systems in Oregon (except LTD and Trimet), if you aren't on a bus headed home by sometime between 5pm and 7pm (or if you are just leaving your house after 6pm), you are kinda screwed as far as how many hours of buses are left for the day, and whether or not you'll even be able to get home. Honestly, when people complain about LTD having "lousy" service, they really do sound rather ignorant-- they've obviously never used Salem's Cherriots, Roseburg's Umpqua Transit System, Corvallis's city bus, Albany's, Sunset Empire near Astoria, systems in Ashland or Medford, Central Oregon's CET, nor any system that Klamath Falls might have-- if people complain about LTD'S service level, they either haven't traveled nor lived anywhere else in the state and they are taking well-funded systems like LTD and Trimet FOR GRANTED. If they somehow think that LTD'S service "sucks", well, they are in for a world of hurt if they ever move away from the Eugene/Springfield area! They really need to stop griping, and be glad they aren't stuck with the rather mediocre levels of service in the other Oregon systems I just listed.	2/10/2017 3:39 PM
81	I need as many trips on the 41 as possible	2/10/2017 3:18 PM
82	I take the late night 28 and actually have been planning to take it more often.	2/10/2017 1:58 PM
83	If I'm riding late night I'm usually on Routes 13 & 67	2/10/2017 1:39 PM
84	I and family members sometimes need this bus for late night work responsibilities	2/10/2017 12:53 PM
85	Yes	2/10/2017 12:41 PM
86	Providing more routes to Eugene station late will allow me to stay on campus longer.	2/10/2017 12:40 PM
87	Overall neutral impact. But it is nice to have the service on the rare occasions that I need it.	2/10/2017 12:40 PM
88	Has no impact on me one way or another.	2/10/2017 12:39 PM
89	No real impact. Optional late use removed	2/10/2017 12:25 PM
90	It won't	2/10/2017 11:46 AM
91	I ride the 36 late but very infrequently, mostly for Duck games.	2/10/2017 11:45 AM
92	If I'm out late at night	2/10/2017 11:44 AM

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93	If I get drunk near downtown station, the 12:45 AM bus is a life saver when I need to get home.	2/10/2017 11:43 AM
94	I'm not clear if this means I'd be impacted or not... when I work very late I take the 12 back to the Eugene Station from Gateway. Also if I go see a movie at Cinemark or Regal, I'd be taking the 12 or 67 back to the Eugene Station in time for the final outgoing buses from there... so I take the last one that gets me there before the final departures of the night. It sounds like that would continue, but the wording is ambiguous, so I'm not sure.	2/10/2017 11:38 AM
95	would like bus service increased in high-traffic areas and services not being utilized dropped	2/10/2017 11:37 AM
96	Dittoe	2/10/2017 11:26 AM
97	The only late night service I use is rarely to go home on the 12. I never use it to go back into downtown. The positive impact will come from additional resources being leveraged to times when I use the bus. Maybe additional times added to the 12 in the 3-6 timeframe to solve for longer times due to rush hour traffic?	2/10/2017 11:24 AM
98	I have to walk	2/10/2017 11:22 AM
99	One of the main reasons I don't use the bus much is due to not being able to ride it from work. I now work days and have to be at Riverbend at 0630 and there isn't coverage at that time of day so I still don't ride much. I would ride daily if there was a way to get from 11th and Garfield to Riverbend by 0630!	2/10/2017 11:19 AM
100	If an earlier or later 11 is added, that would be positive for me.	2/10/2017 11:08 AM
101	The lack of late-night routes is the primary reason that I don't use bus services more-I've had to walk home from downtown too many times, so I typically just bike. I would LOVE to be able to get home from shows downtown by taking the bus from Eugene station up River Road, but the last one leaves at 11:45, and I haven't been to many shows that end that early.	2/10/2017 11:08 AM
102	It is my strong opinion that bus service should be available 7 days a week from 5 am until 12 am and that all busses should run every 15 mins.	2/10/2017 11:05 AM
103	Work late no other safe options for travel especially with increased crime lately.	2/10/2017 10:51 AM
104	More options late at night will grow service into the future.	2/10/2017 10:46 AM
105	Because some people work late at night and need to get to work and need to get home from work why must I pay 350 a day and then bus service since before 11 o'clock that's not even right if you're going to ask people for \$3.50 a day run the service to like 2 in the morning like other cities do for a cheaper fare amount?	2/10/2017 10:44 AM
106	Sometimes, especially when my vehicle is being repaired, I rely upon LTD to get into town from River Rd and Beltline area. In an ideal world there would be 24/7 coverage of all major routes because some working people do not work regular hours. I've had to get up very early in the morning to take my brother to his factory job because LTD buses were not running, yet. Many of the working poor need to be able to rely upon public transportation. All routes should run until well past midnight, in my humble opinion.	2/10/2017 10:42 AM
107	Neutral on most counts, though I appreciate for the community that late night service happens for those who might need it.	2/10/2017 10:22 AM
108	I don't currently use those routes.	2/10/2017 10:19 AM
109	Not much impact. On very rare occasions, I would use the 36 inbound late night route.	2/10/2017 10:07 AM
110	LTD is a great alternative to get home after a night out, and the more late returns eliminated the less opportunity to use LTD.	2/10/2017 10:04 AM
111	Home from work late night in the 51	2/10/2017 9:51 AM
112	I am losing options	2/10/2017 9:48 AM
113	This messes with a lot of the working people that ride that bus at night.	2/10/2017 9:48 AM
114	I work late nights and it's over \$20 to catch a cab home from work	2/9/2017 4:55 PM
115	I take the #40 route late at night, both ways, for several stops.	2/9/2017 12:51 PM
116	lots of students on Hilyard route	2/9/2017 11:45 AM
117	I was taking the survey to make sure the late night 13 would still make it to Winco in Springfield on weekdays. It looks like that's how it will still be. So - I'm happy.	2/9/2017 11:29 AM
118	I feel like the River Road area is already under-served, with many full, frequently late buses. However, if you address those things directly throughout the day, I suppose it's a worthy sacrifice.	2/9/2017 8:08 AM
119	You keep cutting back service making it hard to even think about a bus. Stupid EMX thing is NOT where I need bus service.	2/8/2017 9:47 PM

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120	It is incredibly frustrating the bus times vary so much from weekdays at night to Sundays as it is. If anything, buses going later needs to be the next thing LTD works on. I get that it's not ritzy or fun, but these people are usually trying to get home from their jobs which payroll taxes pay for a lot of what you guys do, so I feel like you owe it to them to make later bus times happen.	2/8/2017 7:30 PM
121	The late 36 is a good tool to get home	2/7/2017 7:33 PM
122	I like knowing I can use the bus to get around at all hours. I don't believe in cutting back, but expand when you can.	2/7/2017 12:04 PM
123	It wouldn't affect me too terribly, but It seems like a lot of late night workers will have a hard time getting home, and people who are drunk and can't afford a cab may decide to drive instead.	2/6/2017 10:08 PM
124	I use the 28 to get to the UO at that time.	2/6/2017 10:02 PM
125	need service to from VRC/Coburg past 11:45	2/6/2017 1:49 PM
126	Late night service is critical to functioning of a successful transit network. In order to be an acceptable replacement for a single occupancy vehicle, transit must be available for all trips. I'm less likely to take the bus for a night on the town if I don't have a reliable way home. I understand that late night service is frequently underutilized, but nationwide reduction in late night service has a strong impact on the overall health of the transit system.	2/6/2017 9:06 AM
127	If these are very low ridership bus runs, then I am in favor of reallocating the resources to other routes.	2/6/2017 7:50 AM
128	I would suggest keeping the inbound service on the loop routes for the last trip of the night. People are confused by loop routes that don't complete the loop.	2/5/2017 12:38 AM

Q27 The overall changes bring new, exciting connection points to west Eugene. What is your opinion of the overall proposed design to and through west Eugene? Do you think the new route configuration increases your opportunities to transfer to other routes potentially reducing travel time?

Answered: 302 Skipped: 220

#	Responses	Date
1	I think the new route map is a very good idea, which while it may be slightly inconvenient for riders, will help reduce traffic on West 11th, as was the promise to motorists. Not that I like motorists: I despise them, but amicable relations must be upheld.	3/6/2017 12:38 PM
2	Honestly, I would've liked to see more frequent trips on existing routes. It's tough getting morning commute trips before 6:40 am westbound on 11th. I like the 93 as-is for going west in the morning as it's very direct. Not excited about prospect of adding a transfer on many trips past Seneca station -- can those be minimized especially during peak commute times?	3/6/2017 12:18 PM
3	not a frequent bus rider, but would be if more frequent and direct options from west Eugene (willow creek) to downtown.	3/6/2017 11:40 AM
4	I understand the rationale behind these changes with the new EmX, but the proposed changes really hurt travel options for people who live or work in neighborhoods around 11th - 13th between downtown and Garfield. The proposed changes will limit the utility of the bus system for us. I'll be very sad to see service decrease on 11th/13th!	3/6/2017 9:36 AM
5	Not good for 18th street people west of oak patch.	3/4/2017 5:19 PM
6	I'd say once this takes place, it's worth trying out.	3/4/2017 3:30 PM
7	Yes	3/4/2017 2:52 PM
8	Yes I'm excited about the changes there's a chance that I could be going to Winco more often and be spending less time making transfers and I might get to ride the bus on Sundays from Veneta. In addition I look forward to more buses during the week from Veneta.	3/3/2017 10:50 PM

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9	I like the new routes provided route 93 operates two way on west 1st. I don't like the late night cut back of route 66.	3/3/2017 3:17 PM
10	Looking forward to EmX and plan to go to Whiteaker and downtown and UO on a regular basis (I never go now). PLEASE extend 78 farther up Timberline.	3/3/2017 10:00 AM
11	Yes	3/2/2017 11:27 PM
12	no, EMX west was not needed and is a waste of money and resources.	3/2/2017 8:55 PM
13	Nope. It just makes my daily commute less convenient, and would add 30 minutes to my travel time.	3/2/2017 6:45 PM
14	I like it	2/28/2017 9:21 AM
15	Get supervisors to ride along to see that drivers are indeed curbing both front and back doors. Train them to make square turns to stay off curbs. Stop people from congregating at the front door and blocking access on & off. Especially check for proper curbing at the station. Stop all of the long idle times at the station.	2/28/2017 9:15 AM
16	Thanks for the Emx, but bring back the airport shuttle and advertise to the public. need bus to go to Florence	2/28/2017 9:11 AM
17	Yes	2/28/2017 9:07 AM
18	Yes! I am very excited about the EmX in West Eugene!	2/28/2017 9:03 AM
19	Yes.	2/28/2017 8:59 AM
20	The only issue I have is that if the time points will work out for me so I don't miss my afternoon connection at 4:35 on route 98 to Cottage Grove. And I hope the time points are adjusted so I'm not late for work in the morning (7:00 a.m.)	2/28/2017 8:53 AM
21	I will have to wait and see if it affects me.	2/28/2017 8:48 AM
22	Good	2/28/2017 8:45 AM
23	They seem to take local service away from core where more folks depend on the bus. It is the opposite of what needed.	2/27/2017 5:19 PM
24	I would like a late bus on Route 98. There are good cultural events in Eugene that I can't easily get back to Cottage Grove from.	2/27/2017 5:05 PM
25	I think it will be good.	2/27/2017 5:02 PM
26	Yes. Seems better planned	2/27/2017 4:59 PM
27	Maybe, but I'd have to try it out to see for myself.	2/27/2017 3:20 PM
28	It could potentially be great, and I hope it is, but we have to think emx, is great and saves us money	2/27/2017 9:24 AM
29	Does not impact my typical travel; I am more interested in better bus access to West 11th shopping from home and/or downtown.	2/25/2017 8:35 PM
30	Good except late night disc of 66 and 28. Suggest EMX run at least until 12:45 going toward Springfield.	2/25/2017 1:10 PM
31	This change is long overdue and I'm really excited to see the expansion in service. The return on investment for these service additions will positively impact ltd far more than currently realized.	2/25/2017 8:05 AM
32	It seems like it would reduce travel time and would reduce wait times more than transfers. Wait time is a benefit for me regarding these changes.	2/24/2017 4:48 PM
33	Increase routes to encourage using LTD for work.	2/24/2017 3:10 PM
34	Yes.	2/24/2017 3:00 PM
35	Yes.	2/24/2017 2:40 PM
36	Good.	2/24/2017 11:29 AM
37	Overall, I think its a pretty great change idea. I like the increased connectivity a lot.	2/24/2017 11:24 AM
38	This doesn't affect me much so, I like it.	2/24/2017 11:21 AM
39	I think so, yes.	2/24/2017 11:09 AM
40	Looking forward to these new plans.	2/24/2017 8:38 AM
41	Works well to increase route times. We are very busy people and have a lot of things to do in one day. Especially when we use the bus daily.	2/24/2017 8:34 AM
42	GREAT!	2/23/2017 5:29 PM

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43	Yes. Seems like it will make it all easier.	2/23/2017 5:27 PM
44	Will open up new areas of the community to me.	2/23/2017 5:23 PM
45	Good options	2/23/2017 5:20 PM
46	The EmX will give me an easier route to stores that I like to use	2/23/2017 5:11 PM
47	Most of it's good. More bus transfers instead of going downtown all the time.	2/23/2017 4:40 PM
48	Good transfer opportunities with these changes	2/23/2017 4:36 PM
49	Yes.	2/23/2017 4:31 PM
50	It's good for everyone.	2/23/2017 4:28 PM
51	I think the EmX is going to be so nice and I will use it all the time. I'll need to get a monthly pass now.	2/23/2017 4:19 PM
52	Yes. It will be great. More connectivity to West Eugene and reach further places.	2/23/2017 3:35 PM
53	Overall, it appears to be a well-thought-out configuration - good job of increasing "opportunities to transfer to other routes, potentially reducing travel time"! However, reducing travel time was never an issue on the current #76 Route - being stranded on weekend days and not having runs late enough on weekdays has been the issue. And apparently it will continue to be an issue until LTD planners change their mindset from this having been merely a college run to "this is now a community run"!	2/23/2017 3:20 PM
54	Yes, definitely, though it means more walking for me.	2/23/2017 3:09 PM
55	yes, very definitely- this is what I have been hoping for- thanks you guys	2/23/2017 12:51 PM
56	Good design, better transferring between lines, looking forward to EmX!	2/23/2017 12:01 PM
57	I like it	2/23/2017 11:57 AM
58	Wonderful to not have to come down town to the station to connect to other routes. You make it fun and easy. Thank you so much for these proposed changes. You just keep making LTD service better & better. Kudos to your whole team! I'm totally dependent on LTD and you make my life work day after day. I'm very appreciative and grateful. Love it! Can't wait!	2/23/2017 11:42 AM
59	I would love to see more 36 & 67 Routes offered during the regular commuter times, like between 6 - 8 or 6 - 9 a.m. and 5 - 7 or 4 - 7 p.m. so people like me do not need to spend almost 2 hours to go what would have 15-20 minutes by car. It would also be very helpful if drivers on the 67 would stop at the bus stop and pick up customers. This is still an issue. Also it would be fun if they would stop on requested stops.	2/23/2017 11:11 AM
60	I like it!	2/23/2017 10:57 AM
61	Liked most of the proposed changes except for the time loss	2/22/2017 3:30 PM
62	yes	2/22/2017 2:15 PM
63	Potentially--it doesn't really seem possible to evaluate possible reductions in travel time in the absence of proposed timetables.	2/21/2017 12:35 AM
64	Congrats on solving several trip travel time problems and increasing opportunities to transfer to a different route away from Eugene Station. I hope the transfer locations are big enough to hold a bus load or two of folks who are off loaded and wait for a different bus. I worry about the wheelchair bay capacity on next bus when the EmX will be expected to absorb much of the transfer loads. I think new challenges will appear with the changes, but hopefully more positives exist in most riders' experience.	2/20/2017 12:49 PM
65	It probably does but without using it, its hard to evaluate either. I would want to make sure there is frequent stops to businesses along the way for shopping and work.	2/20/2017 11:22 AM
66	Maybe, I'm not sure.	2/20/2017 9:09 AM
67	I do not have a need to take the bus anywhere west of Chambers, so the changes have no impact on my bus usage.	2/19/2017 8:50 PM
68	Yes, I think it mostly increases the opportunity to connect to other routes	2/18/2017 4:45 PM
69	too many buses. The EMX start time would need to be be inbound from Seneca@ 625 am arriving to Peacehealth universty building on Hilyard by 655 am for me to utilize service. A service that is deducted from my salary already.	2/18/2017 12:03 PM
70	Yes	2/17/2017 5:42 PM
71	Great job, I'm very excited for the new EmX route in West Eugene to help me commute to work more easily! It will be very convenient to not have to switch buses at the downtown Eugene station, so that I can ride the EmX all the way to work in downtown Springfield. Thanks for the good work you do to improve public transit opportunities.	2/17/2017 3:34 PM

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72	No, I think my travel time will be increased.	2/17/2017 3:32 PM
73	I like EMX additions best. Would prefer later coverage on weekend, especially serving Country Club Road/VRC or points west of UO. Wish there was an EastBound run from UO to Country Club that did not require a transfer at Eugene Station.	2/17/2017 2:39 PM
74	I think the integration of the EmX can be positive, if connection times are efficient. On the other hand, 30-minute frequencies for the connecting buses don't make good use of the 10-minute EmX intervals. If I don't get the right EmX on the way home, I could end up sitting for 20 minutes waiting for my connection. I'd like to see real improvements in the frequency of the connecting lines.	2/17/2017 1:28 PM
75	Very thoughtful changes. I look forward to accessing an entire new part of town because of them. September can't come soon enough!	2/17/2017 5:26 AM
76	Overall good, however the removal of route from Terry/Arrowsmith will impact me and at least 15 of my co-workers (7-8:am and 4-5:30pm). Please keep these routes in place at least during these times, especially as businesses in the areas grow (Yogi Tea, Cone Tech Park, etc..).	2/16/2017 11:43 PM
77	As long as this improves service, I like it	2/16/2017 8:35 PM
78	Yes	2/16/2017 3:42 PM
79	It will give me more opportunities for stops. I like the places the new routes offer.	2/16/2017 3:35 PM
80	Yes possible and we all will adjust	2/16/2017 2:38 PM
81	This benefits me overall	2/16/2017 12:17 PM
82	Yes	2/15/2017 8:51 PM
83	I primarily use only the #1, 24, 12, 67 and 66 and occasionally the 40 to get back to 3rd & Pearl.	2/15/2017 7:02 PM
84	No, eliminates buses I can ride because of the warranty issue I posted in the previous question	2/15/2017 6:26 PM
85	I am very happy about the new Emx and want to make sure that you know it. Please don't be discouraged by all the negative signs against Emx. Those signs do not reflect the opinions of my community, many of whom ride the bus on a frequent basis.	2/15/2017 3:19 PM
86	I like the frequency of the EmX. I believe it will improve connections.	2/15/2017 2:30 PM
87	Definitely reduce travel time, less traffic delays on W 11th due to waiting buses	2/15/2017 2:11 PM
88	Yes	2/15/2017 1:45 PM
89	Sure	2/15/2017 12:30 PM
90	Yes I believe it will reduce travel times. I'm from L.A CA. I was used to transfer points. I do like the hub system, but a few transfers would be good. I think. More frequent service will also be welcome. Thanks.	2/15/2017 12:28 PM
91	Yes	2/15/2017 11:58 AM
92	Potentially however there's people like me with strollers and others with wheelchairs whom take up a lot of time making it hard to get to those other routes. I really want to strongly urge that I do not agree with standing outside with my two small children at several bus stops on West 11th to transfer onto a different route. Please take that into account when designing where routes will meet up. Make sure we have enough space to fit the 30 people or more on college start weeks. Allow enough cover from the rain for the kids and elderly who have appointments to get to. Thank you guys	2/15/2017 9:48 AM
93	Overall I think the new structure is an improvement. It's difficult to understand the exact impact without a side-by-side analysis of the frequency changes in each route.	2/15/2017 9:32 AM
94	I'm very excited for the EMX. it's going to be incredibly helpful.	2/15/2017 8:59 AM
95	It sounds good. Until I actually see the route times, I can't say for sure that it will be better for me, but I see the possibility. I am especially interested in the possibility of the 41 connecting me with the West side EmX that will take me directly to the UO so I don't have to transfer at the Eugene Station. It will be great if this will save me some time, as I have a long commute now. It won't help me if I still have to transfer to another Emx route at the Eugene Station. It would simply mean three buses to get to work instead of two.	2/15/2017 8:37 AM
96	I do not think it is exceptable to ANYONE driving!	2/15/2017 4:52 AM
97	Our use of LTD is limited but this seems like a good improvement to those who use it more frequently	2/14/2017 8:35 PM
98	Yes	2/14/2017 7:36 PM

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99	Buses should run all night	2/14/2017 5:52 PM
100	I am excited mainly for being able to get to work faster	2/14/2017 4:12 PM
101	We live off hwy 99 towards junction city. Last year's increased helped but not enough. The times for weekdays is not late enough. You look at the times and see if you could have a job and take the bus. No way. You can get to river road but that's all. A lot of people live out here and were stuck. Another subject: why do you think we all want to go downtown Eugene? Ok we get to river road and we have to go downtown. It's time to think of people cut off around town like. Why can't there be a route that goes from WinCo to river road to Walmart green acres to Coburg. A big rectangle? Why can't river road be used as a station with bathrooms etc. Instead of just a drop off. Keep all the people from going to eugene dt. Just out of date. And what's the deal w no transfers like when I was a kid I'm 60. Who just goes one route? Why should it cost more? That's just sad.	2/14/2017 2:31 PM
102	I usually. Drivr	2/14/2017 1:24 PM
103	close but still too far to walk, especially in the dark	2/14/2017 1:19 PM
104	If the West EMX runs late, I will be okay with work.	2/14/2017 1:01 PM
105	I think huge amount of money has been wasted, for little to no effect.	2/14/2017 1:01 PM
106	Yes, lower waiting times, more reliability, and less to walk between helps make it more feasible for the rider. I've had a bus not notice me in the dark, and it wasn't coming when the website said it would, so more reliable service can help.	2/14/2017 12:37 PM
107	Run later buses, especially the 76/78.	2/14/2017 12:29 PM
108	I hope so...	2/14/2017 11:13 AM
109	No opinion -- but, would like to see LTD service connecting Florence and Mapleton to Eugene.	2/14/2017 9:38 AM
110	It's hard to say. Every 30 minutes sounds like the frequency now. Depends how it fits in with the Churchill HS schedule. The buses after school are packed and infrequent and inconvenient.	2/14/2017 9:38 AM
111	possibly.	2/14/2017 9:10 AM
112	Hopefully, becuse right now the 93 is unuseable for work & school. Doesn't start early enough, doesn't run mid day, doesn't run late enough at night.	2/14/2017 9:05 AM
113	Yes. We are very excited about the EmX route expansion in particular.	2/14/2017 9:04 AM
114	I think so. It is hard to tell without actually trying it out.	2/14/2017 8:41 AM
115	It is a reasonable redesign of West Eugene routes. Does increase transfer opportunities, but whether it reduces travel times remains to be seen, since there is no mention of actual travel times for any route or for the new EmX route.	2/14/2017 8:23 AM
116	depends on where you are going	2/14/2017 8:01 AM
117	I think it is fine. I would like to know how it enhances opportunities to use bicycles as transportation within the community. I am hearing that bikes won't be allowed on the new EMx routes.	2/14/2017 7:46 AM
118	No	2/14/2017 7:41 AM
119	I do think that this will help, I am a huge fan of the change to the emx line. I wish something still went down 8th, but it's not like it's that far to walk. It'll be much easier to get out to shopping areas.	2/14/2017 7:26 AM
120	I do. I am looking forward to the conviences.	2/14/2017 3:13 AM
121	There is nothing "exciting" about me having to walk 2 miles on weekdays, and not being able to work my late shifts on weeknights. If these changes happen you will put me out of a job. Please don't do this!	2/13/2017 10:02 PM
122	I hope so, excited for it to be done and find out how close it will get me to 8th and Garfield.	2/13/2017 8:21 PM
123	not sure	2/13/2017 8:17 PM
124	I think these changes will increase my opportunities to transfer to other routes. Rock on!	2/13/2017 7:44 PM
125	I think it's worth a try	2/13/2017 5:59 PM

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126	I see a lot of problems the West Eugene Emx being brought online, it is likely to cause some traffic problems for the already congested area of West 11th and West Eugene. I'm not too sure if this is the right plan or the right project for the city of Eugene and the folks that use LTD on a daily, weekly basis. The West Eugene Emx Project is already over budget and has been a costly project to produce from concept to reality. LTD has failed on many occasions and went along with the project without getting a taxpayer vote on the entire project alone - the money LTD has gotten for this project could have been used to improve existing services and added more runs and busses to existing bus routes in the system. I am not even sure if the new routes will even reduce ridership travel times and more to existing routes or cause more headaches for the community. In contrast, the LTD customer service can't even stay open past 9pm on a daily basis, especially when cold, climate and severe weather is present for those to keep warm and dry. If LTD is going to thrive on being a highly rated transportation system in the Willamette Valley, it needs to add routes to the Oregon Coast, such as the plan was with the Diamond Express to Oakridge/Westfir communities in that part of the county, adding a coast route would lily make some things easier for those wanting to take a bus to the coast at the cost that it takes to take a bus up the McKenzie River back for a nice pleasant and rewarding bus ride into the foot of the Cascades Ranges. Remember customer service comes first, as they say, "if it's not done right, it's probably not cooked right and the customer is always right until it's done, the right way", that makes the perfection of customer service with your ridership - listen them and learn. If you've not been out there in the field and not have ridden a favorite route in a long time, get out and talk to people, open some new doors and some old one's that have been swept underneath the carpet. In closing, look, listen and learn from those that use the system overall, they're your allies and allies are the one's that make things thrive in better ways than you ever thought possible. Try it, you might notice a difference!	2/13/2017 4:59 PM
127	Its great to have so many options but routes are confusing.	2/13/2017 4:27 PM
128	Don't go to West Eugene.	2/13/2017 4:09 PM
129	I like it! While the new routes don't cover my home/work areas, I do travel out W. 11th and I like the new bus lanes.	2/13/2017 4:04 PM
130	not sure	2/13/2017 3:56 PM
131	I have not used the bus, but the plans look like it should provide coverage for those who do use it.	2/13/2017 3:46 PM
132	Seems pretty good overall.	2/13/2017 3:44 PM
133	Having a regular EmX out to West Eugene would probably increase my travel to that area. I use the existing EmX, and like it because of its frequent, regular service.	2/13/2017 3:31 PM
134	Good	2/13/2017 3:19 PM
135	This map is overwhelming, but I'm looking forward to be able to catch the more frequent EmX to ride out to Fred Meyer and other businesses in West Eugene for errands.	2/13/2017 3:17 PM
136	This proposal appears to eliminate service to a rather large area along Washington between 5th and 1st, along 1st between Washington and Van Buren and along Railroad between Van Buren and River Road. It is going to look as if LTD simply doesn't care because that is the Whit. I will certainly do everything I can to make sure it looks that way, if you go forward with this proposal.	2/13/2017 2:49 PM
137	No	2/13/2017 2:41 PM
138	That would be helpful if it works....having to return to hub for outgoing buses/connections is a hassle and time consuming and a big part of why I rarely use the bus.	2/13/2017 2:32 PM
139	I really don't know. But I'm guessing you folk have put a lot of attention to detail and are making it better. thank you	2/13/2017 2:28 PM
140	Mixed bag for me. Some routes better some worse.	2/13/2017 2:23 PM
141	Yes	2/13/2017 12:02 PM
142	Some	2/13/2017 11:28 AM
143	I'm looking forward to the changes. I think the more frequent trips, especially when the EmX starts, and the more frequent connecting trips will be much more convenient and will make things so much easier for me.	2/13/2017 9:05 AM
144	Probably	2/13/2017 9:00 AM
145	My other concerns with the EMX is how it will affect traffic congestion as West 11th is a very bus street. Why West Eugene? Why not run rapid transit through the whole city? However, as it is inevitable for it to be built at this point. I think the transfer points are good as the 43 isn't needed with the new EMX and the 36 doesn't necessarily to run out to Terry and Arrowsmith. 32 becoming part of the 93 is a good idea. I would like to know how this will or if this will reduce commutes for LTD bus riders.	2/12/2017 11:31 PM
146	yes	2/12/2017 11:08 PM
147	Yes.	2/12/2017 8:41 PM

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148	like what is in store. I think it will help people get out and about more	2/12/2017 2:05 PM
149	yes	2/12/2017 2:03 PM
150	It will definitely reduce travel time. I'm excited for the emx on w. 11th.	2/12/2017 1:35 PM
151	If any of these effect the use of the 13 and 28 being provided late at night, then this will effect me being at UO longer during events and study nights.	2/12/2017 1:27 PM
152	I only use LTD during the week to go to work. I would use it on weekends, during which the new configuration could provide more options, but my Wilshire/Warren area still will not be served on weekends. I may potentially use the (new) 78 route to Seneca Station and then take EmX to the UO, if it ends up being faster or more convenient than staying on the 78 the whole was. I am concerned about the transfer point at Seneca. Will the 78 drop people at the EmX station near Seneca? Or will one have to walk through the parking lot out to W. 11th and Seneca, then cross W. 11th to get to the EmX. This is not a pedestrian friendly area at all, and this scenario would definitely add minutes and more time out in inclement weather. Personally I will not have to deal with this under the proposed route changes, however I know there are a lot the riders in my neighborhood who work downtown, and also transfer downtown to go to LCC, and this could have a negative effect on their commuting experience, depending upon how the transfer station is set up, and the timing.	2/12/2017 1:18 PM
153	Not sure. I usually only take route 52.	2/12/2017 11:17 AM
154	Yes	2/12/2017 4:51 AM
155	I'm not sure. I like the idea of emx, sure - but the 3 bus transfers is worrying for my travel time.	2/12/2017 1:15 AM
156	No - I'm losing half my routes along W 18th.	2/11/2017 10:34 PM
157	I really like the idea of EMX rapid transit going into West Eugene	2/11/2017 9:00 PM
158	n/a	2/11/2017 8:54 PM
159	It's a terrible design. Your planner should be fired. Really? Put a stop on a right turn lane at Chambers and 11th? This whole emx project is just another milk run funded by people who don't use the bus.	2/11/2017 7:31 PM
160	Yes- It seems that that riders would not always need to go to the downtown station to do a transfer if going to West Eugene.	2/11/2017 6:44 PM
161	Yes	2/11/2017 5:16 PM
162	looks good to me	2/11/2017 4:26 PM
163	All possibilities increase my morning commute drastically. While this might serve outer areas well, it doesn't benefit those in the core JWN neighborhood.	2/11/2017 4:05 PM
164	Looks well covered	2/11/2017 2:08 PM
165	It looks good. All my trips though are along the 66 and 67 corridor, then either 12 or EMX out towards gateway. I don't really go out west ever.	2/11/2017 1:49 PM
166	The route I would like would be from Barger to Valley River center. We have a lot more people in this area. When I was working I could drive to work in 15 minutes or take the bus down town transfer to a bus going to VRC and it would take at least an hour. I drove	2/11/2017 1:36 PM
167	I use the bus to go to work (LCC), U of O, and downtown, occasionally other destinations. Any improvements will be welcome! I am interested in using the Emx to go to destinations on W. 11th that I don't visit now because it is relatively inconvenient without driving a car.	2/11/2017 1:12 PM
168	I hate the whole thing. Leave the 41 and 43 buses alone. The EMx is a waste of money. It adds more transfers and bus time to my routes and makes it harder for me to get to Fred Meyers and the other locations I go to. I wish you had listened to the people and stopped this construction before it started. How are you going to help us that are disabled? I don't see anybody carrying our bags or helping us across the street. How are you going to stop the sheering pain that goes down my back and legs with the extra walking, the extra transfers, and carrying heavy grocery bags? This does not even address how horrible the set up on the Emx buses are and how sitting side ways causes more pain and the seats are not comfortable. I hate riding the Springfield EMx and will not like riding this one either.	2/11/2017 12:31 PM
169	Overall, I think it will lessen bus-related congestion on a key stretch of West 11th. Not so sure it opens up many more transfer options for some of our outings. Travel to and from work would require getting used to route adjustments.	2/11/2017 10:57 AM
170	Cautiously optimistic that it will allow me to use the bus more than I do now.	2/11/2017 9:14 AM
171	I sure hope so	2/11/2017 9:05 AM
172	Sure	2/11/2017 9:04 AM

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173	If it reduces travel time and is done with riders' efficient use of time in mind, I'm all for it.	2/11/2017 8:45 AM
174	I am very excited about West Eugene EmX - I've been waiting for years for this! The new routes look great!	2/11/2017 8:01 AM
175	I really like it, taking an hour out of my day just for travel is really hard sometimes as a working student. I	2/11/2017 7:59 AM
176	It would increase my travel time because there would be many blocks I'd have to walk to reach destinations as a result of the changes	2/11/2017 5:35 AM
177	Provides me with greater incentive to use some of these routes. Timing and frequency of service will be key.	2/11/2017 4:13 AM
178	The changes work for me if there are weekend hours on the new 78. Ok if it only serves Seneca station and not UO. Would take EmX to station and transfer.	2/10/2017 10:04 PM
179	Faster routes with good connections will increase ridership	2/10/2017 9:28 PM
180	I am most interested in the possibility of picking up EmX in west Eugene. LTD does not come within a mile of my home (upper McLean Blvd), but I can sometimes combine bicycle with bus, and EmX is much better for that connection than other buses (although I certainly value the possibility of putting my bike on other buses when I need to). For getting to my work at UO, it doesn't make a lot of sense to ride all the way to 11th to catch EmX, but when I have business in Springfield it could be a time saver.	2/10/2017 9:19 PM
181	Looks fine to me	2/10/2017 9:01 PM
182	I think it makes perfect sense to drop some routes and rework others so that people can ride the emx back into downtown since it will be faster.	2/10/2017 8:32 PM
183	It doesn't really affect what I currently depend on, but it seems like it's better than what was there previously.	2/10/2017 8:18 PM
184	I won't be able to catch a bus to work from the stops near my home due to the proposed changes to the 76 and 78.	2/10/2017 7:56 PM
185	I like the idea of creating a west Eugene EmX, and the easy transfer. I just believe it would create a lot of congestion at Seneca Station. I also believe the 93 should continue to leave from Eugene Station.	2/10/2017 7:44 PM
186	I think the route designs are excellent and thought out. For me, i would have to keep track of one schedule instead of 4. I dont think i would ever have to transfer routes since i'm usually going between my house on Grant and UO campus.	2/10/2017 7:24 PM
187	I don't like as it seems I will lose my access to the bus on Jacobs and Fairfield.	2/10/2017 7:23 PM
188	I depend on route 40. Don't reroute it, and please don't change the timetable again. The recent change made no blasted sense.	2/10/2017 7:16 PM
189	Good job. It depends on how much signal priority the BRT system will actually have to see if it reduces travel time.	2/10/2017 7:04 PM
190	I live in Whiteaker (5th/ Blair area) & am pleased I'll be able to catch EMX for westbound trips (& inbound back home) without having to come downtown & transfer! Definitely a time saver & just more convenient, in general. Very excited!! Thank-you!!	2/10/2017 7:00 PM
191	i am still not to happy bout havin to see the businesses have to loose thier parking spaces because u felt to do a emx on the west 11th coridor..... its what it is...	2/10/2017 6:49 PM
192	I would have to see a timetable to really be able to answer this question. Based on the map it looks like I am going to have to make transfers that I did not have to before, probably increasing my travel time	2/10/2017 6:35 PM
193	Yes I'm especially excited for the EMX stops. Right now because I don't have a car I can't go down anywhere on W 11th. At least now I have hope I can go to Wal-Mart or Target.	2/10/2017 5:51 PM
194	I am definitely in favor of changes. That entire area needs to be improved and you have good ideas in line to do just that. I used to ride the bus out there, but moved.	2/10/2017 5:14 PM
195	The only issue I might see is that the stops on the EmX are so few compared to stops on a regular bus line. We lost stops when the EmX replaced the number 11, and that was bad. I worry that we will lose some stops formerly available to regular busses, of which we need more, not fewer.	2/10/2017 5:06 PM
196	I support the EMX concept and rapid transit generally.	2/10/2017 5:02 PM
197	I think it looks good and is hard to know until I use the service routes.	2/10/2017 4:25 PM
198	I am really glad EmX is coming to West Eugene!	2/10/2017 3:59 PM
199	i would use if i can take my dog to doggie day care on wilson, but i don't think you allow that	2/10/2017 3:52 PM
200	I like it. It will reduce travel time for me.	2/10/2017 3:39 PM
201	yes.	2/10/2017 3:22 PM

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202	im looking forward to riding the emx from my house to walmart! will be so nice!	2/10/2017 2:24 PM
203	I don't drive and don't go to West Eugene as often as I would like because transit isn't convenient for me, better transit would be amazing. I'm really looking forward to the EMX expansion, but if it were accompanied by other improvements that would allow me to be much more mobile in that area for shopping and visiting friends. Right now, I mostly only go on my own for my monthly work meeting and Dr appointments and otherwise try to get rides or piggy back on those visits. Better transit would mean weekly visits.	2/10/2017 2:04 PM
204	Looks like there would be more coverage in West Eugene.	2/10/2017 1:43 PM
205	It would reduce travel times, however, will it increase cost because I'll need to pay for each leg?	2/10/2017 1:40 PM
206	Yes, it will improve the travel time through this region of Eugene.	2/10/2017 1:22 PM
207	I enjoy the idea of bringing the EMX all the way to Walmart and Seneca. It provides students on campus a way to go to the stores down there without having to transfer buses.	2/10/2017 12:47 PM
208	excellent opportunity to access public transportation that is expanding nicely; i think i like emx after all ;-)	2/10/2017 12:46 PM
209	I only use one bus the changes will help	2/10/2017 12:45 PM
210	Yes! Yes! Yes!!	2/10/2017 12:44 PM
211	I'm looking forward to using the EMX to access shopping in West Eugene.	2/10/2017 12:40 PM
212	I'm excited to see how the Emx service to west 11th will work out. Until service is a reality I won't really know what works for me.	2/10/2017 12:29 PM
213	I hope the changes do bring positive outcomes	2/10/2017 12:20 PM
214	One of the main reasons I don't use the bus much is due to not being able to ride it from work. I now work days and have to be at Riverbend at 0630 and there isn't coverage at that time of day so I still don't ride much. I would ride daily if there was a way to get from 11th and Garfield to Riverbend by 0630!	2/10/2017 12:01 PM
215	I'm a frequent bus rider & have been for many, many years... long before EmX. I now ride the existing EmX every day in a full loop. My feeling is that 70% of the time it is empty, 20% of the time moderately full, and 10% it is a living hell of people crammed into a small space. Somehow there is actually *less* room than on the traditional articulating white buses (such as the 78 uses today). I ride at busy times, so consequently of course I don't have a great experience on EmX. I'm not thrilled to be forced into that mess for the last stretch down 11th too, but I do understand why the 43/76 can't cover redundant routes with EmX. The idea to run EmX every 10 minutes during the day is a bad one. I strongly suggest you consider slowing this slightly (15 minutes?) when ridership is low mid-day, and send more frequent buses (5 minutes?) at peak hours when the buses are standing room only. If EmX wasn't so full, it would be nice. A random comment- I absolutely LOVE the real time tracking of buses, but the mobile site is difficult to use for that each day. If you could integrate this with existing apps (Apple/Google Maps) or provide an API for app developers like other cities have, that would be incredible.	2/10/2017 11:49 AM
216	I think this is well thought out. My work trip means a transfer or a longer walk, but a little extra walking is good for me. The best improvement is the 78 to Fred Meyer commercial area. If you put an Enterprise carshare, that would be perfect.	2/10/2017 11:48 AM
217	Hard to say. There was a lot of information in this survey. Mostly, I just wish LTD had not spent so much money on EMx, but instead, used it on expanding regular coverage.	2/10/2017 11:47 AM
218	The changes look good to me. Traffic at the river road + beltline entrance is horride, maybe these changes will promote more bus riders along that route.	2/10/2017 11:44 AM
219	See previous answer on Route 93 changes. I do not anticipate any advantage in better transfers between these routes, except Emx, clearly. I am not typically headed to West Eugene locations, only to downtown or other areas of town via transfer at Eugene Station.	2/10/2017 11:42 AM
220	I think it is beneficial overall and creates a better environment for bus ridership. Greater convenience will translate to higher utilization.	2/10/2017 11:39 AM
221	yes	2/10/2017 11:38 AM
222	yes	2/10/2017 11:35 AM
223	Yes	2/10/2017 11:26 AM
224	Yes	2/10/2017 11:24 AM
225	No idea. I never visit this part of town.	2/10/2017 11:21 AM
226	Yes	2/10/2017 11:14 AM

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227	No, don't go to W Eugene by bus.	2/10/2017 11:14 AM
228	I think that you will have a problem with route 41 as it appears to be the longest route. I would consider adding some type of short shuttle service that runs from the barger area to the Emx station at Target/Walmart. This would save a lot of time for the folks in that neighborhood.	2/10/2017 11:14 AM
229	Seldom travel to west Eugene - so no opinion.	2/10/2017 11:10 AM
230	Yes, I have friends who live in West Eugene, and currently it's difficult to bus to their neighborhoods. However, I'd be more likely to do this on the weekends, when service is still infrequent and ends too early, so I'm not sure if this will change much for me.	2/10/2017 11:10 AM
231	Looks good	2/10/2017 11:10 AM
232	Looking forward to EMX to get to west Eugene, takes to long without emx. Thanks!	2/10/2017 10:58 AM
233	Possible - Work in Springfield, commute from north of Junction City. Instead of driving to shop/doctor appts this new proposal may make it easier to use LTD....presuming I can get from Springfield to Barger in less than 30 minutes...How about an EMX across beltline?	2/10/2017 10:51 AM
234	honestly no. I believe it should of been put somewhere else , right now this whole construction has make it even more time getting to where I want to go and hope it is over soon. don't get me wrong I like my emx commute that I do everyday. but this one does appeal to me at all. sorry	2/10/2017 10:49 AM
235	It's possible that it could but only if the timing planners are attentive to transfer times. I'm not convinced this has been paid attention to in the past.	2/10/2017 10:47 AM
236	I am not sure.	2/10/2017 10:47 AM
237	You guys need to run bus service on the weekend just like you do during the week and you need to run your service a little bit later in the day okay people I happy to see that the bus runs a little bit more frequently but for the amount of fair that you guys are asking you need to run a service a little bit later.	2/10/2017 10:46 AM
238	Yes, I do think it will reduce travel times. I would not cut late night schedules as that disproportionately effects low wage workers. My son often needs to travel from Gateway, where he works, to South Eugene, sometimes after midnight, especially during the holiday season in November/December.	2/10/2017 10:45 AM
239	I think it will make it a lot easier for myself to get around west 11th area. I generally don't go out there much as the 41/43 don't really work for me.	2/10/2017 10:41 AM
240	No opinion. Live in Thurston.	2/10/2017 10:39 AM
241	Yes. I would be excited about easier and faster connectivity from River Road to West Eugene locations and to the Downtown transit area.	2/10/2017 10:39 AM
242	I am mostly interested in changed to the junction city hwy 99 bus, this is the bus that I cannot ride without waiting an hour after I get off work	2/10/2017 10:37 AM
243	Yes.	2/10/2017 10:36 AM
244	No. I truly think LTD should have just used some of this funding to purchase new busses and add frequency.	2/10/2017 10:36 AM
245	Going to Winco in Bethel is good. Sure do with there was a link between River Road and Highway 99/Bethel rather than having to go to the downtown station. We are 'so ready' for EmX to come up River Road and eventually Hwy 99, too.	2/10/2017 10:35 AM
246	Potentially. The problem with the Springfield EmX implementation is that it's way too inflexible with the rest of the network schedule. I've had transfers leave just as the EmX was arriving. Transfers are great if you can get them, otherwise it's ultimately more of a time saver just to stay on one bus. Make sure the rest of the schedule reflects opportunities for transfers, so that commuters may use the network and this design in the most efficient way possible.	2/10/2017 10:27 AM
247	Proposed changes would negatively impact me on 41 and 43 for trips to Winco because I would have to change buses and walk further while carrying groceries.	2/10/2017 10:26 AM
248	In favor.	2/10/2017 10:17 AM
249	No opinion	2/10/2017 10:14 AM
250	I think the route configuration affects transfers at the Eugene station for the 76/78 proposed plan. If I can't get to the station to make my other buses (I currently transfer from the 76 to the 67) I could be waiting up to 20 minutes at certain times of the day which is actually an increase on my travel time. I think LTD as a whole underestimates the impact of changes to their 'neighborhood' routes such as the 76 because there are not good alternatives for that route.	2/10/2017 10:13 AM

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251	these changes seem like an improvement for my needs. i am very disappointed that the bus to the airport was discontinued. i tried a few time to utilize this service, but the bus did not run during the times i needed to go to the airport. it seems like the majority of flights out of eugene were super early like before LTD started their service. and vice versa. it seems like a lot of flights arriving back to eugene arrive around 11pm / after midnight.	2/10/2017 10:08 AM
252	I like the changes.	2/10/2017 10:08 AM
253	possibly	2/10/2017 10:05 AM
254	I am interested in seeing the Target/Walmart considered as a hub. It makes sense to me. And increased Veneta service is a real plus--not only for me, but as incentive to people who commute that woefully inadequate stretch of 126 between West Eugene and Veneta.	2/10/2017 10:03 AM
255	It looks good for those that use those routes. The only one I might currently use would be route 55. So I don't have a good opinion one way or the other.	2/10/2017 10:01 AM
256	I would use service on Hawkins Lane to Fred Meyer	2/10/2017 10:01 AM
257	I do think it potentially reduces travel time	2/10/2017 9:59 AM
258	It seems fine for me. It will be a plus if the EmX does not have a layover time at Eugene Station - I'll ride typically from the Hilyard St stop to 6th/7th and Garfield.	2/10/2017 9:58 AM
259	I think what is missing is a circular/spider web configuration that crosses all peripheral routes. It would be a time-efficient way for bus users to go from point A- Z without having to go to downtown, etc. to catch their next bus line.	2/10/2017 9:55 AM
260	Not sure at this time	2/10/2017 9:52 AM
261	My only concern is being able to get from the Seneca Station to Wilshire. The current configuration of the 76 is great - I can comfortably take the bus both directions. I am concerned that it will be a long trip from Seneca to Wilshire.	2/10/2017 9:52 AM
262	It doesn't take me downtown. The last thing I want is to be stuck west of the downtown station. The EMX buses creep me out.	2/10/2017 9:50 AM
263	I ride the 40 and sometimbe the 41. This might make the 41 more practical to use as an alternative.	2/10/2017 9:49 AM
264	I live in Florence and never use transit.	2/10/2017 9:46 AM
265	more service in west eugene would be amazing.	2/10/2017 9:46 AM
266	Yes!	2/10/2017 1:13 AM
267	I think LTD is gutting services to neighborhoods again. Mass transit isn't just for 9 am to 5 pm M-F commuters. It's for communities to connect.	2/9/2017 9:55 PM
268	I think this will positively impact my commute if the route 36 bus is increased during the highest travel times of M-F in the afternoon hours. Please consider an increase in buses on this route specifically.	2/9/2017 8:00 PM
269	Like bus get on time come and some time they late	2/9/2017 6:52 PM
270	I was very satisfied with Route 76 and have successfully and efficiently taken it to/from UO for more than two decades. I don't believe we needed EMX here. Bus service here was completely adequate and dependable. This part of town has been negatively impacted by traffic congestion, delays, loss of beautiful, mature shade trees, and major disruptions since construction began. "Progress" isn't always a positive change.	2/9/2017 6:45 PM
271	I think this addition is an unnecessary waste of money that nobody wanted except LTD. The majority of residents have been against this addition for years, but LTD and Eugene forced us to pay for this new route at the cost of local businesses and drivers who need the extra lane and will never opt to ride the bus system anyway. Thanks a lot for your greed and lack of consideration for the people you "serve."	2/9/2017 6:17 PM
272	Overall I approve of the proposed design. It will allow me more flexibility with my work schedule and make traveling to Veneta on the weekends a lot easier.	2/9/2017 5:55 PM
273	Maybe	2/9/2017 4:56 PM
274	Not excited. You again are cutting service to the neighborhoods south of West 18th. West 11th and the EMX are too far to walk, and you give me no way to transfer to the EMX from my stop unless I ride the 36 all the way to the downtown station.	2/9/2017 2:34 PM
275	I think the EMX was a huge waste of taxpayer money and will make getting around in Eugene even harder. This was the worst idea ever.	2/9/2017 1:17 PM
276	Overall positive opinion. I do think the configuration would add better transfers for me. I live in the Whiteaker, so the EMX would suddenly get me to Seneca directly, which is good.	2/9/2017 12:56 PM

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277	I think the proposal is good, and will hopefully permit me to make my daily commute with less transfers and reduce my travel time	2/9/2017 12:14 PM
278	mostly excited about more frequent service on West 11th!	2/9/2017 11:45 AM
279	I don't often go to the west side of eugene (I usually ride in Springfield and East Eugene), but from what I know of those routes, I like the redesign.	2/9/2017 11:30 AM
280	FUCK EMX. THESE PIECES OF SHIT ARE WASTING MY TAXDOLLARS! MAY THEY ALL GET THEIR FAT ASSES RUN OVER BY THE NEW BUSES! FUCK THEM ALL! I HOPE THEY ALL BURN IN HELL!	2/9/2017 10:34 AM
281	No. You also need to fix the routes so that you can connect from Eugene to Springfield on the north end. For example, Costco to VA Clinic or Costco to Gateway.	2/9/2017 8:16 AM
282	Why isn't there a bus that utilizes Bellline to go from Barger, to River Road, to Coburg Rd, to Springfield?	2/9/2017 8:09 AM
283	Bad Idea To Cut Most Of N. Terry out of the pick up areas. Originally when EMX first was talked about thought it was something completely different. Seeing it now, I wouldn't support it. You want to save money, do like other normal cities do, and not have every bus have to go down town. Waste more time. Takes over an hour to go 8 miles to UO.	2/8/2017 11:29 PM
284	Less opportunities to catch a bus since you've cut regular service back so much. Easier to actually get a car and drive now that I would have to walk OVER A MILE to a bus stop! EMX is a WASTE OF time, \$\$\$ and will keep me away from LTD!	2/8/2017 9:50 PM
285	Well, I love riding the bus, as a kid, and I think there should be a crest bus, I know the streets are small, but is there a chance?	2/8/2017 9:43 PM
286	Unsure at thistime until route schedules are posted to see how it effects my travel to and from work	2/8/2017 7:44 PM
287	1) New bus lines aren't exciting. It's a bus. 2) How is Sam hell did it take your construction company as long as it did to finish it? I trekked through that dangerous bullshit daily for months because they wouldn't repair the sidewalks. How is that okay? There were so many times I felt like I was put in danger trying to get to work because of your construction company. Make an area for pedestrians, make them finish tasks in a reasonable amount of time. Paving a road shouldn't have taken that long. I know I'm simplifying it a bit, but I know damn well none of you working for LTD had to walk through it, so I'd like you to at least be able to picture my frustrations with this. However, now that it is pretty much done (should have been in September for how many people were working on it), the proposed route is great. It looks like the people doing the planning for this route know their stuff. Just keep it like the current EMX and don't make ppl wait 30 minutes in between each bus.	2/8/2017 7:37 PM
288	It just depends. If I had to get from my house to West 11th to get to the grocery store, it would work really well, but it also makes the route from my house to work more complicated.	2/8/2017 5:21 PM
289	I hope it does	2/7/2017 7:34 PM
290	41 will be another options for me, other than that, no impact	2/7/2017 3:35 PM
291	I think overall it will help a lot, but not sure I like the new 41 line. I will have to wait and see before I can really say anything.	2/7/2017 12:07 PM
292	EMX is a shit show.	2/7/2017 12:02 PM
293	West 18th needs the 36 every 15 minutes, always packed.	2/7/2017 7:56 AM
294	Maybe? It more depends on the timing rather than the routes.	2/6/2017 10:09 PM
295	The other routes look good but I'm worried about 55. It's really important to me. I know one person's bus experience isn't the point of the survey, but yikes.	2/6/2017 10:02 PM
296	great,	2/6/2017 1:49 PM
297	I like that the 76 and 78 will be running every 30 minutes instead of every hour. This will help alleviate some of the overcrowding on the 36 hopefully.	2/6/2017 10:01 AM
298	The removal of the 76 eliminates a direct to UO route. Transfers inherently take time, even if you're connecting to something like the EmX. EmX buses between downtown and UO are currently near or at capacity during the day. This setup will inconvenience students and staff who live in the vicinity of 11th & 13th. I hope the Seneca Station transfer point receives an upgrade. While this setup increases overall service to Veneta, nobody likes to change buses.	2/6/2017 9:26 AM
299	I'm not sure at this point in time.	2/6/2017 8:32 AM

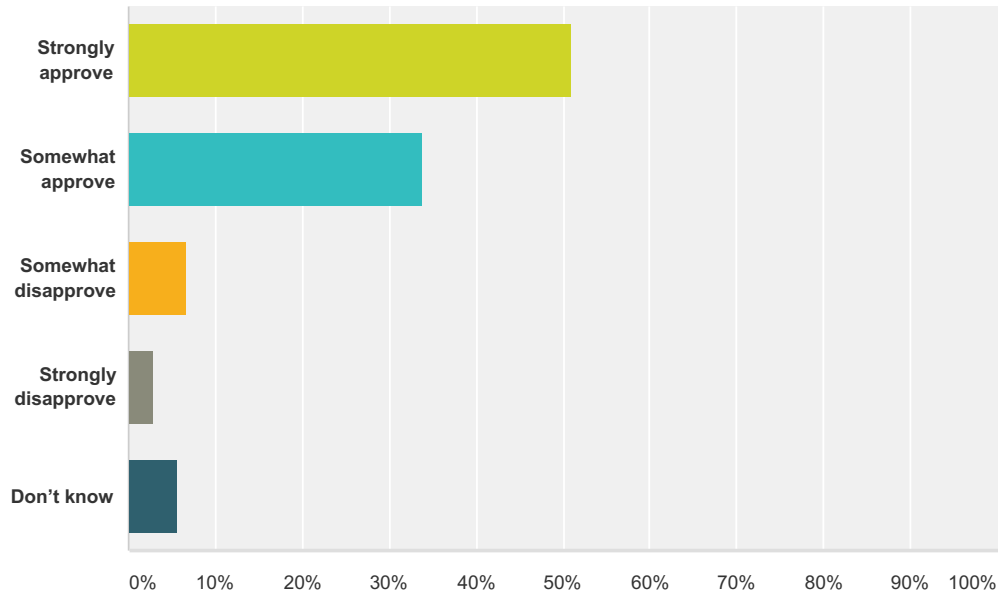
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300	<p>The route redesigns look good. My only reservation about the new West Eugene service is with the EmX design on this corridor. Instead of exclusive lanes like along parts of Pioneer Parkway or Franklin, we have opted for cheaper BAT lanes that ended up being just as controversial as pushing for a full build-out. West 11th needs exclusive lanes more than other parts of the system where they have already been built, and yet we get this watered down product. I hope that in the future LTD will push harder for true high-capacity rapid transit with dedicated bus lanes. Someday in the future we will need to upgrade this route due to the use of shared BAT lanes and routing over to 6th and 7th instead of going straight down 11th. Now let's build out full EmX on Main Street, River Road, Coburg, and Amazon. Eugene-Springfield should be a model for well-done bus rapid transit with exclusive lanes!</p>	2/6/2017 8:06 AM
301	<p>looks like a winner!</p>	2/5/2017 12:39 AM
302	<p>I like most of the elements of this proposal. Just a few additional suggestions: 1) While we're considering changing the #78, it might also make sense to move the eastern terminus as well, having the route stay on 18th to Agate to connect with EmX at Agate Station. This would provide better crosstown service, still allow key transfers to the EmX/28/81, and provide service behind UO (a current blatant coverage gap with likely high ridership). Students currently using the UO Station might see a slightly longer walk, but students walking from elsewhere on campus would see a much shorter walk. (If this creates a too-long runtime, that could be solved by pairing it with suggestion #2 below.) 2) Another major coverage gap in west Eugene is along Royal -- various short segments are served, but no route travels along the road for very long. Meanwhile, the #40 is very circuitous. This could be solved by having the #40 turn from Roosevelt onto Highway 99 and then onto Royal all the way to Terry/Danebo (allowing the #41 to stay on Hwy 99 rather than deviating behind the Gilbert Center, and being less than 1/4 mile walk from the existing path of the #40 on Elmira). Meanwhile, a new route #37 could travel from Seneca Station along Seneca, to 1st to serve the Pearl Buck center, to Bertelsen, to Royal, to Echo Hollow picking up the portion of the route #40 that was eliminated. (This would also allow the #93 to terminate at Commerce St station.) If paired with suggestion #1 above, this new route could also pick up the proposed route of the #78 west of Seneca Station, freeing up runtime to allow the #78 to be extended eastward. 3) Now that EmX will be partially competing with the 5th/Blair routes, it probably makes sense to switch the #52 to serving 1st Avenue with the #51. This makes for both simpler service and reduces competition with EmX. The #55 to EmX transfer would serve many of the trips lost. 4) Is interlining the 41 and 36 proposed? This seems like a no-brainer in terms of reducing transfers. 5) I very much like the idea of rerouting the #55 down Chambers to 11th/13th. In the future, as LTD evolves to a more grid-based routing, this paves the way for a new crosstown route from River Road -> Chambers -> 24th/28th --> Amazon that could replace a portion of the 33 but offer much better transfers.</p>	2/4/2017 4:03 AM

Q28 Lane Transit District provides public transportation services to Eugene-Springfield and surrounding communities. From what you know or may have heard, do you disapprove or approve of the job Lane Transit District is doing?

Answered: 373 Skipped: 149

2017 West Eugene Service Redesign



Answer Choices	Responses	
Strongly approve	50.94%	190
Somewhat approve	33.78%	126
Somewhat disapprove	6.70%	25
Strongly disapprove	2.95%	11
Don't know	5.63%	21
Total		373

#	Other (please specify)	Date
1	Individual drivers with positive attitudes really make the difference for me. Adding more service earlier on existing routes would be a plus.	3/6/2017 12:18 PM
2	I'd say I come closer to "Strongly approve" than any of the other choices--definitely stronger than "Somewhat approve," but somewhere a little shy of "Strongly approve"	2/21/2017 12:38 AM
3	too many buses that parallel w 11th	2/18/2017 12:03 PM
4	You should be totally self-funded. The recent hostile land grab with the W. 11th expansion was unacceptable.	2/17/2017 5:35 AM
5	See warranty issue is previous questions	2/15/2017 6:27 PM
6	I did not get a vote or a say in this boon doggal ????	2/15/2017 4:53 AM
7	only really late night is drunken u of o, which is good. but what about the rest of the area. and really the outlying area is not adequate for real working use. oh yeah I'm working and I can't do that shift because the bus doesn't go at that time.	2/14/2017 2:35 PM
8	I think you need to be all in - meaning spend the money to service every neighbor in the two cities with light rail or underground trains with secured parking lots and frequent stops.	2/14/2017 1:20 PM
9	It takes a 25 minute commute and turns it into a 90+ minute commute that the whole state helps fund through subsidies.	2/14/2017 1:07 PM
10	Would be nice to serve the County west of Veneta.	2/14/2017 9:39 AM
11	I like it except for the West 6th and West 7th lanes. The traffic is already bad and I think this is going to make it worse. Also there are some areas where I think we are going to see alot more car accidents with all the merging that has to be done now. Getting from the left lanes to the right lanes is challenging during rush hour traffic.	2/14/2017 8:43 AM

2017 West Eugene Service Redesign

12	Strongly disapprove of the changes to bus 36	2/13/2017 10:02 PM
13	LTD's drivers are the best and I address them as "Captain" as their responsibilities are worthy of the title.	2/13/2017 7:45 PM
14	You need better access to Creswell/Cottage Grove	2/11/2017 2:09 PM
15	There seems to be a bunch of empty buses in Eugene and a lot of people in the surrounding areas waiting for buses	2/11/2017 9:05 AM
16	I just wish there were more buses and transfers. If I want to transfer anywhere I have to go to Eugene Station. And if I want to get somewhere not covered by the EMX, it's usually faster to walk than wait for the bus. I wish you had more buses.	2/10/2017 5:52 PM
17	need more service on weekends to places like VRC. the system assumes people won't ride on weekends, and so they don't cos they can't without a lot of inconvenience.	2/10/2017 5:07 PM
18	I feel Elmira, Alvadore, Clear Lake, especially, and Veneta, somewhat, have been abused by LTD in the last decade. While the Veneta and Elmira communities are growing much faster than the more stagnant growth in South Eugene, Coburg Road, and River Road, those areas have had few cuts in service and expanded later routes. I support LTD as a public transit agency, but it is despite feeling repeatedly slapped in the face by the increasingly limited service.	2/10/2017 11:48 AM
19	You charge too much for daily Service as far as the emx bus on the weekends the drivers are always late and most of the drivers are rude and most of the drivers when they see people are coming to the bus stop they are quick to leave them sitting there at the bus stop I should have waiting for them to get there especially the elderly, also for the amount of money you guys charge you need to run the service a little bit later and your drivers need to have better manners when it comes to dealing with people, and your guard service the guards on the bus are very rude I've even had a guard asked me for my bus pass in the bus didn't even made it to the bus stop yet I could have just been standing out there just to get some fresh air.	2/10/2017 10:47 AM
20	Stop trying to drastically change the system. It has worked great for me the 15 years I have lived here	2/10/2017 10:38 AM
21	I just hope Federal funding will come through to support the complete buildout of EmX.	2/10/2017 10:36 AM

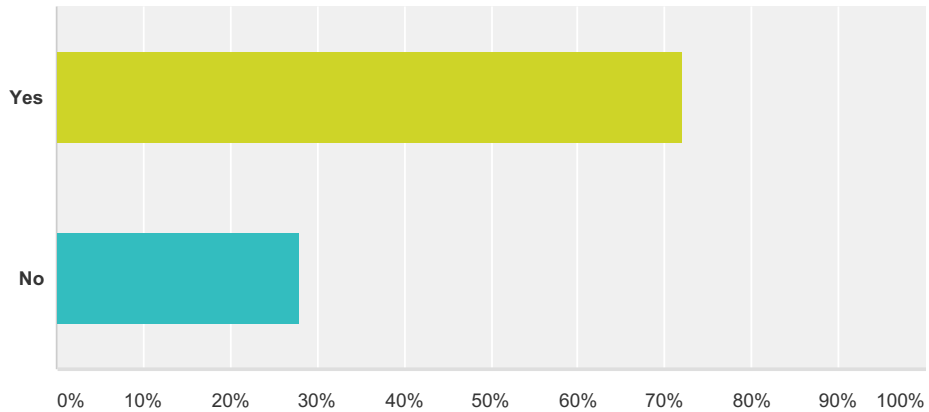
Q29 Thank you for your comments. Please enter your name and contact info to be entered to win a \$50 gift certificate to 1 of 3 West Eugene merchants.

Answered: 320 Skipped: 202

Answer Choices	Responses	
Name	99.69%	319
Email	93.75%	300
Phone	88.44%	283
Home address, if no email	14.69%	47

Q30 We value your opinion and would like to stay in contact with you. Would you like to be notified of the outcome of this West Eugene Service Redesign, and informed of future LTD input opportunities?

Answered: 389 Skipped: 133



Answer Choices	Responses
Yes	71.98% 280
No	28.02% 109
Total	389

Potential Route Changes 2017

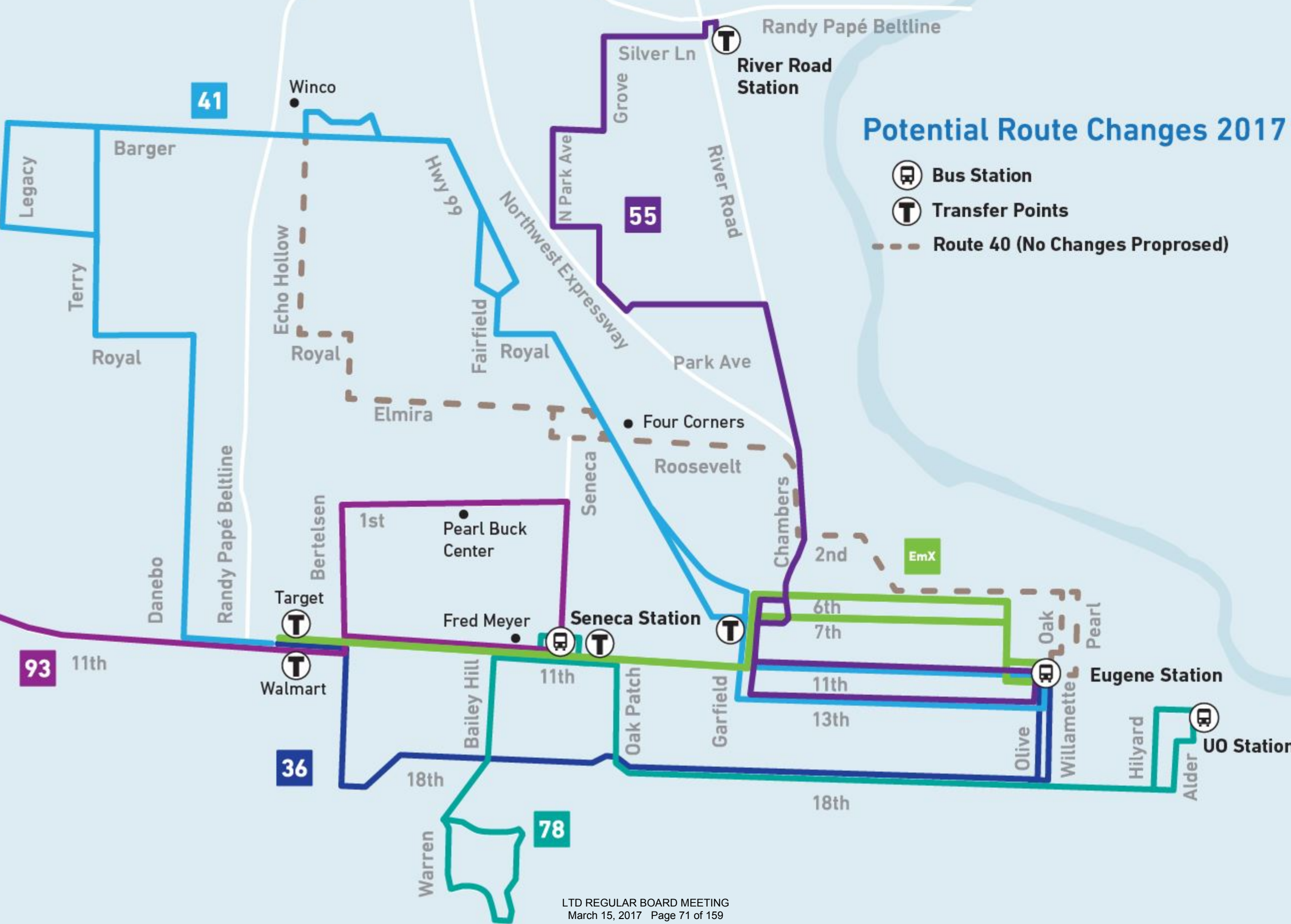


Bus Station



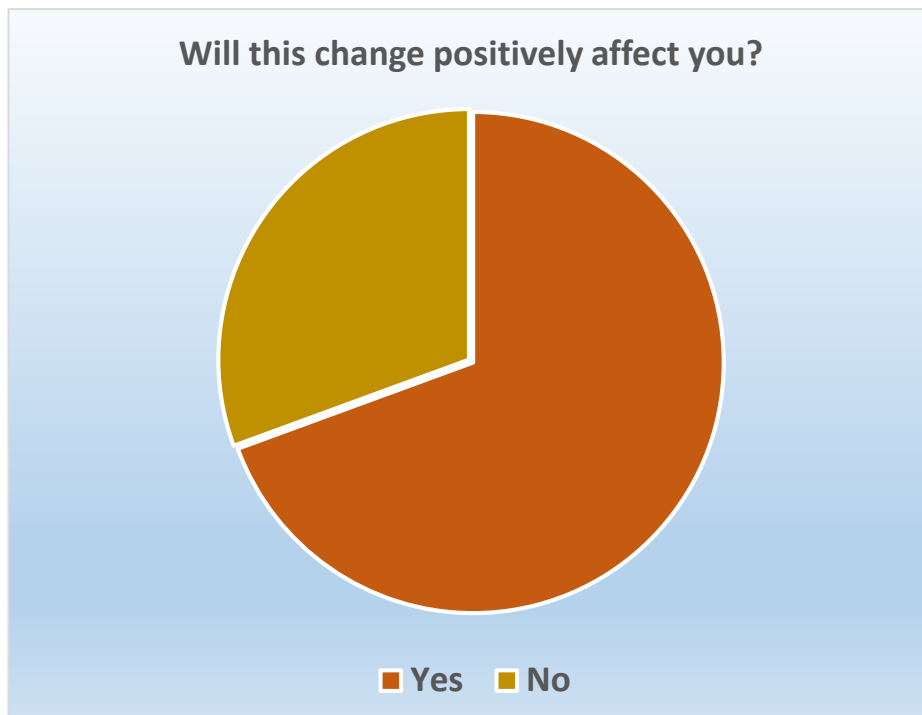
Transfer Points

--- Route 40 (No Changes Proposed)



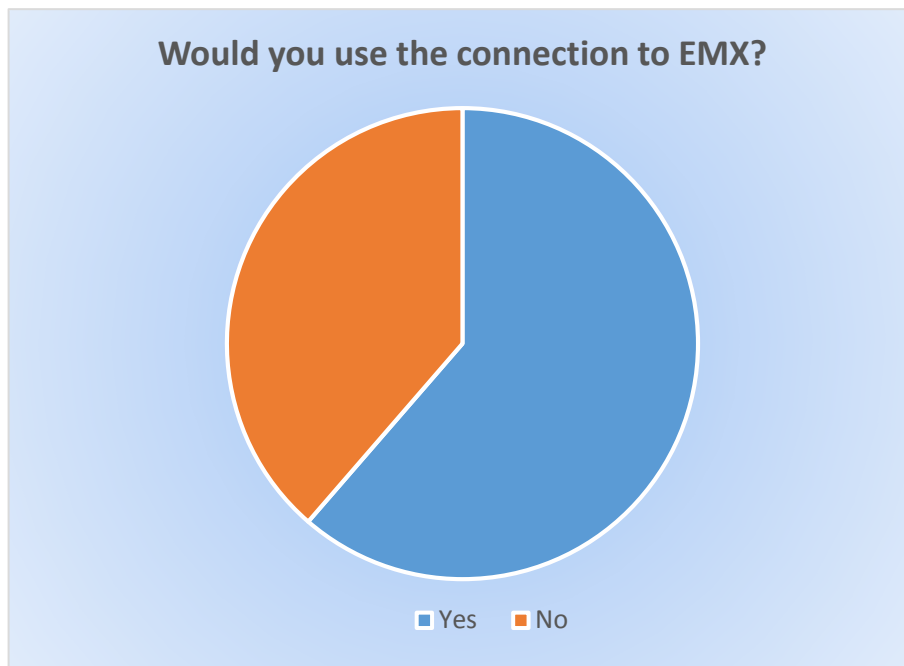
Route 55 On Board Survey

Survey Trip		Will This Change Positively Affect you?	
Date	Time	Yes	No
2/23/2017	6:49	5	1
NA	7:15	NA	NA
2/23/2017	8:15	6	4
2/23/2017	9:15	7	4
2/27/2017	10:15	11	0
2/27/2017	11:15	4	1
2/27/2017	12:15	6	3
2/27/2017	13:15	7	1
2/27/2017	14:15	9	9
NA	15:15	NA	NA
2/27/2017	16:15	2	2
2/27/2017	17:15	2	1
	18:15	NA	NA
Total		59	26



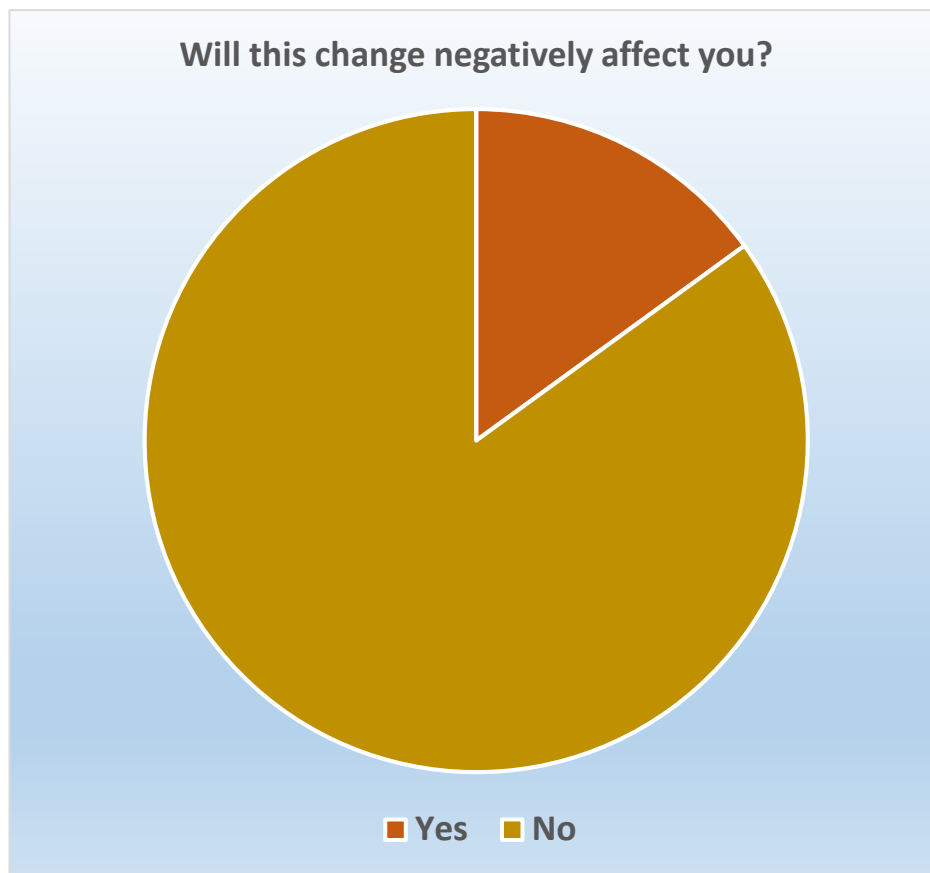
Route 55 On Board Survey

Survey Trip		Would you use the connection to EMX?	
Date	Time	Yes	No
2/23/2017	6:49	3	4
NA	7:15	NA	NA
2/23/2017	8:15	7	5
2/23/2017	9:15	6	4
2/27/2017	10:15	8	2
2/27/2017	11:15	3	3
2/27/2017	12:15	6	3
2/27/2017	13:15	7	0
2/27/2017	14:15	10	9
NA	15:15	NA	NA
2/27/2017	16:15	3	2
2/27/2017	17:15	1	2
	18:15	NA	NA
Total		54	34



Route 93 On Board Survey

Survey Trip		Will This Change Negatively Affect you?	
Date	Time	Yes	No
3/3/2017	6:37	2	5
	6:40	NA	NA
3/3/2017	7:40	1	2
3/3/2017	9:40		
2/16/2017	13:35	1	14
2/23/2017	15:35	5	6
2/23/2017	17:35	1	18
2/22/2017	18:30	2	23
Total		12	68



Signatures for L.T.D., additional
bus route from Barger/Jerry location
to River Road & return without Eugene
Station transfer.

Speaking with you on
Thursday I as well

as all other Riders
of LTD Bus have

high hopes of

a good bus system

& thank you it has

been wonderful

for me!

Thank you
Mary Ann

47 Signatures

Petition for LTD.

For bus service to include E
E Beacon Dr

16 Signatures

Petition

Please sign
bus to E Beacon Dr. Please include your
address.

Return to Doug Thiesen @ 824 E.
Beacon Dr

Thank you

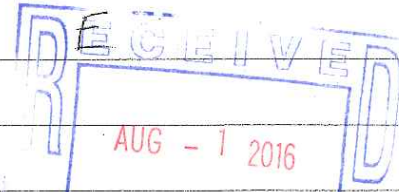
LTD:

I favor LTD service on E. Beacon Drive.
Thank you for your consideration of this request.

2 Signatures

Petition for LTD.

For bus service to include
E Beacon Dr



16 Signatures

June 9th 2015
0700 bus #93

71 as of
6.10.15 1030

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

29 Signatures

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

28 Signatures

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

Name + contact number please

7 Signatures

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

Heather Lindsay

LTD

route reevaluation
for #93

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

18 Signatures

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: APRIL EMPLOYEE OF THE MONTH

PREPARED BY: Camille Straub, Clerk of the Board

BACKGROUND:

Shawna was nominated for employee of the month because she went above and beyond in making the budgeting and planning process successful. Not only did she simplify the process, but she created multiple reports to more accurately forecast financial trends. From Christina:

"Shawna consistently provides unique value by listening to her customer's needs and then sharing her expertise as to how to solve whatever challenge is at hand. She introduces me to the tools available and is generous with her time, even when she is very busy"

Shawna was nominated for Employee of the Month in November 2015, so this is Shawna's second time being nominated. According to HR, this is the first time that an employee has been nominated as Employee of the Month this close together!

Shawna's favorite thing about LTD is the people she gets to work with. She says that everyone is very invested in our mission to provide a valuable service to our community. And you can see that value everyday all around town. You don't always get to see, in a very physical way, that the work you do is important and improves the quality of life for many people. Everyone here seems to understand that very clearly and strives to do the right thing for our customers each and every day.

Shawna has been at LTD for just over 3 and a half years and has been an instrumental member of IT. She adds value by turning data into relevant information which ultimately allows us to serve our customers better. On a personal note, it's been a pleasure working with Shawna, she always has a positive, can-do attitude and has a great sense of humor!

AWARD:

Shawna will attend the March 15 meeting to be introduced to the Board and to receive his award.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Camille Straub, 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 March 15, 2017, consists of:

- Approval of the Minutes of the February 15, 2017, Special Board Meeting/Work Session
- Approval of the Minutes of the February 15, 2017, Regular Board Meeting.

ATTACHMENT : 1) Minutes of the February 15, 2015, Special Board Meeting/Work Session
2) Minutes of the February 15, 2017, Regular Board Meeting

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

LTD Resolution No. 2017-03-15-009; It is hereby resolved that the Consent Calendar for March 15, 2017, is approved as presented.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING/WORK SESSION

Wednesday, February 15, 2017

Pursuant to notice given to *The Register-Guard* for publication on February 9, 2017, 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/work session on Wednesday, February 15, 2017, beginning at 3:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Gary Gillespie, Vice President
Ed Necker, Secretary
Don Nordin, Treasurer
A.J. Jackson, General Manager
Dwight Purdy, General Counsel
Camille Straub, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Angelynn Pierce
Kate Reid
Carl Yeh

CALL TO ORDER/ROLL CALL: Mr. Wildish convened the meeting at 3:34 p.m. and called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish expressed appreciation for those who were able to attend the work session.

ANNOUNCEMENTS: There were no announcements

WORK SESSION:

Rural Services – Strategic Framework and Options: Director of Planning and Development Tom Schwetz and Accessible and Customer Services Manager Cosette Rees discussed rural service issues and opportunities.

Mr. Schwetz said that the discussion would focus on available options and the associated trade-offs and opportunities. He said that rural service represented eight percent of the District's costs and three percent of boardings, which had perhaps driven previous decisions about service in outlying areas. Growth and changes in population densities and access needs in the past 15 years compelled a different approach.

Ms. Rees said that LTD provided rural service both within and outside of its service boundaries. Examples of service outside of the boundaries included the Medicaid brokerage, the Diamond Express serving Oakridge and the Rhody Express providing a circulator service

in Florence. Additionally, there were discussions about how to fill the Yachats-Florence service gap and provide Florence-Eugene service. She said that the current discussion would focus on service within District boundaries.

Mr. Necker asked if the amount that outlying communities paid would increase as ridership increased. Mr. Schwetz replied that cost would stay the same. Ms. Rees added that what could increase would be fares, although fare revenue on those routes was negligible.

Mr. Schwetz summarized the strategic elements to be considered in the discussion of rural service: mode/service type, vehicle type, owner/operator, focus of operations, funding sources and schedule/span. He said that rural service was largely commuter oriented, with most trips occurring during weekdays, and with hours of operation constrained to the commute period. The discussion would look at how changes in strategic elements would affect the level and cost of rural transit service with a view towards finding operational efficiencies that could make more service possible.

Mr. Schwetz reviewed a compilation of data from the 2015 origination/destination survey that better illustrated the patterns of rural ridership; it showed that trips were dispersed throughout the metropolitan area and had many purposes; including jobs, education and health services. He used graphics to demonstrate the relationship between factors such as gas prices, unemployment and college enrollment on rural ridership over a 10-year period. Another aspect to explore was how current rural routing related to the design of the overall network and moving from a hub-and-spoke model to cross-town connectivity strategies. He used a map to illustrate the current and overall proposed system and how rural routes coincided with points on the frequent transit network (FTN), which presented opportunities from a service planning perspective of achieving efficiencies and adding services.

Mr. Gillespie asked if truncating rural routes and connecting them to points on the FTN instead of the Downtown Station would have an impact on operator hours. Assistant General Manager Service Delivery Mark Johnson said that would be difficult to determine until a service package was developed; although rarely was one driver doing the back and forth on one route.

Mr. Schwetz pointed out that the route to Cottage Grove provided the most extensive routing within any of the outlying communities being served. He said that the cost of contracting with another entity, such as South Lane Wheels, to operate that circulator service and the revenue to support the service, were factors to consider.

Mr. Necker asked if instituting a trunk line would allow for an increase in the frequency of connector service, and how much of the trip was associated with the trunk line. In response Mr. Schwetz said that the Cottage Grove trunk line represented about 85 percent of the cost of servicing that community, although that ratio was different on routes with shorter trunk lines. He explained that payroll tax revenue came with constraints and LTD was not necessarily free to contract out that service.

Ms. Jackson said that another important factor to consider was the number of passengers on the circulator and trunk line portions of the trip. Mr. Schwetz explained that the circulator route had six passengers per hour and the truck line, exclusive of the circulator, had about 40 passengers per hour.

Ms. Jackson said that there were a number of questions associated with rider impacts and needs that should be addressed when deciding to make changes to the current Cottage Grove service configuration. The goal being to provide better service to the majority of riders and reasonable solutions for the minority of riders who would be impacted.

Mr. Necker suggested a community survey to gain insight about needs. Mr. Schwetz said it was important to determine how to frame the Strategic Planning Committee (SPC) and Board's conversation with Cottage Grove and what type of partnership might emerge.

In response to a question from Mr. Nordin, Ms. Jackson said that LTD counts boarding's as opposed to passengers at the end of a route. Per hour ridership statistics reflected the number of boarding during an hour, not the total number of people on the bus at one time. Mr. Schwetz added that LTD could provide information about the number of boarding's and departures at points along the route, including Creswell.

Mr. Nordin said that the population of Creswell had grown and asked if the District's boundaries could be expanded to include Creswell and thereby give residents greater access to transit. Mr. Schwetz replied that the District's boundaries were drawn around the Creswell urban growth boundary (UGB); most of the development in the Creswell area was residential and those residents would not be paying the payroll tax.

Mr. Wildish asked if there were opportunities for park and ride facilities at the end of rural routes to facilitate access. He noted that the Cottage Grove circulator represented 15 percent of the route's cost, but only generated six rides.

Mr. Nordin said that he was engaged in discussions with Cottage Grove about purchasing a property that could serve as a bicycle and transit hub in the city center. He said that type of facility in conjunction with more frequent service could produce a sharp rise in boarding's, and a model that could be used in other outlying communities.

Mr. Schwetz said that the trunk line service was most efficiently operated by LTD buses, whereas the connector service is most efficient using small vehicles. He said that Salem-Keizer Transit operated a connector service that was very effective and LTD would explore trunk line operational models as opportunities arose.

Mr. Necker asked if it would be possible to extend the Cottage Grove route to the property Mr. Nordin referenced, rather than terminating at Walmart. Mr. Schwetz said it was a feasible option to pursue along with other options to connect to LTD's network. He said a comprehensive operations analysis that was currently out for bid would provide valuable information as those types of issues were considered. He suggested that the SPC could be consulted for advice on rural service options.

Mr. Nordin asked if a study that Lane Council of Governments (LCOG) had been asked to conduct by the Oregon Department of Transportation (ODOT) would include the possibility of extending LTD's service boundaries to include Florence. Mr. Schwetz replied that was outside the scope of the study; ODOT was interested in options for connections. Ms. Jackson added that LTD was looking at rural services because of the interest generated in the topic during the legislature's Joint Committee on Transportation's tour around the state. She referred to the map that illustrated the current and proposed FTN and emphasized that

the FTN was not limited to the urban area; it was a system approach. Decisions made in one community impacted others across the network. She said that improving transit corridors was a significant benefit to rural areas. She said that accessibility was a major discussion point during the Joint Committee's tour and the FTN was a piece of that discussion, of which LTD played a critical role, even for those outside of its boundaries. Any discussion of expanding the District's boundaries would need to include the potential impact on services throughout the region. Expanding the boundaries to include Florence would mean that resources would have to be redeployed to provide services within the area of expansion. She said that was a topic the Board could decide to pursue.

Mr. Necker asked if including Florence in the District's boundaries would obligate LTD to providing paratransit service, which was costly. Mr. Schwetz said that LTD was constrained by the Federal Transit Administration (FTA) regarding reaching beyond a commute level of transit; greater frequency at peak times could trigger the Americans with Disabilities Act (ADA) paratransit requirements.

Mr. Nordin observed that the outlying communities all had UGB's, and as they grew out to those boundaries would become more transit-oriented requiring more frequent service, which could trigger ADA requirements. He said that he felt that the residents of those communities should be able to fully participate. Mr. Schwetz said that he agreed that the District should not be afraid to look at what that would entail and any options for service.

2017 Legislative Agenda: Director of Public Affairs Edward McGlone explained that the agenda packet included a list of bills, a summary and review of the ten bills of particular interest to LTD, and a copy of a draft bill. He said that a transportation package was a priority for the legislature and the Governor's Office. A legislative Joint Committee on Transportation toured the state last year to hear from communities about their transportation needs and transit was identified as a necessary component of the transit system in every community. The Joint Committee has continued to meet and created four subcommittees to address major topics before a transportation package was proposed:

- Highway, road preservation, maintenance, and seismic upgrade
- Traffic congestion and freight mobility
- Public transportation and public safety
- Multi-modal freight, aviation, ports, marine, and rail

Mr. McGlone said that the subcommittee dealing with transit indicated the need for finding a transit funding option for the entire state, not just Portland and Eugene. There appeared to be support for an employee payroll tax; currently LTD collects a payroll tax assessed on employers and the new tax would be taken from employee's paychecks. He said that the proposal had the potential to generate a large amount of money at a fairly low rate of .1 or .2 percent. He said there was likely to be opposition to the tax from both sides of the aisle and advocates for both businesses and employees. He said that the subcommittee was scheduled to make a recommendation to the full committee in mid-March. He stated that ODOT had estimated the annual cost to maintain roads, without expansion, was \$1.3 billion in addition to current revenue. That did not include the city and county funds necessary for maintenance.

Mr. McGlone briefly reviewed the following bills, which the Board would be asked to take action on during its regular meeting:

HB 2215 - Oregon Right to Rest Act: Proposed by advocates for the homeless to make it possible for the unhoused to find places to legally rest without disturbance. This could open the possibility that bus stops and bus stations could become free shelters, and park and ride facilities could be used for car camping. This raised concern about LTD's ability to enforce Ordinance 36, the code of conduct for LTD premises, and impede access to transit. Staff recommended working with bill sponsors to remove public transit or oppose the bill if it is not removed.

HB 2288 - Lottery bonds for ConnectOregon. LTD had received ConnectOregon funds for a number of non-highway projects in the past and this or a similar bill should be supported.

HB 2455 - Public records retention schedules and retention of electronic communications. Reasonable fees for providing the records could be collected. The minimum retention period for all records was three years, which was triple the current requirement for certain records and would create some administration burden.

In response to a question from Board members regarding HB 2455, Mr. McGlone explained that the law would not apply retroactively, only from its effective date going forward. He said that records that now had a longer retention period would not be affected; the bill only changed the minimum retention period, not the maximum.

Continuing, Mr. McGlone said the bill would also require retention of electronic communications (email, social media, and texts) created on equipment owned or operated by a public body for a minimum of 30 days, which would present a challenge to LTD because it did not currently retain text messages. He said that would include Board members' personnel devices used for communication regarding District business. He said that LTD would need to develop the capacity to store those messages. The bill also would require the public agency to produce all public records requests within three weeks of the request in order to charge the permissible fees for compilation of records; this timeline would present a problem for an agency when the request was for a large volume of information and incentivize people to submit complex and in depth request because the District would be unable to recover the costs of producing the material. Staff proposed monitoring the bill's progress and advocating changes.

HB 2693 - Establish a Department of Education grant program to award school districts funding for student transportation. The bill was the result of interim work to restore the student pass programs. The bill would not limit the funds to use for transit as many communities were not served by public transportation. Staff recommended support for the bill.

HB 2704 - Create a \$250,000 rebate per vehicle for the purchase of new electric transit buses. The rebate also could qualify as local match for federal grants, making LTD's applications very competitive. Staff recommended support for the bill.

HB 2717 - Penalties for assault of employees of mass transit districts. The bill would increase penalties associated with assaulting an employee when the employee was acting within the scope of their employment. The bill was proposed jointly by TriMet and ATU. Staff recommended support for the bill.

SB 357 - Changes definitions in the statute regarding interfering with public transportation. There are four types of interference: fare evasion, blocking the operation of a system, assaulting a transit employee, or other action that meddled with operations. Currently, LTD fare evaders were given an exclusion from the system until it was removed by the public safety manager; evaders who repeated the offense while still excluded could be subject to arrest and the worst offenders could be charged under a higher level of criminal prosecution under the statute. The higher level of prosecution was a useful tool, although rarely used by LTD. Arrests must be made by sworn police officers. In the Portland area arrest and prosecution for fare evasion had been used to the extent that it was perceived as an abuse of power, which prompted introduction of the bill. Staff recommended opposition to the bill.

LC 1934 - The draft bill was proposed by ATU and Organizing People/Activating Leaders (OPAL) Environmental Justice Oregon because of concerns about appointed, rather than elected, transit boards; in particular the TriMet board's lack of responsiveness to environmental justice communities affected by access to transportation and to the union's issues. While the bill's advocates felt that LTD was voluntarily doing a good job in those areas, the intent was to create more representative boards that would be more responsive to their concerns. The proposal would modify board structure through the following changes:

- LTD's Board is currently composed of seven members appointed by the Governor representing subdistricts that were geographically apportioned. The legislation would require the Governor's Office to consult with the Metropolitan Planning Organization (MPO); Lane Council of Governments (LCOG) would be a mandatory consult before an appointment was made. That was currently an informal process and the legislation would formalize it.
- Four new at-large positions representing four new constituencies would be added to the Board:
 - A person under the age of 30 who was a regular transit user (regular defined as using the bus 20 times per month or more), with the ability to represent the interests of students and young people who rode transit
 - An active member of the labor organization representing District employees, which would be ATU as there were no other unions representing LTD's employees
 - A person with a disability who was a regular transit user and had the ability to represent the interests of persons with disabilities who used transit
 - A regular transit user who had the ability to promote the interests of low-income and minority communities within the District
- Providing definitions for categories of transit users: frequent user, regular user, and occasional user; and using those definitions as criteria for board member participation.

Mr. McGlone explained the intent of the new positions. He said that while the bill would permit boards to adopt rules to prohibit the union representative from voting on contract issues, there were other areas of conflict such as the general manager's performance review, and expectations of contract enforcement, pension trusts or other employment-related issues that came before a board. The definitions of minority and low-income populations were currently unclear.

Mr. McGlone said the proposal also had been presented to the SPC and discussed by staff with leadership among partner agencies at the city and county level. He said the SPC did not take a formal position, but asked him to share their thoughts with the Board:

- Concern with the size of the board with an addition of four positions
- Concern with potential conflicts of interest with the addition of a union representative position
- Liked the goals of diversification, but concern with recruiting enough eligible applicants to fill board positions, given current challenges of fill seven seats
- Concerns with 30-year age limit regarding whether a person would be forced to resign if he/she turned 30 before the term of appointment expired; ability of a student to regularly attend meetings, many students were over the age of 30

Mr. McGlone said that some community partners felt the proposal was a solution in search of a problem as they were pleased with the LTD Board's performance.

Mr. Necker said that he understood the 30-year age requirement was for a position representing young people as well as students.

Mr. Wildish commented that people under the age of 30 were less likely to remain in the same community for four years, resulting in more frequent vacancies in that position. He added that another consideration about the proposed changes was the impact on staff to support an 11 member Board.

Mr. Gillespie pointed out that a larger board would mean five members could attend an event without concerns about a quorum, although a Board meeting would require six members for a quorum and subcommittees would be larger. He noted that his own appointment to the Board resulted from a compromise when ATU was proposing legislation to require an elected board; the union agreed to the appointment of someone with a union background. He said that he felt that an elected board would have the unintended consequence of only attracting candidates who could afford to run for election. He suggested a nine-member board would be a more manageable size.

Mr. McGlone said that staff had discussed the proposal and would support whatever direction the Board chose. He said that an 11-member board would change how some key positions functioned within the organization, particularly the general manager, by requiring more time to work with the Board and allowing less time for direct community outreach.

ADJOURNMENT: Mr. Wildish adjourned the meeting at 5:05 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Ed Necker
Board Secretary

Camille Straub
Clerk of the Board

Date Approved: _____

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, February 15, 2017

Pursuant to notice given to *The Register-Guard* for publication on February 9, 2017, 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 on Wednesday, February 15, 2017, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Gary Gillespie, Vice President
Ed Necker, Secretary
Don Nordin, Treasurer
Carl Yeh
A.J. Jackson, General Manager
Dwight Purdy, General Counsel
Camille Straub, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Angelynn Pierce
Kate Reid

CALL TO ORDER/ROLL CALL: Mr. Wildish convened the meeting at 5:32 p.m. and called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish said that the work session preceding the regular meeting was very productive and informative.

COMMENTS FROM THE GENERAL MANAGER: Ms. Jackson announced that Camille Straub was temporarily filling in as clerk of the board. She asked Director of Human Resources David Collier to report on the January 29, 2017, banquet. Mr. Collier announced that Bus Operator Karen Burns had been selected as LTD's 2016 Employee of the Year.

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

BOARD CALENDARS: Ms. Jackson briefly reviewed future events and activities. She noted that the Board's March 15 meeting would be held at Churchill High School as part of the West Eugene service redesign initiative. LTD's Public Affairs staff was doing outreach to residents to encourage their attendance. She said a work session prior to the regular meeting could not be held due to facility availability earlier in the day and time was tentatively reserved on March 13 for a work session, should the need arise. The April 19 Board meeting would be held at the Eugene Public Library.

EMPLOYEE OF THE MONTH: The Board recognized Bus Operator Adam De La Torre as the March 2017 Employee of the Month. Mr. Wildish presented Mr. De La Torre with his award and thanked him for outstanding service and dedication to LTD's mission during the recent severe

winter weather. Mr. De La Torre thanked the Board for the honor and said he had only done what any other LTD driver would have done.

AUDIENCE PARTICIPATION:

Paul Blaylock, Eugene, spoke to the Board regarding service in the Whiteaker neighborhood. He said that on Sundays there was a gap between 8:00 a.m. and 11:00 a.m. He stated that he hoped that some service could be added to fill the gap so that people would not need to wait so long to catch the first inbound #52.

ITEM FOR ACTION AT THIS MEETING:

MOTION **Consent Calendar:** Mr. Yeh moved that the Board adopt the following resolution: LTD Resolution No. 2017-02-15-003; It is hereby resolved that the Consent Calendar for February 15, 2017, is approved as presented. Mr. Nordin provided the second. The Consent Calendar consisted of the Minutes of the January 18, 2017, regular Board meeting.

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

State 5310 Enhanced Mobility of Seniors and People with Disabilities and Special Transportation Fund (STF) Program Recommendations: Accessible and Customer Services Manager Cosette Rees introduced Accessible Services Specialist John Ahlen, Human Services Transportation Coordinator Kris Lyon, and STF Advisory Committee Paul Blaylock, all of whom were involved in the 5310 and STF allocation processes.

Ms. Rees briefly reviewed the 5310 and STF programs. She said that grants were awarded every biennium and the recommendations to be discussed were for fiscal years 2017-18 and 2018-19. She said that the allocation process was collaborative and involved the Accessible Transportation Committee (ATC), which oversaw the process, vetted applications and developed funding recommendations to the Board. She said the grants were awarded in a compressed timeline, with funding amounts published in November 2016. LTD published a grant notice December 1 and held a grant workshop on December 5. An ATC subcommittee reviewed project applications on December 23 and met with applicants to hear presentations and ask questions. The subcommittee presented its recommendations to the ATC on February 8, 2017, and a public hearing was held. The ATC developed its recommendations to the LTD Board for consideration; applications were due to the state on February 17, 2017. She said that the 5310 funds could not be carried forward so they were prioritized for expenditure. The federal 5310 funds required a match and state STF funds could be used for that purpose. She said that recommendations were based on project consistency with the Coordination Plan's guidance.

Ms. Rees reviewed a spreadsheet entitled *LTD 2017-2018 and 2018-2019 Discretionary Grant Applications: 5310/STF Funding Recommendations*. She explained changes made to some funding requests, described projects' purpose and rationale, and responded to question from the Board. She noted that the column entitled "5310/STF Funding Allocation" demonstrated how the STF funds were leveraged to expend 5310 funds.

MOTION Mr. Yeh moved the following resolution: LTD Resolution No. 2017-02-15-004: Be it resolved that the Lane Transit District Board of Directors authorize the General Manager or their designee to apply for funds and use those funds as recommended by the Special Transportation Fund Advisory Committee for the FY18 and FY19 biennium.

In response to a comment from Mr. Wildish, Ms. Rees affirmed that the total amount of 5310 and STF funds shown on the spreadsheet represented actual dollars available to LTD, not potential funding. She added that LTD had been advised to apply for 110 percent of that amount as more funds could be available. Any additional funds would be applied to paratransit services, which was an unfunded mandate.

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

Human Resources Committee Recommendation - General Manager Performance Measures: Mr. Gillespie said that the Human Resources Committee drafted 2017 goals for the general manager. The seven goals were developed in collaboration with the general manager. He invited comments from Board members.

Mr. Wildish said that the committee worked diligently to cover a wide range of topics in the seven goals established and that each represented a large body of work for the general manager.

Mr. Gillespie said it was important that short-range (three-year) and long-range (10-year) plans were connected.

In response to a question from Mr. Necker about the goal of developing processes for improving the agency's cost effectiveness, Mr. Gillespie said that the Board had discussed establishing criteria and approvals for several processes and the goal related to those discussions. Ms. Jackson added that peer ratings from the American Bus Benchmarking Group (ABBG) would be used to identify areas of work to make the District more cost effective and sustainable.

Mr. Nordin asked if ABBG was substantially different from TransitStat. Ms. Jackson said it was not substantially different and both were integral to measuring progress in many areas, but ABBG would best assist the Board in measuring progress in that specific goal.

MOTION Mr. Necker moved the following resolution: LTD Resolution No. 2017-02-15-005: Be it resolved that the Lane Transit District Board of Directors approves the 2017 goals set forth for the general manager. Mr. Yeh provided the second.

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

Mr. Gillespie announced that Ms. Jackson had received a very positive review of her performance in 2016 and a salary increase.

Legislative Agenda: Director of Public Affairs Edward McGlone explained that the purpose of this item was to adopt the legislative agenda for the active bills that was reviewed during the preceding work session and determine how to address legislation moving forward in between Board meetings. Two resolutions were presented for those actions.

Mr. McGlone said the first resolution would adopt staff recommendations en bloc, including a determination of the position it wished to take on LC 1934 changing the governance structure of LTD. There was no staff recommendation on that proposal and the options included support, oppose, remain neutral, or the Board could choose another position.

Mr. Wildish said that all of the bills were discussed during the work session and Mr. McGlone explained the rationale for staff commendations. Mr. McGlone explained that the bills included in the work session discussion and the proposed legislative agenda were those impacting the District's administrative ability to conduct its operations. He said that he was looking for direction from the Board on LC 1934 on one of the options, or neutrality with an expression of specific concerns.

Mr. Gillespie said that he felt it was appropriate to oppose changing the number of board members from seven to 11.

Mr. Wildish said the issues related to LC 1934 that were discussed included increasing the number of board members and the nature of the four new at-large positions. Mr. McGlone explained each of the four new positions and noted that LC 1934 also had been discussed extensively at the last Strategic Planning Committee (SPC) meeting.

Mr. McGlone asked if the Board was willing to engage in a conversation about changes to governance.

Mr. Yeh said that he appreciated the effort to determine a better way to govern and represent people in the transit district, but did not see a reason to do so at this time. He stated that he did not see any problems with the LTD Board's representation of the community.

Mr. Nordin concurred with Mr. Yeh. He said the proposal was responding to conditions at TriMet and suggested either a position of oppose or neutral.

Mr. Gillespie said that he valued the opinion of bill sponsors that LTD was doing a good job. He suggested opposing expansion to an 11-member board and remaining neutral on the criteria for selection of board members.

Mr. Necker suggested opposing the increase in number of board members, but be willing to engage on the criteria.

Mr. Wildish said that he felt that the composition of the current Board was diverse in representation and perspectives. He said that he agreed with Mr. Yeh and Mr. Nordin that the Board was functioning well.

Mr. Nordin commented that the criteria related to ridership would result in a very small pool of applicants who could both meet the criteria and be able to assume the responsibilities of a board member.

Mr. Wildish said that he heard support from Board members to oppose the increase in membership, but be willing to engage in discussion of other elements of LC 1934.

Mr. Necker added that the definitions of ridership levels included in the criteria also should be adjusted.

Ms. Jackson said that staff needed clarification on the Board's position on LC 1934 because LTD, as one of two agencies affected, would be contacted regarding its stand if the legislation moved forward. That would allow Mr. McGlone to speak with certainty to legislators and others.

Mr. Yeh advocated opposing LC 1934 if it became a bill. He stated that he appreciated its intent, but preferred to see the Governor's Office apply the criteria informally, and not be constrained by them.

Mr. Gillespie said that certain things could be removed from the legislation or clarified, such as allowing an applicant to confirm he/she was a mass transit user without mandating a minimum number of rides per month, and indicating how the position with an age limit would be handled if the appointee exceeded that age during a term. He said that the provision he was opposed to was expansion to an 11-member body; other provisions could be processed.

Mr. Nordin commented that there were no definitions for various populations to be represented.

Mr. Necker said he could not support the legislation if it involved creating an 11-member board. He said that he agreed with Mr. Yeh that the criteria were worth taking into consideration by the Governor's Office when appointments were made.

MOTION Mr. Yeh moved the following resolution: LTD Resolution No. 2017-02-15-006: Be it resolved that the Lane Transit District Board of Directors amend the proposed legislative agenda to oppose LC 1934 and approve the legislative agenda as amended. Mr. Nordin provided the second.

Mr. McGlone said that staff had a good understanding of Board members' sentiments regarding LC 1934 and the opposing position expressed a grave concern about its impact, appreciation for some of its finer points, and the opportunity for stakeholders to discuss them.

VOTE The resolution passed as follows:
AYES: Necker, Nordin, Wildish, Yeh (4)
NAYS: Gillespie (1)
ABSTENTIONS: None
EXCUSED: Pierce, Reid (2)

Mr. McGlone said that bills moved very quickly in the legislature, particularly as deadlines drew near. Bills could be amended, deleted, reinserted in other legislation in a matter of hours. He asked the Board to provide guidance on how the District might take a position that responded to that fast pace between Board meetings. He said that the legislative agenda summarized the bills relevant to LTD, but issues would arise during the session. He said that staff were proposing the Board authorize the general manager or designee to make determinations on behalf of the District in consultation with the Board president or other members. He said the legislative agenda applied to the 2017 session; a new agenda would be proposed for the 2018 session.

Mr. Yeh, Mr. Wildish, and Mr. Gillespie said that they agreed that the staff proposal was a prudent approach.

Mr. Gillespie pointed out that the entire legislature would vote on bills, including LC 1934, which would only affect the Eugene/Springfield and TriMet areas. He said that he doubted there would be support for the proposed union representative position.

MOTION Mr. Yeh moved the following resolution: LTD Resolution No. 2017-02-15-007: Be it resolved that the Lane Transit District Board of Directors authorizes the General Manager or designee to represent the District's position on legislation during the 2017 Legislative Session. Be it further resolved that the General Manager or designee shall report regularly to the Board of Directors on positions taken under this authority. Mr. Gillespie provided the second.

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

Board Member Committee Assignments: Mr. Wildish stated that he had spoken to those involved on committee assignments. He briefly reviewed changes in assignments.

MOTION Mr. Gillespie moved the following resolution: LTD Resolution No. 2017-02-15-008: Be it resolved that the Lane Transit District Board of Directors approves the appointment of Carl Yeh to the Human Resources Committee and Kate Reid to the Metropolitan Policy Committee and the Main Street/McVay Governance Committee. Mr. Yeh provided the second.

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

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: Mr. Yeh said that he was impressed by the level of participation on the City of Eugene's Vision Zero Task Force. He said that the task force reviewed data on the location of pedestrian, bike, and vehicle incidents in the community and discussed how to provide the public with information about the Vision Zero initiative.

Mr. Nordin said that LaneACT received a presentation on the Cascadian Subduction Event and how the region would respond. He said that first priority was restoration of transportation and asked if LTD had been considering how to respond to such an event. Mr. Wildish added that the main north/south transportation corridor would be Highway 97 and the primary airport in the state would be Redmond.

Mr. Necker reported that the Board Service Committee met on February 13. A discussion topic was how to move beyond a hub and spoke model. Mr. Gillespie added that a six percent increase in services was being proposed. He said that the West Eugene EmX would open opportunities for cross-town connections.

Mr. Wildish observed that LTD had made some significant changes and increases to service and inquired as to whether there had been an opportunity to evaluate the success and cost

effectiveness of those additions at the committee meeting. He noted that would be useful information in evaluating past decisions.

Monthly Financial Reports: Finance Director/CFO Christina Shew said that based on Board feedback, the reports had been modified to clarify information. She reviewed the revenue and expenditure data report included in the agenda packet for the General Fund, Medicaid Fund, Accessible Services Fund, and Capital Projects Fund. She explained the driving factors affecting each fund, which were primarily related to timing issues. She said that staff were closely monitoring the reimbursement of claims under the Accessible Services Fund to assure payments were received; the Trillium backlog would continue to impact financial reports, but would show improvement in coming months.

In response to a question from Mr. Wildish, Ms. Shew said that she understood the backlog had been taken care of and explained that once the January report was completed the reports would then reflect a regular backlog of six weeks, which was equal to about \$800,000.

In response to a comment by Mr. Wildish, Ms. Jackson said that the delayed timing of draw downs against expenditures resulted from the need for due diligence in order to certify that the draw down requests met all of the requirements of the federal funding source. She said that staff were looking at ways to streamline that process.

Mr. Necker left the meeting at 7:02 p.m.

Monthly Grant Report: There were no questions.

Monthly Cash Disbursements – December: Mr. Wildish asked about the check to the Department of Human Services (DHS). Ms. Shew explained that the intergovernmental agreement required LTD to pay DHS in full for accessible services and that DHS would then reimburse LTD for the match.

In response to a question from Mr. Gillespie, Ms. Washington said that disbursements to Jerry Brown were for fuel purchases, now that stored fuel had been used.

Monthly Report of Executed Contracts: There were no questions.

Report to the Board - Emergency Procurement: Purchasing Manager Collina Washington said that the Springfield Utility Board (SUB) had notified LTD of a water line leak in the bus lot and an emergency procurement process was necessary in order to take immediate action. The report provided documentation of the process to assure accountability.

Monthly Performance Reports: Director of Planning and Development Tom Schwetz said that passenger boarding's for the fixed-route service in November 2016 were initially shown as a .4 percent increase, which seemed inconsistent with a lower number of service days due to the holiday. He said that recalculating based on the correct number of days resulted in a 3.8 percent increase. He said that adjustments would be made to future reports.

Mr. Wildish commented that number of fleet miles traveled had increased while the ridership per mile was dipping. He questioned how the decision to increase service had affected those numbers. Mr. Schwetz responded that the District was operating an additional span of service on Sundays, which meant that the productivity would be lower but the miles traveled would increase. He said that an increase in service did not always equate to an increase in ridership and that was

one of the trade offs the Board needed to consider. He said that community members were taking advantage of the Sunday service, but not at the same level as they do on weekdays.

Mr. Nordin pointed out that fuel costs had increased significantly. Mr. Wildish said the District was no longer using stored fuel purchased at a lower cost; it was now buying fuel at market rates. Ms. Washington added that LTD was in a pool with other local jurisdictions that allowed it to take advantage of some price reduction for fuel.

Monthly Department Reports: There were no questions.

Board Member Requests for Future Information/Action Items: There were no requests.

MOTION **EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(d), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO CARRY ON LABOR NEGOTIATIONS:**

Postponed to a future meeting.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(h), FOR THE PURPOSE OF CONSULTATION WITH COUNSEL CONCERNING LEGAL RIGHTS REGARDING CURRENT LITIGATION:

Mr. Wildish announced that the Board would now meet in executive session pursuant to ORS 192.660(2)(h), for the purpose of consultation with counsel concerning legal rights regarding current litigation.

MOTION Mr. Gillespie moved that the LTD Board of Directors meet in Executive Session Pursuant to ORS 192.660(2)(h), for the purpose of consultation with counsel concerning legal rights regarding current litigation. Carl Yeh provided the second.

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

The Board entered executive session at 7:15 p.m. LTD staff also present for the executive session were Service Planning Manager Tom Schwetz, Director of Administrative Services Roland Hoskins, Director of Operations and Customer Satisfaction Mark Johnson. Guests present for the executive session included General Counsel Dwight Purdy.

RETURN TO REGULAR (OPEN) SESSION:

The Board returned to its regular meeting at 7:35 p.m.

ADJOURNMENT: Mr. Wildish adjourned the meeting at 7:35 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Ed Necker
Board Secretary

Camille Straub
Clerk of the Board

Date Approved: _____

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: ETHICS AND CONFLICT OF INTEREST POLICY

PREPARED BY: Debera Massahos, Compliance Manager

ACTION REQUESTED: Approval of proposed Ethics and Conflicts of Interest Policy

BACKGROUND:

The U.S. Department of Transportation requires that state and local grant recipients have written standards of conduct for officers engaged in the award or administration of contracts. Additionally, Oregon law places certain restrictions on choices, decisions and actions of public officials. Staff recommends and requests the Board of Directors to approve the Ethics and Conflicts of Interest Policy to incorporate new or revised requirements imposed by Federal and State law.

ATTACHMENTS: Board of Directors Ethics and Conflicts of Interest Policy

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

LTD Resolution No. 2017-03-15-010; It is hereby resolved that the Board of Directors Ethics and Conflicts of Interest Policy is approved as presented.

Board of Directors
Ethics and Conflicts of Interest Policy

As a member of the Lane Transit District Board of Directors (the “Board”), I recognize that I owe a fiduciary duty of loyalty to Lane Transit District (“LTD”). This duty requires me to avoid conflicts of interest and to act at all times in the best interest of LTD. The purpose of the Ethics and Conflicts of Interest Policy is to:

1. Assist the Board in understanding the enumerated powers of LTD;
2. Inform the Board about what constitutes a conflict of interest;
3. Assist the Board in identifying and disclosing actual and potential conflicts;
4. Inform the Board about the use of office prohibition; and
5. Assist the Board in understanding the rules regarding acceptance of gifts.

LTD Board members are public officials and, as such, are subject to Oregon’s Government Ethics Law, found in Oregon Revised Statutes Chapter 244 and Oregon Administrative Rules Chapter 199. For any projects that are federally funded through the Federal Transit Administration (“FTA”), LTD Board members are also subject to the conflict of interest provisions of FTA Circular 4220.1F. Pertinent laws and rules are summarized below.

A. The Enumerated Powers of a Mass Transit District

LTD is a mass transit district and a special district. Special districts are created by the Legislature, and thus do not have broad or inherent general powers (like counties and cities). As a mass transit special district, LTD only has those powers enumerated in statute, which generally are:

1. Have and use a seal; sue and be sued;
2. Acquire real or personal property within the District boundaries for the purpose of providing or operating a mass transit system;
3. Contract for the construction, acquisition, purchase, lease, preservation, improvement, operation or maintenance of any mass transit system;
4. Build, construct, purchase, lease, improve, operate and maintain all improvements, facilities or equipment necessary or desirable for the mass transit system of the District;
5. Enter into contracts and employ agents, engineers, attorneys and other persons;
6. Fix and collect charges for the use of the transit system and other district facilities;
7. Construct, acquire, maintain and operate and lease, rent and dispose of passenger terminal facilities, motor vehicle parking facilities and other facilities for the purpose of encouraging use of the mass transit system within the District;

8. Enter into contracts or intergovernmental agreements to act jointly or in cooperation to provide mass transit services to areas, provided the party contracting to receive the services shall pay to the mass transit district not less than the proportionate share of the cost of the services that the benefits to the contracting party bear to the total benefits of the service;
9. Conduct programs and events and other actions for the purpose of maintaining employee relations;
10. Improve, construct and maintain bridges over navigable streams; and
11. Do such other acts or things as may be necessary or convenient for the proper exercise of the powers granted to a District herein.

B. Conflicts of Interest When Federal Funds May Be Involved

Board members are prohibited from participating in the selection, award, or administration of a contract supported with assistance from the Federal Transit Administration if a conflict of interest, real or apparent, would be involved. Such a conflict arises when:

1. The Board member;
2. Any member of the Board member's immediate family;
3. The Board member's partner; or
4. The Board member's employer or prospective employer

has a financial or other interest in the entity awarded a contract with LTD. When a conflict of interest, real or apparent, arises, you are prohibited from participating in the selection, award, or administration of the contract.

“Immediate family member” is not defined in the FTA Circular, but should be given its common meaning, which likely includes a “spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law.”

C. Conflicts of Interest Under Oregon Law (Applies All the Time)

An *actual/potential* conflict of interest means any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which *would/could* be to the private pecuniary benefit or detriment of the person or the person's relative or any business with which the person or a relative of the person is associated.

“Relative” means the following:

- a) The spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the public official;
- b) The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-

law of the *spouse* of the public official; or

- c) Any individual for whom the public official has a legal support obligation or provides benefits arising from the public official's public employment, or from whom the public official receives benefits arising from that individual's employment.

"Business with which the person is associated" means the following:

- a) Any private business or closely held corporation of which the person or the person's relative is a director, officer, owner or employee, or agent;
- b) Any private business or closely held corporation of which the person or the person's relative owns or has owned stock, or another form of equity interest, \$1,000 or more at any point in the preceding year; or
- c) Any publicly held corporation in which the person or the person's relative owns or has owned \$100,000 or more in stock or another form of equity interest at any point in the preceding calendar year.

D. What If I Have a Conflict?

1. Potential Conflict. If you are met with a **potential** conflict of interest, you must publicly announce the nature of the conflict before participating in any official action on the issue giving rise to the conflict of interest. Following the public announcement, you may participate in official action on that issue **unless** federal funds are or may be involved. If federal funds are or may be involved, you must refrain from further participation, even in the instance of a potential or apparent conflict. Even if the Board member's vote is necessary to meet the minimum number of votes required for official action, the Board member must refrain from participation if federal funds are involved.
2. Actual Conflict. If you are met with an **actual** conflict of interest, you must publicly announce the nature of the conflict. Following the public announcement, you must refrain from further participation in official action on the issue that gave rise to the conflict of interest.

In very limited circumstances, and only when federal funds are **not** involved, you may be able to vote despite an actual conflict of interest. This exception only applies when a Board member's vote is necessary to meet the minimum number of votes required for official action. In this circumstance, you must make the announcement and refrain from any discussion, but may participate in the vote required for official action by the Board. This provision does **not** apply in situations where there are insufficient votes because of a member's absence when the Board is convened. Rather, it applies in circumstances when all Board members are present and the number of members who must refrain due to actual

conflicts of interest make it impossible for the Board to take official action.

When there is a conflict between federal law and Oregon law, the stricter standard shall apply.

E. Disclosure Requirements

All actual and potential conflicts of interest shall be disclosed by Board members to the General Manager through the annual Disclosure Form and to the Board whenever a conflict of interest arises. On an annual basis, all Board members shall be provided with a copy of this policy and are required to complete and sign the Acknowledgment and Disclosure Form, below.

Under Oregon law, LTD Board members are required to file with the Oregon Government Ethics Commission a verified statement of economic interest (“SEI”) on or before April 15 of each year. If needed, additional information regarding the SEI can be obtained from the Clerk of the Board, or from the Oregon Government Ethics Commission.

F. Use of Office Prohibition

Generally, a Board member may not use or attempt to use official position or office to obtain financial gain or avoidance of financial detriment for the Board member, a relative or member of the household of the Board member, or any business with which the Board member, relative or a member of the household is associated, if the financial gain or avoidance of financial debt would not otherwise be available but for the Board member’s holding of official position.

The following are exceptions to the use of office prohibition:

1. Any part of an official compensation package;
2. Receipt of an honorarium;
3. An unsolicited award for professional achievement; and
4. Permitted gifts / items expressly excluded from the definition of “gift.”

G. Gifts

Under Oregon law, a Board member, or a relative, or a member of your household, may not solicit or receive, directly or indirectly, any **gift** or gifts with an aggregate value in excess of **\$50** from any single source that could reasonably be known to have a **legislative or administrative interest**.

1. What is a “Gift”? A “gift” is something of economic value given to a Board member, a relative, or a member of the household that is: (1) free or discounted; and (2) not offered on the same terms to others who are not public officials, or relatives or members of a public official’s household.
2. What is NOT a “Gift”? Under Oregon law, and in pertinent part only, the following are excluded from the definition of gift:
 - a. Gifts from relatives or members of the Board member’s household;

- b. An unsolicited token or award of appreciation with a resale value less than \$25;
 - c. Admission provided to or the cost of food or beverage consumed by a Board member, relative, or member of the household accompanying the Board member at a reception, meal, or meeting held by an organization when the Board member is representing LTD;
 - d. Entertainment provided to a Board member, relative, or member of the household that is incidental to the main purpose of another event.
3. Legislative or Administrative Interest. Under Oregon law, the receipt of gifts must be analyzed when the source has a “legislative or administrative interest” in the Board member. A source has a “legislative or administrative” interest in a Board member when the source has:
- a. An economic interest, distinct from that of the general public; and
 - b. In any matter that is or would be subject to the decision or vote of a Board member.

Under federal law, a personal conflict of interest arises when a Board member solicits or accepts gifts, gratuities, favors or anything of monetary value from a contractor, potential contractor, or party to a sub-agreement. However, federal law allows the acceptance of gifts where the financial interest is “not substantial” or the gift is an “unsolicited item of intrinsic value.” Therefore, by following Oregon’s \$50 gift limit, Board members will comply with the requirements under federal law.

H. Financial Interest in Public Contract

Under Oregon law, a Board member who ceases to hold a position as a public official may not have a “direct beneficial financial interest” in a public contract for two years after the date the contract was “authorized.”

A contract is “authorized” by a Board member if the Board member performed a significant role in the selection process of a contractor or the execution of the contract. A “significant role” can include recommending approval or signing of the contract, including serving on a selection committee or team, or having the final authorizing authority for the contract.

This law is most relevant in the following scenario. A former Board member becomes employed by Company. Company has a public contract with LTD. Board member is prohibited from working on the contract with LTD for two years from the date the contract was authorized.

I. Penalties

The Oregon Government Ethics Commission has jurisdiction to investigate alleged violations of the Oregon Government Ethics Laws. After an investigation, if the Commission finds that a violation occurs, it may impose sanctions that include, but are not limited to, letters of reprimand or civil penalties (of up to \$10,000). Any financial gain that a public official realized from a violation of Oregon Government Ethics Laws is subject to a forfeiture of twice the gain.

Conflicts of Interest Acknowledgment and Disclosure Form

I have read the Conflicts of Interest Policy set forth above and agree to comply fully with its terms and conditions at all times during my service as an LTD Board member. If at any time following the submission of this form I become aware of any actual or potential conflicts of interest, or if the information provided below becomes inaccurate or incomplete, I will promptly notify the LTD Board of Directors and the General Manager in writing.

Please answer the questions below by circling 'Yes' or 'No'. Some of these questions may seem repetitive. Please answer each question. If you circle 'Yes' an explanation is required.

1. Do **you** have a financial, or any other, interest in an entity that could be, or has been, awarded a contract with LTD?

NO YES (Explain) _____

2. Does any **member of your immediate family** have a financial, or any other, interest in an entity that could be, or has been, awarded a contract with LTD?
a. A "member of your immediate family" means your spouse, parent, stepparent, child, sibling, son-in-law or daughter-in-law.

NO YES (Explain) _____

3. Does **your partner** have a financial, or any other, interest in an entity that could be, or has been, awarded a contract with LTD?

NO YES (Explain) _____

4. Does **your current or prospective employer** have a financial, or any other, interest in an entity that could be, or has been, awarded a contract with LTD?

NO YES (Explain) _____

5. Are there any businesses with which **you** are associated?

NO YES (Explain) _____

6. Do you know of any circumstance in which **you** could receive a financial benefit or detriment from an action **you** may undertake in your capacity as a Board member?

NO YES (Explain) _____

7. Do you know of any circumstance in which a **business with which you are associated** could receive a financial benefit or detriment from an action **you** may undertake in your capacity as a Board member?

NO YES (Explain) _____

8. Are there any businesses with which **your relative** is associated?
a. Please refer to Section B, page 2 of the Policy for the definition of "relative."

NO YES (Explain) _____

9. Do you know of any circumstance in which **your relative** could receive a financial benefit or detriment from an action **you** may undertake in your capacity as a Board member?

NO YES (Explain) _____

10. Do you know of any circumstance in which a **business with which your relative is associated** could receive a financial benefit or detriment from an action **you** may undertake in your capacity as a Board member?

NO YES (Explain) _____

11. Are there any other actual or potential conflicts of interest to disclose?

NO YES (Explain) _____

In my individual capacity:

Signature: _____

Name: _____

Date: _____

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: PUBLIC CONTRACTING PROCEDURES

PREPARED BY: Debera Massahos, Compliance Manager

ACTION REQUESTED: Approval of proposed Resolution

BACKGROUND:

Staff requests the Board of Directors to establish (1) levels of contracting authority for the General Manager; (2) public contracting procedures; (3) approval procedures for Real Property Agreements and Intergovernmental Agreements; and (4) levels of review for non-standard procurements.

ATTACHMENTS: LTD Resolution No. 2017-03-15-011, A Resolution Establishing Public Contracting Procedures

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

LTD Resolution No. 2017-03-15-011; It is hereby resolved that the Resolution Establishing Public Contracting Procedures is approved as presented.



Lane Transit District
P. O. Box 7070
Springfield, Oregon 97401

(541) 682-6100
Fax: (541) 682-6111

LTD RESOLUTION NO. 2017-03-15-011

A RESOLUTION ESTABLISHING PUBLIC CONTRACTING PROCEDURES

WHEREAS, the LTD Board of Directors acts as the LTD Contract Review Board;

WHEREAS, the LTD Board of Directors, acting as the LTD Contract Review Board, may adopt rules by Resolution; and

WHEREAS, the LTD Contract Review Board desires to establish: (1) levels of contracting authority for the General Manager; (2) public contracting procedures; (3) approval procedures for Real Property Agreements and Intergovernmental Agreements; and (4) levels of review for non-standard procurements.

NOW, THEREFORE, BE IT RESOLVED that the LTD Board of Directors, acting as the LTD Contract Review Board, passes a Resolution as follows:

1. Levels of Contracting Authority. The LTD Contract Review Board hereby delegates to the General Manager the authority and responsibility to approve, negotiate and execute procurements and contracts which do not exceed \$149,999.
2. Routine Annual Procurements. The LTD Contract Review Board hereby delegates to the General Manager the authority and responsibility to approve, negotiate, and execute routine annual procurements and contracts, regardless of amount, for operational goods and services including but not limited to diesel, fuel, gasoline, engine oil and lubricants, tires, bus batteries, bus and facilities parts, printing, and facilities maintenance.
3. Contract Amendments and Change Orders. For those contracts authorized by the LTD Board of Directors, the LTD Contract Review Board hereby delegates to the General Manager the authority and responsibility to approve and execute contract amendments and change orders as may be necessary. Individual or cumulative contract amendments and change orders cannot exceed the lesser of \$150,000 or ten-percent (10%) of the initial contract.
4. Contract Documents. The LTD Contract Review Board hereby delegates to the General Manager the authority and responsibility to approve and execute all contract documents including purchase orders, blanket purchase orders, contracts,

LTD BOARD MEETING
[03/15/17] HANDOUT

contract amendments, and change orders after any necessary authorization by the Board of Directors.

5. Budget and Policies. All authority delegated herein shall be exercised consistent with the adopted LTD budget and established policies and approved projects of LTD.
6. Intergovernmental Agreements. Subject to the limits set forth in Paragraphs 1 and 2, Intergovernmental Agreements shall be presented to the Board of Directors prior to entering into. "Intergovernmental Agreements" shall include any contract between governmental entities that is not a Real Property Agreement.
7. Real Property Agreements. Real Property Agreements shall be presented to the Board of Directors prior to entering into. "Real Property Agreements" shall include:
 - a. Agreements for the sale or purchase of real property;
 - b. Agreements for the granting of an easement or other encumbrance on real property; and
 - c. Lease agreements that exceed those limits set forth in Paragraphs 1 and 2, or that have a lease term of ten years or more.
8. Levels of Review for Non-Standard Procurements. The Procurement Manager and General Manager must approve, in writing, any non-standard procurement before it is solicited and/or published. "Non-standard procurement" is intended to include procurements other than Invitations for Bid and Requests for Proposals solicited using full and open competition. Micro-purchases and small procurements shall be excluded from this definition of "non-standard procurements."
9. Contracting Actions Requiring Board Authorization. For those contracts authorized by the LTD Board of Directors, the Board shall do the following concurrent with contract award:
 - a. Identify the "Project Closeout Team" for the project, such team being responsible for ensuring project milestones (substantial completion, final completion, acceptance) are met in accordance with the contract terms;
 - b. Authorize the payment plan for the contract; and
 - c. Identify the reporting, if any, the Board expects to receive on the project.
10. Delegated Authority Report. A report regarding the General Manager's delegated authority, pursuant to Paragraphs 1 and 2 of this Resolution, shall be presented to the Board of Directors at its monthly meeting in the form of a report in a format satisfactory to the Board. The report shall include all routine annual procurements that exceed \$10,000 and all other contracting actions that exceed \$10,000 but are below \$150,000. The report will be approved by the Board in the consent agenda portion of its meeting.

11. Delegation. The General Manager may delegate in writing any of the authorities granted under this Resolution; provided, however, any such authority delegated to staff shall not exceed the authority delegated herein to the General Manager.

Date

President, LTD Board of Directors

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Camille Straub, 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 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. At the February 13 meeting, members reviewed the 2017-18 Annual Route Review (ARR) proposal and the public engagement process and findings.
2. **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. At the February 21 meeting, survey and route review information was discussed, updates were given on RideSource, the Florence Rhody Express, South Lane Wheels, Oakridge/Diamond Express, White Bird Clinic, alternative work concepts, and LCOG senior and disability services.
3. **Lane Council of Governments (LCOG) Board of Directors:** LTD Board Member Carl Yeh represents LTD on the LCOG Board of Directors as a non-voting member, with Board Member Don Nordin as alternate. The LCOG Board meets five times a year. At the February 23 meeting, members were given presentations on LCOG members/Lane county, senior and disability services annual (FY16), and an annual MPO report. Information was reviewed regarding real estate, a budget process, and an auditor selection process.
4. **Metropolitan Policy Committee (MPC):** Board Member Gary Wildish and Board Member Gary Gillespie are LTD's MPC representatives. MPC meetings are held on the first Thursday of each month. At the March 2 meeting, members reviewed a draft of the Central Lane MPO Transportation Safety Action Plan, an amendment to Metropolitan Transportation Improvement Program, Critical

Urban Freight Corridors, an update on the Delta/Beltline project, the Safe Communities Program, congestion mitigation and air quality funding, a legislative update, and the MPO annual report.

5. **Strategic Planning Committee (formerly EmX Steering Committee)**: This committee generally meets every two months and is composed of Chair Carl Yeh and Board Member Gary Gillespie, members of local units of government, and community representatives. At the March 7 meeting, members discussed the MovingAhead decision-making process, the West Eugene service redesign, the Strategic Planning Committee work plan development, and standing project and committee reports.
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 the LaneACT. At the March 8 meeting, members reviewed the new member orientation process, a Eugene-Florence transit update, a legislative update, and a presentation on the ODOT active transportation Liaison.

NO MEETINGS HELD:

1. **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 meeting is scheduled to be held on March 22.
2. **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 October and November meetings were canceled. The next meeting is scheduled to be held on April 10.
3. **LTD Board Human Relations Committee**: The Board Human Relations Committee is composed of Chair Gary Gillespie and Board member Gary Wildish; the third position is currently vacant. The next meeting has not been scheduled.
4. **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 meeting has not been scheduled.
5. **Vision Zero Task Force**: The City of Eugene, as part of its Vision Zero implementation, has developed a Vision Zero Task Force. Board Member Carl Yeh has been appointed the LTD representative to the Task Force. The next meeting has not been scheduled.
6. **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. The next meeting has not been scheduled.

Q:\Reference\Board Packet\2017\March\March 15-Reg BD Meeting\15-BD Member Rprt Summary AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2016

ITEM TITLE: LEGISLATIVE UPDATE

PREPARED BY: Edward McGlone, Director of Public Affairs, Government Relations

ACTION REQUESTED: None

BACKGROUND:

This will be an update on the 2017 Oregon legislature, LTD's priorities, and the development of a transportation package.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: TRANSITSTAT UPDATE

PREPARED BY: Mark Johnson, Assistant General Manager

ACTION REQUESTED: Information Only

BACKGROUND:

Staff have been committed to giving the board updates on our process improvement accomplishments over the past few years. TransitStat is the structured modality staff have employed to develop teams to improve work processes and efficiencies, and there have been some positive benefits using this process. Two areas that proved successful were increased miles between road calls and reduced stand time.

Staff have been evaluating TransitStat while trying to incorporate it into LTD culture, yet implementation has proved challenging because of the many changes within the organization and new processes that are being incorporated. Staff are spending the majority of their time building new processes and developing a (new) long range plan that may have different goals than what are currently assigned to the aforementioned teams.

This reality prompted the leadership to take a step back from TransitStat as a tool for process improvement because the baseline is changing with new processes, new leadership, and new long range goals.

After the organization becomes more stable in its processes and procedures, leadership will revisit the process improvement program to see what makes sense moving forward.

That is not to say that staff will discontinue looking at data and evaluating activities and measuring results; it simply means that it will be less formal for the time being.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: TRILLIUM UPDATE

PREPARED BY: Mark Johnson, Assistant General Manager

ACTION REQUESTED: Information Only

BACKGROUND:

The Trillium contract is up for renewal on July 1, 2017. As LTD approaches the new contract, staff thought it would be worthwhile to give the board a brief update as to the status and what you can anticipate moving forward: Christina will also update you in terms of the finances and how that looks to date. The current contract, at 100 percent reimbursement, is a successful model LTD will continue to pursue approaching next year.

The partnership between Trillium and LTD has improved. A team of representatives from both entities meet regularly to review practices and procedures, and continually seek efficiencies within the system.

It took a few months to get through the transition, but LTD is now receiving regular payments and it appears that the rough patches are behind us. It is LTD's view that this is a valuable service extended to the citizens of Lane County, and as long as LTD can provide exceptional service without losing money, it is a worthwhile partnership.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE: March 15, 2017

ITEM TITLE: MONTHLY FINANCIAL REPORT

PREPARED BY: Christina Shew, Director of Finance

ACTION REQUESTED: None

Please find attached the December 2016 YTD Financial Report.

ATTACHMENTS: December 2016 Financial Reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2017\February\Feb 15 Reg Bd Mtg\12-Financial Report AIS.docx

Lane Transit District

Revenue and Expenditure by Fund

2/28/2017

Fiscal Year: P6 2017 (December 31, 2016)

Year-To-Date through December 31, 2016

	Annual Budget	P6 YTD Budget	Actual	P6 % of annual budget	P6 YTD B/(W) than Budget		Comments
					(pts)	\$\$	

GENERAL FUND

General Fund Revenues	47,822,707	23,911,354	23,043,844	48%	-2 pts	(867,509)	A
General Fund Expenditures	47,103,258	23,551,629	22,401,398	48%	2 pts	1,150,231	B
General Fund Revenues higher/(lower) than expenditures	719,449	359,725	642,446				

NOTE: Excludes Transfers to Accessible Services, Medicaid & Capital Projects Funds as well as the Operating contingency and the self-insured liability reserve.

A: General Fund revenues are **-\$0.9M** unfavorable to budget P6 YTD FY17 (December). The key drivers for this are self employment taxes (**-\$0.7M**) and grant timing (**-\$0.4M**) partially offset by advertising (**\$0.2M**). Note: Self-employment taxes are seasonality related. In 2015, 2016, and 2017 self-employment taxes are \$205K, \$314K, and \$352K Dec YTD, respectively. Favorable advertising is due to timing.

B: General Fund Expenditures are **+1.2M** favorable to P6 YTD FY17 (December). The key drivers for this are: lower administrative wages and associated fringe costs (**+\$0.8M**), general contractual services (**+0.2M**), fuel storage (**+0.1M**) and training /travel (**+\$0.1M**).

MEDICAID FUND

Medicaid Fund Revenues	11,630,347	5,815,174	2,894,980	25%	-25 pts	(2,920,193)	C
Medicaid Fund Expenditures	11,954,700	5,977,350	4,673,748	39%	11 pts	1,303,602	C
Medicaid Fund Revenues higher/(lower) than expenditures	(324,353)	(162,177)	(1,778,768)				C

NOTE: Excludes transfers from the General Fund and operating contingencies. Budget shortfall is covered by the following: Beginning working capital (\$0.2M) and operating contingency (\$0.1M).

C: Medicaid revenues are lower than expenditures by **\$1.8M** P6 YTD FY17 (December at **\$0.3M improvement**). 100% of this is medical claims reimbursement processing backlog and a lag in the timing of claims reimbursements. The Trillium/Centene claims backlog started to be processed in December 2016, and catch-up was completed in January 2017. After January 2017, the Trillium/Centene lag between the expenditures and the claims should be ~6 weeks (<\$1.0M). The majority of the expenditures in the Medicaid Fund should be reimbursed. Ideally the YTD revenues net of expenditures would be ~\$0. **Payments received as of 3/5/17 YTD total \$4.4M.**

Lane Transit District

Revenue and Expenditure by Fund

2/28/2017

Fiscal Year: P6 2017 (December 31, 2016)

Year-To-Date through December 31, 2016

	Annual Budget	P6 YTD Budget	Actual	P6 % of annual budget	P6 YTD B/(W) than Budget		Comments
					(pts)	\$\$	

ACCESSIBLE SERVICES FUND

Accessible Services Fund Revenues	4,462,404	2,231,202	2,136,903	48%	-2 pts	(94,299)	D
Accessible Services Fund Expenditures	7,053,395	3,526,698	2,823,809	40%	10 pts	702,888	D
Accessible Services Fund Revenues higher/(lower) than expenditures	(2,590,991)	(1,295,496)	(686,907)				D

NOTE: Excludes transfers from the General Fund and operating contingencies. Budget shortfall is covered by the following: a planned \$2.5M transfer from the General Fund, a beginning working capital balance (\$0.2M), and an operating contingency (\$0.1M).

D: The Accessible Services Fund provides transit services to seniors and people with disabilities. These services are partially funded through 5310, STF, and 5311 programs with the balance coming from the General Fund. Accessible Service Fund revenues are lower than expenditures by **+\$0.7M**, which is below the P6 YTD FY17 budgeted loss of \$1.3M. The annual revenue to expenditure shortage is covered by the General Fund. Current SMS/ADA rides are down 11.5% from P6 2016 YTD. An increase in ADA ridership would increase the loss in this fund.

CAPITAL PROJECTS FUND

Capital Projects Fund Revenues	47,196,140	23,598,070	13,687,785	29%	-21 pts	(9,910,285)	E
Capital Projects Fund Expenditures	63,147,005	31,573,503	18,730,095	30%	20 pts	12,843,408	F
Capital Projects Fund Revenues higher/(lower) than expenditures	(15,950,865)	(7,975,433)	(5,042,310)				
Revenues as a % of expenditures	75%	75%	73%				

NOTE: Excludes transfers from the General Fund (\$18.5M) and reserve for future capital (\$2.5M, down \$0.5M for grant funded WEE EmX bike racks), which cover the budgeted shortfall.

E: Capital Projects Fund revenues are **-\$9.9M** unfavorable to budget P6 YTD FY17 (December) due to grants still in the application or drawdown process & project timing. Note that the budgeted grant revenue to expenditure ratio is 75%. P6 YTD ratio is **73% (~\$300K short)**.

F: Capital Projects Fund expenditures are **+\$12.8M** favorable to budget P6 YTD FY17 (December) due to project and associated payment timing. Large projects that are contributing to the favorability: the 40-foot low-floor buses (**+\$3.6M**), River Road Station (**\$1.9M**), bus parking lot (**\$1.5M**), Willow Creek Station (**\$1.0M**). Favorability is due to a slowdown in construction activities during the winter and project timing.

AGENDA ITEM SUMMARY

DATE: March 15, 2017

ITEM TITLE: MONTHLY GRANT REPORT

PREPARED BY: Christina Shew, Director of Finance

ACTION REQUESTED: None. Information only.

BACKGROUND:

The Grant Report contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) grants that have a remaining balance or that have had activity within the last six months. The sources of the information are Transit Award Management System (TrAMS) and Oregon Public Transit Information System (OPTIS). All grant totals are reported as of February 28, 2017. A FTA drawdown was made on February 24, 2017.

1. [OR-03-0128-00 | FY14 5309 B West Eugene EmX Extension](#)

Current Status: Active (Executed)
Key Number: 16779

This grant was awarded for \$1,546,565 using FY 2014 Section 5309 funds for the purchase of systems and rolling stock for the West Eugene EmX Extension (WEEE) project. The bus under this grant was purchased in tandem with OR-04-0048 (October 2015) and is currently in service. This grant is in tandem with OR-03-0127, OR-04-0048 (purchase of six articulated, hybrid-electric buses), and OR-39-0008.

49 USC 5309 - Bus and Bus Facilities (FY 2005 and prior)	\$1,546,565
Local	\$ 386,641
Total Eligible Amount	\$1,933,206
Funds Remaining	\$ 541,233

2. [OR-04-0048-00 | FY14 5309 B West Eugene EmX Extension](#)

Current Status: Grant Closed on December 25, 2016
Key Number: 16779

This grant was awarded for \$5,221,660 using FY 2014 Section 5309 funds for the acquisition of rolling stock for the West Eugene EmX Extension (WEEE) project. This grant was in tandem with OR-03-0127, OR-03-0128 (purchase of one bus), and OR-39-0008. All activities were completed and grant funds were exhausted. The grant is closed.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$5,221,660
Local	\$1,305,415
Total Eligible Amount	\$6,527,075

Funds Remaining \$0

3. [OR-39-0008-00 | FY14 5339 AA for West Eugene EmX Extension](#)

Current Status: Active (Executed)
Key Number: 16779

This grant was awarded for \$1,834,000 using FY 2014 Section 5339 Alternatives Analysis funds and \$15,000,000 in FY 2014 using Section 5339 Alternatives Analysis funds. The project is proceeding as scheduled and the majority of funds remaining have been expended. This grant, which is in tandem with grant OR-03-0127, in support of the West Eugene EmX Extension project, is expected to be closed out by the end of fiscal year.

49 USC 5339 - Alternatives Analysis Program (FY 2012 and Prior)	\$16,834,000
Local	\$ 4,208,500
Total Eligible Amount	\$21,042,500

Funds Remaining \$ 2,086

4. [OR-03-0127-00 | FY14 & 15 5309 CIG for West Eugene EmX Extension](#)

Current Status: Active (Executed)
Key Number: 16779

This grant was awarded for \$821,254 using FY 2014 Section 5309 Capital Investment Grant (CIG) funds and \$50,576,520 in FY 2015 using Section 5309 CIG funds. These funds will be used for project development (including design, right-of-way acquisition, and utility relocation) and construction and implementation of the West Eugene EmX Extension (WEEE) project. This grant is in tandem with OR-03-0128 (purchase of one bus), OR-04-0048 (purchase of six buses), and OR-39-0008.

49 USC 5309 - New Starts	\$51,397,774
Local	\$12,849,445
Total Eligible Amount	\$64,247,219

Funds Remaining \$12,976,044

5. [OR-90-X179-02 | 13/14/15 5307 PM/Equipment/Construction/Security](#)

Current Status: Active (Executed)
 Key Numbers: 19268/19375

This grant was awarded for computer software, facility improvements, security improvements, and support vehicles. Preventive Maintenance activities also were funded for FY 2014-15 and FY 2015-16. With the exception of security improvements, all activity line items (ALIs) have been completed. Upon conclusion of security upgrades, the grant closeout activities will be initiated.

49 USC 5307 - (MAP 21) Urbanized Area Formula (FY 2013 and forward)	\$13,457,460
Local	\$ 3,364,366
Total Eligible Amount	\$16,821,826
Funds Remaining	\$ 125,116

6. [OR-04-0049-00 | FY14 5309 Ladders - Vehicles and Equipment](#)

Current Status: Active (Executed)
 Key Number: 19485

This grant was awarded for the purchase of eleven (11) replacement accessible services vehicles [eight (8) Eldorado Aerotechs and three (3) minivans] utilizing the State of Oregon Pricing Agreement #4729. The grant also funded security cameras for existing Accessible Services vehicles.

As previously reported, LTD management has evaluated the needs/demands of the Accessible Services program in conjunction with an analysis of the unliquidated balance in the grant. Based on the cost savings in ALIs 11.12.04, 11.12.15, and 11.42.09, and an assessment of program needs, LTD will acquire additional accessible services vehicles. LTD has communicated this proposal to FTA and is currently developing the grant budget revision.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$1,064,145
Local	\$ 209,355
Total Eligible Amount	\$1,273,500
Funds Remaining	\$ 219,645

7. [OR-16-X045-00 | 13/14 5310 Accessible Services Vehicles](#)

Current Status: Active (Executed)
 Key Number: 19106/19107

This grant was awarded for the purchase of six (6) Accessible Services vehicles [five (5) Eldorado Aerotechs and one (1) EK Coaches vehicle]. The milestone dates for this project have been revised. The Project Team is working to ensure that the revised project schedule is maintained. Acquiring the accessible services vehicles are an essential aspect of LTD’s mobility management program; more importantly, the new vehicles will ensure the safe transport and security of the program’s passengers.

49 USC 5310 - (MAP 21) Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	\$474,358
Local	\$ 83,710
Total Eligible Amount	\$558,068
Funds Remaining	\$304,871

8. [OR-37-X024-00 | 12 5316 JARC Mobility Management](#)

Current Status: Active (Executed)
 Key Number: 15219

This Job Access and Reverse Commute (JARC) grant funds ongoing Mobility Management (transportation assessments and transit training and host services).

49 USC 5316 - JARC/TEA-21 3037	\$171,819
Local	\$ 42,955
Total Eligible Amount	\$214,774
Funds Remaining	\$ 45,941

9. [OR-57-X014-00 | 12 5317 New Freedom Mobility Management](#)

Current Status: Active (Executed)
 Key Number: 15215

This New Freedom grant funds ongoing Mobility Management (in-person transportation assessments and transit training and host services).

49 USC 5317 - New Freedom	\$78,524
Local	\$19,631
Total Eligible Amount	\$98,155
Funds Remaining	\$22,289

10. [OR-57-X012-01 | FY 10, 11 New Freedom](#)

Current Status: Active (Executed)
 Key Number: 15215

This New Freedom grant funds Mobility Management (in-person transportation assessments and transit training and host services). All project activities have been completed and grant funds have been expended. The Closeout Amendment was processed in TrAMS in January 2017 and FTA has been notified.

49 USC 5317 - New Freedom	\$154,843
Local	\$ 38,711
Total Eligible Amount	\$193,554

Funds Remaining	\$0
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11. [OR-04-0038-00 | 2011/2012 5309 SGR Bus Replacement](#)

Current Status: Active (Executed)
 Key Number: 17959

This grant was awarded for the purchase of three (3) replacement articulated, hybrid-electric buses and five (5) replacement 40-foot, hybrid-electric buses. All of the five 40-foot, hybrid electric buses have been received and accepted; and the invoices have been processed. LTD anticipates that the contract will be completed by the end of March 2017.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$5,500,000
Local	\$1,375,000
Total Eligible Amount	\$6,875,000

Funds Remaining	\$302,876
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12. [OR-39-0007-00 | 2011 5339 Main Street-McVay Planning](#)

Current Status: Active (Executed)
 Key Number: 17958

This grant funds a transit improvement planning study along the Main Street-McVay corridor in the Eugene-Springfield area. The phase of the project funded by FTA has essentially been completed; closeout activities are being initiated.

49 USC 5339 - Alternatives Analysis Program (FY 2012 and prior)	\$750,000
Local	\$187,500
Total Eligible Amount	\$937,500

Funds Remaining	\$ 23
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13. [OR-95-X055-02 | 13/14/15 STP Mobility Management/Planning/Bus/Construction/PM](#)

Current Status: Active (Executed)
 Key Numbers: 17796, 18825, 18755

This grant was awarded for replacement of rolling stock, transit corridor planning, and ongoing mobility management, including marketing and outreach for car/van/bike sharing/group pass programs. This project is progressing as scheduled; however, revisions to the established milestone dates were necessary for the bus replacement project, ALI (11.12.01).

49 USC 5307 - Urbanized Area Formula (FHWA ¹ transfer FY 2007 forward)	\$5,649,011
Local	\$ 646,554
Total Eligible Amount	\$6,295,565

Funds Remaining	\$2,079,312
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14. [OR-95-X035-00 | 2012 STP - PM, TDM/Rideshare](#)

Current Status: Active (Executed)
 Key Numbers: 17353, 16724, 16228

This grant funds ongoing Rideshare (Safe Routes to Schools) activities.

49 USC 5307 - Urbanized Area Formula (FHWA ¹ transfer FY 2007 forward)	\$ 971,101
Local	\$ 76,810
Total Eligible Amount	\$1,047,911

Funds Remaining	\$ 37,825
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15. [OR-95-X030-01 | 11 STP - UO Station Renovation/Smart Trips](#)

Current Status: Active (Executed)
 Key Number: 17162

This grant was awarded for University of Oregon station construction and the Regional Smart Trips Program in the Gateway EmX Corridor. Closeout activities are currently in progress.

49 USC 5307 - Urbanized Area Formula (FHWA ² transfer FY 2007 forward)	\$2,190,000
Local	\$ 250,655
Total Eligible Amount	\$2,440,655

Funds Remaining	\$ 211,490
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¹ Federal Highway Administration
² Federal Highway Administration

16. [OR-04-0041-00 | 11 5309 VTCLI RideSource Call Center](#)

Current Status: Active (Executed)
 Key Number: 17964

This grant was awarded using 2011 5309B funds through the Veterans Transportation and Community Living Initiative (VTCLI). This grant funds the RideSource Call Center systems improvements.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$1,088,000
Local	\$ 272,000
Total Eligible Amount	\$1,360,000
Funds Remaining	\$ 271,601

17. [OR-03-0122-01 | 07/08/09 5309 Small Starts Pioneer Parkway](#)

Current Status: Active (Executed)
 Key Number: 15516

This Small Starts grant award funds \$14,797,040 of the \$18,562,240 total project cost. This grant was to be used for the construction of the Pioneer Parkway EmX corridor; and for one (plus) hybrid-electric articulated bus. LTD is processing a budget revision for the redirection of balances in various activity line items to fund the purchase of replacement vehicle(s). The replacement vehicles will be two (2) new West Eugene EmX buses during the current 2016-2017 fiscal year.

49 USC 5309 - New Starts	\$29,597,040
Local	\$ 7,465,200
Total Eligible Amount	\$37,062,240
Funds Remaining	\$ 1,336,346

18. [OR-2016-020-00/OR-34-X001 | FY13 5339 Hybrid-Electric Bus Purchase](#)

Current Status: Active (Executed)

This grant award is for \$582,947 using FY 2013 Section 5339 funding for the purchase of one (1) 60-foot, articulated hybrid-electric bus to replace a bus that has met its useful life. This grant was awarded on September 21, 2016. This purchase aligns with LTD's diesel bus replacement plan that replaces buses after they have exceeded their useful life expectancy.

49 USC 5339 - (MAP 21) Bus and Bus Facilities Formula (FY 2013 & forward)	\$582,947
Local	\$145,736
Total Eligible Amount	\$728,683
Funds Remaining*	\$582,947

*Note: No expenditures are reflected as this grant was just recently awarded.

19. [30476 ODOT | 2015-17 Rural 5311 Program Rhody Express and ADA Service to Florence](#)

Current Status: Active (Executed, expires June 30, 2017)

This grant award is for \$160,056 using Rural 5311 funds. This grant funds administrative and operation services to provide general public service(s) within the city limits of Florence, with the exception of a stop at the local tribal casino, which is approximately four miles outside of the city limits. The service is general public fixed-route and complementary paratransit.

Rural 5311 Funds for Rhody Express & ADA Services to Florence	\$160,056
Local	\$122,951
Total Eligible Amount	\$283,007
Funds Remaining	\$ 34,799

20. [30567 ODOT | 2015-17 Special Transportation Services \(State Formula STF\)](#)

Current Status: Active (Executed, expires June 30, 2017)

This grant award is for \$2,139,440 using state formula funds. This grant provides financial support for special transportation services benefiting seniors and individuals with disabilities.

Special Transportation Services (State Formula)	\$2,139,448
Local	\$ 0
Total Eligible Amount	\$2,139,448
Funds Remaining	\$ 267,431

21. [30666 ODOT | 2015-17 Transportation Options/Individualized Marketing for Smart Trips](#)

Current Status: Closed August 31, 2016

This grant award is for \$110,000 and funds the Point2point individualized marketing (IM) program called *Smart Trips*. IM is a comprehensive individualized outreach and education program that provides households with customized individual travel tools aimed at increasing biking, walking, use of public transit, and carpooling. This project is being conducted in the City of Springfield and is part of the ongoing Main Street project. This grant was closed on August 31, 2016; \$98,338 of the grant was used as of the closing of the grant with \$11,662 unused.

Transportation Options/Individualized Marketing for <i>Smart Trips</i>	\$110,000
Local	\$ 12,590
Total Eligible Amount	\$122,590
Funds Remaining	\$0

22. [30744 ODOT | 2015-17 5310 Services for Seniors and Individuals with Disabilities](#)

Current Status: Active (Executed)

This grant award is for \$2,124,548 using 5310 funds. This grant provides funding for seniors and individuals with disabilities as follows: (1) to purchase services to provide public transportation; (2) to support the administrative costs required to manage the purchased service contract; (3) to provide mobility management; and (4) to provide vehicle preventative maintenance. Currently, LTD has contracted service for metro ADA, Pearl Buck Preschool, volunteer escort, veterans, Crucial Connections, and mental health services.

Services for Seniors and Individuals with Disabilities	\$2,124,548
Local	\$ 243,164
Total Eligible Amount	\$2,367,712
Funds Remaining	\$ 659,897

23. [30805 ODOT | 5311\(f\) Intercity Program Funding the Diamond Express](#)

Current Status: Active (Executed, expires June 30, 2017)

This grant award is for \$190,508 using 5311(f) Intercity funds. This grant funds intercity public transportation, preventative maintenance, marketing, and transit service operations for customers traveling between Eugene and Oakridge.

5311(f) Intercity Transit Service	\$190,508
Local	\$173,348
Total Eligible Amount	\$363,856
Funds Remaining	\$ 53,317

24. [30840 ODOT | 2015-17 | FHWA-TO Rideshare](#)

Current Status: Active (Executed, expires June 30, 2017)

This grant award is for \$74,000 and funds services to reduce single-owner vehicle (SOV) travel using Point2point to create, coordinate, and disseminate information to encourage non-SOV modes, including but not limited to, rideshare, walking, bicycling, and public transportation. Point2point maintains programs and policies consistent with the Oregon Transportation Options Plan.

Funding to Reduce Single-Owner Vehicle Travel	\$ 74,000
Local	\$ 0
Total Eligible Amount	\$74,000
Funds Remaining	\$ 17,283

25. [31386 ODOT | 2016-19 Discretionary Operating for Accessible Transportation Eligibility Pilot](#)

Current Status: Active (Executed, expires June 30, 2019)

This grant award is for \$492,688 and provides funding for seniors and individuals with disabilities as follows: (1) accessible transportation eligibility pilot program, including a half-fare program and an optional animal eligibility program; (2) a coordinated volunteer driving pool; and (3) service between Florence and Yachats.

Senior and Disabled Services Pilot Program	\$492,688
Local	\$ 0
Total Eligible Amount	\$492,688
Funds Remaining*	\$492,688

*Note: No expenditures are reflected as this grant was just recently awarded.

26. [30112 ODOT | 2015-17 5304 Planning Oakridge Redesign](#)

Current Status: Active (Expired December 31, 2016)

This grant was extended to December 31, 2016, and was an extension of an existing grant for 5304 planning funds. This grant was awarded for \$30,000 to allow full completion of the outreach component of the plan to define public transit services for Oakridge. This grant will have one more drawdown and will then be reconciled and closed.

5304 Planning Oakridge Redesign	\$24,000
Local	\$ 6,000
Total Eligible Amount	\$30,000
Funds Remaining	\$12,163

27. [30136 ODOT | 2016 – 17 ConnectOregon V - W 11th Bicycle-Pedestrian Bridge Connections](#)

Current Status: Active (Extended to December 31, 2017)

This is a *ConnectOregon* multimodal transportation grant, which was extended to December 31, 2017. The grant is to fund bicycle-pedestrian bridges and associated connectors between the Fern Ridge Path, and West 11th Avenue at three locations. The improvements include lighting, landscaping, security, and walkway enhancements.

<i>ConnectOregon</i> Bicycle-Pedestrian Bridge	\$3,583,306
Local	\$2,255,726
Total Eligible Amount	\$5,839,032
Funds Remaining	\$3,384,445

28. [30139 ODOT | 2016-17 ConnectOregon V - Franklin Boulevard Phase I Transit Stations](#)

Current Status: Active (Extended to December 31, 2017)

This is a *ConnectOregon* multimodal transportation grant, which was extended to December 31, 2017. The grant is to fund the removal and replacement of the temporary stations at the McVay Highway intersection with permanent stations that function with the current roundabout design. The stations will be ADA accessible. Each station platform will include bicycle parking, a ticket vending machine, benches, lighting, real-time signs, shelter structures and exclusive guideways.

<i>ConnectOregon</i> Franklin Boulevard Phase I Transit Stations	\$810,000
Local	\$125,000
Total Eligible Amount	\$935,000
Funds Remaining	\$794,832

29. [31675 ODOT | 2016-18 5311 35ft Vehicle purchase](#)

Current Status: Active (Extended to December 31, 2019)

This is a 5311 Transit Network grant, which funds the purchase of a heavy-duty, 35-foot transit vehicle to be used for an ADA pilot program for service between Florence and Yachats.

Heavy-duty ADA transit vehicle for service between Florence and Yachats	\$89,730
Local	\$10,270
Total Eligible Amount	\$100,000
Funds Remaining	\$89,730

ADDITIONAL GRANT ACTIVITY:

Federal Transit Administration TrAMS Grant Applications

LTD has submitted one grant application for bus purchases against existing formula appropriations from fiscal years ending 2013, 2014, and 2015.

Federal Transit Administration 2016-2017 Formula Funds Application

LTD has submitted its application for 2016-2017 Section 5307 Formula Funds in the amount of \$8,931,200. The application will include requests for the funding of the West Eugene EmX Extension, the Willow Creek Terminus Station, the Santa Clara Station, and the Glenwood bus parking lot reconfiguration projects. In accordance with the FY 2016-2017 approved budget, LTD will no longer use 5307 funds for preventive maintenance expenditures.

Federal Transit Administration Grant

LTD has been awarded a grant from FTA for its River Road Transit Community Implementation Plan. The grant will cover \$450,000 of the \$564,000 project costs. The project will be managed by the City of

Eugene. The required match of \$114,000 will be made by the City, which will contribute \$79,800 (70 percent), and LTD, which will contribute the remaining \$34,200 (30 percent). Both the City and LTD matched costs will consist of employee staff time and related labor costs and will not require either agency to contribute additional resources. The project specifically focuses on identifying opportunities and enabling the development of transit-oriented development. No expenditures have occurred as this grant has not yet been executed through TrAMS.

Federal Transit Administration Low or No Emission Vehicle Program Grant

LTD has been awarded a grant through the Section 5339(c) Low or No Emission Vehicle grants program. The grant will cover \$3,479,675 to purchase zero-emission, battery-electric buses that will operate on bus routes servicing the Eugene and Springfield metropolitan areas. The required match is \$347,967 (10 percent). No expenditures have occurred as this grant has not yet been executed through TrAMS.

ConnectOregon VI Santa Clara Community Transit Center and Park & Ride

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

ODOT Safe Routes to Schools Non-infrastructure Grant for Springfield SRTS Program

LTD has been awarded a grant from ODOT for \$134,652 to provide funding for the Springfield Safe Routes to Schools (SRTS) program, which continues the efforts to establish a long-term Safe Routes to Schools program within the Springfield School District. The grant will cover \$132,652 of the \$267,079 project costs. The required \$134,427 match will be through the Springfield School District with 10.27 percent of the match from ODOT Surface Transportation Program-Urban funds. The grant will pay for an SRTS coordinator, outreach, map printing, a portable speed reader, safety materials, and a small amount of pedestrian and bicycle safety in-class programming.

ODOT Public Transportation Grants applications:

LTD has prepared the following grant applications:

- 31455 ODOT using 5339 and 5309 grant funds replacement of the aged Diamond Express vehicle. The prepared agreement is for a \$169,069 grant to support a total project cost of \$413,000. The remaining funds are \$93,000K from Oakridge CMAQ funds, \$30,931 local match and \$120K of funding still to be identified.
- Special Transportation Fund (STF) formula transportation fund (application # 10069070)

2017-19 S2 STF	\$1,754,618
Local	\$0
Requested Amount	\$1,754,618

- 2017-19 5310 Enhanced Mobility of Senior & individuals with disabilities formula fund (application # 10069080)

2017-19-5310	\$2,029,738
Local	\$232,313
Requested Amount	\$2,262,051

- Transit Network and Intercity competitive discretionary grant (application #10067141).to fund the operation of the Diamond Express service

Diamond Express	\$238,742
Local	\$200,478
Requested Amount	\$439,220

- Rural Areas Program 5311 and 5311(f) formula fund application (application #10066986)

Florence Rhody Express, Rural Intercity	\$160,056
Local	\$122,950
Requested Amount	\$283,006

PROPOSED MOTION: None.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: MONTHLY CASH DISBURSEMENTS

PREPARED BY: Ralph Lambert, Controller

ACTION REQUESTED: None

BACKGROUND:

This agenda item is being provided in response to the Board's request for the implementation of financial practices that are consistent with other public entities. This agenda item provides a complete listing of all non-payroll disbursements for February 2017.

ATTACHMENTS: February 2017 Cash Disbursements

PROPOSED MOTION: None

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<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Check Amount</u>
94799	02/02/2017	ALTERNATIVE WORK CONCEPTS	10,322.50
94800	02/02/2017	AMERICAN FAMILY LIFE	1,600.83
94801	02/02/2017	BARRETT BUSINESS SERVICES INC	2,995.20
94802	02/02/2017	BRATTAIN INTERNATIONAL TRUCKS	2,458.40
94803	02/02/2017	CHAPTER 13 TRUSTEE	595.38
94804	02/02/2017	CHILD SUPPORT ENFORCEMENT AGCY	160.00
94805	02/02/2017	CINTAS CORPORATION	5,664.52
94806	02/02/2017	CITY OF EUGENE	70,113.30
94807	02/02/2017	COMCAST	199.45
94808	02/02/2017	CROCKETTS INTERSTATE TOWING	250.00
94809	02/02/2017	DISH NETWORK	107.02
94810	02/02/2017	EAGLE WEB PRESS	21,044.00
94811	02/02/2017	ELMS LANDSCAPE MAINTENANCE INC	6,659.00
94812	02/02/2017	ERGOFLEX CONSULTING, INC.	310.00
94813	02/02/2017	ERGOMETRICS & APPLIED	163.00
94814	02/02/2017	EUGENE WATER & ELECTRIC BOARD	641.22
94815	02/02/2017	GAYDOS, CHURNSIDE,&BALTHROP PC	8,993.50
94816	02/02/2017	HARVEY & PRICE COMPANY	2,241.00
94817	02/02/2017	THE LAMAR COMPANIES	250.00
94818	02/02/2017	LIFEMAP ASSURANCE COMPANY	1,761.28
94819	02/02/2017	LOOMIS ARMORED US, LLC	11,563.72
94820	02/02/2017	LTD REIMBURSEMENT PLAN	8,206.80
94821	02/02/2017	MCKENZIE SEW-ON	83.00
94822	02/02/2017	MID-STATE INDUSTRIAL SERVICE	1,026.94
94823	02/02/2017	MOTOR VEHICLES DIVISION	6.00
94824	02/02/2017	OREGON DEPARTMENT OF REVENUE	792.36
94825	02/02/2017	OREGON DEPT. OF TRANSPORTATION	1,092.24
94826	02/02/2017	PIVOT ARCHITECTURE	26,916.41
94827	02/02/2017	RFI ELECTRONICS, INC.-OREGON	716.40
94828	02/02/2017	RG MEDIA COMPANY	889.95
94829	02/02/2017	SIX ROBBLEES' INC	262.77
94830	02/02/2017	SMALL WORLD AUTO CENTER, INC	129.55
94831	02/02/2017	SPRINGFIELD UTILITY BOARD	0.00
94832	02/02/2017	SPRINGFIELD UTILITY BOARD	1,210.65
94833	02/02/2017	THERMO KING NORTHWEST, INC.	120.29
94834	02/02/2017	TRILLIUM COMMUNITY HEALTH PLAN	147,902.48
94835	02/02/2017	VALLEY FREIGHTLINER, INC	947.73
94836	02/02/2017	VERIZON WIRELESS	7,809.19
94837	02/02/2017	VRIDE, INC.	4,300.00
94838	02/02/2017	WHA INSURANCE AGENCY, INC.	225.00
94839	02/02/2017	WHITE BIRD CLINIC	10,862.00
94840	02/02/2017	WILLAMETTE COMM HEALTH SOLUTNS	2,520.25
94841	02/02/2017	ART THREAD, LLC	2,261.35
94842	02/02/2017	BPA VEBA-HRA SERVICES	82.00
94843	02/02/2017	CAIC PRIMARY	1,236.47
94844	02/02/2017	CENTRO LATINO AMERICANO	12.00
94845	02/02/2017	CUMMINS NORTHWEST, INC.	19,295.07
94846	02/02/2017	EAN HOLDINGS, LLC	2,425.00
94847	02/02/2017	ENVIRONMENTAL SCIENCE &	1,132.18
94848	02/02/2017	FIELDPRINT, INC.	100.00
94849	02/02/2017	G4S SECURE SOLUTIONS (USA) INC	39,504.29
94850	02/02/2017	GILLIG CORPORATION	2,642.82
94851	02/02/2017	GRAINGER INC	795.16
94852	02/02/2017	HOLLAND & KNIGHT, LLP	492.50

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94853	02/02/2017	KUHN INVESTMENTS, INC.	12,799.46
94854	02/02/2017	LANE COUNCIL OF GOVERNMENTS	17,065.62
94855	02/02/2017	LTD & ATU PENSION TRUST	94,613.21
94856	02/02/2017	LTD EMPLOYEES FUND	210.00
94857	02/02/2017	LTD SALARIED EMP. PENSION PLAN	21,523.15
94858	02/02/2017	MOHAWK MANUFACTURING & SUPPLY	479.48
94859	02/02/2017	MOTION & FLOW CONTROL PRD, INC	890.48
94860	02/02/2017	MYRMO & SONS	1,030.77
94861	02/02/2017	NEW FLYER OF AMERICA, INC.	89,401.32
94862	02/02/2017	NORTH COAST ELECTRIC	88.21
94863	02/02/2017	NORTHWEST INFORMATION SVCS	12,396.12
94864	02/02/2017	OFFICEMAX CONTRACT, INC.	570.26
94865	02/02/2017	PRE-PAID LEGAL SERVICES INC.	289.10
94866	02/02/2017	ROADRUNNER DELIVERY	392.00
94867	02/02/2017	AKA: SENIOR WHEELS, INC. SOUTH LANE WHEELS	1,035.78
94868	02/02/2017	SPECIAL MOBILITY SERVICES INC.	452,631.56
94869	02/02/2017	UNITED WAY OF LANE COUNTY	580.00
94870	02/08/2017	ALLEN AUBREY SHIPP	900.00
94871	02/09/2017	ALTA PLANNING AND DESIGN, INC.	2,216.50
94872	02/09/2017	CENTURY LINK	449.35
94873	02/09/2017	CITY OF EUGENE	200.00
94874	02/09/2017	ENGINEERING DIVISION CITY OF SPRINGFIELD	46,992.16
94875	02/09/2017	DUKANE RADIATOR & SHEETMETAL	1,337.45
94876	02/09/2017	ENO TRANSPORTATION FOUNDATION	5,500.00
94877	02/09/2017	ERGOFLEX CONSULTING, INC.	351.25
94878	02/09/2017	EUGENE WATER & ELECTRIC BOARD	95.10
94879	02/09/2017	FIRST AMERICAN TITLE COMPANY	200.00
94880	02/09/2017	GUARANTY CHEVROLET	6,553.00
94881	02/09/2017	IBM CORPORATION	120.00
94882	02/09/2017	IPSENAULT COMPANY	1,445.38
94883	02/09/2017	J.J. KELLER & ASSOCIATES, INC.	1,595.00
94884	02/09/2017	AURORA E. JACKSON	288.00
94885	02/09/2017	JIM BARR ENT, INC.	3,605.00
94886	02/09/2017	LARSCO, INC	142.04
94887	02/09/2017	LILE INTERNATIONAL COMPANIES	2,979.38
94888	02/09/2017	MID-STATE INDUSTRIAL SERVICE	1,232.00
94889	02/09/2017	NORTHWEST NATURAL GAS	8,475.11
94890	02/09/2017	NORWEST SAFETY	80.65
94891	02/09/2017	OIL PRICE INFORMATION SERVICE	216.00
94892	02/09/2017	OR DEPT/ENVIRONMENTAL QUALITY	1,215.00
94893	02/09/2017	OREGON SPINE/PHYSICAL THERAPY	570.00
94894	02/09/2017	OREGON STATE POLICE	240.00
94895	02/09/2017	OREGON TRANSPORTATION FORUM	50.00
94896	02/09/2017	PLISKA GOLF	5,713.10
94897	02/09/2017	SANIPAC	2,406.23
94898	02/09/2017	SIX ROBBLEES' INC	941.98
94899	02/09/2017	SMALL WORLD AUTO CENTER, INC	402.76
94900	02/09/2017	SPECIAL DISTRICTS INSURANCE SV	18,329.86
94901	02/09/2017	SPRINGFIELD UTILITY BOARD	14,983.82
94902	02/09/2017	STAPLES BUSINESS ADVANTAGE	1,271.43
94903	02/09/2017	STATE OF OREGON-EMP DEPT	3,023.52
94904	02/09/2017	VALLEY FREIGHTLINER, INC	182.44
94905	02/09/2017	VERIZON WIRELESS	812.12
94906	02/09/2017	1996 LLC	32,167.53



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94907	02/09/2017	BUCK'S SANITARY SERVICE, INC.	86.50
94908	02/09/2017	C & K PETROLEUM EQUIPMENT CO,	257.49
94909	02/09/2017	GILLIG CORPORATION	4,557.54
94910	02/09/2017	GRAINGER INC	123.78
94911	02/09/2017	JOHN O. HACHMANN	5,320.00
94912	02/09/2017	JERRY'S HOME IMPROVEMENT CTR	310.32
94913	02/09/2017	LANE COUNCIL OF GOVERNMENTS	2,226.06
94914	02/09/2017	LTD SALARIED EMP. PENSION PLAN	76,661.00
94915	02/09/2017	MOHAWK MANUFACTURING & SUPPLY	342.97
94916	02/09/2017	MUNCIE TRANSIT SUPPLY	69.89
94917	02/09/2017	NEW FLYER OF AMERICA, INC.	1,090.00
94918	02/09/2017	OFFICEMAX CONTRACT, INC.	115.90
94919	02/09/2017	PACIFIC POWER GROUP, LLC	4,544.06
94920	02/09/2017	PARKEON, INC.	1,470.00
94921	02/09/2017	PARSONS BRINCKERHOFF, INC.	70,623.44
94922	02/09/2017	RICOH USA, INC.	3,442.28
94923	02/09/2017	SITECRAFTING, INC.	1,472.50
94924	02/09/2017	SPECIAL MOBILITY SERVICES INC.	249,343.09
94925	02/09/2017	SPRAGUE PEST SOLUTIONS	200.00
94926	02/09/2017	THORP, PURDY, JEWETT, URNESS,	2,495.16
94927	02/09/2017	TOUCHPOINT NETWORKS LLC	570.00
94928	02/09/2017	WOODBURY ENERGY CO. INC.	161,244.84
94929	02/09/2017	ZONES, INC.	4,932.66
94930	02/16/2017	A-1 AUTO GLASS	700.00
94931	02/16/2017	A-1 FIRE PROTECTION	110.00
94932	02/16/2017	AMAL TRANSIT UNION #757	16,366.68
94933	02/16/2017	THERESA M BRAND	111.00
94934	02/16/2017	CHAPTER 13 TRUSTEE	595.38
94935	02/16/2017	CHILD SUPPORT ENFORCEMENT AGCY	160.00
94936	02/16/2017	ENGINEERING DIVISION CITY OF SPRINGFIELD	7,695.29
94937	02/16/2017	COASTWIDE LABORATORIES	102.78
94938	02/16/2017	DHS RECEIPTING & TRUST	89,866.14
94939	02/16/2017	EUGENE WATER & ELECTRIC BOARD	0.00
94940	02/16/2017	EUGENE WATER & ELECTRIC BOARD	8,451.69
94941	02/16/2017	FASTENAL COMPANY	349.57
94942	02/16/2017	LLC FUSSY'S @ VALLEY RIVER PLAZA	13.80
94943	02/16/2017	ROLAND M. HOSKINS	517.50
94944	02/16/2017	JIM BARR ENT, INC.	10.00
94945	02/16/2017	KOKE NEW CENTURY, INC.	2,342.00
94946	02/16/2017	MID-STATE INDUSTRIAL SERVICE	461.84
94947	02/16/2017	MIDWEST BUS	1,830.00
94948	02/16/2017	MULTI-CRAFT PLASTCS, INC.	238.80
94949	02/16/2017	NORTHWEST NATURAL GAS	1,864.57
94950	02/16/2017	OIL PRICE INFORMATION SERVICE	232.00
94951	02/16/2017	OREGON DEPARTMENT OF REVENUE	1,019.52
94952	02/16/2017	PETTY CASH - DELORES DONIS	673.35
94953	02/16/2017	R E AUTO ELECTRIC, INC.	2,696.69
94954	02/16/2017	RAY KLEIN, INC	327.05
94955	02/16/2017	STAPLES BUSINESS ADVANTAGE	827.81
94956	02/16/2017	WILLAMALANE PARK & RECREATION	516.67
94957	02/16/2017	CUMMINS NORTHWEST, INC.	0.00
94958	02/16/2017	CUMMINS NORTHWEST, INC.	9,016.17
94959	02/16/2017	GILLIG CORPORATION	1,555.52
94960	02/16/2017	GRAINGER INC	37.87

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<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Check Amount</u>
94961	02/16/2017	LTD & ATU PENSION TRUST	95,705.24
94962	02/16/2017	LTD SALARIED EMP. PENSION PLAN	19,637.81
94963	02/16/2017	MODA HEALTH	30,070.50
94964	02/16/2017	MODA HEALTH	159.26
94965	02/16/2017	MOTION & FLOW CONTROL PRD, INC	15.88
94966	02/16/2017	MUNCIE TRANSIT SUPPLY	1,882.18
94967	02/16/2017	MYRMO & SONS	79.69
94968	02/16/2017	NEW FLYER OF AMERICA, INC.	2,733,906.39
94969	02/16/2017	OFFICEMAX CONTRACT, INC.	457.09
94970	02/16/2017	PACIFIC POWER GROUP, LLC	2,188.27
94971	02/16/2017	SMITH DAWSON & ANDREWS, INC.	2,415.00
94972	02/16/2017	SPECIAL MOBILITY SERVICES INC.	210,696.50
94973	02/16/2017	UNITED WAY OF LANE COUNTY	580.00
94974	02/16/2017	UTC FIRE-SECURITY AMERICAS INC	200.00
94975	02/23/2017	A-1 AUTO GLASS	354.00
94976	02/23/2017	AIRGAS USA, LLC	297.88
94977	02/23/2017	ALARM SOLUTIONS, INC.	1,222.00
94978	02/23/2017	ALTERNATIVE WORK CONCEPTS	10,210.00
94979	02/23/2017	BARRETT BUSINESS SERVICES INC	2,496.00
94980	02/23/2017	BUDGET TAXI	15.00
94981	02/23/2017	CENTURY LINK	40.32
94982	02/23/2017	COMFORT FLOW HEATING	190.00
94983	02/23/2017	COURTESY DELIVERY SERVICE	58.00
94984	02/23/2017	CRESWELL CHAMBER OF COMMERCE	120.83
94985	02/23/2017	CROCKETTS INTERSTATE TOWING	250.00
94986	02/23/2017	ELMS LANDSCAPE MAINTENANCE INC	10,240.00
94987	02/23/2017	EUGENE WATER & ELECTRIC BOARD	39,874.72
94988	02/23/2017	EUGENE WATER & ELECTRIC BOARD	5,642.25
94989	02/23/2017	FEDEX EXPRESS SHIPPING	167.35
94990	02/23/2017	GARY WAYNE GILLILAND	105.80
94991	02/23/2017	JIM BARR ENT, INC.	505.00
94992	02/23/2017	JOHNSON, ROBERTS, & ASSOCIATES	47.00
94993	02/23/2017	KAISER BRAKE & ALIGNMENT INC.	79.50
94994	02/23/2017	MARGUERITE C KESTER	243.00
94995	02/23/2017	THE LAMAR COMPANIES	550.00
94996	02/23/2017	LANE COUNTY SCHOOL DISTRICT4J	20,586.54
94997	02/23/2017	THERESE A LANG	243.00
94998	02/23/2017	MCKENZIE SEW-ON	3,282.50
94999	02/23/2017	MID-STATE INDUSTRIAL SERVICE	181.25
95000	02/23/2017	NEOPOST USA INC.	811.70
95001	02/23/2017	OREGON TAXI, LLC	12.00
95002	02/23/2017	PACIFICSOURCE ADMINISTRATORS,	367.65
95003	02/23/2017	PROTECTIVE SERVICE LLC	754.33
95004	02/23/2017	R E AUTO ELECTRIC, INC.	4,226.56
95005	02/23/2017	RECORDXPRESS OF CALIFORNIA,LLC	56.34
95006	02/23/2017	SIX ROBBLEES' INC	239.47
95007	02/23/2017	SPRINGFIELD CHAMBER COMMERCE	5,000.00
95008	02/23/2017	SPRINGFIELD UTILITY BOARD	502.89
95009	02/23/2017	VALLEY FREIGHTLINER, INC	1,188.20
95010	02/23/2017	VRIDE, INC.	4,655.00
95011	02/23/2017	ANA LABORATORIES, INC	365.80
95012	02/23/2017	DOUGLAS M. BARBER	3,000.00
95013	02/23/2017	BEDFORD FALLS, LLC	324.00
95014	02/23/2017	BELL+FUNK	27,643.19

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95015	02/23/2017	CITY OF COTTAGE GROVE	19,100.00
95016	02/23/2017	CUMMINS NORTHWEST, INC.	14,249.86
95017	02/23/2017	EAN HOLDINGS, LLC	30.00
95018	02/23/2017	GLORIA, J GALLARDO	10,560.53
95019	02/23/2017	GILLIG CORPORATION	6,491.17
95020	02/23/2017	GRAINGER INC	1,169.44
95021	02/23/2017	LANE COUNCIL OF GOVERNMENTS	1,494.02
95022	02/23/2017	MOHAWK MANUFACTURING & SUPPLY	37.44
95023	02/23/2017	MOTION & FLOW CONTROL PRD, INC	82.24
95024	02/23/2017	MUNCIE TRANSIT SUPPLY	34.95
95025	02/23/2017	NEW FLYER OF AMERICA, INC.	1,173.40
95026	02/23/2017	NINFA'S ELITE CORPORATION	41,818.28
95027	02/23/2017	NORTH COAST ELECTRIC	217.20
95028	02/23/2017	NORTHWEST INFORMATION SVCS	495.00
95029	02/23/2017	OFFICEMAX CONTRACT, INC.	450.22
95030	02/23/2017	PACIFIC POWER GROUP, LLC	185.04
95031	02/23/2017	TIM SIMON	864.00
95032	02/23/2017	SMITH DAWSON & ANDREWS, INC.	2,415.00
95033	02/23/2017	SPECIAL MOBILITY SERVICES INC.	249,036.28
95034	02/23/2017	THORP, PURDY, JEWETT, URNESS,	5,237.60
95035	02/23/2017	TOUCHPOINT NETWORKS LLC	325.00
95036	02/23/2017	TRAPEZE ITS USA, LLC	148,048.09
95037	02/23/2017	WILDISH BUILDING COMPANY	1,004,879.61
95038	02/23/2017	WOODBURY ENERGY CO. INC.	551.80
95039	02/23/2017	ZONES, INC.	35,414.63
91030117	02/28/2017	BENEFIT PLANS ADMIN SVCS, LLC	24,640.00
92030117	02/28/2017	BENEFIT PLANS ADMIN SVCS, LLC	10,225.00
802066343	02/02/2017	VALIC %CHASE BANK OF TEXAS	96,546.66
802086145	02/16/2017	VALIC %CHASE BANK OF TEXAS	67,840.28
803178979	02/01/2017	INTERNAL REVENUE SERVICE-EFTPS	5,299.89
804160215	02/16/2017	OREGON DEPARTMENT OF REVENUE	47,656.24
806526104	02/02/2017	BANK OF AMERICA	24.90
806526109	02/02/2017	BANK OF AMERICA	1,992.04
806526110	02/02/2017	BANK OF AMERICA	2,394.59
816113219	02/02/2017	MASS MUTUAL FINANCIAL GROUP	3,348.92
818003670	02/16/2017	MASS MUTUAL FINANCIAL GROUP	3,200.64
822868369	02/16/2017	INTERNAL REVENUE SERVICE-EFTPS	196,974.84
824160203	02/08/2017	OREGON DEPARTMENT OF REVENUE	12.89
831160202	02/08/2017	OREGON DEPARTMENT OF REVENUE	41.31
840445183	02/02/2017	INTERNAL REVENUE SERVICE-EFTPS	192,986.52
851692772	02/02/2017	OREGON DEPARTMENT OF JUSTICE	1,981.00
851765362	02/16/2017	OREGON DEPARTMENT OF JUSTICE	1,981.00
855852279	02/08/2017	INTERNAL REVENUE SERVICE-EFTPS	68.96
860139300	02/08/2017	INTERNAL REVENUE SERVICE-EFTPS	179.28
865160201	02/02/2017	OREGON DEPARTMENT OF REVENUE	46,665.99
872160126	02/01/2017	OREGON DEPARTMENT OF REVENUE	696.92
			262 Checks \$7,540,822.57

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: MONTHLY REPORT OF EXECUTED CONTRACTS

PREPARED BY: Collina Washington, Procurement Manager

ACTION REQUESTED: None; Information Only

BACKGROUND:

To assist the LTD Board of Directors (Board) in establishing Contract/Signature Authority Approval Levels, the General Manager has requested that Procurement provide a monthly report of contracts entered into during the prior month.

ATTACHMENTS: Excel Spreadsheet – Executed Contracts February 2017

PROPOSED MOTION: None

**LANE TRANSIT DISTRICT
EXECUTED CONTRACTS
February 2017**

DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	FREQUENCY	CONTRACT VALUE	NOTES
WEE Complimentary Group Passes							
2/21/2017	Aqua Serene	West Eugene EmX Community Outreach	Group Pass	NA	Project Specific	\$ 90.24	Agreement for up to 5 total employees (\$451.00); 1 employee participating
2/21/2017	Coffee Plant Roaster	West Eugene EmX Community Outreach	Group Pass	NA	Project Specific	\$ 90.24	Agreement for up to 7 total employees (\$631.68); 1 employee participating
2/21/2017	Springfield-Eugene Habitat for Humanity	West Eugene EmX Community Outreach	Group Pass	NA	Project Specific	\$ 360.96	Agreement for up to 18 total employees (\$1624.32); 4 employees participating
2/23/2017	Eugene Elks BPOE #357	West Eugene EmX Community Outreach	Group Pass	NA	Project Specific	\$ 270.72	Agreement for up to 3 total employees; 3 employees participating
Contracts							
2/2/2017	Lane County, Oregon	Group Pass Program for the Developmental Disabilities Division with Emergency Ride Home Program - 30 Employees	Group Pass	Jan 1, 2017 - Dec 31, 2017	Auto Renew	\$ 4,536.00	
2/3/2017	G4S Secure Solutions (USA), Inc.	Public Safety/Security Services	Amendment	Jan 1, 2017 - Feb 28, 2017	NA	\$ 79,008.58	This contract termed 12/31/16; however, LTD has requested a 60 day transition period to allow for onboarding of new employees.
2/6/2017	WhiteBird Clinic	Employer Group Pass Program with Emergency Ride Home Program - 20 Employees	Group Pass	Jan 1, 2017 - Dec 31, 2017	Auto Renew	\$ 3,024.00	
2/7/2017	Giro/Hastus Upgrade	2017 upgrade of software for Bus Scheduling	Software Maintenance	NA	NA	\$ 138,564.00	Approved sole source based upon patent and data rights.
2/10/2017	Macerich Property Management	Agreement to hold the LTD 2017 Bus Rodeo on the premises of Valley River Center	License Agreement	NA	Project Specific	\$ 2,500.00	
2/16/2017	Ninfa's Elite Janitorial Service	Janitorial Services - Transit Station	Goods and Services	Nov 30, 2016 - May 31, 2017	NA	\$ 90,901.08	Change Notice #8; Contract amendment to extend contract termination date to allow for competitive bidding of services without lapse in service; contract value represents total budget for FY 17 and not actual expenditure.
2/16/2017	Ninfa's Elite Janitorial Service	Janitorial Services - Glenwood and RideSource	Goods and Services	Nov 30, 2016 - May 31, 2017	NA	\$ 97,378.80	Change Notice #11; Contract amendment to extend contract termination date to allow for competitive bidding of services without lapse in service; contract value represents total budget for FY 17 and not actual expenditure.
2/16/2017	Bethel School District No. 52	Regional Safe Routes to School Program	IGA	Oct 1, 2016 - Sept 30, 2017	Annual	\$ 40,426.00	Execution of agreement delayed to allow staff time to verify funding sources; Funding through ODOT 2015-2018 Statewide Transportation Improvement Program (STIP)
2/16/2017	Pacific Cascade Federal Credit Union	Sponsorship agreement for the Business Commute Challenge (Point2Point Program)	Sponsorship	NA	Project Specific	\$ 1,200.00	
2/23/2017	City of Eugene	18th & Oak Patch Traffic Signal and Related Improvements	Amendment	NA	Project Specific	\$ 596,718.00	Amendment for the purpose of updating funding source and associated requirements; update of project schedule; contract value is same as original.
2/24/2017	WhiteBird Clinic	Provision of urgent need, crisis transportation for persons with mental/emotional disabilities and for performing in-person eligibility assessments of clients	Transportation Service Agreement	Jul 1, 2016 - Jun 30, 2017	Annual	\$ 104,800.00	Change Notice #4; RideSource; execution of agreement delayed to allow staff to verify funding source
2/24/2017	WalMart	Purchase of property for the Willow Creek Transit Station	Property Acquisition	NA	NA	\$ 660,000.00	

elms	invoices			
	2016	2015	2014	
	910			
\$54,733.00	\$105,637.25	\$102,663.25	\$87,677.83	

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Ralph J. Lambert, Controller

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) December 2016 Performance Reports
- 2) January 2017 RideSource Activity and Productivity reports

PROPOSED MOTION: None

LANE TRANSIT DISTRICT
December 2016 Performance Report *
28-February-2017

Performance Measure	Current Month	Prior Year's		Current Y-T-D	Previous Y-T-D		Current 12 Month	Prior 12 Month		
		Month	% Change		Y-T-D	% Change		12 Month	% Change	
Fixed Route Service										
Passenger Boardings	707,422	755,760	- 6.4%	4,832,703	4,852,447	- 0.4%	10,228,634	10,295,792	- 0.7%	
Mobility Assisted Riders	11,229	12,758	- 12.0%	81,376	82,688	- 1.6%	163,453	160,573	+ 1.8%	
<u>Average Passenger Boardings:</u>										
Weekday	27,302	29,653	- 7.9%	31,017	31,632	- 1.9%	33,564	34,188	- 1.8%	
Saturday	15,235	16,363	- 6.9%	19,140	20,065	- 4.6%	18,745	19,167	- 2.2%	
Sunday	7,649	9,483	- 19.3%	10,036	9,793	+ 2.5%	10,011	9,600	+ 4.3%	
Monthly Revenue Hours	23,967	22,447	+ 6.8%	137,839	132,542	+ 4.0%	273,307	260,809	+ 4.8%	
Boardings Per Revenue Hour	29.5	33.7	- 12.3%	35.06	36.61	- 4.2%	37.43	39.48	- 5.2%	
Weekly Revenue Hours	5,535	5,168	+ 7.1%	5,306	5,019	+ 5.7%	5,273	5,015	+ 5.1%	
Weekdays	22	22		131	129		261	256		
Saturdays	5	4		27	25		53	51		
Sundays	4	4		26	28		52	56		

Passenger Revenues & Sales

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

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

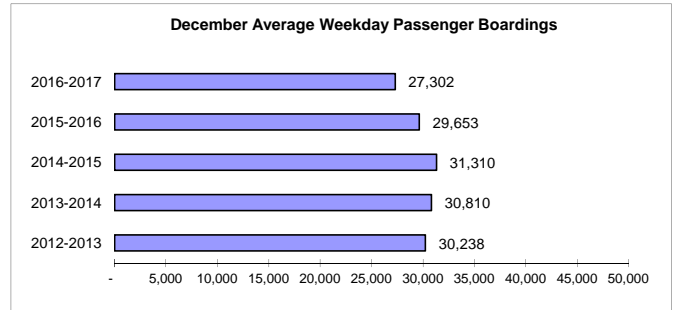
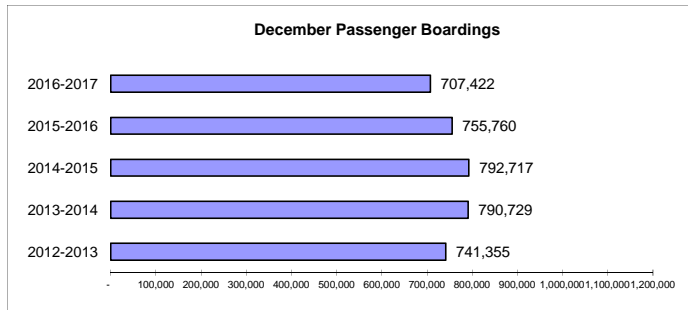
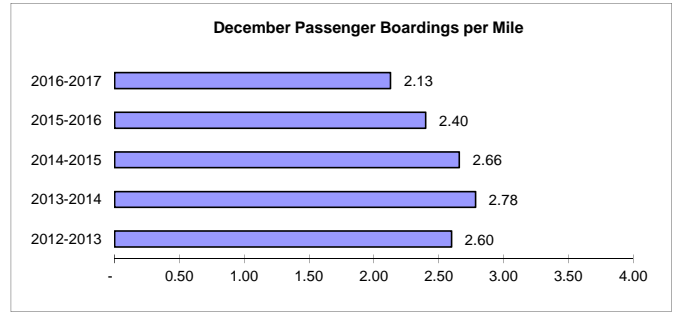
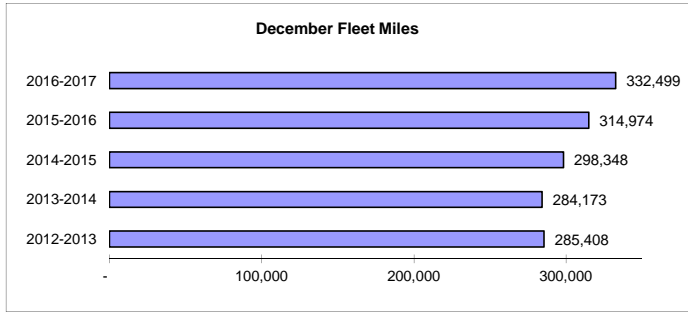
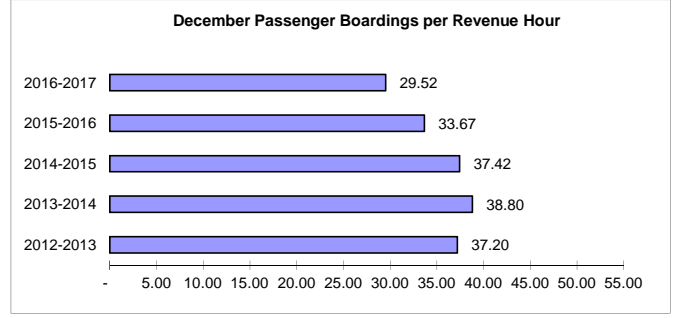
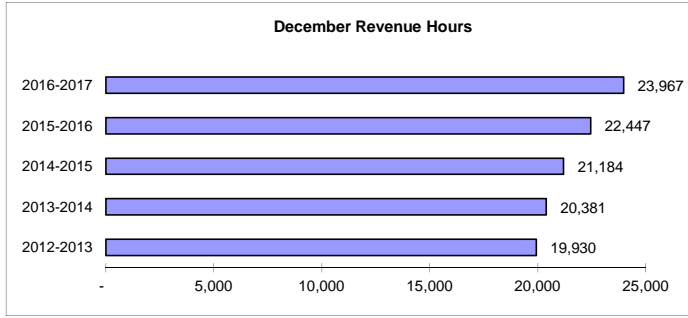
Fleet Services

Fleet Miles	332,499	314,974	+ 5.6%	1,930,533	1,848,941	+ 4.4%	3,832,109	3,635,700	+ 5.4%
Average Passenger Boardings/Mile	2.13	2.40	- 11.3%	2.50	2.62	- 4.6%	2.67	2.83	- 5.7%
Fuel Cost	\$148,682	\$113,536	+ 31.0%	\$1,511,422	\$850,936	+ 77.6%	\$2,747,310	\$1,824,234	+ 50.6%
Fuel Cost Per Mile	\$0.447	\$0.360	+ 24.1%	\$0.783	\$0.460	+ 70.1%	\$0.717	\$0.502	+ 42.9%
Repair Costs	\$243,315	\$180,409	+ 34.9%	\$1,359,659	\$1,381,114	- 1.6%	\$2,738,788	\$2,781,079	- 1.5%
Total Repair Cost Per Mile	\$0.732	\$0.573	+ 27.8%	\$0.704	\$0.747	- 5.7%	\$0.715	\$0.765	- 6.6%
Preventive Maintenance Costs	\$32,048	\$34,098	- 6.0%	\$213,554	\$184,603	+ 15.7%	\$421,371	\$390,652	+ 7.9%
Total PM Cost Per Mile	\$0.096	\$0.108	- 11.0%	\$0.111	\$0.100	+ 10.8%	\$0.110	\$0.107	+ 2.3%
Mechanical Road Calls	36	53	- 32.1%	167	263	- 36.5%	366	514	- 28.8%
Miles/Mech. Road Call	9,236	5,943	+ 55.4%	11,560	7,030	+ 64.4%	10,470	7,073	+ 48.0%

Special Mobility Service

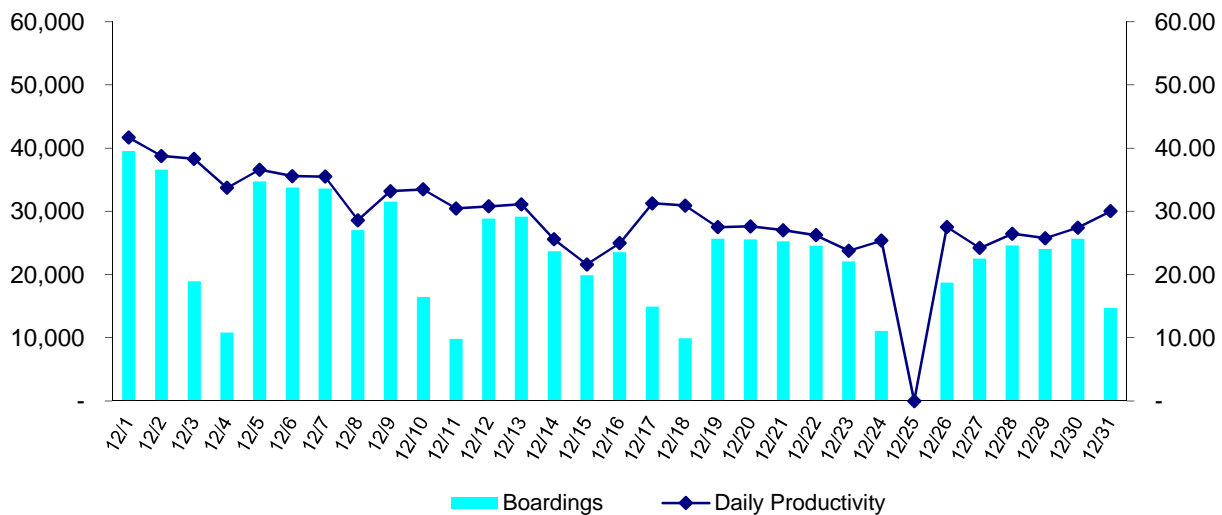
SMS Rides	13,428	14,841	- 9.5%	84,509	95,503	- 11.5%	179,300	194,505	- 7.8%
SMS Ride Refusals	-	-	+ 0.0%	-	8	- 100.0%	-	10	- 100.0%
RideSource	6,532	7,076	- 7.7%	42,088	44,441	- 5.3%	86,505	88,929	- 2.7%
RideSource Refusals	-	-	+ 0.0%	-	2	- 100.0%	-	4	- 100.0%

* Data for prior months has been updated to reflect error corrections from missing passenger count data



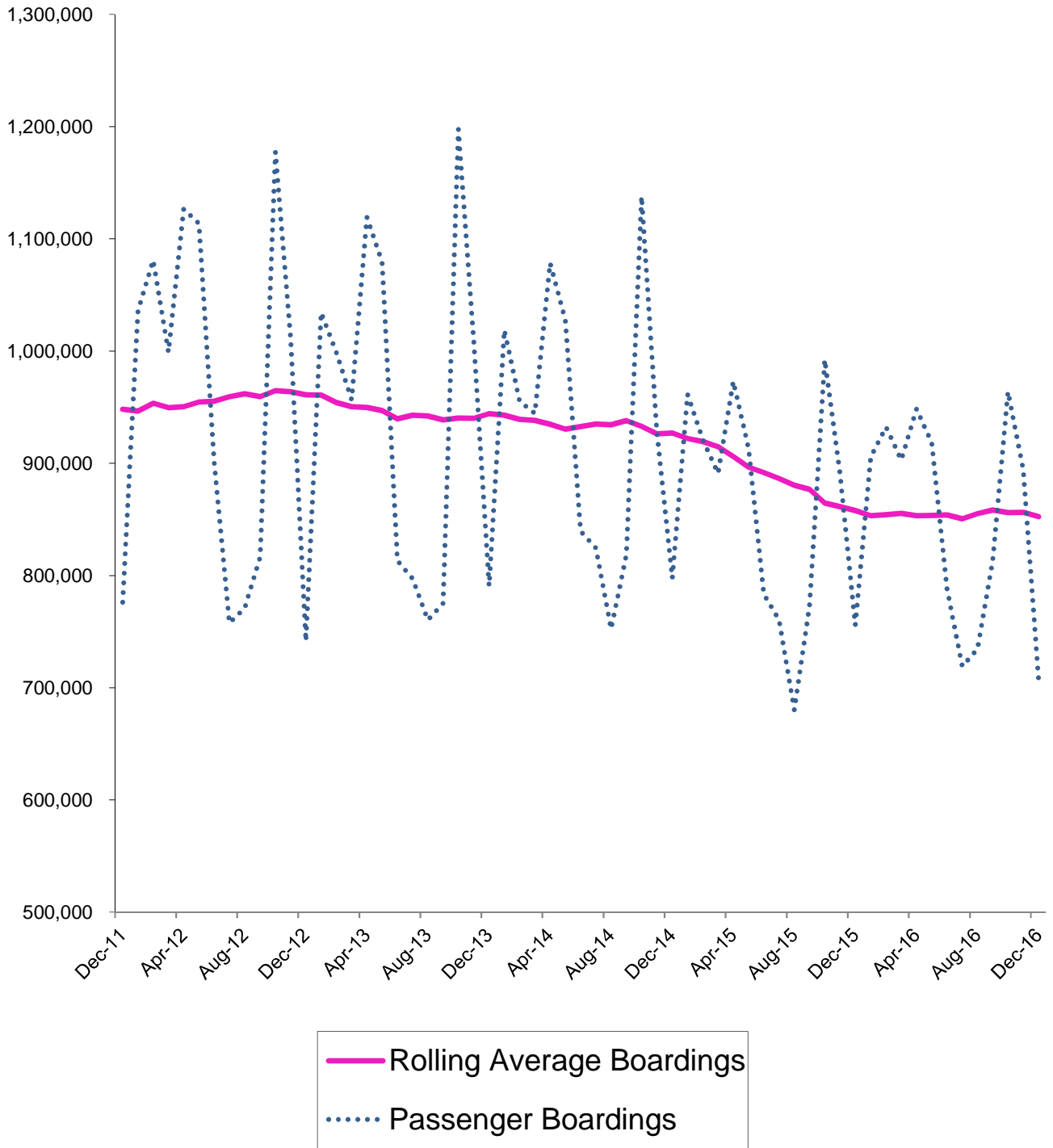
Daily Ridership Recap December 2016

Date	Day	Service	Boardings	Mobility	Revenue	Daily
				Assisted Boardings	Hours	Productivity
12/1/2016	Thursday	Weekday	39,537	569	948	41.71
12/2/2016	Friday	Weekday	36,624	651	945	38.76
12/3/2016	Saturday	Saturday	18,932	369	494	38.32
12/4/2016	Sunday	Sunday	10,827	162	321	33.73
12/5/2016	Monday	Weekday	34,742	562	949	36.61
12/6/2016	Tuesday	Weekday	33,746	393	948	35.60
12/7/2016	Wednesday	Weekday	33,593	439	946	35.51
12/8/2016	Thursday	Weekday	27,047	252	946	28.59
12/9/2016	Friday	Weekday	31,550	482	950	33.21
12/10/2016	Saturday	Saturday	16,476	300	492	33.49
12/11/2016	Sunday	Sunday	9,843	211	323	30.47
12/12/2016	Monday	Weekday	28,832	482	936	30.80
12/13/2016	Tuesday	Weekday	29,161	513	937	31.12
12/14/2016	Wednesday	Weekday	23,694	238	926	25.59
12/15/2016	Thursday	Weekday	19,877	182	920	21.61
12/16/2016	Friday	Weekday	23,525	363	942	24.97
12/17/2016	Saturday	Saturday	14,952	210	478	31.28
12/18/2016	Sunday	Sunday	9,926	181	321	30.92
12/19/2016	Monday	Weekday	25,688	346	934	27.50
12/20/2016	Tuesday	Weekday	25,547	497	924	27.65
12/21/2016	Wednesday	Weekday	25,272	464	935	27.03
12/22/2016	Thursday	Weekday	24,567	465	936	26.25
12/23/2016	Friday	Weekday	22,057	347	928	23.77
12/24/2016	Saturday	Saturday	11,093	202	437	25.38
12/25/2016	Sunday	Sunday	-	-	-	-
12/26/2016	Monday	Weekday	18,730	289	931	27.52
12/27/2016	Tuesday	Weekday	22,541	343	931	24.21
12/28/2016	Wednesday	Weekday	24,612	494	930	26.46
12/29/2016	Thursday	Weekday	24,024	423	933	25.75
12/30/2016	Friday	Weekday	25,687	489	936	27.44
12/31/2016	Saturday	Saturday	14,720	311	490	30.04
Totals			707,422	11,229	23,967	29.52



LANE TRANSIT DISTRICT

Five Year History of Passenger Boardings



Special Mobility Services: RideSource Activity and Productivity Information

January-17	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	13,453	15,209	-11.5%	99,923	111,121	-10.1%	179,924	193,832	-7.2%
RideSource(All Modes)	11,463	12,368	-7.3%	85,720	93,584	-8.4%	153,076	163,501	-6.4%
Shopper	466	572	-18.5%	3,453	4,101	-15.8%	6,298	7,380	-14.7%
Escort Volunteers-Metro	1,165	1,780	-34.6%	7,993	9,350	-14.5%	15,641	15,331	2.0%
Escort Volunteers-Rural	359	489	-26.6%	2,757	4,086	-32.5%	4,909	7,620	-35.6%
RideSource Cost per Ride	\$ 29.52	\$ 23.37	26.3%	\$ 27.12	\$ 23.42	15.8%	\$ 25.89	\$ 23.34	10.9%
RideSource(All Modes)	\$ 33.42	\$ 27.42	21.9%	\$ 30.46	\$ 26.65	14.3%	\$ 29.31	\$ 26.53	10.5%
RideSource Shopper	17.89	12.76	40.3%	16.82	12.42	35.4%	14.94	11.99	24.6%
RideSource Escort	\$ 3.69	\$ 3.95	-6.4%	\$ 3.76	\$ 4.28	-12.3%	\$ 3.78	\$ 4.28	-11.8%
Ride Reservations	14,384	14,364	0.1%	97,296	105,663	-7.9%	171,335	183,203	-6.5%
Cancelled Number	3,282	1,857	76.7%	12,929	10,883	18.8%	20,272	18,294	10.8%
Cancelled % of Total	22.82%	12.93%		13.29%	10.30%		11.83%	9.99%	
No-Show Number	86	116	-25.9%	495	777	-36.3%	849	1,431	-40.7%
No-Show % of Total	0.60%	0.81%		0.51%	0.74%		0.50%	0.78%	
Ride Refusals Number	0	0	#DIV/0!	0	8	-100.0%	0	12	-100.0%
Ride Refusals % of Total	0.00%	0.00%		0.00%	0.01%		0.00%	0.01%	
Service Hours	8,191	7,528	8.8%	56,147	54,320	3.4%	97,784	94,687	3.3%
Agency Staff	8,191	7,462	9.8%	56,141	53,629	4.7%	97,371	93,374	4.3%
Agency SMS Volunteer	-	66	-100.0%	6	691	-99.1%	413	1,313	-68.5%
Avg. Trips/Service Hr.	1.46	1.72	-15.1%	1.59	1.80	-11.7%	1.63	1.80	-9.4%
RideSource System Miles	93,201	93,884	-0.7%	661,754	693,498	-4.6%	1,165,711	1,204,600	-3.2%
Avg. Miles/Trip	7.81	7.26	7.7%	7.42	7.10	4.5%	7.31	7.05	3.8%
Miles/Vehicle Hour	11.38	12.47	-8.8%	11.79	12.77	-7.7%	11.92	12.72	-6.3%

Special Mobility Services: RideSource Activity and Productivity Information

January-17	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
On-Time Performance %	86.9%	86.2%	0.8%	86.8%	85.9%	1.1%	87.1%	85.7%	1.6%
Sample	10,496	11,363		78,296	85,969		139,452	150,003	
On-Time	9,124	9,797		67,975	73,811		121,410	128,524	

- 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 2017

January-17

	Current Month	Last Yr Curr Month	Curr YTD	Last Yr YTD	Curr 12 Months	Last Yr 12 months
Total Cost per Cost Model	532,357	473,526	3,555,563	3,452,906	6,107,451	5,846,084
Less Brokerage	134,961	118,153	841,869	845,472	1,444,242	1,314,154
Less Oakridge	306	-	4,123	5,379	5,079	7,197
RS Total	397,090	355,373	2,709,571	2,602,055	4,658,130	4,524,733
Less Shopper	8,339	7,297	58,066	50,927	94,117	88,523
Less Vol Escort	5,630	8,958	40,396	57,551	77,585	98,253
RS All Modes	383,121	339,118	2,611,109	2,493,577	4,486,428	4,337,957
	44,003		117,532		148,471	

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

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 – March 2017

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MONTHLY DEPARTMENT REPORTS

March 15, 2017

OFFICE OF THE GENERAL MANAGER

Aurora Jackson, General Manager

There is no report this month.

SERVICE DELIVERY

Mark Johnson, Assistant General Manager

POINT2POINT

Theresa Brand, Transportation Options Manager

Staff have been working hard preparing for this years Business Commute Challenge and the Safe Routes to Schools year-round programming. With some changing of staff and staff duties, there has been a great deal of cross training happening in the Point2point unit.

Point2point is recruiting a part time, 20 hour per week School Program Coordinator to assume the school program tasks including the regional coordination of the Safe Routes to Schools program. It is anticipated that the candidate will be on board in early March, just in time to help with the coordination of the May Bike to School Month activities in the region.

Business Commute Challenge (BCC)

Cammie Harris has accepted a new position in Marketing. Cody Franz has accepted a temporary assignment as the interim Transportation Options Outreach and Events Coordinator. Cammie has worked closely with Cody over the last month sharing her strategies for making the previous events successful. We anticipate another very successful 2017 event.

Staff have begun outreach for the 2017 BCC including contacting regional Human Resource professionals at local businesses to encourage them to register for the event, and soliciting their business support for prize donations.

The following business or agencies have agreed to serve as cash or large prize sponsors for this years BCC:

- Burley
- Pacific Contentintial Bank
- City of Eugene

- City of Springfield

We anticipate more than a hundred small sponsors for prize donations, which happens each year consistently. The activities will really ramp up in early April through the completion of the event in May.

Smart Trips

Staff worked with Alta Planning and Design to finish the *Smart Trips* Thurston final report. The findings from the report will be presented to the Board later this spring. We anticipate the completion of the Health Evaluation tool to be included in this report some time in March.

School Program

Staff continue to work with the Safe Routes to School Coordinators to promote the SchoolPool program. Staff are also serving on the regional team working on the May is Bike Month activities.

Drive Less Connect/Oregon Drive Less Challenge

The statewide team has begun preparations for the 2017 Oregon Drive Less Challenge to be held October 1 – 15.

Lane County Drive Less Connect (DLC) statistics for February are:

- 19 new users enrolled in DLC
- 832 non-drive-alone trips reported
- 15,885 non-drive-alone miles reported
- 36 Ridematch searches performed
- 15 Ridematch requests sent

Vanpool Program

Two Vanpool workshops were held to inform interested commuters about the vanpool program. There has been some interest expressed in a few new vanpool routes and Point2point will be pursuing this to see if there is enough interest to put new vanpools on the road.

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

- 16 vanpools traveling to/from Eugene-Springfield (One van is on hiatus)
- 3,297 passenger boardings
- 168,567 passenger miles
- 102,489 pounds CO₂ reduced

CarShare Program

Enterprise Carshare has combined the neighborhood program and the University carsharing program. Users will now be able to log in and access any vehicle in the Enterprise Carshare fleet.

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

- 73 reservations
- 378 hours used

Employer Programs/Employer Outreach

- Point2point presented information at several New Employee Orientation events:
 - 2/7/17 University of Oregon
 - 2/27/17 Residence Inn
 - 3/3/17 Courtyard by Marriott
- White Bird Clinic, with 150 employees, has enrolled in the Emergency Ride Home Program.
- One individual registered for the Emergency Ride Home Program

General Outreach:

Point2point staff in collaboration with the Accessible Services, attended the LCOG Senior and Disabled Services Resource Fair on Wednesday, February 15. The goal was to talk to employees about transportation resources that are available to them and their clients. They estimate more than 90 people attended.

Staff are working on the scheduling and preparation of the spring and summer outreach activities. Some of the events include tabling/running activities at a variety of businesses to assist their BCC Champions with getting ready for their teams participation in this years BCC. These include:

- the Willamalane Spring Cling
- We are Bethel event
- Parties in the Park (6)
- Sunday Streets
- Train the Trainer events at the Adult Activity Center in Springfield
- some St. Vincent de Paul housing sites

OPERATIONS

Jake McCallum, Director of Operations

Transit Driver Appreciation Day

Transit drivers don't have an easy job, they just make it look that way. Staff were reminded of this as the operator compliments came rolling in after the recent snow and icy weather. LTD is making plans to celebrate the hard-working bus drivers on Friday, March 17 and Saturday, March 18 with snacks, public comment cards, and other small tokens of appreciation.

For hours on end, LTD drivers manage to keep a schedule, check fares, give directions, announce stops, remember requests, and more. All while safely maneuvering an extra-large vehicle through unpredictable traffic, tough weather conditions, and some *really* tight spaces. Needless to say, they deserve our thanks!

New Flyer 41 foot 16200 Series buses

The roll out of the five new hybrid electric fleet has started. Bus 16201 is assigned to regular service and Bus 16202 is designated as a spare. The remaining three 16200 buses will be placed into service as final preparations for service are completed.

Training has begun for operators on the added features and minor reconfiguration of the operator controls of the hybrid electric buses. This training will initially include extra board operators, vacation board operators, and operations supervisors and soon all operators will be fully trained.

ADMINISTRATION

Roland Hoskins, Assistant General Manager

HUMAN RESOURCES

David Collier, Director of Human Resources and Risk Management

Recruitment

- The Transit Operations Division had nine operators start on February 13, one of which has already left. Screening, interviews, and reference checks have begun for additional operators to start in April and May.
- The Public Safety Division has hired Todd Uhler as the Transit Public Safety Sergeant, Keri Baker as the Public Safety Intelligence Analyst, Darel Pitmon as the Transit Public Safety Lieutenant, James Forcum and Derick Cooper as Public Safety Officers, and Torey Smith as a Transit Fare Inspector. Previous to LTD all worked for G4S on the LTD contract. Three more Public Safety Officers, a part-time Public Safety Intelligence Analyst, and a Fare Inspector are scheduled to start in March
- The Customer Service Division has hired Elyce Embery as a customer service representative. Elyce started on February 20. Prior to LTD Elyce was a teller at Selco Community Credit Union.

FACILITIES MANAGEMENT

Joe McCormack, Director of Facilities Management

West Eugene EmX Construction

Recent Activity

Volume 1 (West 11th): Construction activity continues to advance on those elements that are not affected by the winter conditions.

- The top course of asphalt was completed between Beltline Hwy and Seneca St. along W11th Avenue during October. Wet conditions prohibited final striping application of this section of paving so a temporary striping application was made until spring.
- Station Platform superstructure components continue to be fastened in place.
- New traffic signal drill shaft foundations are being installed at the remaining W11th signalized intersections from Tyinn St. to Garfield St.
- The new street lighting system is progressing between Beltline Hwy and Seneca St.
- Landscaping planting also commenced this period.
- The terminus, Willow Creek Facility, was the last major bid package to be issued as part of the CMGC contract. Essex Construction was the low bid and will be responsible for constructing the terminus' driver relief building and bus turnaround.

Volume 2 (6th & 7th) : The contractor has nearly completed the items that have been noted on the punch-lists that the City of Eugene has issued to the Project. Staff are in the process of confirming if there are any ODOT related punch-list items that need to be addressed for Volume 2. Through the end of this reporting period, ending December 31, 2016, the construction portion of the Project is reported at 80 percent physically complete.

Overall Schedule

- Major roadwork began in mid-February to ensure it will be completed by the end of June this year.
- LTD Operations training staff will have limited access to the bus lanes beginning in July.
- The Summer months will bring a new phase of activity including: art installation, furniture installation, electronic information system installation and commissioning, transit signal priority system programming and commissioning, and bus operator training.

A successful September 17 revenue start date drives all the activities at this point as it's the last season to get the work done; which is highly achievable.

PUBLIC AFFAIRS

Edward McGlone, Director of Public Affairs

There is no report this month.

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

There is no report this month.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

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

PREPARED BY: Camille Straub, 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. **Utility Consumption Report:** In April a semi-annual report will be provided in concert with an update on the work of the Environmental and Sustainability System (ESMS) Team.
- B. **Selection of Pension Trustee-elect:** Pension Trustee and Board Member Gary Gillespie's term expires at the end of 2017. In April, after the second new member has been appointed, the Board will be asked to appoint a trustee-elect to serve as a trainee until such time as Mr. Gillespie resigns as trustee or is no longer a member of the LTD Board.
- C. **Board Member Committee Assignments:** It is likely that the Governor may not fill the remaining Board vacancy until after March. Upon this vacancy being filled Board members may fill the remaining committee appointments, which could occur in April.
- D. **Rural Services Update:** Following the Board's discussion at its November meeting, staff will further discuss rural service options with the Board in April.
- E. **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 discussion of the process at the April meeting.
- F. **RideSource Contractor Procurement:** The contract with the current provider, Special Mobility Services, will expire on June 30, 2017, and staff will begin soliciting proposals directly. Due to the total contract value, staff will request at its April meeting that the Board authorize the general manager to enter into a contract with the successful proposer.
- G. **Environmental and Sustainability Management System (ESMS) Solar Analysis Report:** The ESMS team is in the process of creating a long-range plan for sustainability, which will include an analysis of solar energy use, cost, and return on investment for various applications. The team will bring a report to the Board in April.
- H. **American Bus Benchmarking Group:** The Board has expressed interest in the agency statistics provided from this Group. Year-to-year comparisons will be provided to the Board in May.
- I. **MovingAhead Project Updates:** Staff will provide periodic updates on the progress of this project.

- J. **Main-McVay Project Updates**: Staff will provide periodic updates on the progress of this project.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 15, 2017

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

PREPARED BY: Camille Straub, 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. **Fare Management Technology**: At the April meeting, the Board will be provided with information on future fare management technology, including fare media.
- B. **Draft Procurement Policies**: The Board has requested that staff present recommendations for contract approval levels; checks and balances for District bank accounts; and policies on travel, donations, and credit cards. In March staff will present resolutions establishing contracting authority, updating purchasing thresholds, updating the travel policy, and updating the purchasing card policy. In April staff will present the draft Procurement Policy for the Board's information; and in May, will present the Procurement Policy for Board adoption.
- C. **Disadvantaged Business Enterprise (DBE)**: In May the Board will be provided with information related to LTD's DBE program.

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2017 West Eugene Service Redesign



LTD.org

Objectives - 2017 West Eugene Service Redesign

- **Engage current riders and community for input and reaction to proposed changes**
- **Evaluate performance of current system**
 - Route level productivity by route classification
- **Respond to Growth**
- **Evolve Overall Network Design**
- **Redesign service in West Eugene to better connect to EmX**




With EmX





LTD.org

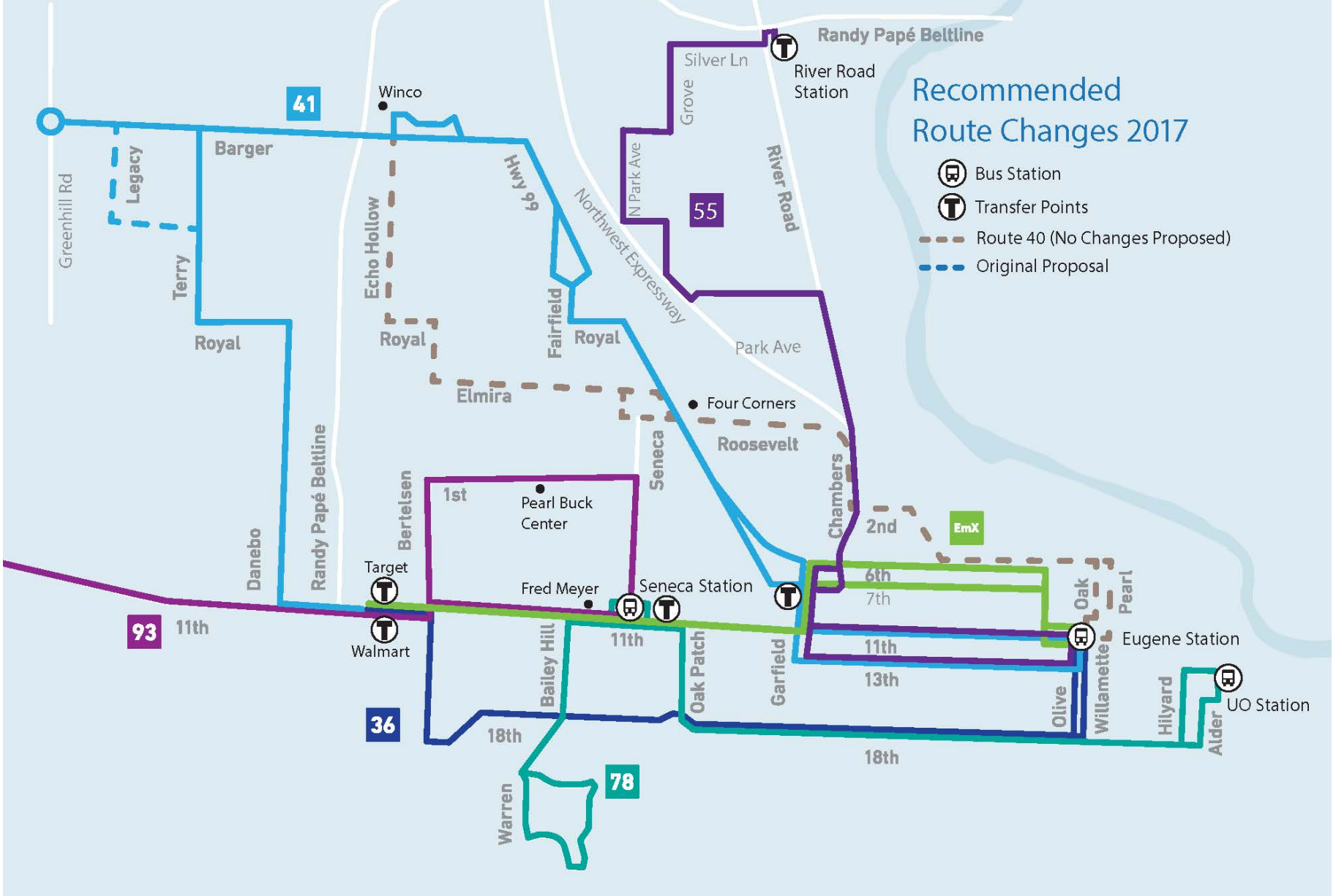
Recommended Route Changes 2017

 Bus Station

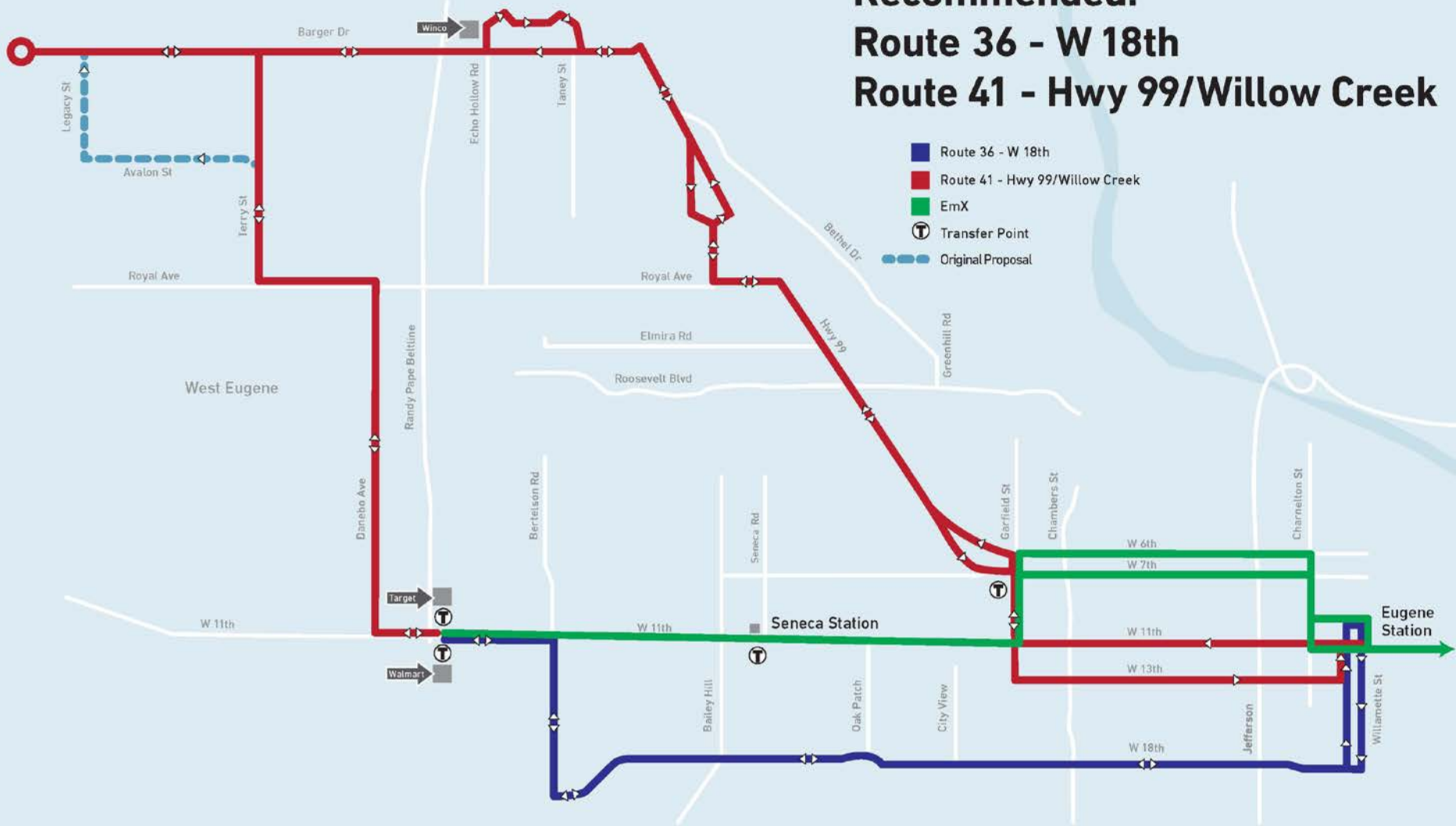
 Transfer Points

 Route 40 (No Changes Proposed)

 Original Proposal

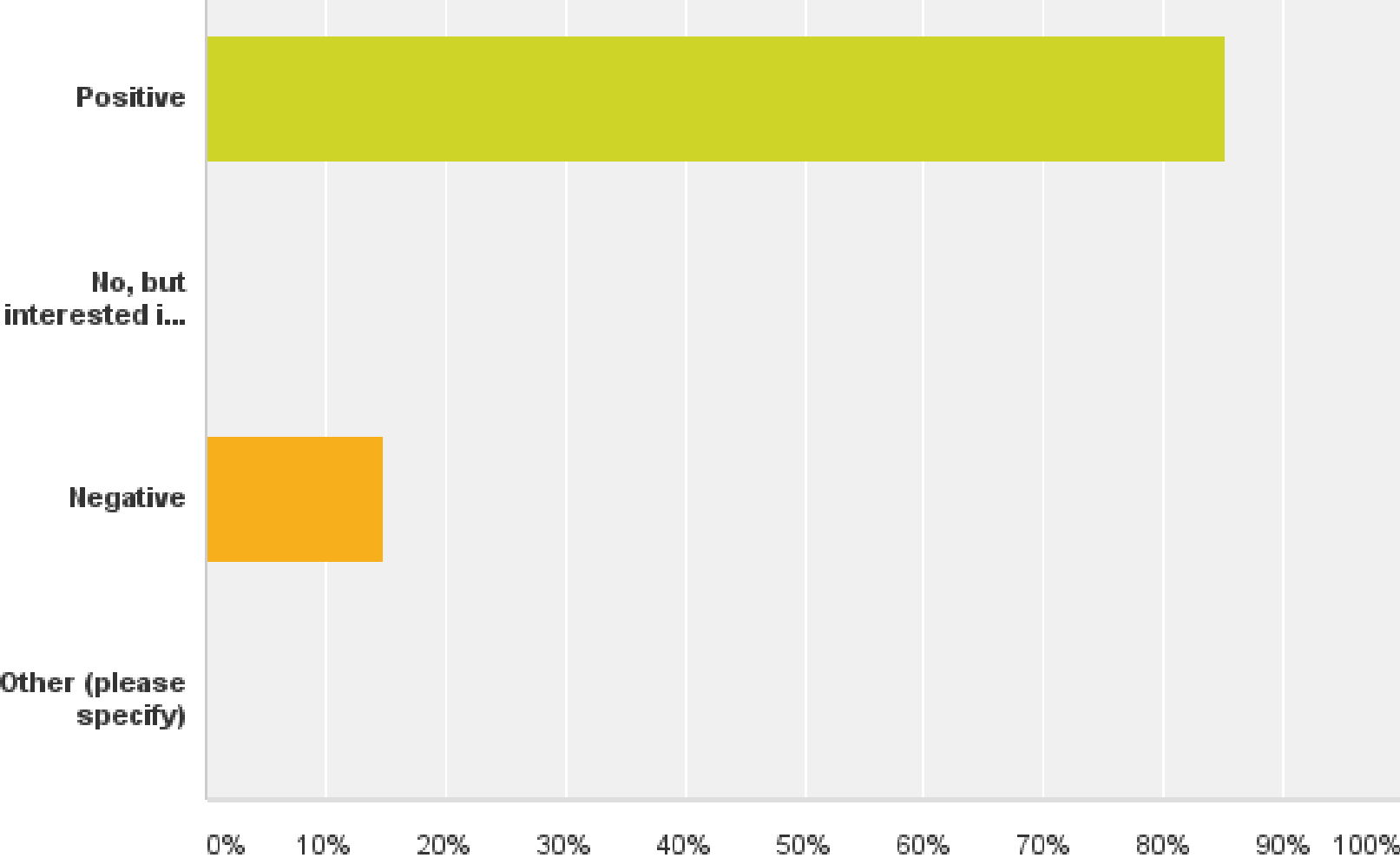


Recommended: Route 36 - W 18th Route 41 - Hwy 99/Willow Creek



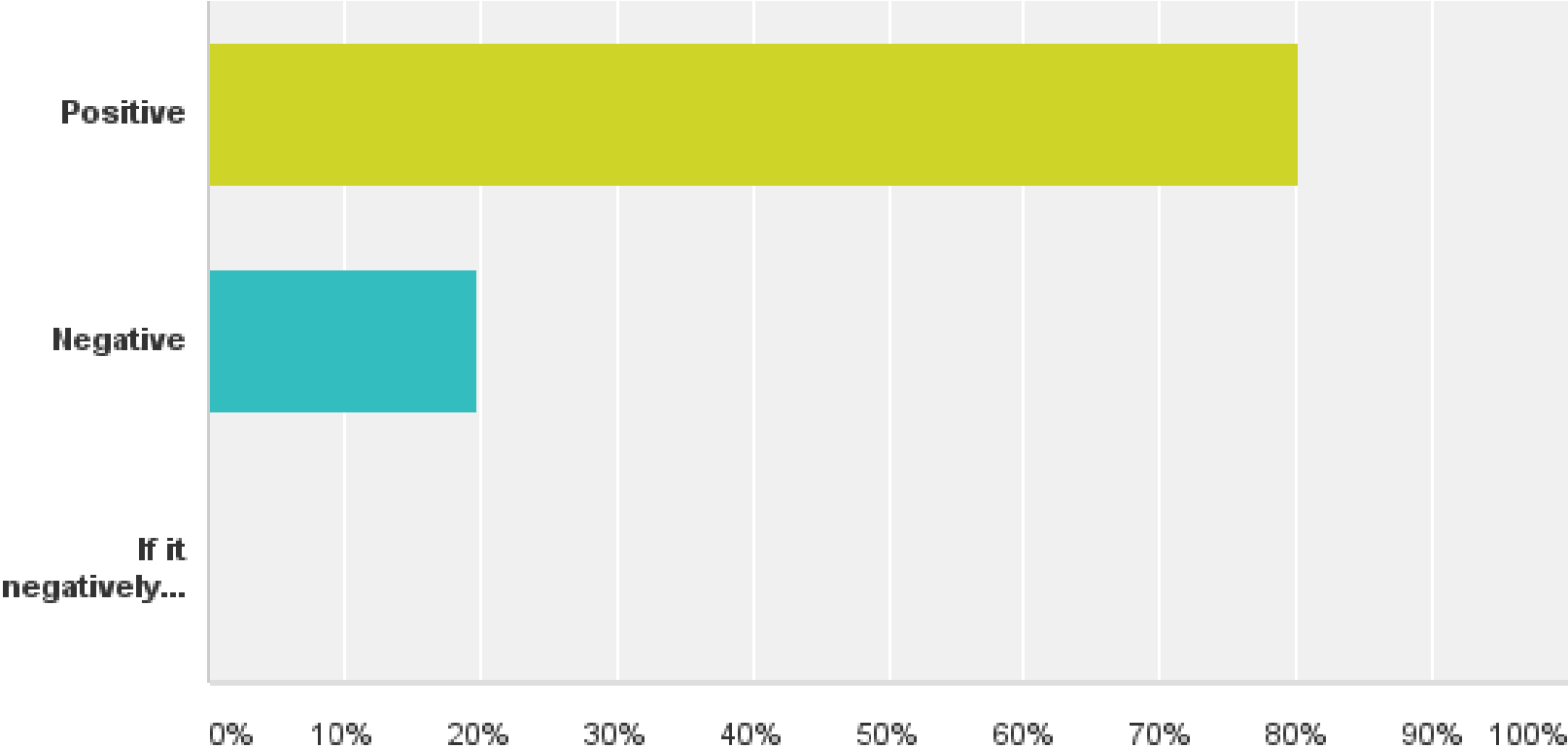
Does the proposed route 36 negatively or positively impact you?

Answered: 228 Skipped: 294



Does the proposed route 41 negatively or positively impact you?

Answered: 247 Skipped: 275

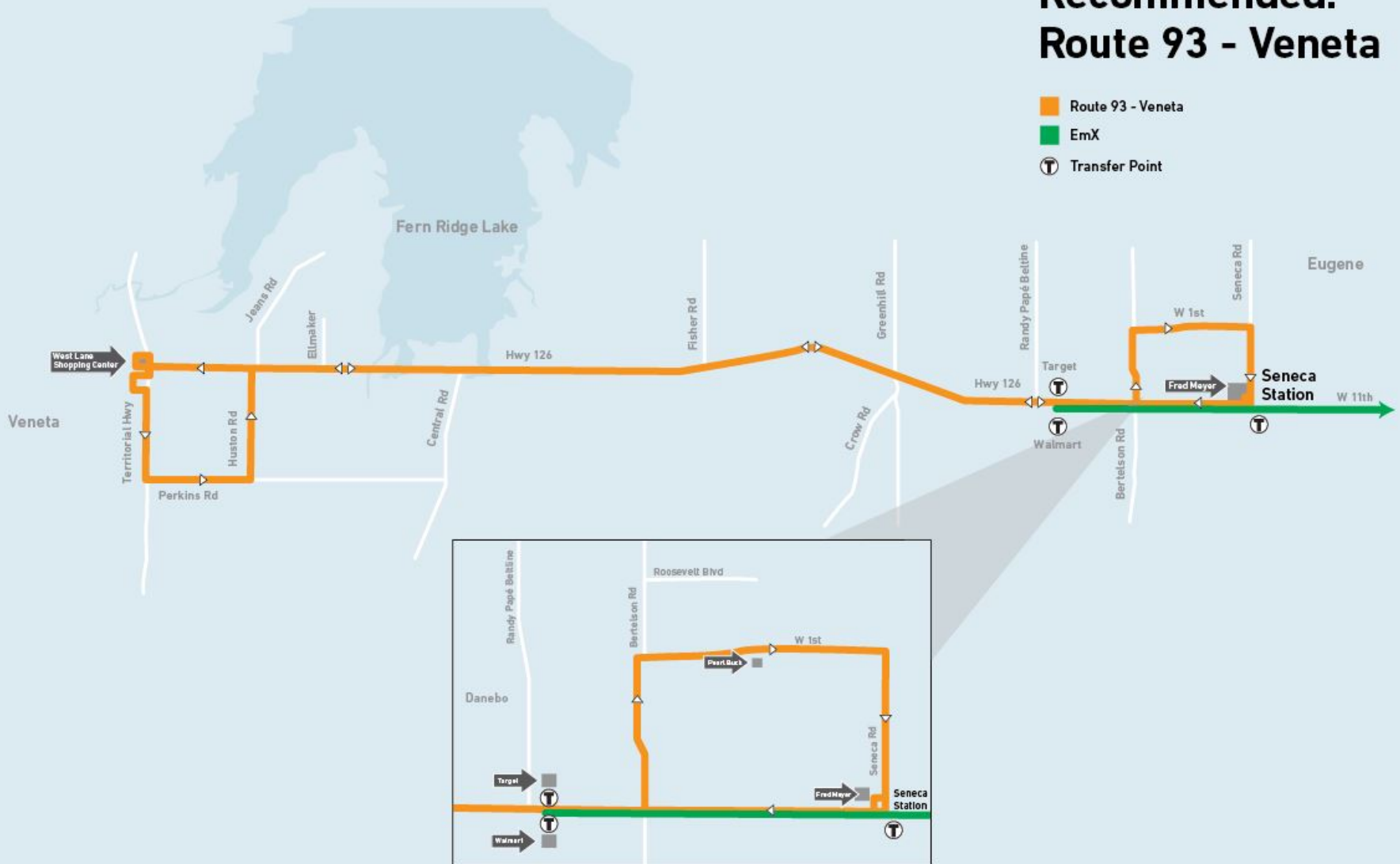


Recommended: Route 93 - Veneta

Route 93 - Veneta

EmX

Transfer Point

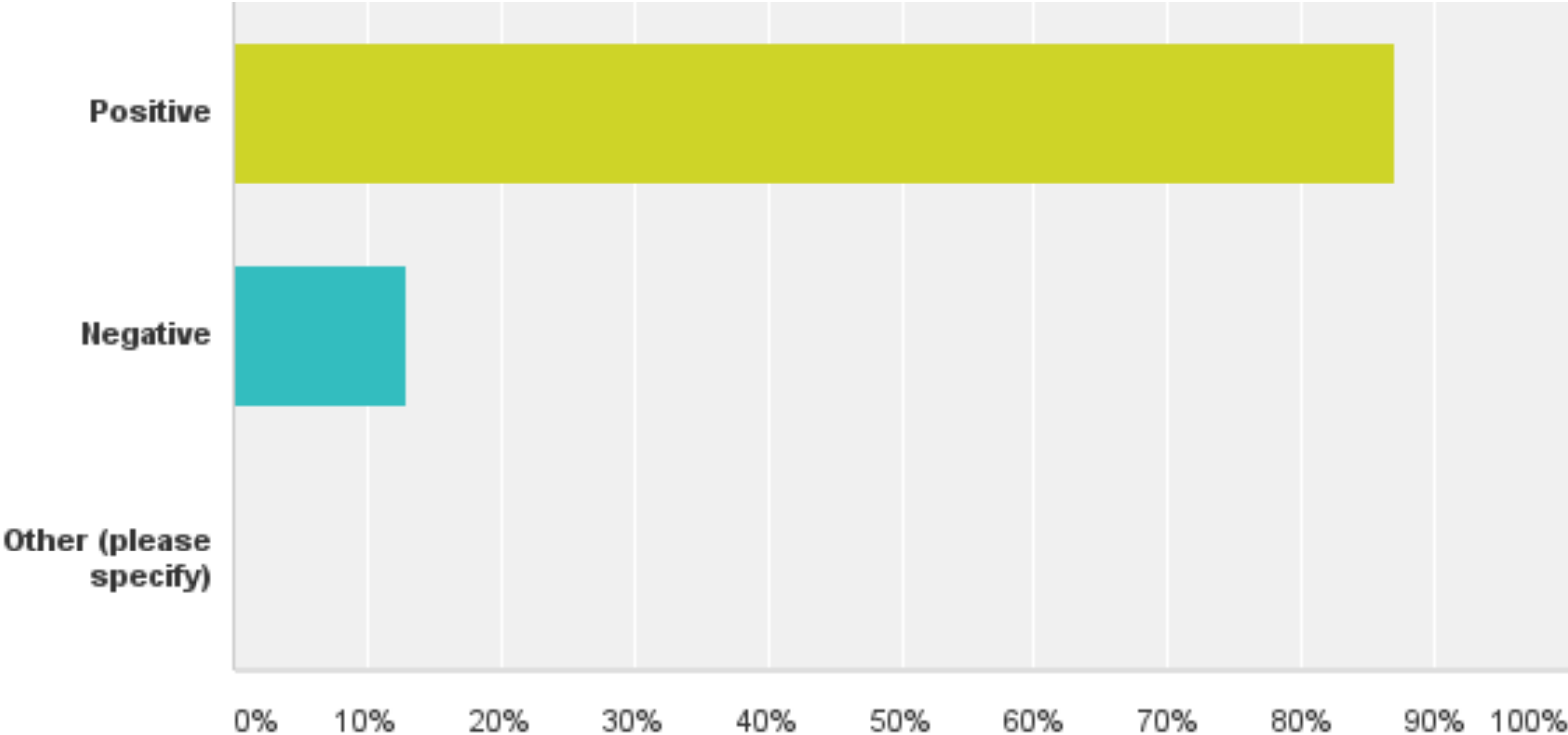


Recommended Route 93 - Veneta (Inset)

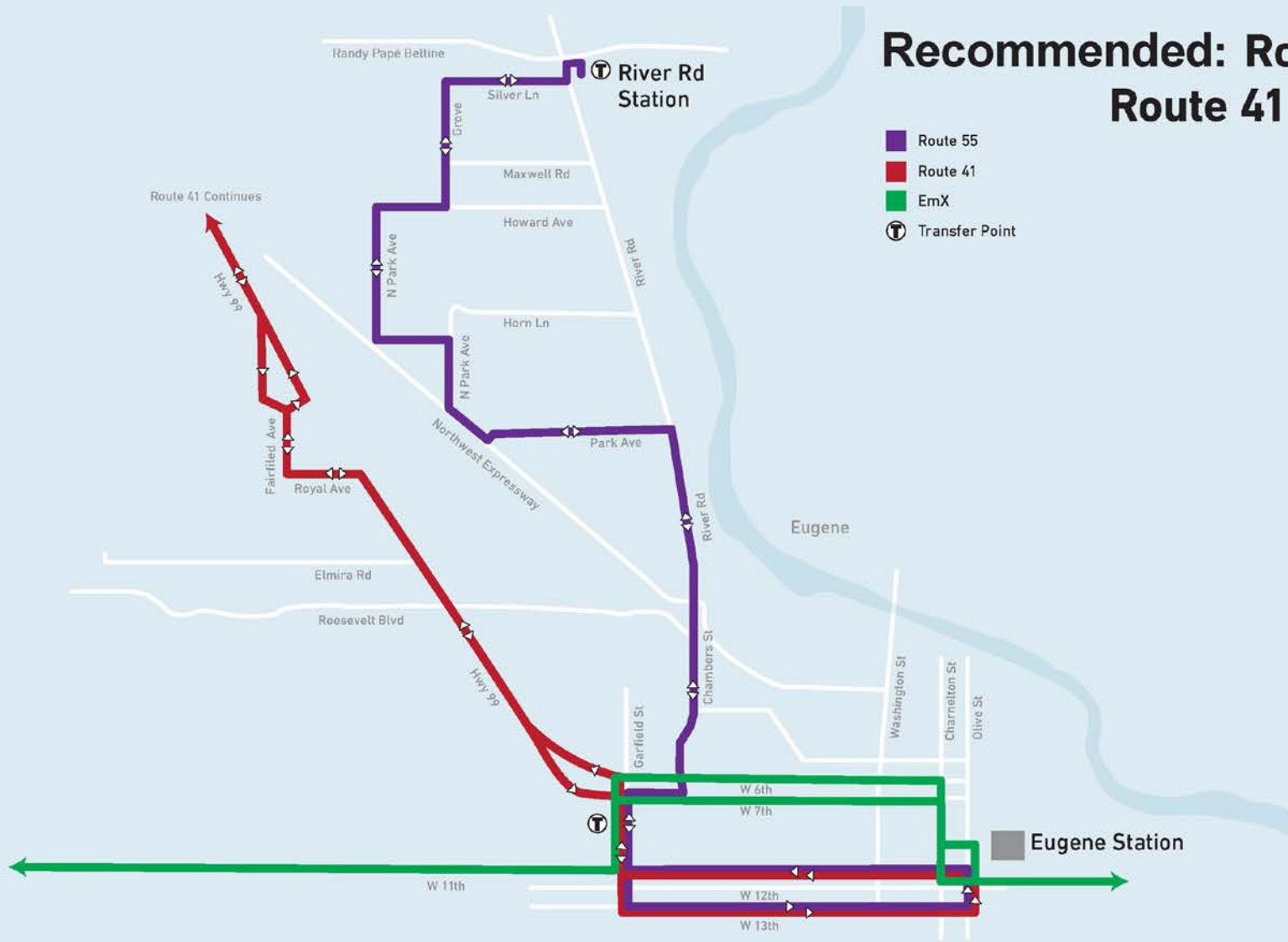


Does the proposed route 93 negatively or positively impact you?

Answered: 131 Skipped: 391

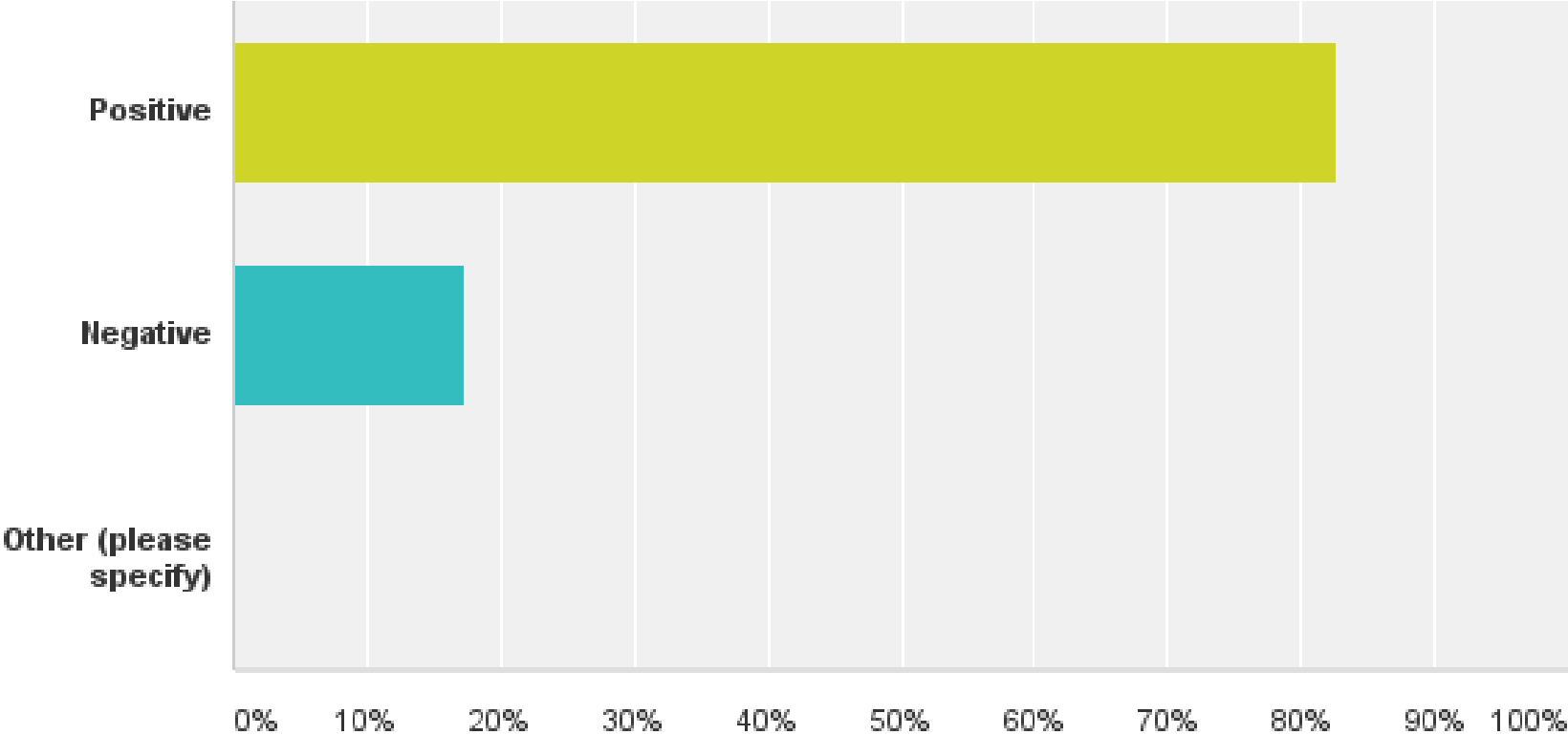


Recommended: Route 55 Route 41



Does this proposed route 55 negatively or positively impact you?

Answered: 98 Skipped: 424



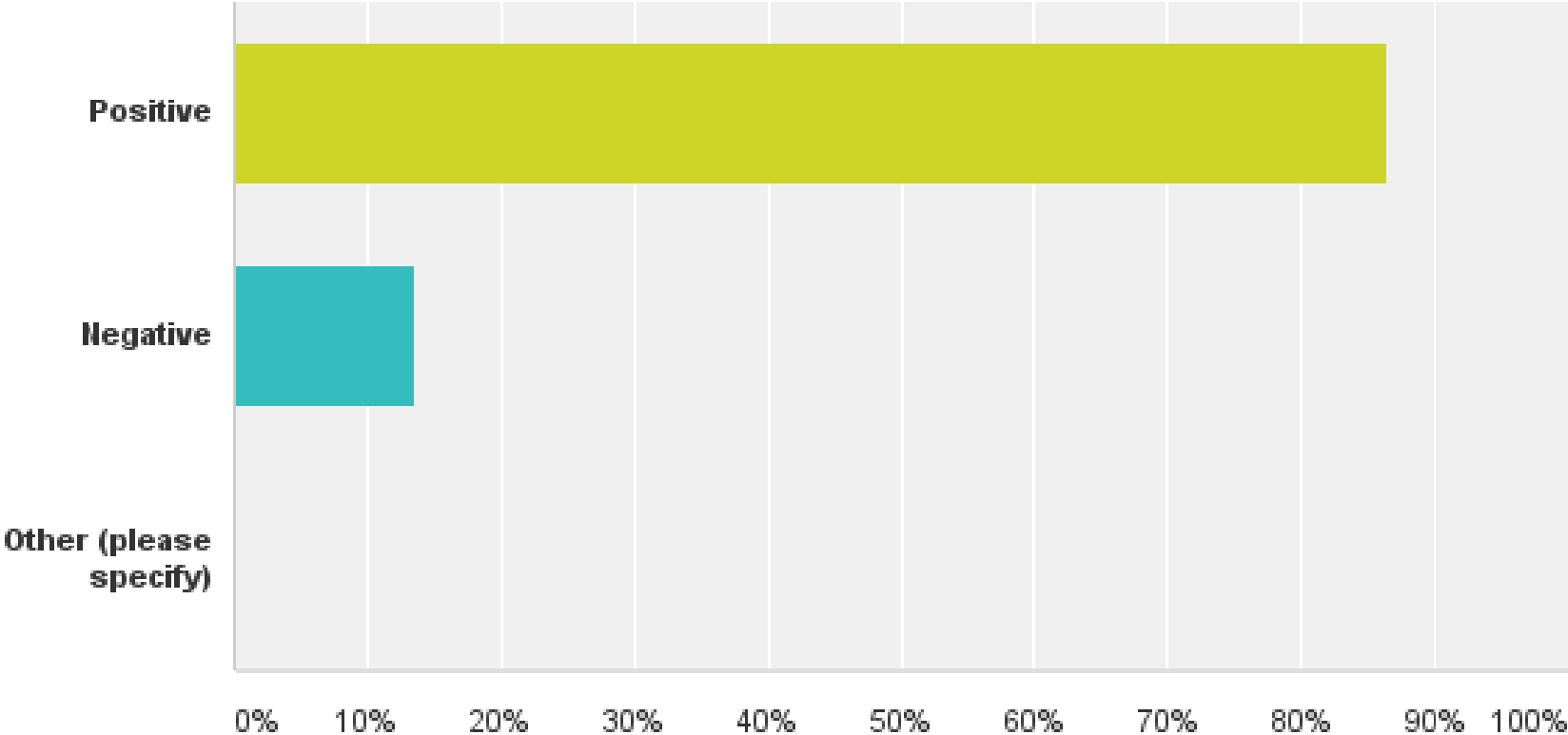
Recommended Route 78 - UO/Seneca

- Route 78 - UO/Seneca
- EmX
- Transfer Point



Does this proposed route 78 negatively or positively impact you?

Answered: 95 Skipped: 427



Additional Recommended Service Changes

- **Route 28 - Remove last evening trip. Currently provides service from Eugene Station to UO ending at Walnut.**
- **All routes - 11:45 p.m. weekday trips from Eugene Station would return to outbound service only.**
- **Route 66 - Remove 11:45 p.m. departure due to underutilization. Covered by Route 67.**







2017 Service Review

Timeline

- **Proposal Stage** (October – February/March)
 - Internal review
 - Bus Operator outreach
 - Presentations & feedback with community members and local organizations
 - Survey general public
- **Recommendation Stage** (March)
 - Presentation to Board of Directors
 - Public Hearing
- **Adoption Stage** (April)
 - Board Service Committee Approval
 - Board of Director's Approval



Recommended Route Changes 2017

-  Bus Station
-  Transfer Points
-  Route 40 (No Changes Proposed)
-  Original Proposal

