



LANE TRANSIT DISTRICT
BOARD OF DIRECTORS REGULAR MEETING
Wednesday, June 20, 2018
5:30 p.m.
3500 E. 17th Avenue, Eugene (in Glenwood)

AGENDA

<u>Time</u>		<u>Page</u>
5:30 p.m.	I. CALL TO ORDER	
5:31 p.m.	II. ROLL CALL <input type="checkbox"/> Wick <input type="checkbox"/> Yett <input type="checkbox"/> Wildish <input type="checkbox"/> Yeh <input type="checkbox"/> Reid <input type="checkbox"/> Necker <input type="checkbox"/> Nordin	
5:32 p.m.	III. PRELIMINARY REMARKS BY BOARD PRESIDENT	
5:34 p.m.	IV. COMMENTS FROM THE GENERAL MANAGER <i>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.</i>	
5:36 p.m.	V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <i>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.</i>	
5:38 p.m.	VI. BOARD CALENDAR <i>Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Board members are also asked to contact the Clerk of the Board with any changes in availability for LTD-related meetings and events, and to provide their vacation dates.</i>	
5:40 p.m.	VII. EMPLOYEE OF THE MONTH – JULY	4
5:45 p.m.	VIII. AUDIENCE PARTICIPATION ♦ <i>Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and state 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 3 minutes.</i>	
5:50 p.m.	IX. PUBLIC HEARING: 2018 PROPOSED SERVICE CHANGES Staff Presentation [Edward McGlone] A. Opening of Public Hearing by Board President B. Public Testimony ♦ <i>Each speaker is limited to 3 minutes.</i> C. Closing of Public Hearing D. Board Comments and Questions	5

	X.	ITEMS FOR ACTION AT THIS MEETING	
6:00 p.m.	A.	Consent Calendar:	53
		1. Minutes of the May 16, 2018, Special Board Meeting/Work Session	
		2. Minutes of the May 16, 2018, Regular Board Meeting	
		3. Delegated Authority Report – May	
		4. Contract: CAT 9 Rebuild Inframe Kits	
		5. Contract: EnerDel Energy Storage Systems	
		6. Contract Amendment: Partnered Solutions IT	
		7. Contract: Rhody Express	
		8. Contract: Diamond Express	
		9. Contract: Thorp, Purdy, Jewett, Urness & Wilkinson, P.C.	
6:05 p.m.	B.	Approval: Contract Amendment - 2017-23 Chambers Construction Bus Lot/Fleet Maintenance Building	91
		<i>Approval of this contract will be independent of the consent calendar.</i>	
6:10 p.m.	C.	Adoption: 2018 Proposed Service Changes [Edward McGlone]	94
		<i>Staff will ask the Board of Directors to approve the 2018 proposed service changes.</i>	
6:15 p.m.	D.	Board Officer Extensions [Camille Gandolfi]	
		<i>Board members will be asked to extend the current officer roles to December 31, 2018, or reassign officer roles for the same duration.</i>	
6:20 p.m.	E.	Budget Committee Nomination [Director Wildish]	95
		<i>Board members will be asked to review an application to fill one of the two vacancies on the Budget Committee, and hold a vote regarding the nomination of the applicant.</i>	
	XII.	ITEMS FOR INFORMATION AT THIS MEETING	
6:25 p.m.	A.	Autzen Express Service Discussion	100
		<i>Staff will request Board discussion regarding proposed service changes for Autzen Express.</i>	
6:35 p.m.	B.	Main Street Projects Discussion [Director Reid]	
		<i>Staff will lead the Board in a discussion regarding their involvement in Main Street Projects.</i>	
6:45 p.m.	C.	Legislative Update: Board Appointments [Edward McGlone]	
		<i>Staff will provide a legislative update as it pertains to Board member appointments.</i>	
6:55 p.m.	D.	Board Member Reports [Aurora Jackson]	101
		<i>This report provides an update to Board members of the activities and reports provided at LTD Board committees and local committees that Board members attend as District representatives.</i>	

- 7:00 p.m. E. Monthly Financial Reports – April 103
 [Christina Shew]
Attached is the Year-to-Date Financial Report. Financial reports are considered a draft until the conclusion of the fiscal year and completion of the Comprehensive Annual Financial Report.
- 7:05 p.m. F. Monthly Cash Disbursements – May (respond if questions) 105
 [Christina Shew]
This agenda item is being provided in response to the Board's request to implement financial practices consistent with other public entities. This report provides a complete listing of all non-payroll disbursements for the current month.
- 7:10 p.m. G. Monthly Grant Report – April (respond if questions) 110
 [Christina Shew]
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 6 months. The sources of information are the Transit Award Management System (TrAMS) and the Oregon Public Transit Information System (OPTIS).
- 7:15 p.m. H. Monthly Performance Reports – April/May (respond if questions) 122
 [Aurora Jackson]
Monthly performance reports will be provided to the Board in response to their request for regular reporting on the District's performance in several areas. On a quarterly basis, staff will present a review of key metrics that are trending in the performance report.
- 7:20 p.m. I. Monthly Department Reports – June (respond if questions) 126
 [Aurora Jackson]
Monthly department activity reports, and reports throughout the District, are provided for the Board's information.
- 7:30 p.m. XIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING 131
Attached is a calendar of Action or Information items that will be included on the agenda for future Board meetings.
- 7:30 p.m. XIV. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD
Action or Information items the Board has requested to be included on future Board meeting agendas are listed below.
- 7:30 p.m. XV. 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, but 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: June 20, 2018

ITEM TITLE: JULY EMPLOYEE OF THE MONTH

PREPARED BY: Camille Gandolfi, Clerk of the Board

BACKGROUND:

Chris Thrasher has been with LTD since July 1995, nearly 23 years. During this time, she has received Employee of the Month (EOM) twice, and Monthly Value Awards for Teamwork, Take Initiative, and Work Together multiple times. She is a very committed and dedicated employee who cares deeply about LTD and her colleagues. She is the ultimate team player – volunteering to use her talents and expertise to grow others, ensure a quality result, and keep any important tasks from being missed.

When asked to comment on Chris' selection as (EOM), Finance Director, Christina Shew, said:

Chris was nominated for the work she did to meet the Board of Director's requirement that any project that appeared on our CIP be vetted in a way that considers all of the questions that the Board would ask and ensures that all leadership personnel are able to answer questions about any CIP project consistently.

Chris took this task on and designed and then implemented an organized way to manage and maintain consistent and thorough project information. She accomplished this important project while:

- 1) Continuing to provide excellent customer service to Finance, Procurement, and IT
- 2) Ensuring that we published quality FY19 Budget, Board Reports, etc. (using her historical knowledge and proof reading skills)
- 3) Voluntarily assisted with the front desk when Jonnie was unexpectedly out
- 4) Did an outstanding job drafting the contract amendment for Elms, saving Collina hours
- 5) Provided mentorship to a colleague in the organization and time management - thus improving the success of her colleague.

As anyone who has worked with Chris knows, she adds value beyond measure to any team she is a part of and is very deserving of our EOM award.

AWARD:

Chris will attend the June 20 Board meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: FALL 2018 SERVICE ADJUSTMENTS

PREPARED BY: Tom Schwetz, Planning and Development Director; Bret Smith, Associate Service Planner; Edward McGlone, Director of Public Affairs

ACTION REQUESTED: Conduct a public hearing on proposed fall 2018 service changes

BACKGROUND:

At the May 16, 2018 Board of Directors meeting, staff presented proposed service changes that would go into effect in fall 2018. The proposed changes were targeted to less productive routes, aiming to improve efficiency, increase productivity, and maintain quality transit service that meets the needs of the community. Following the staff presentation, the Board held a public hearing on the proposed service changes. In addition to the May 16, 2018 public hearing, LTD staff have conducted extensive outreach to the community to seek feedback on the proposed changes.

Based on the feedback received from customers, community leaders, stakeholders, and in consideration of service data, staff have revised their recommendations and will present the updated recommendations to the Board in advance of a second public hearing to be held at the June 20, 2018 Board of Directors meeting.

Public Process Timeline

Information on the service adjustments was made public on Monday, May 7th. Reference to the comment period was published in the May and June editions of the BusTalk rider newsletter, online, and through social media. The comment period began May 7 and will end on June 20. A public hearing was held at the May 16 Board meeting. Further, a second public hearing was scheduled on June 20, 2018 and was publicized in news media stories broadcast the week of June 4, 2018. Below is a summary of the public process associated with the proposed service change. A summary of public comment received is attached.

Date	Event
29-Apr	Article in Bus Talk and distributed
2-May	Article in InMotion E-news
3-May	Service Advisory Committee Meeting
7-May	Public Comment Period Opens
7-May	Materials Posted Online and at CSC
8-May	Presentation to ACES
8-May	Posted to Facebook
9-May	Article in Electronic Bus Talk Sent
10-May	Board Packets Out
15-May	Presentation to ATC
15-May	Presentation to Ops Supervisors
16-May	Post to Facebook

16-May	Public Hearing/Board Meeting
18-May	Memo sent via Constant Contact
21-May	Outreach in Operations Lounge
22-May	Outreach in Operations Lounge
1-Jun	June issue of InMotion E-news
1-Jun	Memo sent to Title VI agencies
3-Jun	Article in Bus Talk and distributed
4-Jun	Rider Outreach (Springfield Station)
5-Jun	Rider Outreach (Eugene Station)
5-Jun	Meeting with University of Oregon stakeholders
6-Jun	Rider Outreach (Eugene Station)
7-Jun	Rider Outreach (Springfield Station)
11-Jun	Rider Outreach (UO Station)
12-Jun	Rider Outreach (UO Station)
13-Jun	Rider Outreach (LCC Station)
14-Jun	Rider Outreach (LCC Station)
14-Jun	Board packets out
20-Jun	Compile rest of public comments to get to Board in addendum
20-Jun	Service adoption/Board meeting/Public Hearing

Route Analysis

Using the feedback provided by the public, staff compared comments to route productivity and proposed timetables to determine where it may be necessary to revise the original recommendation. For example, many comments were received from University of Oregon employees and also concerns were expressed in a meeting with UO officials that proposed changes to the frequency and timetables of the Route 78 would negatively impact many people's ability to effectively use transit to reach work or classes on campus. Service planners reviewed the comments and proposed timetables and have recommended altering the initial proposal. A number of other changes from the first recommendation have been made and are summarized in the attached documentation.

- ATTACHMENTS:**
- 1) FY2019 Service Adjustment Summary – May 16, 2018 version
 - 2) FY 2019 Service Adjustment Summary – June 20, 2018 revision
 - 3) Proposed timetables and maps – June 20, 2018 revision
 - 4) Summary of Public Comment Received

- **EmX** – Based on productivity differences among the different segments, the EmX line would be split into two routes. The Springfield Station–Eugene Station–Commerce segment would maintain current 10 minute service. The Gateway-Springfield Station segment would move to 15 minute service to align with current demand. Evening EmX service (after 6:30 PM) would remain on the current schedule between Commerce and Gateway. (Weekday, Saturday, Sunday)
- **Route 11 – Thurston** – Routing change to straighten the route to eliminate routing through Thurston Station inbound. Frequency changes to adjust to new EmX departures. (Weekday, Saturday, Sunday)
- **Route 12 - Gateway** — Schedule adjustments to bring 4 trips back to meet the timed departure (pulse) system at Eugene Station. (Weekday)
- **Route 27 – Fairmount** – Frequency changes from 30 to 60 minutes, removing less productive trips. (Weekday)
- **Route 28 – Hilyard** – Frequency changes to maintain 30 minute service and remove less productive trips. (Weekday)
- **Route 33 – Jefferson** – Frequency changes from 30 to 60 minute frequency. Peak trips would remain at 30 minutes. (Weekday)
- **Route 41 – Barger/Commerce** – Frequency changes in the afternoon to remove less productive trips. Maintains morning and early afternoon peak service. (Weekday)
- **Route 51 – Santa Clara** – Routing change to serve senior housing on 10th Ave. (Weekday, Saturday, Sunday)
- **Route 55 – North Park** – Frequency changes to remove less productive trips. (Weekday)
- **Route 73 – UO/Willamette** – Frequency and span of service changes to maintain 30 minute service to remove less productive trips. (Weekday)
- **Route 78 – UO/Seneca** – Frequency changes from 30 to 60 minutes to meet demand; schedule changes to reduce idle time on the route. (Weekday)
- **Route 79x – UO/Kinsrow** – Frequency changes to remove less productive trips. (Weekday)
- **Route 81 – LCC/Harris** – Frequency changes to 60 minute service to meet demand. Routing changed from Harris to Hilyard to straighten route and eliminate an unsafe turn onto 30th Ave at an uncontrolled intersection. (Weekday)
- **Route 82 – LCC/Pearl** – Frequency changes from 10 to 20 minutes and 20 to 30 minutes to meet demand, increasing productivity on remaining trips. (Weekday)
- **Route 85 – LCC/Springfield** – Frequency changes from 30 to 60 minutes during off-peak times, increasing productivity on remaining trips. (Weekday)

- **Route 95 - Junction City** – Combine last two weekday trips to increase productivity and brings Saturday service in line with other rural service with three trips.

Summarized below are other changes considered by staff.

- **Route 98 – Cottage Grove** – Routing change would eliminate the in-town routing through Cottage Grove. Calculated savings are weekday only.
- **UO Football Service** – Discontinuing special service to UO football games, as currently provided.
- **Holiday Service** – Eliminate four holiday service days: New Years, Memorial Day, Independence Day, and Labor Day.

EmX

- **May 16 Staff Proposal:** The Springfield Station to Eugene Station to Commerce segment would maintain current 10 minute service. The Gateway to Springfield Station segment could move to 15 minute service to better align with current demand. Evening and weekend EmX service would remain on the current schedule.
- **Differences:** No change in recommendation from May 16 proposal.

Route 11 – Thurston

- **May 16 Staff Proposal:** The route is being straightened by eliminating going through Thurston Station inbound and making frequency changes to adjust to new EmX connections on all days. Several low-performing trips could be removed and timepoints could change throughout the route.
- **Differences:** No change in recommendation from May 16 proposal.

Route 12 - Gateway

- **May 16 Staff Proposal:** Could change weekday schedule times on four trips so they would meet up with the departure times of other routes (pulse times) at Eugene Station.
- **Differences:** No change in recommendation from May 16 proposal.

Route 27 – Fairmount

- **May 16 Staff Proposal:** Frequency could change from 30 to 60 minutes on weekdays, removing less productive, low-demand trips. (the 7:10 a.m., 8:10 a.m., 12:20 p.m., 3:20 p.m., 4:20 p.m., and 5:40 p.m. trips).
- **Differences:** No change in recommendation from May 16 proposal.

Route 28 – Hilyard

- **May 16 Staff Proposal:** Weekday frequency could change to maintain 30 minute service and remove less productive, low-demand trips (elimination of 7:10 and 8:10 a.m. trips and changing the 8:40 a.m. trip to depart the Eugene Station at 8:30 a.m.)
- **Differences:** No change in recommendation from May 16 proposal.

Route 33 – Jefferson

- **May 16 Staff Proposal:** Frequency could change from 30 to 60 minutes on weekdays for less productive trips. Peak-time trips, which occur during the hours of 7:45 a.m. – 9:00 a.m. and 3:15 p.m. – 7:00 p.m. would remain at 30 minutes.
- **June 20 Staff Proposal:** Removal of two trips: 6:45 a.m. & 7:00 p.m., readjustment of remaining trips to provide coverage during peak travel times.
- **Differences:** Remove two trips instead of four trips; schedule adjusted.

Route 41 – Barger/Commerce

- May 16 Staff Proposal: Service frequency changes during weekday could remove less productive, low-demand afternoon trips. Highly utilized morning and early evening service would remain unchanged.
- June 20 Staff Proposal: Do not change or remove any trips.
- Differences: After review and public comment, there are no proposed changes to this route.

Route 51 – Santa Clara

- May 16 Staff Proposal: Routing change from 5th Avenue to 10th Avenue would serve senior housing.
- Differences: No change in recommendation from May 16 proposal.

Route 55 – North Park

- May 16 Staff Proposal: Weekday frequency could change slightly by removing two low-demand trips (the 10:15 and 11:15 a.m. trips)
- Differences: No change in recommendation from May 16 proposal.

Route 73 – UO/Willamette

- May 16 Staff Proposal: Frequency service changes on weekdays to maintain 30 minute service and remove underutilized trips (the 7:27 and 9:05 a.m. trips).
- Differences: No change in recommendation from May 16 proposal.

Route 78 – UO/Seneca

- May 16 Staff Proposal: Weekday frequency could change from 30 to 60 minutes in response to low-demand and could decrease costly idle time on the route.
- June 20 Staff Proposal: After review and public comment of initial proposal, this route was readjusted to better match the University of Oregon work and bell schedules; one trip was added back to maintain peak frequency.
- Differences: Remove four instead of five trips; schedule adjusted to better meet UO work and bell schedules.

Route 79x – UO/Kinsrow

- May 16 Staff Proposal: Frequency could change to remove less productive trips on weekdays (the inbound 7:36 a.m. and outbound 9:27 a.m., 12:27, 1:07, 2:27, 3:27, 4:27, and 5:07 p.m. trips).
- Differences: No change in recommendation from May 16 proposal.

Route 81 – LCC/Harris

- May 16 Staff Proposal: Could change to 60 minute frequency on weekdays to meet demand. Routing could change from Harris to Hilyard to straighten the route and eliminate the turn onto 30th Avenue. Route name would change to LCC/Hilyard to reflect new routing.
- June 20 Staff Proposal: After review and public comment of initial proposal, two morning trips and three afternoon trips were returned to continue 30 minute peak service.
- Differences: Removal of 12 trips reduced to seven trips; peak service frequency adjusted.

Route 82 – LCC/Pearl

- May 16 Staff Proposal: Frequency could change from 10 to 20 minutes and 20 to 30 minutes on weekdays based on demand, which would increase productivity on the remaining trips by combining underutilized trips with more productive trips.
- June 20 Staff Proposal: After review and public comment of initial proposal, three full trips and three half trips were restored maintaining peak frequency.
- Differences: Removal of 8.5 trips reduced to 4.5 trips; peak service frequency adjusted.

Route 85 – LCC/Springfield

- May 16 Staff Proposal: Weekday frequency could change from 30 to 60 minutes during off-peak times during the middle of the day.
- June 20 Staff Proposal: Five less productive trips were removed and schedules adjusted on remaining trips to match up with bell times at LCC.
- Differences: Original proposal had the removal of eight trips. Based on public input, 3 trips were added back in to accommodate ridership peaks. This results in fewer changes from 30 minute to 60 minute service.

Route 95 - Junction City

- May 16 Staff Proposal: Could combine the last two weekday trips based on demand, and change Saturday service from four to three total trips, which is more consistent with LTD's other rural transit service (eliminating the 6:30 p.m. weekday trip and Saturday's 9:05 a.m. trip)
- Differences: No change in recommendation from May 16 proposal.



2018 Fall Bid Customer Input

May 7 – June 14, 2018

Customer/Public Suggestions/Comments

Route	Comments
Gateway EmX	<ul style="list-style-type: none"> <li data-bbox="446 247 1542 1123">• I would like to provide comment on the proposed fall service changes. In addition to being an LTD rider and non-profit professional, I am a member of the Springfield Bicycle and Pedestrian Advisory Committee and LTD's Strategic Planning Committee - these are my own views and do not in any way represent the views of the committees I serve on. The proposal to cut service on EmX north of Springfield Station merits more consideration and is not a minor change, therefore I don't think it should be a part of this process. Going from 10 minutes to 15 minutes may seem minor south of the Hayden Bridge roundabout, but on the Gateway/RiverBend loop segment, this amounts to cutting service from every 20 minutes currently (for people traveling in the loop, from RiverBend to the Gateway Mall for instance) to every 30 minutes in each direction. This reduction would lead to a service that no longer resembles bus rapid transit in my opinion. Such a move to essentially downgrade a section of our region's flagship bus rapid transit service should receive further study. If a change needs to be made to this segment of BRT, it should be done outside of the seasonal bid service change process. LTD should consider the fact that the loop design is inferior to the service provided across the rest of the EmX system (it has never truly provided the 10-minute headways that the rest of the system enjoys, for instance, since buses currently come only every 20 minutes in a given direction) and that this issue may be what is hampering ridership. A more thorough study of the options for the Gateway-RiverBend loop area should be conducted so that options like having another route cover part of the loop can be considered. <li data-bbox="446 1144 1542 1764">• I have reviewed the proposed time changes for the EMX's route from the Gateway station to the Springfield station, and I have to express my concern. I live on Harlow Road, on that stretch between Gateway and MLK. It's about a 20 minute walk from my home to Gateway or the Hayden Bridge station. For me, the "every 10-minutes" weekday run of the EMX is really 20 minutes, and I rely on it to make transfers not just in Springfield, but also the Eugene station. I am very worried that, even just changing the EMX to a 15-minute weekday run on the stretch of route from Gateway to Springfield, will cause me and others to have less opportunities to make important connections. One missed connection can turn into a 30-60 minute wait, and especially for doctor's appointments, that makes it hard to be punctual. I am also having a hard time understanding how making the Gateway-Springfield run "every 15 minutes" won't end up slowing down the Springfield-Eugene run. This circles back to my previous concern. Especially in the afternoons, buses can often be one second too late for passengers to make connections at either station. Thank you for taking the time to read this.
Route 11-Thurston	<ul style="list-style-type: none"> <li data-bbox="446 1787 1542 1927">• I wanted to write to let you know that I STRONGLY support changing the schedule for the 11 so that it better matches up with the EmX. I take this combination of buses daily, and often have a 15-20 minute wait in the evening when the EmX arrives just after the 11 has left.

	<ul style="list-style-type: none"> • Thank you for giving us the opportunity for feedback on your proposed service changes. I ask that you PLEASE do NOT remove Thurston Station from the inbound Route 11 stops. I depend on the 11 to get to work on a timely basis, and my partway-ride can only drop me off at Thurston Station. It would take too long to walk to the nearest bus stop on Main Street. I hope you decide to drop this proposed change, and continue #11 inbound service at Thurston Station. • Please build an EmX in Springfield - it could alleviate some crowding on Route 11 • Route 11 is perfectly fine. I don't see the point in changing it. It has no issues really as of now, except when the kids get out of school • I have used LTD for several years and use Route 11 every day. It is my understanding that there is a wish to eliminate service at the Thurston Station. Thurston is a vital part of Springfield. I believe and request that the station remain open and in service, both directions. I believe we in that area deserve access to a station stop. Having the elderly, kids or really anyone have to cross from that side of main increases safety issues as well. I understand the lane change issue coming back towards downtown. Maybe eliminate that station stop between 4 and 6 PM to allow traffic to calm. I will try to put together more thoughts later but wanted to get this email sent right away. • Don't close Thurston Station. • I park at Thurston station to commute to UO. If the proposed changes take place, there would be little point of having a Park & Ride at Thurston Station. I used to park at Springfield station but there is so little parking there anymore that Thurston station was better. Please don't make this change of not going through Thurston station on the way back to Springfield station.
Route 12- Gateway	<ul style="list-style-type: none"> • Don't change anything on Route 12; keep it like it is every year. • Great change! I've lived across the street from Route 12's bus stop in front of Bertha Holt Elementary for 22 years, and have relied on the 12 bus for transportation to work and school since I graduated high school in 2013. When the route changed and the bus stopped coming by that stop by 3 minutes and 33 minutes after the hour on weekdays, it made getting places for me very difficult. Having the bus service that stops 10 minutes later than it has in the past has forced me to have to leave the house up to an hour earlier than needed so that I don't miss my connections at the station. • I wholly support the changes to the schedule so that the bus will arrive at the station in time for transfers to be made. I hope others also support this change, and I look forward to seeing what changes LTD rolls out!
Route 27- Fairmount	<ul style="list-style-type: none"> • You've proposed cutting the critical 12:20 outbound trip on Route 27 leaving too big of a gap between morning and evening service. • I am a student at LCC and a frequent daily bus rider. I thought I would mention that the schedule changes that are proposed for Route 27 could greatly impact a lot of college students who need to take the bus home, I

	<p>typically have classes that run late and therefore need to take the 6:40 p.m. home. Though the change made is only 30 minutes that makes a huge difference, especially if I have to take Route 82's 6:00, I would miss the 6:05 and would have to get home via EmX, which then I have to walk from the EmX to my house which takes 40 minutes, and in the summer that is fine because it is light later, but as the winter months come around I would be walking home in the dark, which my parents are not ok with. May I suggest that it stays how it is currently or add more routes due to the current limited frequency of the 27. Thank you for considering, and I hope to see the 27 still have all its same timings, including the evening 6:40 Also I love Ltd, so not matter what I will still be a frequent rider</p> <ul style="list-style-type: none"> • I just missed the bus on Route 27 and now I have to wait 4 hours for the next bus. I've lived in this area for 2 years now and I've never experienced a worse bus schedule for a bus. It would be incredibly helpful to give this bus a more frequent schedule so that I or anyone else who doesn't have a car, doesn't have to walk for 20+ minutes just to get to a grocery store.
<p>Route 33 - Jefferson</p>	<ul style="list-style-type: none"> • The changes to Route 33 don't make sense to me. Cutting out the 6:45 a.m. and 7:45 a.m. reduces the peak times, and puts workers who have to travel to work at risk of being late or having to leave ultra-early. Eliminating the 7:00 bus leaves an hour and fifteen minutes without service, if a bus runs late and I miss the 6:30 p.m. bus, I won't get home until 8:12 p.m., almost a two hour delay. Quite often on these buses I see between 10-20 people, and this will leave them without options as there are no other close routes. Please reconsider these changes.
<p>Route 41- Barger/Commerce</p>	<ul style="list-style-type: none"> • It would be nice if mid-morning to mid-afternoon Route 41 could be scheduled to arrive at LTD station in time to make connections (especially for us seniors who sometimes have daytime doctor appointments that require taking two buses from home). This could be accomplished by having the 41 leave the LTD station five or 10 minutes after the hour and half hour as the old 43 used to do. • LTD's proposed change to Route 41 in the Fall of 2018 would create hardships for many people. Curtailing or limiting afternoon bus service would encourage residents to drive rather than take the bus. Many residents of the Barger Drive/ North Terry Street/Royal Avenue area would take the bus rather than drive if you improved the service to our area rather than degrading it. I have spoken to several residents and like myself a 15 minute drive to work is more like 60 minutes using the 41 Bus because of the circuitous route and time-consuming transfers required to get to many Eugene destinations. Please DO Not eliminate ANY buses in the afternoon for Route 41. Eliminating buses would cause a major hardship for Senior Citizens and others. • The Lane Transit District, which purports to offer bus service to residents as an alternative to automobile use, is doing the exact opposite. The district has announced that in the Fall of 2018 it plans to cut back on bus service in many areas. For example, LTD plans to curtail or strictly limit bus service on the No. 41 Route in the afternoon hours. This will cause a major hardship for seniors and others who depend on the bus for transportation. The mayor and Eugene City Council must look into the

	<p>total mismanagement of LTD. Residents have only until June 20 to comment on the ill-advised changes.</p> <ul style="list-style-type: none"> • Please don't cancel or change anything on Route 41 • The times that the EmX drops off at Commerce Station doesn't match up very well with Route 41 and I see my 41 trip leaving just before the EmX pulls up, then I have to wait 30 minutes. Can we get these to match up better? • Re: "less productive afternoon trips" Unclear. Only run every hour? Or less? I frequently use #41 to come downtown between 11 and 12 and quite often want to return home about 2: p.m. There is no other route to my home other than #41. • Can't you just leave well enough alone. First you took the 43 away for the wasteful EMX now you want to celibate some times in the 41. I'm getting fed up with LTD! • We already lost Route 43 last fall, your proposal to reduce Route 41 is troubling. Those buses are almost always full, why would you reduce the service? • I need this route because it goes to the Barger clinic. So please keep routing the same or add more times but don't remove any because I need this bus during the afternoon. Please call me, I'd like to know what times you would be removing. Thank you.
<p>Route 55-North Park</p>	<ul style="list-style-type: none"> • I'm a student at North Eugene High School who rides the bus to and from school every day. Now that high school schedules are being changed, the 55's times don't work as well for me and a lot of other students. If the schedule did not change, I would have to take a bus at 7:30 a.m., and be at school for about an hour before it starts, at 8:25 a.m. It would be really helpful if bus times could change to line up better with the new schedule. • If you want to help, run 55 at least on Saturday! I have places I need to get to.
<p>Route 51-Santa Clara & Route 55-North Park</p>	<ul style="list-style-type: none"> • As a neighborhood leader (RRCO) I heard serendipitously (unless I missed a communication from y'all) that you are considering service changes in the Fall. I went to LTD.org to find more info and I think you should be aware of my experience. . There is nothing posted on the home page about proposed changes to inform the casual visitor. 2) Trying a search that seemed logical to me, I moved through the drop-down menus and clicked on Riding LTD to find a link on Annual Route Review. That page is "Under Construction" even though the comment period has been open for three weeks. 3) "Service Alerts" only provides current route changes. 4) Being forewarned, I then did a text search on "route review". The results did include a link to "Fall service changes" which I went to. (About Us -> Projects and Planning -> Fall Service Changes would have also worked but I don't think many will find that path). There I learned that I have had since May 16th to comment (ending 6/20). So I have three weeks remaining to inform my neighbors of the proposed changes to Routes 51 & 55 so they can give you feedback.

	<p>5) On the Fall Service Changes page I see that in my neighborhood Route 51 (Santa Clara) has a map of the new route which gives me the info I need to share. But Route 55 (North Park) potential change is listed as "Weekday frequency could change slightly by removing two low-demand trips." leaving me to search out the current schedule to suss out which trips are proposed to be removed by comparing the three. But I did the compare and it appears to me that you are dropping the 10:21 and 11:21 AM round trips initiating from the Downtown Station. Additionally there are minor time changes that aren't mentioned. Would it not be more helpful to specifically state what I had to discover for this and assumedly other routes?</p> <p>Just a few years ago I received a timely personal call from an LTD planner to inform me of a proposed change in Route 55 and I greatly appreciated the opportunity to inform my neighbors of the proposed change via our monthly e-news. Perhaps that phone call was service above and beyond what is typical but I suggest to you that this year you have shifted to the other side of the public involvement pendulum both in outreach effort and specificity of information.</p>
Route 73- UO/Willamette	<ul style="list-style-type: none"> • I wanted to comment on your plans to reduce service on the 73. As someone who lives on that line, I know I would ride it a lot more if it ran more often. I go other places because of the large gaps in service (like at mid-day.) Also, if you ran it at a time offset from the 28 and 24, it would provide another option to get to and from the EmX and Springfield/West 11th. Also, I really appreciate the 10 minute service in Springfield on the 11 and have recently started shopping out there more because of it.
Route 78- UO/Seneca	<ul style="list-style-type: none"> • I want to offer some feedback on the 2018 Fall service changes. Particularly, I am opposed to reducing frequency of the 78 to hourly service. While I am not a regular rider, I rely on this service on an occasional basis and have been disappointed at the hourly frequency in the mornings during rush hour. I would hope that you can maintain half-hourly service in the mornings and evenings (from 7-9 a.m. and 4-6 p.m.). I would also suggest considering whether there is a way to serve the Warren neighborhood with service to the EmX line, rather than a full service to the UO. I live in this neighborhood and could easily transfer to the EmX on 11th for the rest of my journey. Maybe there's a cost effective option to run more connections to the EmX, serving folks on the west end of the 78 route without running a full route across town. This was, if I recall, the original promise of the EmX - more frequent connections to that main line. It would be nice to see LTD deliver on that promise rather than cutting service in already under-served neighborhoods. • I am a UO employee who rides route 78 along 18th Ave. My bus mates were discussing the proposed fall morning arrival time. The proposal states, "Weekday frequency could change from 30 to 60 minutes in response to low-demand and could decrease costly idle time on the route." I am guessing idle time happens during when we are stuck behind a garbage truck?? The morning rush is not nearly as congested as the 5 p.m. version. At one point that route was very busy but you nixed the stop

near 18th and Bailey Hill and expect those people to walk to the EmX. The arrival time at UO at 7:20 a.m. would not be convenient. There are virtually no classes that start at 7:30 a.m. Most 13th Avenue dining spots don't open until 8 a.m. People that start work before 7:30 a.m. usually drive since there are parking spots still available at that time. I would arrive on campus with 30 minutes to kill. I am not allowed to start work earlier nor could I leave earlier to work only eight hours. In the time that I would need to leave my house, I could walk to campus. I don't think this time change would accomplish anything and I think your ridership will be even lower at this time.

- The proposed changes for Route 78 have trips arriving at the University of Oregon at 7:20 am and 8:22 am, with nothing between. I regularly ride the trip which now arrives at about 7:45 am. About half the riders are people with 8--5 office jobs at or near the University of Oregon. They don't want to arrive over half an hour before they are supposed to be at work, but if they take the new proposed 8:22 am trip, they are half an hour late. Many of the rest of the passengers are students with 8:00 am classes. They don't want to arrive over half an hour early either. I think that if LTD goes through with this change, it will lose many riders. Please drop this proposed change. Thank you very much.
- I live in S.W. Eugene and work at the University of Oregon. I have been riding the #78 bus twice a day Monday-Friday for a number of years. LTD is my primary mode of transportation. A colleague of mine, who also rides the 78 every day, pointed out a very troubling proposed schedule change for this route starting in Fall 2018. The change would have the first bus of the day arriving at the UO at 7:20 am, with the next bus arriving at 8:22 am. This would force me to either arrive at work 40 minutes early or more than 20 minutes late every day. The majority of UO employees begin their work day at 8:00 am. For many years, the #78 has been scheduled to arrive at the UO at 7:46 am, which is perfect timing for the majority of employees and students who have an 8 am class or are required to be at work by 8 am. I very much hope that LTD will reconsider this proposed schedule change. If not, many students and staff are going to be greatly inconvenienced. Please let me know if there is another LTD entity that I should be contacting with this feedback.
- Thank you for allowing public comment on the proposed changes to Route 78 - Warren/Wilshire and UO. I have to say that I am concerned about the continual shift to an earlier and earlier departure from Wilshire. This is the fourth time change since the new route began in September 2017. Our original departure time was 7:17 and now the proposed time is 6:52. There was a 7:11 time and the current 7:09 time in between. A departure time nearer to 7 would be preferred, but I understand the need to accommodate a variety of needs. On the departure in the afternoon, I really appreciate the 5:15 bus, but from my location across campus it is difficult to catch this bus very often. The 5:05 was convenient for some people, and a 5:30 would have been ideal, but I am grateful for the 5:15 departure as a compromise so I am able to take it sometimes. The EmX is a good alternative, which is not a problem. From an 8-5 perspective taking a bus before 7 and not being able to leave until after 6 makes for a long

	<p>day. Again, the EmX helps with this. The shift to an hourly schedule during midday is not a problem from my perspective.</p> <ul style="list-style-type: none"> • I'm writing in regards to the proposed changes to Route 78. I ride this bus frequently to and from the University of Oregon for work. The first bus in the morning arrives at the University of Oregon at 7:45 am which is perfect and losing an extra 5 minutes would make it more difficult to arrive at work on time. Additionally, increasing the departure times for the afternoon buses means longer times to arrive at home. The 78 doesn't match up with the departure times of the 28 or 73. Please reconsider changing the times of Route 78.
Route 82 – LCC/Pearl	<ul style="list-style-type: none"> • I think Route 82 should have more times allocated to it • Please maintain the same frequency on Route 82. • Once a week I use this route to get from downtown to the Lane Blood Bank. I would like a schedule which would leave downtown at 12 or 12:10 and pick me up at 4:38 or 4:45. • Thank you for being open to comments from the people that these changes would affect the most! It means a great deal. My only objections are to changes in routes 81 and 82. As a Lane cc employee and student that relies solely on the bus to get to campus, having flexibility and options in the bus times has been paramount to my success. There are many buses that go to UO and only a few that go to Lane. If you are able to maintain that flexibility for people like myself with schedules that change every three months, you will have at least one happy and consistent customer in me.
Route 95-Junction City	<ul style="list-style-type: none"> • I am writing to suggest that Route 95 to Junction City be changed as follows: routed on to Airport Road at Hwy 99 outbound, a stop added near W. Enid Road at Airport Road, another stop at the terminal, and then on to Green Hill Road to meet up with 99W. This could be reversed on the way back in to town. Keeping the proposed schedule means that this little change would affect only 7 or so trips per weekday, so really, there's no good reason not to since the bus only runs every 90-120 minutes anyway, and sometimes longer apart. • For Junction City, please provide service every hour.
Route 98-Cottage Grove	<ul style="list-style-type: none"> • I am grateful for the services provided by LTD. I propose that route 98 add/change a route to accommodate riders that want to arrive at Eugene station between 6:30 a.m. and 7:55 a.m. in the morning. Perhaps there could be a route that leaves the Cottage Grove area around 6:20 a.m. and arrives at the station around 7:00 a.m. -7:10 a.m.? This route addition/change could greatly benefit riders that work downtown. • I have reviewed the 2018 proposed service changes and have a comment I would like to share. I noticed that a proposed change to the 98 - Cottage Grove route was proposed but not recommended. Even though the change isn't being recommended, I would still like to share a comment. I live in Cottage Grove and work in Eugene, and I ride the Route 98 bus line 4-5 days a week on weekdays. I usually get on and off the bus on the in-town portion of the Cottage Grove route. As such, eliminating the in-

	<p>town routing on weekdays would greatly affect my normal weekday commute. Without the in-town service, I would either have to drive to a Park N Ride (which is not always feasible for me) or walk 20 minutes to get to the bus stop. This would have an enormous negative impact on my commute, which is already 45 minutes long, by adding much more time and effort just to arrive at the bus stop. I know the website says that this change to Route 98 is not being recommended, which I am very glad to see. I just wanted to confirm how important the weekday in-town routing is for me in my daily commute and how negatively it would impact me if it were eliminated.</p> <ul style="list-style-type: none"> • The #98 Cottage Grove bus that leaves the Eugene station at 10:00, arrives back in Eugene at 12:05. This causes passengers to miss a 12:00 connection. The bus leaves the Wal-Mart in Cottage Grove at 11:09. If it left 5 minutes earlier, at 11:04, we would have a much better chance of getting to Eugene by 12:00 noon. Sometimes the driver can now get to Eugene by noon, but only if all the stars are aligned e.g. getting green lights as we get into downtown Eugene, not having any wheelchaired people getting on the bus, not a lot of traffic, everyone having their passes or cash ready to show or pay as soon as they get on the bus, and no people with bikes getting on in Creswell. It's very stressful to wonder if I'm going to catch my 12:00 bus. And if I have to catch the EmX to Commerce St. it would give me enough time to get it, if we got to the station by noon, because the new schedule has that EmX leaving the Eugene station at 12:03.
<p>General Fall Service Adjustment Comments</p>	<ul style="list-style-type: none"> • I'm saddened to see the number of reductions proposed to begin in the fall service period. Both in high service corridors such as EmX and routes all across the communities. Frequent, easy access to services is necessary if we are to continue to encourage ridership, and assure safe convenient options for our most vulnerable communities. Maintaining a minimum of at least every 30 minutes is vital for assuring convenience and availability during day time hours, even when ridership is low. Those most affected will be individuals who have no other option. And for the EmX routes which are now a backbone system that supports both commuters and transit to business meetings, frequent service is vital to maintaining ridership and support. A robust and active system needs regular, frequent, predictable and speedy service. Please reconsider your across the board cuts in service. • Why is a lot of service being cut without allocating those hours lost to new service? • Hello, I have been an LTD bus rider since 1989, and depend on the bus to get to work. I was so happy when a couple of years ago you started offering service on some holidays. Now I see that you are considering cutting this service again. Please keep in mind that many who use the bus system are lower income, and many lower income jobs, such as retail and food service jobs, do not close for holidays such as Memorial Day, Labor Day, and Independence Day. We have to work those days, and we need a way to get to work. When LTD stops service on those holidays we are put in a tough spot. Also, those who depend on LTD for our transportation miss out on being able to attend community celebrations and events such

	<p>as Art in the Vineyard, because without LTD we don't have a way to get there. Please consider keeping holiday service for limited hours, if nothing else.</p> <ul style="list-style-type: none"> • I do not agree with all the changes to the schedules for the bus routes that may possibly change. I use the bus for most of my business. It is always be hard to plan my schedule with the numerous changes you make to the schedules over the years. If find this very frustrating. I think the low use is because you change the route schedules so often. Changing routes like the 27 during the fall and winter makes people have to wait a long time at a bus stop between buses, not a way to promote bus usage. • I usually ride Routes 51, 52, & 95 daily, so I'm glad that the convenient times for me won't be changed.
<p>General Service Comments</p>	<ul style="list-style-type: none"> • I think Route 18 -Mohawk needs to run more possible time change. I work at Walmart and most days I get off between 6pm and 8pm. If I do, I have to wait an entire hour for my bus or walk up 28th and catch the Thurston, but after working for 8 to 9 hours, I don't want to do that. If you could have the bus at 15 after or even 20 after, it would be much more convenient. Tomorrow for example: I don't have to be at work till noon. I live on 41st and have to leave my home at 10:28 a.m. to get there at 11:10 and wait an hour for my shift to start cause if I wait till the next Mohawk bus, I'll be 15 mins late. Maybe if it ran at 11:30, 10:30, 12:30 that would be most helpful. Thanks for listening. • We need routes on Prairie Rd again. I have to walk over a mile to get to nearest bus stop • LTD is my source of transportation and I am really happy with the courteous drivers. You help me get where I need to go. • I think your people do a great job. I trust your judgment. • I am a frequent LTD rider. It was LTD's great service that enticed me four years ago to give away my car. So, thank you for your great service. While service to Florence is not up for consideration now, I again want to express my sincere desire for service that connects Eugene and Florence. Partly this route would bring relief for regular commuters. The route would also give us inlanders an easy way to get to the coast for the weekend. My understanding is that city leaders and business owners in Florence don't want their people coming to Eugene to shop. (Believe me, if you're going to shop that much, you won't want to tote it all back on the bus.) Florence stands to gain from local (which means "frequent repeat") tourist dollars. When can we have a meaningful and creative conversation on service between Eugene and Florence? • Bring EmX to Santa Clara...that's my suggestion • I would like to see later service on Saturday nights from Downtown Eugene to Walnut station. I need service Sat night, around midnight from Downtown to Walnut station. Thanks for considering my request. • On the weekends EmX should have 10 minute service during busy times and then go to 15 minute service in between the busy times

	<ul style="list-style-type: none"> • Renew service to the top of Chambers/Lorane Drive. When we moved into our home, near the top of Chambers, we expected the bus that went past on Chambers to continue and we hoped the frequency would increase as we aged so we could gracefully give up driving. Now the closest bus is 0.8 miles which is walkable but the 300 ft elevation change makes that dangerously slippery in the rain. • Please restore Route 36 to Arrowsmith and Terry Road • I am wanting the Veneta bus to return to going around the lake. We need a bus that goes down Territorial to Clearlake to Alvadore and then Eugene. The Fern Ridge community needs a bus on the north side not just on the south side of the lake.
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Operator Input Sessions

Route	Comments
EmX	<ul style="list-style-type: none"> • The change to 15 minute service in Springfield is sufficient (eight operators agreed; no negative comments regarding suggested changes)
11-Thurston	<ul style="list-style-type: none"> • I disagree with the Thurston Station closure; adding 4 minutes doesn't give efficient break time at Springfield Station but we are missing our break at Thurston Station. • Deleting the Thurston Station stop will be inconvenient for the few people who use it as they will have to go across the street to catch bus • It will nice to skip the Thurston Station (nine operators agreed)
41-Barger/Commerce	<ul style="list-style-type: none"> • I'm concerned about this suggestion and deleting these trips
51-Santa Clara	<ul style="list-style-type: none"> • I like this change!
81-LCC/Harris	<ul style="list-style-type: none"> • Love the suggested change! (four operators agree)



June 5, 2018

To: LTD Public Comment Record
From: Edward McGlone, Director of Public Affairs
Subject: Service Change Meeting with University of Oregon





On June 5, 2018, LTD staff met with a number of stakeholders at the University of Oregon including campus planning staff and the Associated Students of the University of Oregon. The meeting was scheduled for LTD to present information on proposed service changes that impact service to the University.

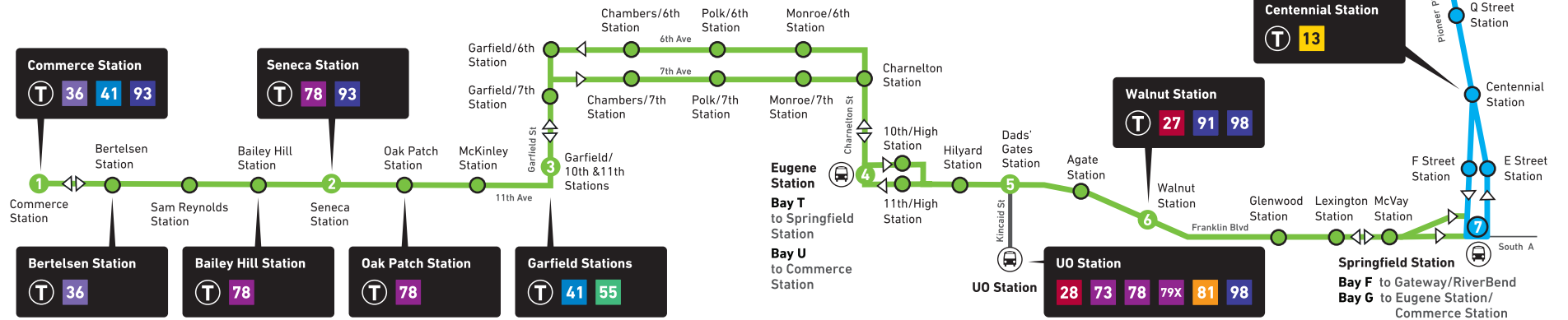
UO stakeholders were concerned that the proposed new bus schedules may negatively impact staff – especially classified staff – who work on a set schedule. The University shared schedule information and bell times with District staff to help inform service planning decisions and improve connections between bus arrival times and work/class start times. It was difficult to assess how the proposed changes would impact students, but was agreed LTD will conduct close tracking of ridership at stops and stations near the university after service changes are implemented.

Both parties also agreed that the partnership between LTD and UO is important and that directly involving students and campus planning staff in decision making processes is essential. To better facilitate coordinated decision making, LTD and the UO agreed to share more data about routes, residence locations, and travel patterns of staff and students.

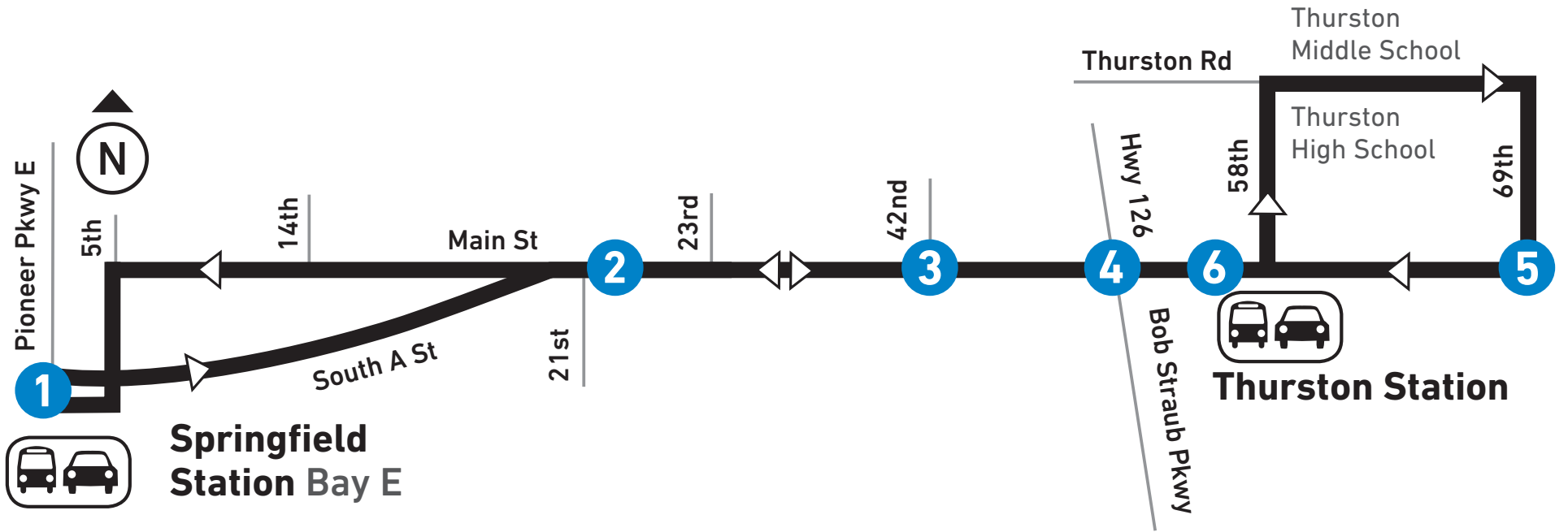
The University of Oregon is keenly interested in the ridership data that will be generated by an electronic fare management system. It is challenging for ASUO and UO staff to assess the value and return on investment in large group pass contracts without more specific ridership data. Currently, LTD is able to provide automated passenger count (APC) data about bus stops and stations proximate to the University, but cannot identify trips taken specifically by students or staff.

Map Key

- EmX Green Line
Línea Verde EmX
- EmX Blue Line
Línea Azul EmX
- EmX Green Line Station
Estación de Línea Verde EmX
- EmX Blue Line Station
Estación de Línea Azul EmX
- 2 EmX Green Line Station (Major Stop)
Estación de Línea Verde EmX (Parada Principal)
- 2 EmX Blue Line Station (Major Stop)
Estación de Línea Azul EmX (Parada Principal)
-  LTD Station
Estación de LTD
-  **93** Route Number
Número de Ruta
-  Bus Direction
Dirección del Autobús
-  **T** Transfer Point
Punto de Transferencia



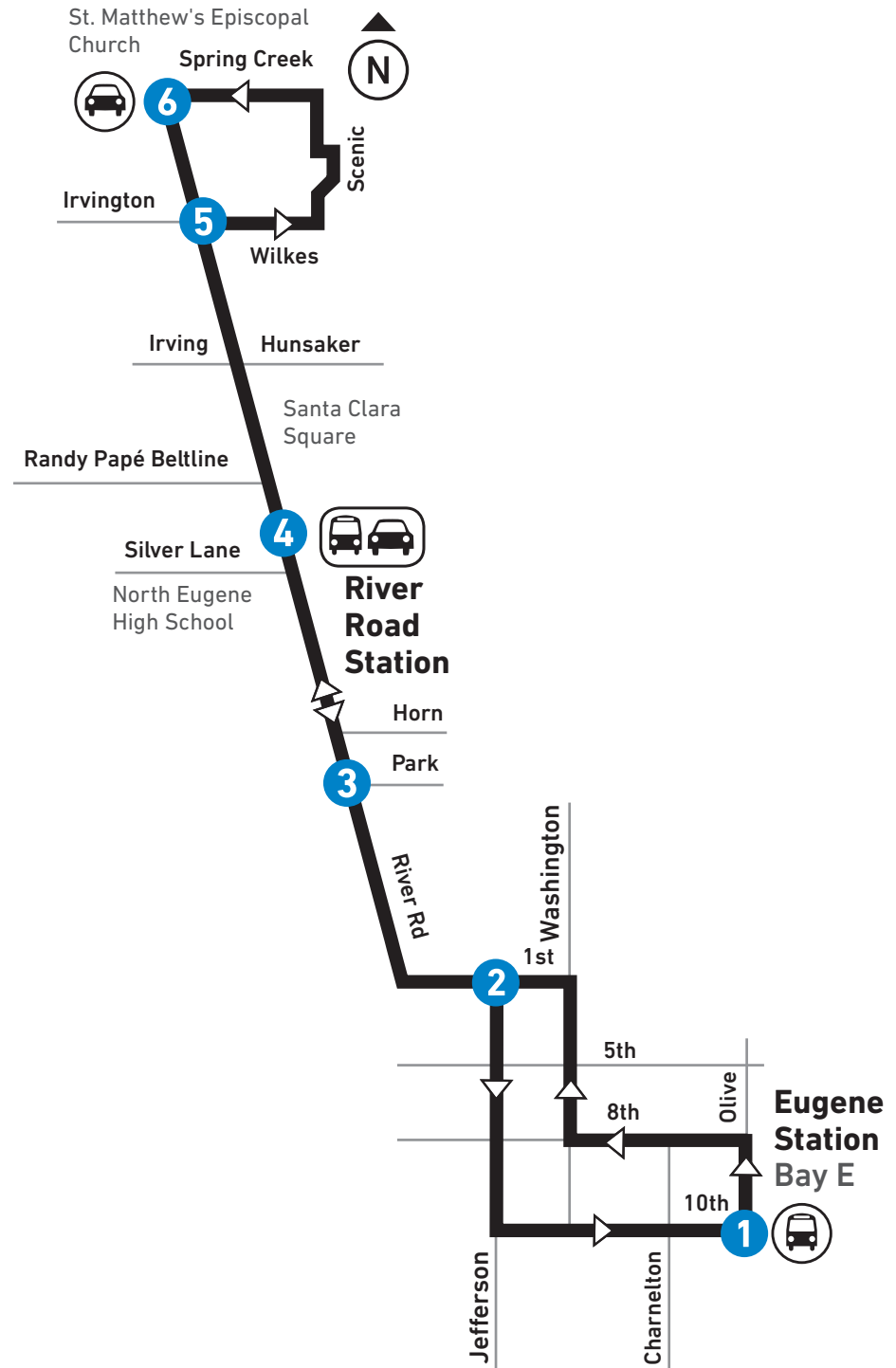
11 THURSTON



Map Key

-  LTD Station
Estación de LTD
-  LTD Park & Ride

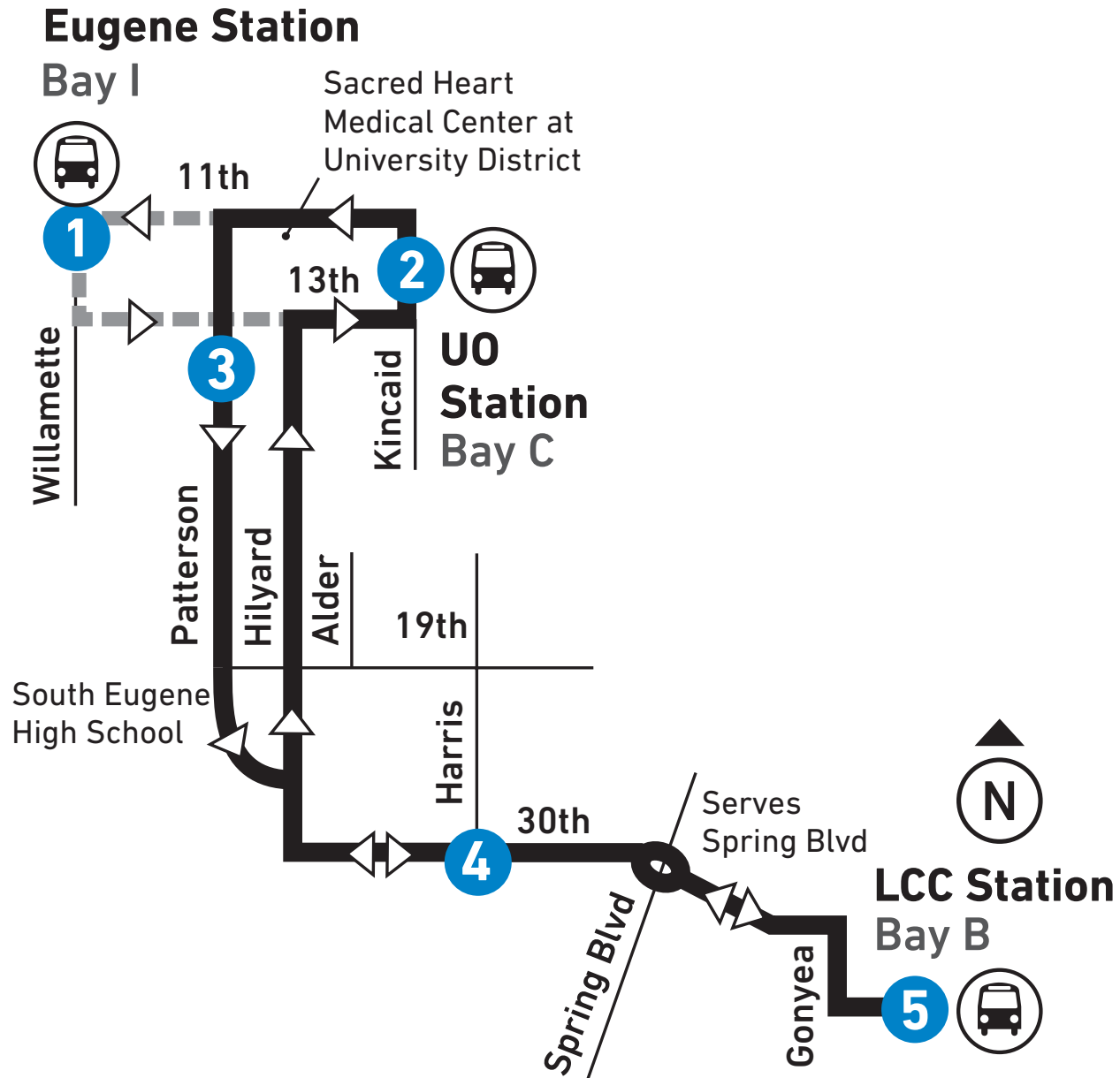
51 SANTA CLARA



Map Key

-  LTD Station
Estación de LTD
-  LTD Park & Ride

81 LCC/HILYARD



Map Key

-  LTD Station
Estación de LTD
-  LTD Park & Ride

11 Thurston

	LEAVE Springfield Station Bay [E] [1]	Main at 21st [2]	Main at 42nd [3]	Thurston Station Bay B [4]	69th at Main [5]	ARRIVE Main at 58th [6]	LEAVE Main at 58th [6]	Main at 42nd [4]	Main at 23rd [2]	ARRIVE Springfield Station
MONDAY - FRIDAY										
AM	4:53	4:55	4:59	5:03	5:09	5:13	5:13	5:17	5:22	5:31
	5:24	5:26	5:30	5:34	5:40	5:44	5:44	5:48	5:53	6:02
	5:56	5:58	6:02	6:06	6:12	6:16	6:16	6:20	6:25	6:34
	6:16	6:19	6:23	6:27	6:34	6:39	6:39	6:43	6:49	6:59
	6:28	6:31	6:35	6:41	6:48	6:53	6:53	6:57	7:02	7:11
	6:41	6:44	6:48	6:54	7:01	7:06	7:06	7:10	7:15	7:24
	7:00	7:03	7:07	7:11	7:18	7:25	7:25	7:29	7:35	7:44
	7:13	7:16	7:20	7:24	7:32	7:39	7:39	7:43	7:49	7:59
	7:30	7:33	7:38	7:42	7:53	8:00	8:00	8:04	8:10	8:20
	7:41	7:44	7:49	7:53	8:02	8:09	8:09	8:13	8:18	8:29
	7:56	7:59	8:04	8:08	8:17	8:24	8:24	8:28	8:33	8:43
	8:12	8:15	8:20	8:24	8:33	8:40	8:40	8:44	8:49	8:59
	8:31	8:34	8:39	8:44	8:52	8:58	8:58	9:02	9:08	9:18
	8:51	8:54	8:59	9:04	9:11	9:17	9:17	9:21	9:26	9:36
	9:04	9:07	9:12	9:17	9:24	9:30	9:30	9:34	9:39	9:49
	9:22	9:25	9:30	9:35	9:43	9:49	9:49	9:53	9:58	10:09
	9:42	9:45	9:50	9:55	10:02	10:08	10:08	10:12	10:17	10:27
	10:02	10:05	10:10	10:15	10:24	10:29	10:29	10:33	10:38	10:49
	10:22	10:25	10:30	10:35	10:44	10:49	10:49	10:53	10:59	11:09
	10:42	10:45	10:50	10:55	11:04	11:09	11:09	11:13	11:19	11:29
	11:02	11:05	11:11	11:16	11:25	11:30	11:30	11:34	11:40	11:50
	11:22	11:25	11:31	11:36	11:45	11:50	11:50	11:54	12:00	12:10
	11:42	11:45	11:51	11:56	12:05	12:10	12:10	12:14	12:20	12:30
PM	12:05	12:09	12:15	12:21	12:30	12:35	12:35	12:39	12:45	12:55
	12:26	12:30	12:36	12:42	12:51	12:56	12:56	1:00	1:06	1:16
	12:43	12:47	12:53	12:59	1:08	1:13	1:13	1:17	1:23	1:33
	1:05	1:09	1:15	1:21	1:30	1:35	1:35	1:39	1:45	1:55
	1:25	1:29	1:35	1:41	1:50	1:55	1:55	1:59	2:05	2:15
	1:45	1:49	1:55	2:01	2:10	2:15	2:15	2:19	2:26	2:36
	2:04	2:08	2:14	2:20	2:29	2:35	2:35	2:39	2:46	2:56
	2:14	2:18	2:24	2:30	2:39	2:45	2:45	2:49	2:56	3:06
	2:27	2:31	2:37	2:43	2:52	2:58	2:58	3:02	3:09	3:19
	2:37	2:41	2:47	2:53	3:02	3:08	3:08	3:12	3:19	3:29
	2:52	2:56	3:03	3:09	3:19	3:25	3:25	3:29	3:36	3:46
	3:03	3:07	3:14	3:20	3:30	3:36	3:36	3:40	3:47	3:57
	3:13	3:17	3:24	3:30	3:40	3:46	3:46	3:50	3:56	4:06
	3:23	3:27	3:34	3:40	3:50	3:56	3:56	4:00	4:06	4:15
	3:33	3:37	3:44	3:50	4:00	4:06	4:06	4:10	4:16	4:25
	3:44	3:48	3:55	4:01	4:11	4:17	4:17	4:21	4:27	4:36
	3:55	3:59	4:06	4:12	4:22	4:28	4:28	4:32	4:38	4:47
	4:05	4:09	4:16	4:22	4:32	4:38	4:38	4:42	4:48	4:57
	4:17	4:21	4:28	4:34	4:43	4:49	4:49	4:53	4:59	5:08
	4:27	4:31	4:38	4:44	4:53	4:59	4:59	5:03	5:09	5:18
	4:37	4:41	4:47	4:53	5:02	5:08	5:08	5:12	5:18	5:27

11 Thurston cont.

LEAVE Springfield Station Bay [E] [1]	Main at 21st [2]	Main at 42nd [3]	Thurston Station Bay B [4]	69th at Main [5]	ARRIVE Main at 58th [6]	LEAVE Main at 58th [6]	Main at 42nd [4]	Main at 23rd [2]	ARRIVE Springfield Station
MONDAY - FRIDAY									
4:47	4:51	4:57	5:03	5:12	5:18	5:18	5:22	5:28	5:37
4:57	5:01	5:07	5:13	5:22	5:28	5:28	5:32	5:37	5:46
5:07	5:11	5:17	5:23	5:32	5:38	5:38	5:42	5:47	5:56
5:17	5:21	5:27	5:33	5:42	5:48	5:48	5:52	5:57	6:06
5:27	5:31	5:37	5:43	5:52	5:58	5:58	6:02	6:07	6:16
5:38	5:42	5:48	5:54	6:03	6:08	6:08	6:11	6:16	6:25
5:52	5:56	6:02	6:08	6:17	6:22	6:22	6:25	6:30	6:39
6:09	6:13	6:19	6:25	6:34	6:39	6:39	6:42	6:47	6:56
6:25	6:29	6:35	6:41	6:50	6:55	6:55	6:58	7:03	7:12
6:43	6:47	6:53	6:59	7:08	7:13	7:13	7:16	7:21	7:30
7:07	7:11	7:17	7:23	7:32	7:37	7:37	7:40	7:45	7:54
7:31	7:35	7:41	7:47	7:56	8:01	8:01	8:04	8:09	8:18
7:50	7:53	7:59	8:05	8:14	8:19	8:19	8:22	8:27	8:36
8:20	8:23	8:29	8:35	8:44	8:49	8:49	8:52	8:57	9:06
8:50	8:53	8:59	9:05	9:14	9:19	9:19	9:22	9:27	9:34
9:20	9:23	9:29	9:35	9:44	9:49	9:49	9:52	9:57	10:04
9:50	9:53	9:59	10:05	10:14	10:19	10:19	10:22	10:27	10:34
10:20	10:23	10:29	10:35	10:44	10:49	10:49	10:52	10:57	11:04
10:50	10:54	10:59	11:04	11:12	11:16	11:16	11:19	11:24	11:31
11:20	11:24	11:29	11:34	11:42	11:46	11:46	11:49	11:54	12:01
11:50	11:53	11:58	12:03	12:11	12:14	12:14	12:17	12:22	12:29
12:20	12:23	12:28	12:33	12:41	12:44	12:44	12:47	12:52	12:59

12 Gateway Weekday

LEAVE Eugene Station Bay [S] [1]	Coburg at Oakmont [2]	Gateway Station Bay A [3]	VA Clinic [4]	ARRIVE Gateway Station Bay B [3]	LEAVE Gateway Station Bay B [3]	Oakway Center on Coburg [2]	ARRIVE Eugene Station
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MONDAY - FRIDAY / Lunes a Viernes

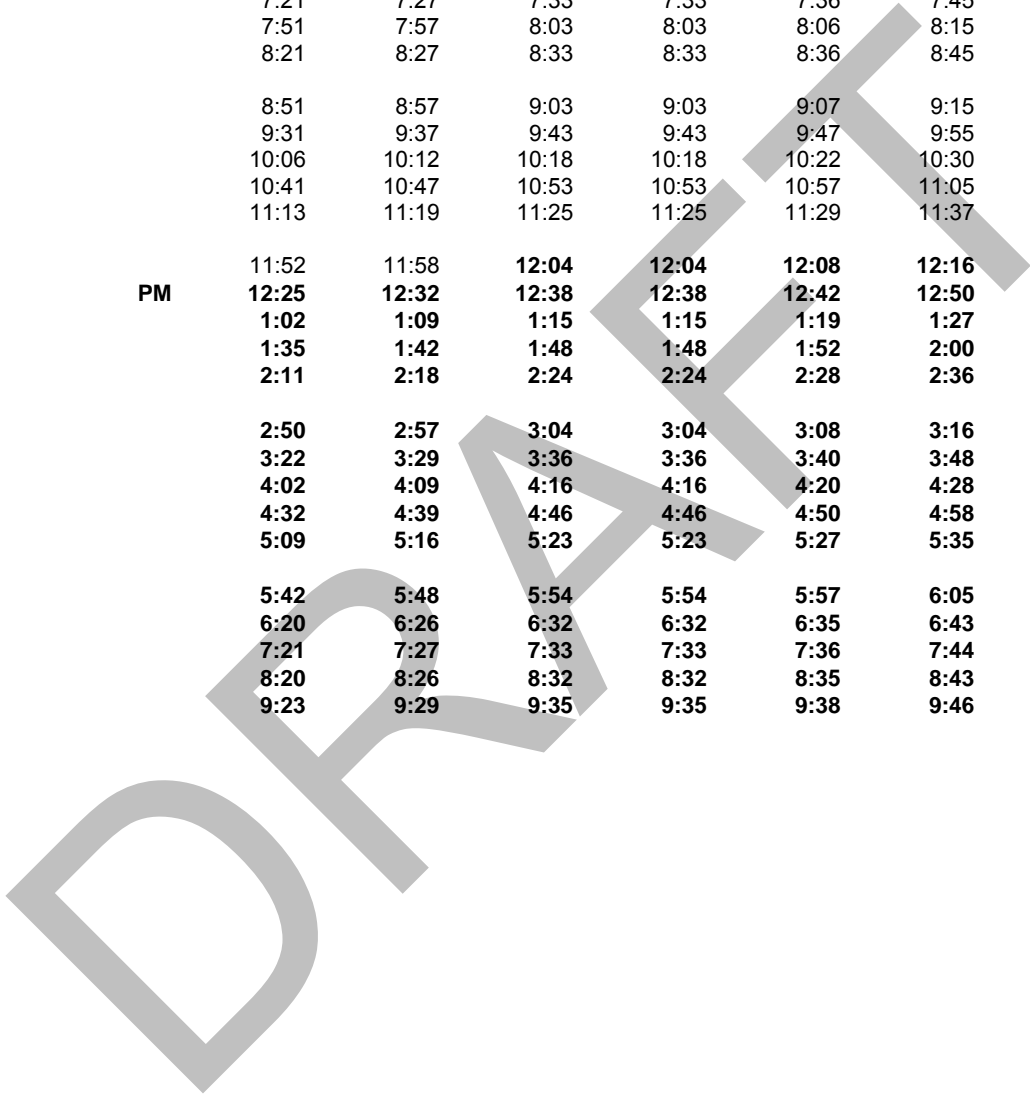
AM	--	--	--	--	--	5:57	6:03	6:10
	6:00	6:05	6:12	6:18	6:26	6:26	6:33	6:40
	6:30	6:35	6:42	6:48	6:57	6:57	7:05	7:15
	7:00	7:05	7:12	7:19	7:28	7:28	7:37	7:50
	7:30	7:36	7:44	7:51	8:01	8:01	8:11	8:25
	8:00	8:06	8:15	8:22	8:32	8:32	8:42	8:55
	8:30	8:36	8:45	8:52	9:02	9:02	9:12	9:25
	9:00	9:06	9:15	9:22	9:32	9:32	9:42	9:55
	9:30	9:36	9:45	9:52	10:02	10:02	10:12	10:25
	10:00	10:06	10:15	10:22	10:32	10:32	10:42	10:55
	10:30	10:36	10:45	10:52	11:02	11:02	11:12	11:25
	11:00	11:06	11:15	11:22	11:32	11:32	11:42	11:55
	11:30	11:36	11:45	11:52	12:02	12:02	12:12	12:25
PM	12:00	12:07	12:16	12:23	12:33	12:33	12:43	12:55
	12:30	12:37	12:46	12:53	1:03	1:03	1:13	1:25
	1:00	1:07	1:16	1:23	1:33	1:33	1:43	1:55
	1:30	1:37	1:46	1:54	2:04	2:04	2:13	2:25
	2:00	2:07	2:17	2:24	2:34	2:34	2:43	2:55
	2:30	2:37	2:46	2:53	3:03	3:03	3:13	3:25
	3:00	3:07	3:16	3:23	3:33	3:33	3:43	3:55
	3:30	3:37	3:46	3:53	4:03	4:03	4:13	4:25
	4:00	4:07	4:16	4:23	4:33	4:33	4:43	4:55
	4:30	4:37	4:46	4:53	5:03	5:03	5:13	5:25
	5:00	5:07	5:17	5:24	5:34	5:34	5:43	5:55
	5:30	5:36	5:45	5:52	6:01	6:01	6:09	6:20
	6:00	6:06	6:15	6:22	6:31	6:31	6:39	6:50
	6:30	6:36	6:45	6:52	7:01	7:01	7:09	7:20
	7:00	7:06	7:15	7:22	7:31	7:31	7:39	7:48
7:45	7:51	7:59	8:05	8:13	8:13	8:21	8:30	
8:45	8:51	8:59	9:05	9:13	9:13	9:21	9:30	
9:45	9:51	9:59	10:05	10:13	10:13	10:21	10:30	
10:45	10:51	10:59	11:05	11:13	11:13	11:21	11:30	
11:45	11:51	11:58	12:03*	--	--	--	--	

*This trip will end after servicing the V.A. Clinic.

Last updated 05/10/18

17 5th/Hayden Bridge Weekday

	LEAVE Springfield Station [B]	5th at "Q" [2]	ARRIVE "Q" at 19th (Mohawk Mktplace) [3]	LEAVE "Q" at 19th (Mohawk Mktplace) [3]	"Q" at 5th (Fred Meyer) [4]	ARRIVE Springfield Station
MONDAY - FRIDAY						
AM	6:23	6:28	6:34	6:34	6:37	6:45
	6:51	6:56	7:02	7:02	7:05	7:13
	7:21	7:27	7:33	7:33	7:36	7:45
	7:51	7:57	8:03	8:03	8:06	8:15
	8:21	8:27	8:33	8:33	8:36	8:45
PM	8:51	8:57	9:03	9:03	9:07	9:15
	9:31	9:37	9:43	9:43	9:47	9:55
	10:06	10:12	10:18	10:18	10:22	10:30
	10:41	10:47	10:53	10:53	10:57	11:05
	11:13	11:19	11:25	11:25	11:29	11:37
	11:52	11:58	12:04	12:04	12:08	12:16
	12:25	12:32	12:38	12:38	12:42	12:50
	1:02	1:09	1:15	1:15	1:19	1:27
	1:35	1:42	1:48	1:48	1:52	2:00
	2:11	2:18	2:24	2:24	2:28	2:36
PM	2:50	2:57	3:04	3:04	3:08	3:16
	3:22	3:29	3:36	3:36	3:40	3:48
	4:02	4:09	4:16	4:16	4:20	4:28
	4:32	4:39	4:46	4:46	4:50	4:58
	5:09	5:16	5:23	5:23	5:27	5:35
	5:42	5:48	5:54	5:54	5:57	6:05
	6:20	6:26	6:32	6:32	6:35	6:43
	7:21	7:27	7:33	7:33	7:36	7:44
	8:20	8:26	8:32	8:32	8:35	8:43
	9:23	9:29	9:35	9:35	9:38	9:46



18 Mohawk Sunday

			ARRIVE Marcola Rd at 19th (Mohawk Mktplace) [3]	LEAVE Marcola Rd at 19th (Mohawk Mktplace) [3]	Mohawk at "G" (McKenzie- Willamette Hospital) [1]	ARRIVE Springfield Station
LEAVE Springfield Station [C]	Mohawk at "G" (McKenzie- Willamette Hospital) [1]	Olympic at 21st (WinCo) [2]				

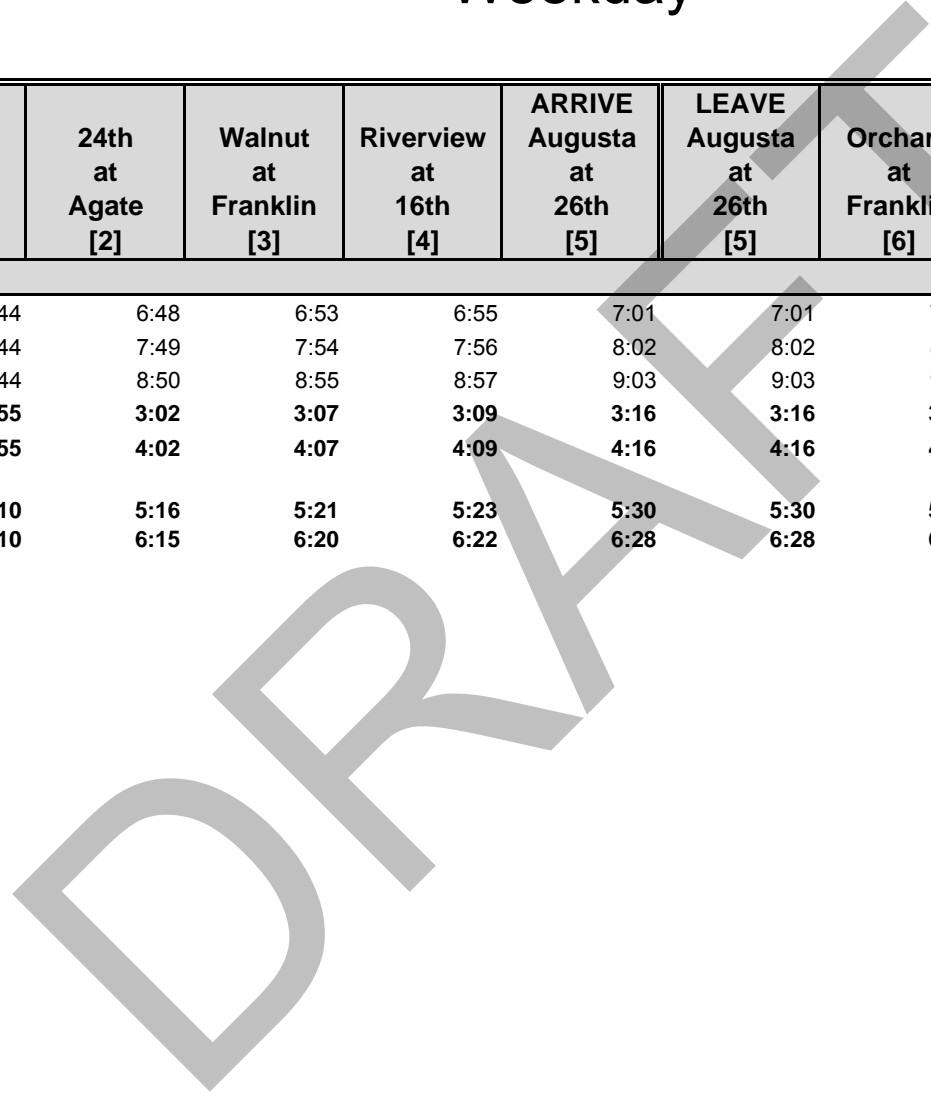
SUNDAY

AM	7:52	7:57	7:59	8:04	8:04	8:07	8:13
	8:40	8:45	8:47	8:52	8:52	8:55	9:01
	9:40	9:45	9:47	9:52	9:52	9:55	10:01
	10:40	10:45	10:47	10:52	10:52	10:56	11:03
	11:40	11:45	11:48	11:53	11:53	11:57	12:05
 PM	 12:40	 12:45	 12:48	 12:53	 12:53	 12:57	 1:05
	1:40	1:45	1:48	1:53	1:53	1:57	2:05
	2:40	2:45	2:48	2:53	2:53	2:57	3:05
	3:40	3:45	3:48	3:53	3:53	3:57	4:05
	4:40	4:45	4:47	4:52	4:52	4:56	5:04
	 5:40	 5:45	 5:47	 5:52	 5:52	 5:56	 6:03
	6:40	6:45	6:47	6:52	6:52	6:56	7:03

DRAFT

27 Fairmount Weekday

	LEAVE Eugene Station [L]	19th at Mill [1]	24th at Agate [2]	Walnut at Franklin [3]	Riverview at 16th [4]	ARRIVE Augusta at 26th [5]	LEAVE Augusta at 26th [5]	Orchard at Franklin [6]	24th at Agate [2]	19th at Mill [1]	ARRIVE Eugene Station
MONDAY - FRIDAY											
AM	6:40	6:44	6:48	6:53	6:55	7:01	7:01	7:06	7:11	7:16	7:25
	7:40	7:44	7:49	7:54	7:56	8:02	8:02	8:07	8:11	8:17	8:25
	8:40	8:44	8:50	8:55	8:57	9:03	9:03	9:08	9:12	9:17	9:25
PM	2:50	2:55	3:02	3:07	3:09	3:16	3:16	3:21	3:26	3:32	3:45
	3:50	3:55	4:02	4:07	4:09	4:16	4:16	4:21	4:26	4:32	4:45
	5:05	5:10	5:16	5:21	5:23	5:30	5:30	5:35	5:41	5:47	5:55
	6:05	6:10	6:15	6:20	6:22	6:28	6:28	6:33	6:38	6:43	6:50



28 Hilyard (Weekday)

	LEAVE Eugene Station [J] [1]	UO Station South [2]	Patterson at 19th (SEHS) [3]	Hilyard at 30th [4]	ARRIVE West Amazon at Martin [5]	LEAVE West Amazon at Martin [5]	Hilyard at 30th [4]	UO Station Bay B [6]	ARRIVE Eugene Station
WEEKDAYS									
AM	6:15	6:23	6:26	6:29	6:35	6:35	6:42	6:50	6:55
	6:45	6:51	6:54	6:57	7:03	7:03	7:11	7:19	7:25
	7:10	7:16	7:19	7:24	7:31	7:31	7:39	7:48	7:55
	7:30	7:37	7:41	7:47	7:55	7:55	8:03	8:12	8:20
	8:00	8:07	8:11	8:17	8:25	8:25	8:33	8:42	8:50
	8:30	8:37	8:40	8:45	8:52	8:52	9:00	9:09	9:15
	9:10	9:17	9:20	9:25	9:32	9:32	9:40	9:49	9:55
	9:40	9:47	9:50	9:55	10:02	10:02	10:10	10:19	10:25
	10:10	10:17	10:20	10:25	10:32	10:32	10:40	10:49	10:55
	10:40	10:47	10:50	10:55	11:02	11:02	11:10	11:19	11:25
PM	11:00	11:07	11:12	11:18	11:26	11:26	11:34	11:44	11:55
	11:30	11:37	11:42	11:48	11:56	11:56	12:04	12:14	12:25
	12:00	12:07	12:12	12:18	12:26	12:26	12:34	12:44	12:55
	12:30	12:37	12:41	12:47	12:55	12:55	1:03	1:12	1:20
	1:00	1:07	1:11	1:17	1:25	1:25	1:33	1:42	1:50
	1:30	1:37	1:42	1:48	1:56	1:56	2:04	2:14	2:25
	2:00	2:07	2:11	2:17	2:25	2:25	2:33	2:42	2:50
	2:30	2:37	2:41	2:47	2:55	2:55	3:03	3:12	3:20
	3:00	3:07	3:12	3:18	3:26	3:26	3:34	3:44	3:55
	3:30	3:37	3:42	3:48	3:56	3:56	4:04	4:14	4:25
	4:00	4:07	4:11	4:17	4:25	4:25	4:33	4:42	4:50
	4:30	4:37	4:41	4:47	4:55	4:55	5:03	5:12	5:20
	5:00	5:07	5:11	5:17	5:25	5:25	5:33	5:42	5:50
	5:30	5:37	5:41	5:47	5:55	5:55	6:03	6:12	6:20
	6:00	6:07	6:11	6:16	6:23	6:23	6:31	6:40	6:45
	6:30	6:37	6:41	6:46	6:53	6:53	7:01	7:10	7:15
	7:00	7:07	7:11	7:16	7:23	7:23	7:31	7:39	7:45
	7:45	7:52	7:55	8:00	8:07	8:07	8:15	8:23	8:30
	8:45	8:52	8:55	9:00	9:07	9:07	9:15	9:24	9:30
	9:45	9:52	9:55	10:00	10:07	10:07	10:15	10:24	10:30
10:45	10:52	10:55	11:00	11:07	11:07	11:15	11:24	11:30	
11:45	11:52	11:55	12:00	12:07	12:07	12:15	--	--	

33 - Jefferson (Weekdays)

	LEAVE Eugene Station [B]	Jefferson at 19th [2]	Chambers at 25th [3]	28th at Jefferson [4]	ARRIVE Amazon Station [Bay D] [5]	LEAVE Amazon Station [Bay D] [5]	28th at Jefferson [4]	Chambers at 25th [3]	Jefferson at 19th [2]	ARRIVE Eugene Station
A.M.	6:15	6:19	6:25	6:28	6:32	6:34	6:38	6:41	6:46	6:55
	7:15	7:19	7:25	7:28	7:32	7:34	7:38	7:41	7:46	7:55
	7:45	7:49	7:55	7:58	8:02	8:04	8:08	8:11	8:16	8:25
	8:15	8:19	8:25	8:28	8:32	8:34	8:38	8:41	8:46	8:55
	8:45	8:49	8:55	8:58	9:02	9:04	9:08	9:11	9:16	9:25
	9:45	9:49	9:55	9:58	10:02	10:04	10:08	10:11	10:16	10:25
	10:45	10:49	10:55	10:58	11:02	11:04	11:08	11:11	11:16	11:25
	11:45	11:49	11:55	11:58	12:02	12:04	12:08	12:11	12:16	12:25
P.M.	12:45	12:49	12:55	12:58	1:02	1:04	1:08	1:11	1:16	1:25
	1:30	1:34	1:40	1:43	1:47	1:49	1:53	1:56	2:01	2:10
	2:00	2:04	2:10	2:13	2:17	2:19	2:23	2:26	2:31	2:40
	3:00	3:05	3:11	3:14	3:18	3:19	3:23	3:26	3:31	3:40
	3:30	3:36	3:42	3:45	3:49	3:51	3:55	3:58	4:03	4:15
	4:00	4:06	4:12	4:15	4:19	4:21	4:25	4:28	4:33	4:45
	4:30	4:36	4:42	4:45	4:49	4:51	4:55	4:58	5:03	5:15
	5:00	5:06	5:12	5:15	5:19	5:21	5:25	5:28	5:33	5:45
	5:30	5:36	5:42	5:45	5:49	5:51	5:55	5:58	6:03	6:15
	6:00	6:04	6:10	6:13	6:17	6:19	6:23	6:26	6:31	6:40
	6:30	6:34	6:40	6:43	6:47	6:49	6:53	6:56	7:01	7:10
	7:45	7:49	7:55	7:58	8:02	8:04	8:08	8:11	8:16	8:25

Revised: 6/11/18

55 North Park (Weekday)

	LEAVE Eugene Station Bay A	Garfield at W 10th [1]	Park at River Road [2]	ARRIVE River Road Station Bay C [3]	LEAVE River Road Station Bay C [3]	River Road at Park [2]	Garfield at W 10th [1]	ARRIVE Eugene Station
MONDAY-FRIDAY								
AM	---	---	---	---	6:45	6:57	7:04	7:15
	7:20	7:25	7:33	7:49	7:49	8:02	8:11	8:25
	8:15	8:21	8:29	8:44	8:44	8:57	9:04	9:20
	9:15	9:21	9:29	9:44	9:44	9:57	10:04	10:20
PM	12:15	12:21	12:29	12:44	12:44	12:56	1:04	1:20
	1:15	1:21	1:29	1:44	1:44	1:56	2:05	2:20
	2:15	2:21	2:29	2:44	2:44	2:57	3:06	3:20
	3:15	3:21	3:29	3:44	3:44	3:57	4:04	4:20
	4:15	4:21	4:29	4:44	4:44	4:57	5:04	5:20
	5:15	5:21	5:29	5:44	5:44	5:57	6:04	6:15
	6:15	6:21	6:29	6:44	6:44	6:56	7:02	7:15

73 UO/Willamette (Weekday)

	LEAVE UO Station South	Amazon Pool [2]	Amazon Station Bay D [3]	Donald at 46th [4]	ARRIVE Donald at Fox Hollow [5]	LEAVE Donald at Fox Hollow [5]	Willamette at 46th [6]	Amazon Station Bay B [3]	ARRIVE UO Station
Monday - Friday / Lunes a Viernes									
A.M.	6:43	6:47	6:50	6:56	7:00	7:00	7:03	7:11	7:20
	7:00	7:04	7:07	7:13	7:18	7:18	7:22	7:30	7:40
	7:35	7:40	7:45	7:52	7:57	7:57	8:01	8:09	8:20
	8:00	8:05	8:10	8:17	8:22	8:22	8:26	8:34	8:45
	8:30	8:35	8:40	8:47	8:52	8:52	8:56	9:04	9:15
	9:00	9:05	9:10	9:17	9:22	9:22	9:26	9:34	9:45
	10:00	10:06	10:10	10:17	10:22	10:22	10:26	10:34	10:45
P.M.	12:00	12:07	12:12	12:21	12:26	12:26	12:30	12:38	12:50
	2:00	2:07	2:12	2:21	2:26	2:26	2:29	2:37	2:48
	2:30	2:37	2:42	2:51	2:56	2:56	2:59	3:07	3:18
	3:00	3:07	3:12	3:21	3:26	3:26	3:29	3:37	3:48
	3:30	3:38	3:43	3:52	3:58	3:58	4:01	4:08	4:20
	3:45	3:53	3:58	4:07	4:13	Drop Off Only		--	--
	4:07	4:15	4:20	4:29	4:35	4:35	4:38	4:44	4:55
	4:37	4:45	4:50	4:59	5:05	5:05	5:08	5:14	5:25
	5:07	5:15	5:20	5:29	5:35	5:35	5:38	5:44	5:55
	5:37	5:45	5:50	5:59	6:04	6:04	6:07	6:13	6:24
	6:07	6:14	6:18	6:26	6:31	6:31	6:34	6:40	6:51
	6:37	6:43	6:47	6:55	7:00	7:00	7:03	7:09	7:19

Times in blue do not run during 4J holidays, breaks, and summer dates...

78 - UO/Seneca/Warren (Weekday)

	Leave UO Station South [1]	18th at Willamette [2]	18th at Arthur [3]	Seneca Station Park-n- Ride [4]	Wilshire at Warren [5]	Wilshire at Warren [5]	Seneca Station Park-n- Ride [4]	18th at Arthur [3]	18th at Willamette [2]	Arrive at UO Station
A.M.	6:55	6:59	7:04	7:10	7:17	7:17	7:26	7:33	7:38	7:45
	7:20	7:24	7:29	7:35	7:42	7:42	7:51	7:59	8:04	8:12
	7:50	7:54	7:59	8:05	8:12	8:12	8:21	8:29	8:34	8:42
	8:20	8:24	8:28	8:34	8:41	8:41	8:51	8:59	9:04	9:12
	8:50	8:54	8:59	9:05	9:12	9:12	9:22	9:30	9:35	9:43
	9:50	9:54	9:58	10:04	10:11	10:11	10:21	10:29	10:34	10:42
	10:20	10:24	10:29	10:35	10:42	10:42	10:52	11:00	11:05	11:13
	10:50	10:54	10:58	11:04	11:11	11:11	11:21	11:29	11:34	11:42
P.M.	12:05	12:10	12:16	12:22	12:29	12:29	12:40	12:48	12:53	1:01
	1:05	1:10	1:16	1:22	1:29	1:29	1:40	1:48	1:53	2:01
	2:05	2:10	2:16	2:22	2:29	2:29	2:40	2:48	2:53	3:01
	2:35	2:40	2:46	2:52	2:59	2:59	3:10	3:18	3:23	3:31
	3:10	3:15	3:22	3:28	3:35	3:35	3:46	3:55	4:00	4:08
	3:40	3:45	3:52	3:58	4:05	4:05	4:16	4:25	4:30	4:38
	4:10	4:15	4:22	4:28	4:35	4:35	4:46	4:55	5:00	5:08
	4:40	4:46	4:54	5:00	5:07	5:07	5:18	5:27	5:32	5:41
	5:15	5:21	5:29	5:35	5:42	5:42	5:53	6:02	6:07	6:15
	6:10	6:15	6:21	6:27	6:34	6:34	6:44	6:52	6:57	7:05

Last Modified: 6/7/2018

Revised: 6/11/2018

79x UO/Kinsrow Weekday

	LEAVE UO Sta. Bay F [1]	MLK Blvd. at Kinsrow [2]	ARRIVE Garden Way at Kinsrow [3]	LEAVE Garden Way at Kinsrow [3]	MLK Blvd. at Kinsrow [2]	ARRIVE UO Station
MONDAY - FRIDAY						
AM	--	--	--	7:02	7:05	7:15
	--	--	--	7:28	7:32	7:43
	--	--	--	7:35	7:39	7:50
	--	--	--	8:02	8:06	8:17
	--	--	--	8:06	8:10	8:21
	--	--	--	8:30	8:34	8:45
	--	--	--	8:36	8:40	8:51
	--	--	--	9:02	9:05	9:17
	--	--	--	9:24	9:27	9:39
	--	--	--	9:28	9:31	9:43
	--	--	--	9:32	9:35	9:47
	--	--	--	9:36	9:39	9:51
	9:57	10:02	10:06	10:06	10:09	10:21
	--	--	--	10:33	10:36	10:48
	10:27	10:32	10:36	10:36	10:39	10:51
	10:57	11:02	11:06	11:06	11:09	11:21
	--	--	--	11:33	11:36	11:48
	11:27	11:32	11:36	11:36	11:39	11:51
	11:57	12:02	12:06	12:06	12:10	12:22
PM	12:17	12:22	12:26	12:26	12:30	12:42
	12:50	12:55	12:59	12:59	1:03	1:15
	1:27	1:32	1:36	1:36	1:40	1:52
	1:57	2:02	2:06	2:06	2:10	2:22
	2:19	2:25	2:29	2:29	2:33	2:45
	2:57	3:03	3:07	3:07	3:11	3:23
	3:19	3:25	3:29	3:29	3:33	3:45
	3:37	3:43	3:47	3:47	3:51	4:04
	3:57	4:03	4:07	4:07	4:11	4:24
	4:18	4:24	4:28	4:28	4:32	4:45
	4:57	5:03	5:07	5:07	5:11	5:24
	5:27	5:33	5:37	5:37	5:42	5:55
	5:38	5:43	5:47	5:47	5:51	6:03
	5:58	6:03	6:07	6:07	6:11	6:22
	6:08	6:13	6:17	6:17	6:21	6:32
	6:37	6:42	6:46	6:46	6:49	7:00
	7:04	7:09	7:13	7:13	7:16	7:27
	7:31	7:36	7:40	7:40	7:43	7:54
	8:00	8:05	8:09	8:09	8:12	8:23
	8:30	8:35	8:39	8:39	8:42	8:53
	9:00	9:05	9:09	9:09	9:12	9:23
	9:30	9:35	9:39	9:39	9:42	9:53
	10:00	10:05	10:09	10:09	10:12	10:23
	10:30	10:35	10:39	10:39	10:42	10:52
	11:00	11:05	11:09	11:09	11:12	11:22

Route 81 Weekdays

	LEAVE Eugene Station [1]	UO Station Bay C [2]	Patterson at 13th [3]	30th at University [4]	ARRIVE LCC Station [5]	LEAVE LCC Station [Bay B] [5]	30th at University [4]	UO Station Bay C [3]	ARRIVE Eugene Station
A.M.	--	6:35	6:38	6:43	6:50	6:58	7:03	7:10	--
	--	7:30	7:33	7:38	7:49	7:58	8:03	8:10	--
	--	8:00	8:03	8:08	8:19	8:28	8:33	8:40	--
	--	8:30	8:33	8:38	8:49	8:58	9:03	9:10	--
	--	9:00	9:03	9:08	9:19	9:28	9:33	9:40	--
	--	9:30	9:33	9:38	9:49	9:58	10:03	10:10	--
	--	10:30	10:33	10:38	10:49	10:58	11:03	11:10	--
	--	11:30	11:33	11:38	11:49	11:58	12:03	12:10	--
P.M.	--	12:30	12:33	12:38	12:49	12:58	1:03	1:10	--
	--	1:00	1:03	1:08	1:19	1:28	1:33	1:40	--
	--	1:30	1:33	1:38	1:49	1:58	2:03	2:10	--
	--	2:00	2:03	2:08	2:19	2:30	2:35	2:43	--
	--	2:30	2:33	2:38	2:49	3:00	3:05	3:13	--
	--	3:00	3:03	3:08	3:19	3:30	3:35	3:43	--
	--	3:30	3:33	3:38	3:49	4:00	4:05	4:13	--
	--	4:30	4:33	4:38	4:49	5:00	5:05	5:12	--
	--	5:30	5:33	5:38	5:49	6:00	6:05	6:12	--
	--	6:35	6:38	6:43	6:51	7:12	7:17	7:24	7:30
	7:50	7:55	7:58	8:03	8:12	8:15	8:20	8:24	8:30
	8:45	8:55	8:58	9:03	9:12	9:15	9:20	9:24	9:30
	9:45	9:55	9:58	10:03	10:12	10:15	10:20	10:24	10:30

Digest note: **Spring Blvd:** Bus stops only on its way to Eugene Station. Drop-offs only on the way to LCC.

Created: 6/7/2018

Revised: 6/11/18

81 UO/Hilyard Saturday

	LEAVE Eugene Station [1]	UO Station Bay C [2]	Patterson at 13th [3]	30th at University [4]	ARRIVE LCC Station [5]	LEAVE LCC Station Bay B [5]	30th at University [4]	UO Station Bay C [2]	ARRIVE Eugene Station [1]
AM	7:30	7:35	7:38	7:43	7:52	8:03	8:08	8:14	8:20
	8:30	8:35	8:38	8:43	8:52	9:03	9:08	9:14	9:20
	9:30	9:35	9:38	9:43	9:52	10:03	10:08	10:14	10:20
	10:30	10:35	10:38	10:43	10:52	11:03	11:08	11:14	11:20
	11:30	11:36	11:39	11:44	11:53	12:03	12:08	12:14	12:20
PM	12:30	12:35	12:38	12:43	12:52	1:03	1:08	1:14	1:20
	1:30	1:35	1:38	1:43	1:52	2:03	2:08	2:14	2:20
	2:30	2:35	2:38	2:43	2:52	3:03	3:08	3:14	3:20
	3:30	3:35	3:38	3:43	3:52	4:03	4:08	4:14	4:20
	4:30	4:35	4:38	4:43	4:52	5:03	5:08	5:14	5:20

82 LCC/Pearl (WEEKDAY)

	LEAVE Eugene Station Bay [1] [1]	Pearl at 18th [2]	Amazon Station [Bay C] [3]	ARRIVE LCC Station [4]	LEAVE LCC Station [Bay C] [4]	Amazon Station [Bay A] [3]	Oak at 18th [5]	ARRIVE Eugene Station
WEEKDAY								
A.M.	7:00	7:03	7:06	7:17	---	---	---	---
	7:20	7:23	7:26	7:37	7:37	7:45	7:48	7:55
	7:30	7:33	7:36	7:47	7:47	7:55	7:58	8:05
	7:50	7:53	7:56	8:07	8:07	8:15	8:18	8:25
	8:00	8:03	8:06	8:17	8:19	8:27	8:31	8:40
	8:10	8:13	8:16	8:27	8:27	8:35	8:38	8:45
	8:20	8:23	8:26	8:37	8:37	8:45	8:48	8:55
	8:30	8:33	8:36	8:47	8:47	8:55	8:58	9:05
	8:40	8:43	8:46	8:57	---	---	---	---
	8:50	8:53	8:56	9:07	9:07	9:15	9:18	9:25
	9:00	9:03	9:06	9:17	9:17	9:25	9:28	9:35
	9:10	9:13	9:16	9:27	9:27	9:35	9:38	9:45
	9:20	9:23	9:26	9:37	9:37	9:45	9:48	9:55
	9:30	9:33	9:36	9:47	9:47	9:55	9:58	10:05
	9:40	9:43	9:46	9:57	9:57	10:05	10:08	10:15
	10:00	10:03	10:06	10:17	10:17	10:25	10:28	10:35
	10:30	10:33	10:36	10:47	10:47	10:55	10:58	11:05
	10:40	10:43	10:46	10:57	10:57	11:05	11:08	11:15
	11:00	11:03	11:06	11:17	11:19	11:27	11:31	11:40
	11:10	11:13	11:16	11:27	11:29	11:37	11:41	11:50
	11:30	11:33	11:36	11:47	11:49	11:57	12:01	12:10
	11:40	11:43	11:46	11:57	11:57	12:05	12:09	12:15
	11:50	11:53	11:56	12:07	12:07	12:15	12:19	12:25
	12:10	12:13	12:16	12:27	12:29	12:37	12:41	12:50
P.M.	12:30	12:33	12:36	12:47	12:47	12:55	12:59	1:05
	12:40	12:43	12:46	12:57	12:59	1:07	1:11	1:20
	---	---	---	---	1:07	1:15	1:19	1:25
	1:10	1:13	1:16	1:27	1:29	1:37	1:41	1:50
	1:20	1:23	1:26	1:37	1:37	1:45	1:49	1:55
	1:40	1:43	1:46	1:57	1:59	2:07	2:11	2:20
	---	---	---	---	2:07	2:15	2:19	2:25
	2:20	2:23	2:26	2:37	2:37	2:45	2:49	2:55
	2:40	2:43	2:46	2:57	2:59	3:07	3:11	3:20
	---	---	---	---	3:07	3:15	3:19	3:25
	3:10	3:13	3:16	3:27	3:29	3:37	3:41	3:50
	---	---	---	---	3:37	3:45	3:49	3:55
	3:40	3:43	3:46	3:57	3:59	4:07	4:11	4:20
	---	---	---	---	4:07	4:15	4:19	4:25
	4:10	4:13	4:16	4:27	4:29	4:38	4:42	4:52
	4:20	4:23	4:26	4:37	4:37	4:45	4:49	4:55
	---	---	---	---	4:57	5:06	5:10	5:20
	---	---	---	---	5:05	5:13	5:17	5:25
	5:10	5:13	5:16	5:27	5:29	5:38	5:42	5:52
	---	---	---	---	6:07	6:15	6:19	6:25
	6:00	6:02	6:05	6:16	---	---	---	---
	6:30	6:33	6:36	6:47	---	---	---	---

Route #85 Weekdays

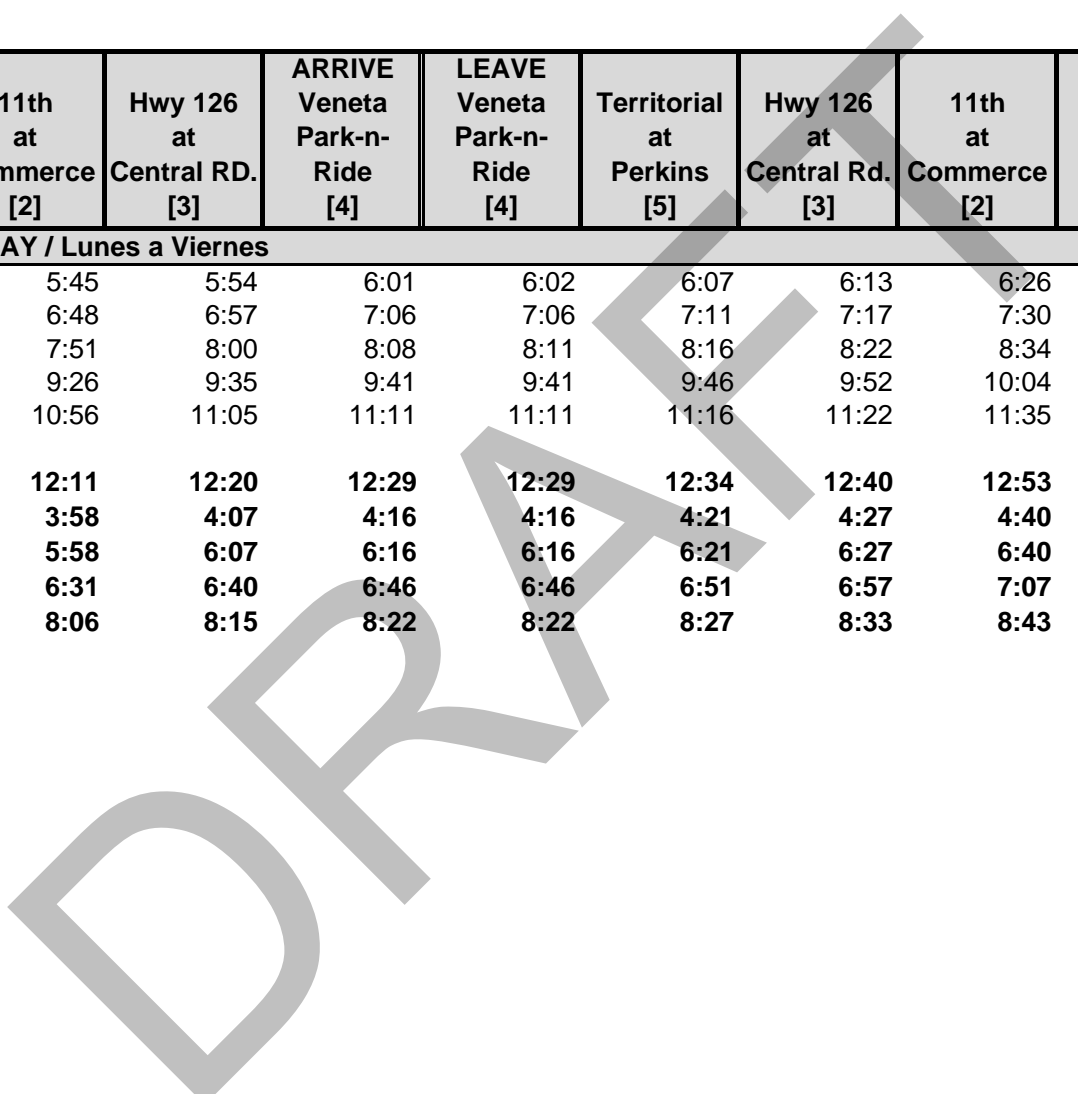
	LEAVE Spfld. Station Bay [D] [1]	ARRIVE LCC Station [2]	LEAVE LCC Station [2]	ARRIVE Spfld. Station
A.M.	6:40	6:53	6:53	7:04
	7:40	7:53	7:53	8:04
	8:10	8:23	8:23	8:34
	8:40	8:53	8:57	9:08
	9:10	9:23	9:27	9:38
	9:40	9:53	9:57	10:08
	10:40	10:53	10:57	11:08
	11:10	11:23	11:27	11:38
	11:40	11:53	11:57	12:08
P.M.	12:40	12:53	12:57	1:09
	1:10	1:23	1:27	1:39
	1:40	1:53	1:57	2:09
	2:10	2:23	2:27	2:39
	2:40	2:53	2:57	3:09
	3:10	3:23	3:27	3:39
	3:40	3:53	3:57	4:09
	4:10	4:23	4:27	4:39
	4:40	4:53	4:57	5:09
	5:40	5:53	5:57	6:08
	6:41	6:53	6:57	7:08

Last Modified: 5/02/2017

REVISED:6/11/18

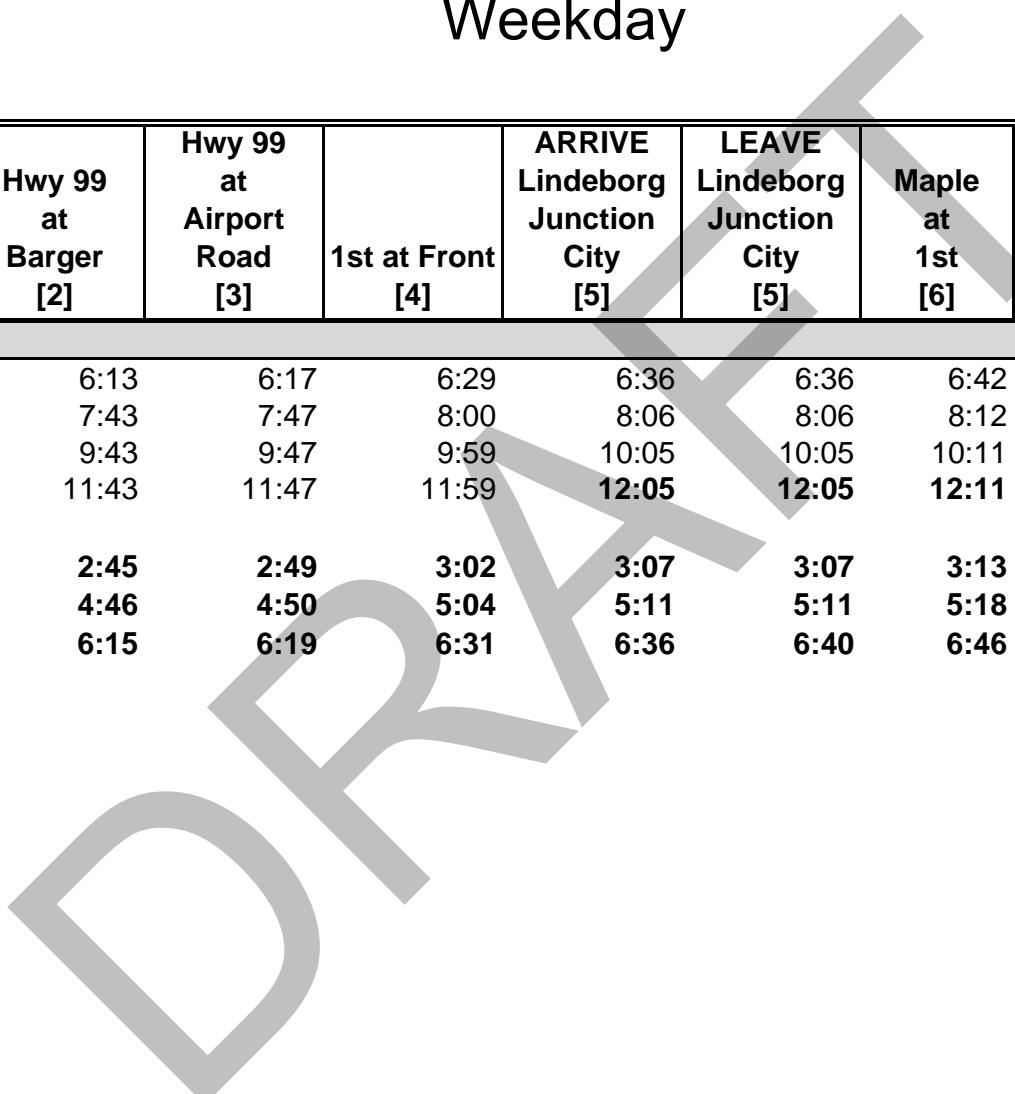
93 Veneta Weekday

	Seneca Station Park-n-Ride [1]	11th at Commerce [2]	Hwy 126 at Central RD. [3]	ARRIVE Veneta Park-n-Ride [4]	LEAVE Veneta Park-n-Ride [4]	Territorial at Perkins [5]	Hwy 126 at Central Rd. [3]	11th at Commerce [2]	1st at Grimes [6]	Seneca Station Park-n-Ride [1]
MONDAY - FRIDAY / Lunes a Viernes										
AM	5:40	5:45	5:54	6:01	6:02	6:07	6:13	6:26	6:30	6:35
	6:42	6:48	6:57	7:06	7:06	7:11	7:17	7:30	7:35	7:40
	7:45	7:51	8:00	8:08	8:11	8:16	8:22	8:34	8:39	8:44
	9:20	9:26	9:35	9:41	9:41	9:46	9:52	10:04	10:09	10:14
	10:50	10:56	11:05	11:11	11:11	11:16	11:22	11:35	11:40	11:45
PM	12:05	12:11	12:20	12:29	12:29	12:34	12:40	12:53	12:57	1:03
	3:52	3:58	4:07	4:16	4:16	4:21	4:27	4:40	4:44	4:50
	5:52	5:58	6:07	6:16	6:16	6:21	6:27	6:40	6:44	6:50
	6:25	6:31	6:40	6:46	6:46	6:51	6:57	7:07	7:11	7:16
	8:00	8:06	8:15	8:22	8:22	8:27	8:33	8:43	8:47	8:52



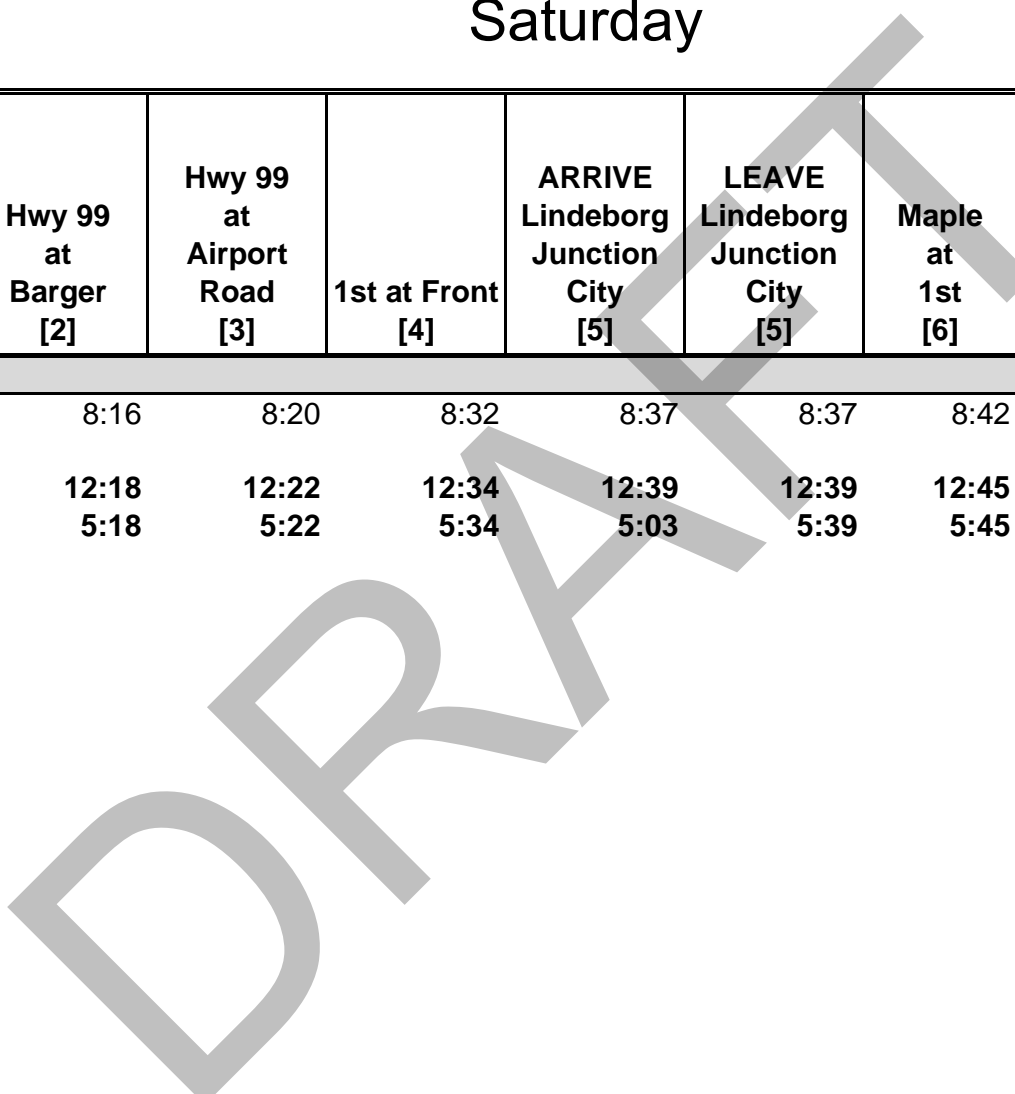
95 Junction City Weekday

	LEAVE Eugene Station [G]	Hwy 99 at 5th (Big Y) [1]	Hwy 99 at Barger [2]	Hwy 99 at Airport Road [3]	1st at Front [4]	ARRIVE Lindeborg Junction City [5]	LEAVE Lindeborg Junction City [5]	Maple at 1st [6]	Hwy 99 at Airport Road [3]	Hwy 99 at Barger [2]	ARRIVE Eugene Station
MONDAY-FRIDAY											
AM	6:00	6:07	6:13	6:17	6:29	6:36	6:36	6:42	6:54	6:59	7:15
	7:30	7:37	7:43	7:47	8:00	8:06	8:06	8:12	8:25	8:30	8:45
	9:30	9:37	9:43	9:47	9:59	10:05	10:05	10:11	10:23	10:28	10:45
	11:30	11:37	11:43	11:47	11:59	12:05	12:05	12:11	12:23	12:28	12:45
PM	2:30	2:38	2:45	2:49	3:02	3:07	3:07	3:13	3:25	3:30	3:45
	4:30	4:39	4:46	4:50	5:04	5:11	5:11	5:18	5:32	5:38	5:55
	6:00	6:08	6:15	6:19	6:31	6:36	6:40	6:46	6:58	7:03	7:15



95 Junction City Saturday

	LEAVE Eugene Station [G]	Hwy 99 at 5th (Big Y) [1]	Hwy 99 at Barger [2]	Hwy 99 at Airport Road [3]	1st at Front [4]	ARRIVE Lindeborg Junction City [5]	LEAVE Lindeborg Junction City [5]	Maple at 1st [6]	Hwy 99 at Airport Road [3]	Hwy 99 at Barger [2]	ARRIVE Eugene Station
SATURDAY											
AM	8:05	8:11	8:16	8:20	8:32	8:37	8:37	8:42	8:54	8:59	9:15
PM	12:05 5:05	12:12 5:12	12:18 5:18	12:22 5:22	12:34 5:34	12:39 5:03	12:39 5:39	12:45 5:45	12:57 5:57	1:02 6:02	1:15 6:15



EmX Green Line - Commerce to Springfield (Weekday)

	Commerce Station [1]	Seneca Station [2]	Garfield/ 10th Station [3]	Eugene Station [T] [4]	Dads' Gates Station [5]	Walnut Station [6]	Arrive Springfield Station [G] [7]	Leave Springfield Station [G] [7]	Walnut Station [6]	Dads' Gates Station [5]	Eugene Station [U] [4]	Garfield/ 11th Station [3]	Seneca Station [2]	Commerce Station [1]
MONDAY - FRIDAY / Lunes a Viernes														
AM	--	--	--	--	--	--	--	5:38	5:42	5:45	5:55	--	--	--
	--	--	--	--	--	--	--	6:10	6:15	6:18	6:28	6:36	6:41	6:48
	--	--	--	6:00	6:05	6:09	6:17	6:22	6:27	6:30	6:40	6:48	6:53	7:00
	--	--	--	--	--	--	--	6:42	6:47	6:50	7:00	7:08	7:13	7:20
	6:09	6:13	6:16	6:30	6:35	6:39	6:47	6:52	6:57	7:00	7:10	7:18	7:23	7:30
	--	--	--	6:45	6:50	6:54	7:03	7:09	7:14	7:17	7:28	7:37	7:42	7:49
	6:37	6:41	6:44	6:59	7:04	7:08	7:17	7:23	7:28	7:31	7:42	7:51	7:56	8:03
	6:47	6:51	6:54	7:09	7:14	7:18	7:27	7:33	7:38	7:41	7:52	8:01	8:06	8:13
	6:57	7:01	7:04	7:19	7:24	7:28	7:37	7:43	7:48	7:51	8:02	8:11	8:16	8:23
	7:07	7:11	7:14	7:29	7:34	7:38	7:47	7:53	7:58	8:01	8:12	8:21	8:26	8:33
	7:17	7:21	7:24	7:39	7:44	7:48	7:57	8:03	8:08	8:11	8:22	8:31	8:36	8:43
	7:27	7:31	7:34	7:49	7:54	7:58	8:07	8:13	8:18	8:21	8:32	8:41	8:46	8:53
	7:37	7:41	7:45	7:59	8:04	8:08	8:17	8:23	8:28	8:31	8:42	8:51	8:56	9:03
	7:47	7:51	7:55	8:09	8:14	8:18	8:27	8:33	8:38	8:41	8:52	9:01	9:06	9:13
	7:57	8:01	8:05	8:19	8:24	8:28	8:37	8:43	8:48	8:51	9:02	9:11	9:16	9:23
	8:07	8:11	8:15	8:29	8:34	8:38	8:47	8:53	8:58	9:01	9:12	9:21	9:26	9:33
	8:17	8:21	8:25	8:39	8:44	8:48	8:57	9:03	9:08	9:11	9:22	9:31	9:36	9:43
	8:27	8:31	8:35	8:49	8:54	8:58	9:07	9:13	9:18	9:21	9:32	9:41	9:46	9:53
	8:37	8:41	8:45	8:59	9:04	9:08	9:17	9:23	9:28	9:31	9:42	9:51	9:56	10:03
	8:47	8:51	8:55	9:09	9:14	9:18	9:27	9:33	9:38	9:41	9:52	10:01	10:06	10:13
	8:57	9:01	9:05	9:19	9:24	9:28	9:37	9:43	9:48	9:51	10:02	10:11	10:16	10:23
	9:07	9:11	9:15	9:29	9:34	9:38	9:47	9:53	9:58	10:01	10:12	10:21	10:26	10:33
	9:17	9:21	9:25	9:39	9:44	9:48	9:57	10:03	10:08	10:11	10:22	10:31	10:36	10:43
	9:27	9:31	9:35	9:49	9:54	9:58	10:07	10:13	10:18	10:21	10:32	10:41	10:46	10:53
	9:37	9:41	9:45	9:59	10:04	10:08	10:17	10:23	10:28	10:31	10:42	10:51	10:56	11:03
	9:47	9:51	9:55	10:09	10:14	10:18	10:27	10:33	10:38	10:41	10:52	11:01	11:06	11:13
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	11:57	12:01	12:05	12:19	12:24	12:28	12:38	12:44	12:49	12:52	1:03	1:12	1:17	1:24
PM	12:07	12:11	12:15	12:29	12:34	12:38	12:48	12:54	12:59	1:02	1:13	1:22	1:27	1:34
	12:17	12:21	12:25	12:39	12:44	12:48	12:58	1:04	1:09	1:12	1:23	1:32	1:37	1:44
	12:27	12:31	12:35	12:49	12:54	12:58	1:08	1:14	1:19	1:22	1:33	1:42	1:47	1:54
	12:37	12:41	12:45	12:59	1:04	1:08	1:18	1:24	1:29	1:32	1:43	1:52	1:57	2:04
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	1:17	1:21	1:25	1:39	1:44	1:48	1:58	2:04	2:09	2:12	2:23	2:32	2:37	2:44
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	1:37	1:41	1:45	1:59	2:04	2:08	2:18	2:24	2:29	2:32	2:43	2:52	2:57	3:04
	1:47	1:51	1:55	2:09	2:14	2:18	2:28	2:34	2:39	2:42	2:53	3:02	3:07	3:14
	1:57	2:01	2:05	2:19	2:24	2:28	2:38	2:44	2:49	2:52	3:03	3:12	3:17	3:24
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	2:17	2:21	2:25	2:39	2:44	2:48	2:58	3:04	3:09	3:12	3:23	3:32	3:37	3:44
	2:27	2:31	2:35	2:49	2:54	2:58	3:08	3:14	3:19	3:22	3:33	3:42	3:47	3:54
	2:37	2:41	2:45	2:59	3:04	3:08	3:18	3:24	3:29	3:32	3:43	3:52	3:57	4:04
	2:47	2:51	2:55	3:09	3:14	3:18	3:28	3:34	3:39	3:42	3:53	4:02	4:07	4:14
	2:57	3:01	3:05	3:19	3:24	3:28	3:38	3:44	3:49	3:52	4:03	4:12	4:17	4:24

EmX Green Line - Commerce to Springfield (Weekday Cont.)

Commerce Station [1]	Seneca Station [2]	Garfield/ 10th Station [3]	Eugene Station [T] [4]	Dads' Gates Station [5]	Walnut Station [6]	Arrive Springfield Station [G] [7]	Leave Springfield Station [G] [7]	Walnut Station [6]	Dads' Gates Station [5]	Eugene Station [U] [4]	Garfield/ 11th Station [3]	Seneca Station [2]	Commerce Station [1]
3:07	3:11	3:15	3:29	3:34	3:38	3:48	3:54	3:59	4:02	4:13	4:22	4:27	4:34
3:17	3:21	3:25	3:39	3:44	3:48	3:58	4:04	4:09	4:12	4:23	4:32	4:37	4:44
3:27	3:31	3:35	3:49	3:54	3:58	4:08	4:14	4:19	4:22	4:33	4:42	4:47	4:54
3:37	3:41	3:45	3:59	4:04	4:08	4:18	4:24	4:29	4:32	4:43	4:52	4:57	5:04
3:47	3:51	3:55	4:09	4:14	4:18	4:28	4:34	4:39	4:42	4:53	5:02	5:07	5:14
3:57	4:01	4:05	4:19	4:24	4:28	4:38	4:44	4:49	4:52	5:03	5:12	5:17	5:24
4:07	4:11	4:15	4:29	4:34	4:38	4:48	4:54	4:59	5:02	5:13	5:22	5:27	5:34
4:17	4:21	4:25	4:39	4:44	4:48	4:58	5:04	5:09	5:12	5:23	5:32	5:37	5:44
4:27	4:31	4:35	4:49	4:54	4:58	5:08	5:14	5:19	5:22	5:33	5:42	5:47	5:54
4:37	4:41	4:45	4:59	5:04	5:08	5:18	5:24	5:29	5:32	5:43	5:52	5:57	6:04
4:47	4:51	4:55	5:09	5:14	5:18	5:28	5:34	5:39	5:42	5:53	6:02	6:07	6:14
4:57	5:01	5:05	5:19	5:24	5:28	5:38	5:44	5:49	5:52	6:03	6:12	6:17	6:24
5:07	5:11	5:15	5:29	5:34	5:38	5:48	5:54	5:59	6:02	6:13	6:22	6:27	6:34
5:17	5:21	5:25	5:39	5:44	5:48	5:58	6:04	6:09	6:12	6:23	6:31	6:35	6:43
5:27	5:31	5:35	5:49	5:54	5:58	6:08	6:14	6:19	6:22	6:33	6:41	6:45	6:53
5:37	5:41	5:45	5:59	6:04	6:08	6:18	6:24	6:29	6:32	6:43	6:51	6:55	7:03
5:47	5:51	5:55	6:09	6:14	6:18	6:28	6:34	6:39	6:42	6:53	7:01	7:05	7:13
5:57	6:01	6:05	6:19	6:24	6:28	6:38	6:44	6:49	6:52	7:03	7:11	7:15	7:23
6:07	6:11	6:15	6:29	6:34	6:38	6:48	6:54	6:59	7:02	7:13	7:21	7:25	7:33
6:18	6:22	6:26	6:40	6:45	6:49	6:59	7:04	7:09	7:12	7:23	7:31	7:35	7:42
--	--	--	--	--	--	--	7:20	7:25	7:28	7:39	7:47	7:51	7:58
--	--	--	--	--	--	--	7:34	7:39	7:42	7:53	8:01	8:05	8:12

EMX Blue Line - Springfield to Gateway-RB (Weekday)

Springfield Station [F] [7]	Sacred Heart Medical Center at RiverBend [8]	ARRIVE Gateway Station [9]	LEAVE Gateway Station [9]	Sacred Heart Medical Center at RiverBend [8]	Springfield Station [F] [7]
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MONDAY - FRIDAY / Lunes a Viernes

AM	--	--	--	--	5:55	6:06
	5:42	5:51	6:03	6:05	--	6:19
	5:57	--	6:09	6:11	6:21	6:34
	6:12	6:21	6:33	6:35	--	6:49
	6:27	--	6:39	6:41	6:51	7:04
	6:42	6:51	7:03	7:05	--	7:19
	6:57	--	7:09	7:11	7:21	7:34
	7:09	7:18	7:30	7:32	--	7:46
	7:24	--	7:36	7:38	7:48	8:01
	7:39	7:48	8:00	8:02	--	8:16
	7:54	--	8:06	8:08	8:18	8:31
	8:09	8:18	8:30	8:32	--	8:46
	8:24	--	8:36	8:38	8:48	9:01
	8:39	8:48	9:00	9:02	--	9:16
	8:54	--	9:06	9:08	9:18	9:31
	9:09	9:18	9:30	9:32	--	9:46
	9:24	--	9:36	9:38	9:48	10:01
	9:39	9:48	10:00	10:02	--	10:16
	9:54	--	10:06	10:08	10:18	10:31
	10:09	10:18	10:30	10:32	--	10:46
	10:24	--	10:36	10:38	10:48	11:00
	10:39	10:48	11:00	11:02	--	11:16
	10:54	--	11:06	11:08	11:18	11:30
	11:09	11:18	11:30	11:32	--	11:46
	11:24	--	11:36	11:38	11:48	12:00
	11:40	11:49	12:01	12:03	--	12:17
	11:55	--	12:07	12:09	12:19	12:31
PM	12:10	12:19	12:31	12:33	--	12:47
	12:25	--	12:37	12:39	12:49	1:01
	12:40	12:49	1:01	1:03	--	1:17
	12:55	--	1:07	1:09	1:19	1:31
	1:10	1:19	1:31	1:33	--	1:47
	1:25	--	1:37	1:39	1:49	2:01
	1:40	1:49	2:01	2:03	--	2:17
	1:55	--	2:07	2:09	2:19	2:31
	2:10	2:19	2:31	2:33	--	2:47
	2:24	--	2:37	2:39	2:49	3:02
	2:40	2:49	3:02	3:04	--	3:18
	2:54	--	3:07	3:09	3:19	3:32
	3:10	3:19	3:32	3:34	--	3:48
	3:24	--	3:37	3:39	3:49	4:02
	3:40	3:49	4:02	4:04	--	4:18
	3:54	--	4:07	4:09	4:19	4:32
	4:10	4:19	4:32	4:34	--	4:48
	4:24	--	4:37	4:39	4:49	5:02
	4:40	4:49	5:02	5:04	--	5:18
	4:54	--	5:07	5:09	5:19	5:32
	5:10	5:19	5:32	5:34	--	5:48
	5:24	--	5:37	5:39	5:49	6:02
	5:40	5:49	6:02	6:04	--	6:18
	5:54	--	6:07	6:09	6:19	6:32
	6:10	6:19	6:32	6:34	--	6:48
	6:24	--	6:37	6:39	6:49	7:02
	6:40	6:49	7:02	7:04	--	7:18
	6:54	--	7:07	7:09	7:19	7:32
	7:10	7:19	7:32	7:34	--	7:48
	7:24	--	7:37	7:39	7:49	8:02

EmX - Commerce to Gateway/RB (Saturday) SUBJECT TO CHANGE

	Commerce Station [1]	Seneca Station [2]	Garfield/10th Station [3]	Eugene Station [T] [4]	Dads' Gates Station [5]	Walnut Station [6]	Springfield Station [F] [7]	Sacred Heart Medical Center at RiverBend [8]	ARRIVE Gateway Station [9]	LEAVE Gateway Station [9]	Sacred Heart Medical Center at RiverBend [8]	Springfield Station [G] [7]	Walnut Station [6]	Dads' Gates Station [5]	Eugene Station [U] [4]	Garfield/11th Station [3]	Seneca Station [2]	Commerce Station [1]
SATURDAY																		
AM	--	--	--	--	--	--	--	--	--	--	6:57	7:10	7:15	7:18	7:25	7:33	7:38	7:46
	--	--	--	--	--	--	6:48	6:58	7:08	7:08	--	7:26	7:31	7:34	7:42	7:50	7:55	8:03
	--	--	--	--	--	--	7:02	--	7:13	7:13	7:24	7:40	7:45	7:48	7:56	8:04	8:09	8:17
	--	--	--	--	--	--	7:18	7:28	7:38	7:38	--	7:56	8:01	8:04	8:13	8:21	8:26	8:34
	--	--	--	--	--	--	7:30	--	7:41	7:41	7:52	8:08	8:13	8:16	8:25	8:33	8:38	8:46
	7:07	7:11	7:14	7:29	7:34	7:37	7:46	7:56	8:06	8:06	--	8:24	8:29	8:32	8:41	8:49	8:54	9:03
	7:22	7:26	7:29	7:44	7:49	7:52	8:01	--	8:12	8:12	8:23	8:39	8:44	8:47	8:56	9:04	9:09	9:18
	7:37	7:41	7:44	7:59	8:04	8:07	8:16	8:26	8:36	8:36	--	8:54	8:59	9:02	9:11	9:19	9:24	9:33
	7:52	7:56	7:59	8:14	8:19	8:22	8:31	--	8:42	8:42	8:53	9:09	9:14	9:17	9:26	9:34	9:39	9:48
	8:07	8:11	8:14	8:29	8:34	8:38	8:47	8:57	9:07	9:07	--	9:25	9:30	9:33	9:42	9:50	9:55	10:03
	8:22	8:26	8:29	8:44	8:49	8:53	9:02	--	9:13	9:13	9:24	9:40	9:45	9:48	9:57	10:05	10:10	10:18
	8:37	8:41	8:44	8:59	9:04	9:08	9:17	9:27	9:37	9:37	--	9:55	10:00	10:03	10:12	10:20	10:25	10:33
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	9:37	9:41	9:44	9:59	10:04	10:08	10:17	10:27	10:37	10:37	--	10:55	11:00	11:03	11:12	11:20	11:25	11:33
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	11:22	11:26	11:31	11:44	11:49	11:53	12:02	--	12:14	12:14	12:25	12:41	12:46	12:49	12:58	1:06	1:11	1:19
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PM	11:52	11:56	12:01	12:14	12:19	12:23	12:32	--	12:44	12:44	12:55	1:11	1:16	1:19	1:28	1:36	1:41	1:49
	12:07	12:11	12:16	12:29	12:34	12:38	12:47	12:57	1:08	1:08	--	1:26	1:31	1:34	1:43	1:51	1:56	2:04
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	3:07	3:11	3:16	3:29	3:34	3:38	3:47	3:57	4:08	4:08	--	4:26	4:31	4:34	4:43	4:51	4:56	5:04
	3:22	3:26	3:31	3:44	3:49	3:53	4:02	--	4:14	4:14	4:25	4:41	4:46	4:49	4:58	5:06	5:11	5:19
	3:37	3:41	3:46	3:59	4:04	4:08	4:17	4:27	4:38	4:38	--	4:56	5:01	5:04	5:13	5:21	5:26	5:34
	3:52	3:56	4:01	4:14	4:19	4:23	4:32	--	4:44	4:44	4:55	5:11	5:16	5:19	5:28	5:36	5:41	5:49

EMX - Commerce to Gateway/RB (Saturday Cont.)

Commerce Station [1]	Seneca Station [2]	Garfield/ 10th Station [3]	Eugene Station [T] [4]	Dads' Gates Station [5]	Walnut Station [6]	Springfield Station [F] [7]	Sacred Heart Medical Center at RiverBend [8]	ARRIVE Gateway Station [9]	LEAVE Gateway Station [9]	Sacred Heart Medical Center at RiverBend [8]	Springfield Station [G] [7]	Walnut Station [6]	Dads' Gates Station [5]	Eugene Station [U] [4]	Garfield/ 11th Station [3]	Seneca Station [2]	Commerce Station [1]
4:07	4:11	4:16	4:29	4:34	4:38	4:47	4:57	5:08	5:08	--	5:26	5:31	5:34	5:43	5:51	5:56	6:04
4:22	4:26	4:31	4:44	4:49	4:53	5:02	--	5:14	5:14	5:25	5:41	5:46	5:49	5:58	6:06	6:11	6:19
4:37	4:41	4:46	4:59	5:04	5:08	5:17	5:27	5:38	5:38	--	5:56	6:01	6:04	6:13	6:21	6:26	6:34
4:52	4:56	5:01	5:14	5:19	5:23	5:32	--	5:44	5:44	5:55	6:11	6:16	6:19	6:28	6:36	6:41	6:49
5:07	5:11	5:16	5:29	5:34	5:38	5:47	5:57	6:08	6:08	--	6:26	6:31	6:34	6:43	6:51	6:56	7:04
5:22	5:26	5:31	5:44	5:49	5:53	6:02	--	6:14	6:14	6:25	6:41	6:46	6:49	6:58	7:05	7:10	7:18
5:37	5:41	5:46	5:59	6:04	6:08	6:17	6:27	6:37	6:37	--	6:55	7:00	7:03	7:12	7:19	7:24	7:32
5:52	5:56	6:01	6:14	6:19	6:23	6:32	--	6:43	6:43	6:54	7:10	7:15	7:18	7:27	7:34	7:39	7:47
6:07	6:11	6:16	6:29	6:34	6:38	6:47	6:57	7:07	7:07	--	7:25	7:30	7:33	7:42	7:49	7:54	8:02
6:22	6:26	6:31	6:44	6:49	6:53	7:02	--	7:13	7:13	7:24	7:40	7:45	7:48	7:57	8:04	8:09	8:17
6:37	6:41	6:45	6:59	7:04	7:08	7:17	7:27	7:37	7:37	--	7:55	8:00	8:03	8:12	8:19	8:24	8:32
6:52	6:56	7:00	7:14	7:19	7:22	7:31	--	7:42	7:42	7:53	8:09	8:14	8:17	8:26	8:33	8:38	8:46
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7:22	7:26	7:30	7:44	7:49	7:52	8:01	--	8:12	8:12	8:23	8:39	8:44	8:47	8:56	9:03	9:08	9:16
7:37	7:41	7:45	7:59	8:04	8:07	8:16	8:25	8:36	8:36	--	8:54	8:59	9:02	9:11	9:18	9:23	9:31
7:52	7:56	7:59	8:14	8:19	8:22	8:31	--	8:42	8:42	8:53	9:09	9:14	9:17	9:26	9:33	9:38	9:46
8:07	8:11	8:14	8:29	8:34	8:37	8:46	8:55	9:06	9:06	--	9:24	9:29	9:32	9:41	9:48	9:53	10:01
8:22	8:26	8:29	8:44	8:49	8:52	9:01	--	9:12	9:12	9:23	9:39	9:44	9:47	9:56	10:03	10:08	10:16
8:37	8:41	8:44	8:59	9:04	9:07	9:16	9:25	9:36	9:36	--	9:54	9:59	10:02	10:11	10:18	10:23	10:31
8:52	8:56	8:59	9:14	9:19	9:22	9:31	--	9:42	9:42	9:53	10:09	10:14	10:17	10:26	10:33	10:38	10:46
9:22	9:26	9:29	9:44	9:49	9:52	10:01	10:10	10:21	10:21	--	10:39	10:44	10:47	10:56	11:03	11:08	11:16
9:52	9:56	9:59	10:14	10:19	10:22	10:31	--	10:42	10:42	10:53	11:08	11:13	11:16	11:25	11:32	11:37	11:45
10:22	10:26	10:29	10:44	10:49	10:52	11:01	11:10	11:21	11:21	--	--	--	--	--	--	--	--
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EmX - Commerce to Gateway/RB (Weekday Evening)

	Commerce Station [1]	Seneca Station [2]	Garfield/ 10th Station [3]	Eugene Station [T] [4]	Dads' Gates Station [5]	Walnut Station [6]	Springfield Station [F] [7]	Sacred Heart Medical Center at RiverBend [8]	ARRIVE Gateway Station [9]	LEAVE Gateway Station [9]	Sacred Heart Medical Center at RiverBend [8]	Springfield Station [G] [7]	Walnut Station [6]	Dads' Gates Station [5]	Eugene Station [U] [4]	Garfield/ 11th Station [3]	Seneca Station [2]	Commerce Station [1]
MONDAY - FRIDAY / Lunes a Viernes																		
PM	6:33	6:37	6:42	6:55	7:00	7:04	7:13	7:22	7:34	7:34	--	7:51	7:56	7:59	8:09	8:17	8:21	8:29
	6:48	6:52	6:57	7:10	7:15	7:19	7:28	--	7:40	7:40	7:50	8:05	8:10	8:13	8:23	8:31	8:35	8:43
	7:03	7:07	7:12	7:25	7:30	7:34	7:43	7:52	8:04	8:04	--	8:21	8:26	8:29	8:39	8:47	8:51	8:59
	7:18	7:22	7:25	7:40	7:45	7:49	7:58	--	8:10	8:10	8:20	8:35	8:40	8:43	8:53	9:01	9:05	9:13
	7:33	7:37	7:40	7:55	8:00	8:04	8:13	8:22	8:34	8:34	--	8:51	8:56	8:59	9:09	9:17	9:21	9:29
	7:48	7:52	7:55	8:10	8:15	8:19	8:28	--	8:40	8:40	8:50	9:05	9:10	9:13	9:23	9:31	9:35	9:43
	8:03	8:07	8:10	8:25	8:30	8:34	8:43	8:52	9:04	9:04	--	9:21	9:26	9:29	9:39	9:47	9:51	9:59
	8:18	8:22	8:25	8:40	8:45	8:49	8:58	--	9:10	9:10	9:20	9:35	9:40	9:43	9:53	10:01	10:05	10:13
	8:33	8:37	8:40	8:55	9:00	9:04	9:13	9:22	9:34	9:34	--	9:51	9:55	9:58	10:09	--	--	--
	8:48	8:52	8:55	9:10	9:15	9:19	9:28	--	9:40	9:40	9:50	10:05	10:09	10:12	10:22	10:30	10:34	10:42
	9:03	9:07	9:10	9:25	9:30	9:34	9:43	9:52	10:04	10:04	--	10:21	10:25	10:28	10:39	--	--	--
	9:18	9:22	9:25	9:40	9:45	9:49	9:58	--	10:10	10:10	10:20	10:35	10:39	10:42	10:52	11:00	11:04	11:12
	9:33	9:37	9:40	9:55	10:00	10:04	10:12	10:21	10:33	10:33	--	10:49	10:53	10:56	11:07	--	--	--
	10:03	10:07	10:10	10:25	10:30	10:34	10:42	--	10:53	10:53	11:03	11:18	11:22	11:25	11:35	11:43	11:47	11:55
	10:33	10:37	10:40	10:55	11:00	11:04	11:12	11:21	11:32	11:32	--	11:48	11:52	11:55	12:06	--	--	--
	11:03	11:07	11:10	11:25	11:30	11:34	11:42	--	11:53	11:53	12:03	12:18	12:22	12:25	12:35	--	--	--
	11:25	11:29	11:32	11:45	11:50	11:54	12:02	12:11	12:22	12:22	--	12:38	--	--	--	--	--	--

DRAFT

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Camille Gandolfi, 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, 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 June 20, 2018, consists of:

- Approval of the Minutes – April 18, 2018, Regular Board Meeting
- Approval of Delegated Authority Report – May
- Approval of Contract: CAT 9 Rebuild Inframe Kits
- Approval of Contract: EnerDel Energy Storage Systems
- Approval of Contract: Amendment: Partnered Solutions IT
- Approval of Contract: Rhody Express
- Approval of Contract: Diamond Express
- Approval of Contract: Thorp, Purdy, Jewett, Urness & Wilkinson, P.C.

ATTACHMENT:

- 1) Minutes from the April 18, 2018, Regular Board Meeting
- 2) Delegated Authority Report – May
- 3) Contract: CAT 9 Rebuild Inframe Kits
- 4) Contract: EnerDel Energy Storage Systems
- 5) Contract Amendment: Partnered Solutions IT
- 6) Contract: Rhody Express
- 7) Contract: Diamond Express
- 8) Contract: Thorp, Purdy, Jewett, Urness & Wilkinson, P.C.

PROPOSED MOTION: I move that the Board approve the Consent Calendar for June 20, 2018, as presented [amended].

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION

Wednesday, May 16, 2018

Pursuant to notice given to *The Register-Guard* for publication on May 9, 2018, and distributed to persons on the mailing list of the District, the Board of Directors of the District held a Special Board Meeting/Work Session on Wednesday, May 16, 2018, beginning at 3:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Carl Yeh, Vice President
Kate Reid, Secretary
Don Nordin, Treasurer
Ed Necker
Steven Yett
Aurora Jackson, General Manager
Dwight Purdy, General Counsel
Camille Gandolfi, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: April Wick

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

PRELIMINARY REMARKS BY BOARD PRESIDENT — There were no remarks.

COMMENTS FROM THE GENERAL MANAGER — There were no comments.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA — There were no announcements or agenda changes.

ITEMS FOR INFORMATION AT THIS MEETING

2018 Proposed Service Changes — Ms. Jackson said the proposed service changes were consistent with the District's following goals in using limited funding resources to deliver the most efficient and effective transit services to the community:

- Provide high-quality services
- Help people get where they are going quickly and efficiently
- Protect the highest utilized service
- Match service product with riders' demand
- Meet budgetary commitments by meeting demand with the appropriate level of service

Director of Planning and Development, Tom Schwetz, stated that more than \$3 million in new service had been added over the past 3 years, increasing both span and frequency of service. That investment had created a more complete network; however, college enrollments were down and ridership on some routes had declined as the network had changed. The intent was to match

investments in service to where transit markets were. He said typically service changes occurred during the Annual Route Review (ARR). He said the Comprehensive Operations Analysis - Transit Tomorrow - process would help staff think about how to deliver more sustainable levels of service and redesign the network to allow for things such as better transit accessibility and more direct trips. The current proposal would adjust service ahead of completion of the Transit Tomorrow process, but was consistent with that intent. The changes targeted low efficiency trips.

Mr. Schwetz said the District's updated service policy, adopted by the Board 4 or 5 years ago, called for a productivity standard of 67 percent. If a route was determined to be below 67 percent of the average daily weekday boardings for its category or class, it was considered substandard and would be reviewed by service planners.

Mr. Schwetz and Associate Service Planner, Bret Smith, reviewed and explained the rationale for the proposed changes to the following routes as set forth in the agenda materials and responded to questions:

EmX	Route 11 - Thurston
Route 12 - Gateway	Route 27 - Fairmount
Route 28 - Hilyard	Route 33 - Jefferson
Route 41 - Barger/Commerce	Route 51 - Santa Clara
Route 55 - North Park	Route 73 - UO/Willamette
Route 78 - UO/Seneca	Route 79x - UO/Kinsrow
Route 81 - LCC/Harris	Route 82 - LCC/Pearl
Route 85 - LCC/Springfield	Route 95 - Junction City

Mr. Schwetz said staff had also considered the following service changes:

Route 98 - Cottage Grove	UO Football Service
Holiday Service	

Mr. Yett noted that in the FY2019 Service Adjustment Summary agenda materials, \$275,725 in savings would be realized from eliminating the University of Oregon (UO) football service. He questioned why LTD would incur any cost for providing service when the UO Athletics Department was well funded.

Ms. Jackson said staff had been working closely with the UO Athletics Department to determine how to make the service more efficient and whether there was an opportunity for the UO to partner with LTD to support the service. She noted that LTD was part of the UO's emergency plan and buses remained on site during games to assist with evacuation in case of emergency. LTD was also a partner in helping the UO achieve its requirement in order to build the stadium; to assure a certain percentage of trips to and from the stadium were made in modes other than passenger vehicles. She said staff was continuing conversations with the UO about opportunities to help LTD finance the service. She said changes that had been considered were included on the list because public feedback might cause reconsideration of a proposed change and one of the three that were considered could be substituted. She asked for Board direction if a more forceful approach by staff was preferred.

Assistant General Manager Service Delivery, Mark Johnson, noted that Federal Transit Administration (FTA) rules prevented LTD from contracting with the UO for that service. Ms. Jackson added that the UO could provide financial support to LTD, but could not dictate how the service was provided. She said FTA rules prohibited LTD from competing with private charter

companies. LTD provided the service because it benefited the community by reducing congestion and providing access to UO football games. She said her approach to discussions with the UO blended what LTD had historically provided with its direction for the future and fiscal responsibility. The extent to which she stressed financial issues would be based on the Board's direction.

Mr. Yett stressed that LTD's service had allowed the UO to build a large stadium and have athletic activities that generated very large revenues. LTD's services allowed there to be heavily attended football games because both parking and emergency evacuation requirements were being met. LTD should not be losing money to provide those services when football games generated so much money; the \$250,000 it cost LTD could be put to better use to meet the District's needs. He said the UO should be asked to pay LTD the amount it costs to provide the service or use another vendor.

Mr. Necker asked about the role of First Student in the transportation to football games. Mr. Smith explained that First Student and LTD were partners. Service consisted of 80 buses: LTD provided 40 and First Transit provided 40. LTD also provided the ground crew to support the operation and assured all modes of transportation had the ability to move safely in and around the stadium. Plans for the next season called for LTD to provide 35 buses and First Transit to provide 45. First Transit contracted with the UO and he did not know the amount of the contract. He said LTD also paid for the park and rides as part of its service.

Ms. Jackson said there was not a proposal to eliminate the service, but as part of the surgical approach to services staff was reviewing it as an option if other service reductions were not accepted. She said historically LTD had protected the service for football games and when FTA rules had prohibited providing it as a charter, LTD felt it still had value and did not want to eliminate the service. She said this was the first review of that service and it sounded like the Board had an interest in a financial partnership with the UO in order to continue with the service.

Mr. Yeh remarked that the service was valuable to LTD because it exposed many people to transit who might not otherwise ride the bus.

Ms. Reid asked what the impact of changing how football game service was provided would be on LTD's relationship with the UO. Director of Public Affairs, Edward McGlone, explained that there were two revenue components to the UO's group pass program. The first was the faculty and graduate student program, funded by the UO and generating about \$350,000 in annual revenue. The second was the UO students, funded through student fees and agreed to by the elected student body government and generating about \$900,000 annually. The combined contracts totaled around \$1.25 million annually. There had been no discussions about how changing football service might have an impact, but some students had expressed concern about proposed changes to routes used by students specifically. He said the UO did not contribute to advertising revenue, although, previously the UO Athletics Department did have exclusive rights to purchase about \$150,000 of advertising on the EmX route. This was no longer viable because the advertising contract undervalued the product and the FTA determined the contract was non-compliant with competitive bidding standards. He said LTD advertised the football game service because it was in the District's best interest to generate ridership and engage a certain ridership that was not typically engaged through the rest of LTD's services.

Mr. Yett questioned the value of promoting football game ridership when there was little chance of recovering the loss. Mr. McGlone said the value of continuing the service had been a policy

decision of prior boards, but the Board could determine if that was a position it still wished to support.

Mr. Necker said the return on investment was not financial, but it was in terms of customer outreach and community support.

Ms. Reid asked if the football service was eligible for State Transportation Improvement Fund (STIF) funding. Mr. McGlone said STIF funds could be used, but the program would not meet STIF criteria that LTD was expected to report on.

Mr. Yett said if the Board decided to continue with football game service, LTD needed to do a better job of communicating to the community what it was doing and how much it would cost the District. He had not had any feedback from the public about the value of the service.

Mr. Yeh said that he agreed with Mr. Yett. He said if the Board wanted to continue the service, it should explore how to recover the costs of providing the service.

Mr. Wildish pointed out that the football service provided a value to the community by greatly reducing the time it took to travel to and from games, and the community needed to recognize that congestion and traffic jams prior to the service were terrible.

Mr. Schwetz said the discussion had identified key issues, such as whether the football service was part of LTD's core service and if the service was discontinued, as much as 12 hours could be put back into another service. He said options for the Board to consider included accepting the proposed service adjustments and moving forward or modifying football service or other changes and applying those cost savings to some of the higher productivity trips. He said the public comment period had been open since May 7 and a public hearing would be held at the Board's regular meeting that evening. Comments would be accepted through June 20 and the Board would be asked to take action at its meeting on that date. Service changes would be implemented on September 16, 2018.

Ms. Reid asked if it would cost the UO in the range of \$250,000 to hire another provider if LTD discontinued its football service. Ms. Jackson said the UO would absorb the full cost of contracting with another provider such as First Transit for transit and ground services. Mr. Johnson estimated the cost would be \$50-60,000 per game. Mr. Schwetz added that the cost for LTD to provide the service was around \$350,000, with about \$95,000 of that recovered through fares.

Ms. Jackson said there appeared to be interest in pursuing more, or full, cost recovery on the football service. She said staff continued to solicit input on potential service changes from the community, including UO students and the Accessible Transportation Committee, and that feedback would be provided to the Board.

Mr. Wildish noted that the proposed changes to EmX Gateway service responded to considerable public input. He asked Board members to indicate their positions on the football service and provide direction to staff.

Mr. Yeh suggested a graduated approach to achieving full recovery of the cost of providing service.

Mr. Nordin said that he agreed with Mr. Yeh's suggestion. He said the entire community benefited from the service and LTD should not have to subsidize it.

Ms. Reid said that she felt it was irresponsible to decrease another service without asking the UO to provide some financial support for the football service. She said that her only concern was the possible impact on UO group pass programs. She said that she supported achieving full recovery over time.

Mr. Yett said that he preferred a stronger approach to full cost recovery. He said the UO football program had a large amount of money and did not believe that taking a harder line would endanger the group pass programs, which was important to the UO.

Mr. Wildish encouraged strong negotiations on the football service. The group pass programs were very important to faculty and students and it was unlikely the UO would be willing to eliminate them. Additionally, the UO needed a public transportation service to facilitate its football program.

Ms. Jackson said staff would take a firmer approach about moving toward more cost recovery based on the Board's direction.

Mr. Nordin asked if the proposed change to route No. 98 continued a trip into Cottage Grove or turned around at Walmart. Mr. Schwetz said the route would end at Walmart. Mr. Schwetz said the estimated savings were based on a turnaround at Walmart.

Mr. Nordin said that he felt turning around at Walmart was a mistake as it would not allow for any interaction with the community, being isolated at the edge of town. Ms. Jackson noted that the change to No. 98 was not being recommended, but if the Board wanted it to be considered, the staff would engage in discussions and coordination with South Lane Wheels. Currently, it was not being pursued as an option.

Mr. Wildish said the No. 98 option, which would provide a cost savings of \$115,000, was worthy of consideration. Ms. Jackson said staff was developing recommendations for improving rural service, including to Cottage Grove, and those would be presented in late fall or early winter.

Mr. Yett asked for clarification on the option to eliminate service on four holidays. Mr. Schwetz said the four holidays were ones eliminated during the depths of the recession and the option considered the savings if those were again eliminated. He said staff was not recommending the option because those who depended on holiday service really needed it and the cost savings was not very large.

Mr. Yett said that he agreed that if someone had to work on a holiday and did not have a car, the service was very valuable.

In response to a question from Mr. Yeh, Mr. Smith said the proposed change to No. 12 would eliminate the frustration riders felt when the bus came into the station just as other buses were leaving, by slightly adjusting its schedule.

Mr. Yeh said he had observed that park and ride usage on No. 79x had decreased significantly.

Mr. Wildish thanked the Board for a thoughtful discussion of the proposed changes.

MPO Funding Projects — Mr. Schwetz said both LTD and Point2point were part of the Metropolitan Planning Organization (MPO) process and he and Transportation Options Manager, Theresa Brand, would present the projects being proposed for MPO funding. He said traditionally the projects had not come before the Board and a new strategy of presenting them would make LTD's process consistent with that of its partner agencies. He said the funds were federal and local decision-making determined how they were spent. He said the funds, which provided funding for a wide variety of transportation improvements, were Surface Transportation Block Grants (STBF), Transportation Alternatives Program (TAP) and Congestion Mitigation, and Air Quality (CMAQ). He said projects must address the following regional priorities:

- Improve safety
- Preserve existing transportation assets
- Preserve or enhance transit services
- Reduce greenhouse gas emissions

Mr. Schwetz described the four LTD projects to be proposed for funding:

1. Frequent Transit Network Safety and Amenity Improvements
Total cost: \$1.68 million (10.27 percent match) Grant amount: \$1.5 million
2. Fleet Procurement Plan
Total cost: \$140,000 (10.27 percent match) Grant amount: 125,000
3. Fleet Procurement
Total cost: \$1.25 million (20 percent match) Grant amount: \$1 million
4. MovingAhead Design and Preliminary Engineering
Total cost: \$1.15 million (10.27 percent match) Grant amount: \$1 million

Ms. Brand said Point2point projects were developed from regional conversations and either supported local transportation system plans or the Our Town Regional Transportation Options plan. She said that two Safe Routes to Schools programs had previously been funded through CMAQ dollars. She described new projects to be proposed:

1. Regional New Resident Outreach Program
Total cost: \$125,000 Match: In-kind provided by Point2point
2. Coburg Bike Hub Demonstration Project
Total Cost: \$45,000 Match: In-kind provided by the City of Coburg
3. Safe Routes to Schools Program Assistance
Total cost: \$60,000 Match: In-kind provided by school districts
4. Safe Routes to Schools Bicycle and Pedestrian Program Expansion to Gold Level
Total Cost: \$251,000 Match: Not required
5. Safe Routes to Schools Program Funding
Total Cost: \$492,752 Match: Not required

Mr. Schwetz said that \$17.3 million in federal funds would be programmed over the next three years and the list proposed by the Transportation Planning Committee (TPC) totaled almost \$21 million. He said the gap was not unusual at this stage of the funding and would be closed as applications were reviewed and staff discussions and negotiations began.

Ms. Reid asked if the City of Eugene was a partner on any of the Safe Routes to Schools proposals. Ms. Brand said that while the city was a major supporter, it was not a funding partner. LTD was the sole grant agent for the program. She said Point2point contracted with River House to provide bicycle education services.

Ms. Reid asked if the City of Eugene would be a co-applicant on the MovingAhead proposal. Mr. Schwetz said the city was not a co-applicant for this proposal, but he was discussing with City staff how bicycle, pedestrian, and transit improvements could be coordinated in the future.

Mr. Nordin asked if the school districts were contributing funding to the Safe Routes to Schools program and whether any funds were being used for infrastructure, such as sidewalks. Ms. Brand said she had asked the districts if they were able to provide some funding last year. Bethel and Eugene 4J were not able to contribute financially, but Springfield did provide half of the Safe Routes to Schools coordinator's salary. She said two years ago an infrastructure prioritization process around all of the schools was started by the coordinators and that information would be used to determine what the region would request in statewide Safe Routes to Schools infrastructure funding. She said the state funds could not be used for program operations.

Mr. Wildish asked if match requirements for the Point2point proposals would have an impact on the LTD General Fund budget. Ms. Brand replied that she did not submit applications for funding if she did not have the necessary match already. She said programs would be managed by current staff or by staff hired specifically for a project and only during the period of time project funds were available.

Ms. Reid encouraged staff to consider which proposals might also be eligible for STIF funding when prioritizing the MPO project list.

Ms. Jackson asked if the Board had any direction for staff regarding projects that the Board considered the highest priority as discussions with the TPC got under way.

In response to a question from Mr. Necker, Mr. Schwetz said LTD would be applying for \$1 million to assist with fleet procurement, specifically electric buses. The \$1 million would be pooled with other funds the District had to achieve the procurement.

Ms. Reid said that she felt that the Frequent Transit Network Safety and Amenity Improvements and Safe Routes to Schools were very important to the community and should be the highest priority. LTD's funding requests for those projects should not be reduced during negotiations.

Mr. Schwetz said the Frequent Transit Network project was probably the most flexible in terms of funding needed and there were many other funding sources that could be used.

Discussion of Board Committees — This item was postponed to a future meeting.

IT Analysis Update — This item was postponed to a future meeting.

ADJOURNMENT — Mr. Wildish adjourned the meeting at 5:07 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Kate Reid
Board Secretary

Camille Gandolfi
Clerk of the Board

Date Approved: _____

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, May 16, 2018

Pursuant to notice given to *The Register-Guard* for publication on May 9, 2018, and distributed to persons on the mailing list of the District, the Board of Directors of the District held a Regular Board meeting on Wednesday, May 16, 2018, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Carl Yeh, Vice President
Kate Reid, Secretary
Don Nordin, Treasurer
Ed Necker
April Wick
Steven Yett
A.J. Jackson, General Manager
Dwight Purdy, General Counsel
Camille Gandolfi, Clerk of the Board
Lynn Taylor, Minutes Recorder

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

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

COMMENTS FROM THE GENERAL MANAGER — Ms. Jackson announced that LTD had the largest employer group participating in the Business Commute Challenge. That demonstrated how well it had been integrated into the District's organizational culture. She said that upcoming Point2point events would be placed on the Board's calendar.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA — There were no announcements or agenda changes.

BOARD CALENDARS — Ms. Jackson said paper copies of the calendar would be provided until technical difficulties with the electronic version were resolved. She highlighted several upcoming events, including the Better Eugene-Springfield Transportation annual event on May 22, the Business Commute Challenge wrap-up party on May 24 and a meeting of the Main Street Governance Team meeting on June 5.

EMPLOYEE OF THE MONTH – JUNE — The Board recognized Bus Operator Jonathan Bolden as the June 2018 Employee of the Month. Mr. Wildish presented Mr. Bolden with his award and thanked him for his outstanding service and dedication to LTD's mission. Mr. Bolden thanked the Board and said he was honored to receive it. He said his father, Norm Bolden, who is a retired LTD bus operator, had also been an Employee of the Month and he was following in his footsteps. He saluted the other nominees for June Employee of the Month who had made contributions to LTD and the community. He felt his calling was to use words of encouragement to inspire and motivate the youth of the community.

AUDIENCE PARTICIPATION — Mr. Wildish explained the procedures for providing public testimony.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), issued an invitation to BEST's annual supporters' party on May 22. He said that he was pleased that the Comprehensive Operations Analysis was moving forward. It was an important project for LTD and the community and would provide information to help inform the community and LTD decisions in the future.

PUBLIC HEARING: FISCAL YEAR 2018-2019 PROPOSED BUDGET — Director of Finance, Christina Shew, presented an overview of the proposed budget. She said the budget had been reviewed by the Board and the Budget Committee, public comments had been open since April, and this was the third public hearing. She reviewed the changes made since receiving public comments and Budget Committee recommendations. She said while the Budget Committee did approve the budget as presented, it had recommended eliminating the line of credit and reducing reserves by \$1 million. She said if the Board opted to pursue a line of credit, debt service would also be reflected in the budget. Options before the Board were to approve the budget as approved by the Budget Committee with the line of credit and debt service costs, or adopt the budget without the line of credit and modify the reserve policy to allow for a lower reserve amount. She said other changes were minor in nature and did not change any totals.

Ms. Shew said she would be reviewing the fund balance policy annually to determine if changes were needed. Based on input from the Budget Committee, she was recommending changes to the reserve policy as follows:

- Change the reserve requirement from the current two-three month timeline to two-six month timeline
- If reserves were not met, a restoration plan to correct that must be developed within six months and the problem resolved within a three-year period
- Restoration options were also provided
- If excess reserves were accrued, they would be appropriated for non-recurring expenses
- The Board could choose to adopt an annual budget that did not maintain a minimum fund balance of two months

Mr. Wildish opened the public hearing.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), commented that due to a taxpayer error, LTD experienced a revenue shortfall and had to take back some service. He said that he hoped that LTD had established internal checks and balances and an oversight process that would detect those problems early. He noted that almost \$1 million in federal funds had been spent on the Main Street project, but the public was not aware of the total cost for that particular project and that information was not available within the budget. He urged the District to provide information to the public on the funds spent on a project, the outcomes, and whether there had been a good return on that investment.

Mr. Wildish determined no one else wished to speak and closed the hearing.

PUBLIC HEARING: 2018 PROPOSED SERVICE CHANGES — Director of Planning and Development, Tom Schwetz, provided a brief summary of the proposed detailed service changes described in the agenda materials. He said staff had taken a surgical approach by making slight adjustments to lower productivity routes. He said one of the goals was to protect the span of

service and minimize the overall impact. The proposed route adjustments his staff recommend are the following:

EmX	Route 11 - Thurston
Route 12 - Gateway	Route 27 - Fairmount
Route 28 - Hilyard	Route 33 - Jefferson
Route 41 - Barger/Commerce	Route 51 - Santa Clara
Route 55 - North Park	Route 73 - UO/Willamette
Route 78 - UO/Seneca	Route 79x - UO/Kinsrow
Route 81 - LCC/Harris	Route 82 - LCC/Pearl
Route 85 - LCC/Springfield	Route 95 - Junction City

Mr. Schwetz said his staff had also considered changes to the following services, but they were not recommending them at this time:

Route 98 - Cottage Grove	UO Football Service
Holiday Service	

Mr. Wildish opened the public hearing.

Rob Zako, Eugene, representing the BEST Board of Directors, said he understood that LTD was not doing its usual Annual Route Review (ARR) this year. He said the ARR included an extensive public outreach effort to preview the proposed changes and obtain community feedback. It did not appear that such an effort had been made for the proposed service changes and it appeared LTD was trying to make service cuts without informing the public. He urged LTD to make every effort to assure affected stakeholders recognized the changes that were being proposed. He said BEST recognized there had been unfortunate and painful shortfalls in LTD's budget and the proposed changes were a prudent way to try and address that, which BEST generally supported, but had not had an opportunity to review in detail. He said the proposed changes to Gateway EmX were significant and extra efforts should be made to inform business owners and others along the route that changes were being considered.

Mr. Wildish determined no one else wished to speak and closed the hearing.

Ms. Wick asked for a description of community engagement in the past when service cuts were proposed and a discussion of how that process could have been more robust for the currently proposed service changes.

Ms. Jackson said during previous years Board members were asked to go out into the community and that last year a meeting was held at Churchill High School. She said some general comments were received, but they were not related to specific service changes. This year was a different situation because the District was responding to financial circumstances and a different type of outreach was conducted with impacted parties. She said staff was present at community events to answer questions and had made presentations to relevant groups, such as the Accessible Transportation Committee. Director of Public Affairs, Edward McGlone, added that the ARR typically resulted in more substantive changes to routing and a broader outreach campaign was used. He said the proposed service adjustments consisted primarily of frequencies and scheduled time-points. He said materials published on the LTD website on May 7 explained the changes and generalities of how times might be adjusted. The specific time changes took somewhat longer to provide because service planners had identified certain low performing trips, but needed additional time to readjust the full schedule to minimize gaps. He

said now that the new timetable was available, staff would be at the Eugene and Springfield stations to discuss the impact with riders. He said notification of the public hearing was published in May's *Bus Talk*, distributed through LTD's newsletter, posted on each bus, and on LTD's Facebook page. He said more details of the changes would be published in June's *Bus Talk*.

Mr. Wildish said staff should be prepared for the public reaction once the details of service changes were available and riders understood the impacts.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** — Ms. Reid moved to remove the Delegated Authority Report-April from the Consent Calendar. Ms. Wick provided the second.

VOTE The motion was approved as follows:
AYES: Necker, Nordin, Reid, Wick, Wildish, Yeh, Yett (7)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

MOTION Ms. Reid moved that the Board approve the Consent Calendar for May 16, 2018, as amended. Mr. Yeh provided the second. The Consent Calendar consisted of the Minutes from the April 18, 2018, Regular Board Meeting.

VOTE The motion was approved as follows:
AYES: Necker, Nordin, Reid, Wick, Wildish, Yeh, Yett (7)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

MOTION Mr. Yeh moved that the Board approve the Delegated Authority Report-April, as presented. Ms. Wick provided the second.

Ms. Reid declared a conflict of interest because of an item related to Willamalane Park and Recreation District and abstained from voting.

VOTE The motion was approved as follows:
AYES: Necker, Nordin, Wick, Wildish, Yeh, Yett (6)
NAYS: None
ABSTENTIONS: Reid (1)
EXCUSED: None

Adoption: Proposed Fund Balance Policy — Ms. Shew noted that the item had been discussed during the presentation of the Fiscal Year 2018-2019 Proposed Budget.

In response to a question from Ms. Reid, Ms. Shew said she planned to conduct an annual review of the policy.

MOTION Mr. Yeh moved to approve Resolution 2018-05-16-11 adopting the revisions to the LTD Fund Balance and Budgetary Reserve Policy as presented. Mr. Yett provided the second.

VOTE The resolution was approved as follows:

AYES: Necker, Nordin, Reid, Wick, Wildish, Yeh, Yett (7)

NAYS: None

ABSTENTIONS: None

EXCUSED: None

MOTION Approval: Fiscal Year 2018-2019 Proposed Budget — Mr. Yeh moved that the Board of Directors of Lane Transit District hereby adopt the budget for Fiscal Year 2018-2019, of a total combined fund sum of \$97,851,910 now on file at the LTD offices, with a line of credit. Mr. Yett provided the second.

VOTE The resolution was approved as follows:

AYES: Necker, Nordin, Reid, Wick, Wildish, Yeh, Yett (7)

NAYS: None

ABSTENTIONS: None

EXCUSED: None

ITEMS FOR INFORMATION AT THIS MEETING

Comprehensive Operations Analysis (COA) Update — Mr. McGlone said the timelines for the COA and MovingAhead projects, presented at the Board's February 2018 retreat, remained about the same; although he wanted to discuss a timing decision based on proposed service changes on which the Board needed to provide some guidance.

Mr. McGlone said that the COA process was generally on schedule, with the public involvement process scheduled to begin in June. He described various components of that process. He said technical work by Jarrett Walker and Associates consultants was under way, including the pedestrian network analysis and data analysis relating to the District's existing services. Those would be used to develop a choices report that identified a number of options for the community to consider as it deliberated on the future of its transit system. He summarized the public engagement process related to the choices report, leading to a stakeholder's forum, to address the key issues and provide some initial direction on community vision. He said the COA project had been renamed Transit Tomorrow to better reflect its purpose to the community.

Ms. Reid expressed concern about the timing of the stakeholder forum, which was within a day or two of United Way's forces of change meeting. She said it was likely that many of the same participants would be invited to the stakeholder forum and that could decrease attendance, particularly by elected officials. Mr. McGlone said the stakeholder forum would consist of community members and staff from various agencies who could speak to the needs of transit users. Elected officials would be engaged in a different manner.

Mr. McGlone stated that the Transit Tomorrow schedule was adopted before the service change proposal had emerged. The consultants for both the technical work and for public engagement had expressed concern about holding the stakeholder forum simultaneously with the public involvement process on the service changes. Those concerns included confusion by stakeholder forum participations about the nature of its discussion and the impact community tension over lost service might have on the effectiveness of the forum to look toward the future. Consultants had asked that the stakeholder forum be postponed four to eight weeks until the middle or latter part of July. He said that would delay the entire timeline of the project by that amount and staff felt that a decision should be based on the Board's direction.

Mr. Necker said that he felt the consultant's concern about confusion of issues was valid, but was also concerned about the impact of delaying the timeline on the Transit Tomorrow project.

Ms. Reid said she was not in favor of delaying the Transit Tomorrow process because of the community's interest in having the project move forward. She agreed that messaging for public engagement in Transit Tomorrow and the proposed service changes might be confusing and suggested refining the messages for both to clarify intent and purpose. Mr. McGlone said staff had been developing a series of messaging strategies and approaches to hosting the forum that would support a productive conversation because the Transit Tomorrow timeline was of concern to both the Board and community stakeholders.

Mr. McGlone said the project was on time to host the stakeholder forum within the scheduled timeframe on June 12. If it was delayed, that would delay the timeline for the entire project. He said there were two pathways and while staff believed they would both be successful, one had a higher risk. The lower risk approach would delay the stakeholder forum. He said staff had plans to manage the risk associated with maintaining the current schedule, but was aware the Board was sensitive to having public processes that did not go well. He said consultants were strongly urging the less risky approach of delaying the stakeholder forum.

Ms. Reid asked if accepting the consultants' recommendation of a six to eight week delay would affect the timing of grant applications for STIF and MPO funding. Mr. McGlone said the results of Transit Tomorrow, and any associated service change implementation, would occur in Fiscal Year 2020 and would not impact current funding proposals to be submitted in the winter of 2018. He said another application for STIF funding could be made in May 2019, but even adhering to the current Transit Tomorrow schedule would not align its results with that application period.

Mr. Wildish asked if there would be unintended consequences to delaying the Transit Tomorrow process, such as losing momentum on other projects or incurring additional costs for an extended timeline. Mr. McGlone said staff had considered those potential consequences and determined none would occur because the Transit Tomorrow cost was based on a product delivered, not time spent. Loss of momentum might occur if the public involvement process began and then was suspended; public involvement had not yet begun so this was the appropriate time to make a decision on the project schedule. He reiterated the consultant's concerns about timing and the potential impact of the substantial changes to Gateway EmX on Transit Tomorrow's focus regarding a long-term vision instead of current changes, as well as community confusion about the two issues.

Following a discussion among Board members on a preferred approach to the Transit Tomorrow schedule, Mr. Wildish said there was consensus to avoid delays in the timeline and manage as closely as possible to the current schedule.

State Transportation Improvement Fund (STIF) Process Update — Ms. Jackson said eligible STIF projects could be implemented and eligible for reimbursement as of July 1, 2019. The first application window is in November 2018, with a second application window in May 2019. She said LTD, as a qualified entity for Lane County, was required to establish and adopt bylaws for an advisory committee, develop a written plan and a list of projects, adhere to STIF rules, and report on STIF activities. She said at this point a timeline for managing the program and draft advisory committee bylaws had been developed. She said the bylaws would be finalized when the state had completed its STIF rule-making.

Ms. Jackson said a tentative agreement had been reached with Lane Council of Governments (LCOG) to assist with administrating the STIF program, including staffing the advisory committee and rural coordination, as managing the reporting requirements. She said the agreement with LCOG would be for two or three years and in an amount that would fall under her contracting authority, unless the Board objected. She said the Strategic Planning Committee (SPC) had been engaged in a discussion of the new STIF program and formation of the new advisory committee. She said advisory committee membership applications would be issued at the end of May. Membership was open to SPC members who met the eligibility requirements and representation from outside LTD's boundaries would be solicited with LCOG's assistance. She said the bylaws and recommendations for advisory committee appointments would come before the Board at its July 2019 meeting. The committee's first meeting would occur in August.

Ms. Jackson said staff would review LTD's Long-Range Transit Plan to assure that any projects recommended for STIF funding were consistent with the plan and aligned with current projects in the Capital Improvements Program (CIP).

Mr. Necker asked about the role of the Accessible Transportation Committee in the STIF process. Ms. Jackson replied that the Board had multiple advisory committees, but three of them were mandated: the Budget Committee, the Special Transportation Fund (STF) committee that was a subset of the ATC, and the STIF advisory committee. She said ATC members could apply for STIF advisory committee membership if they met membership requirements. She said revised bylaws were being presented to the Board in order to clarify the purpose and function of each of its advisory committees.

Ms. Reid said the SPC had agreed to serve as the STIF advisory committee, with additional members, to meet HB 2017 requirements for committee composition. She asked if SPC and STIF advisory committee bylaws would be the same. Ms. Jackson noted that SPC members would need to meet membership criteria for the STIF advisory committee. She said there would be separate bylaws for the SPC and STIF committees. She emphasized that LTD would be the recipient of STIF funds for Lane County and the advisory committee would make recommendations for project funding to the Board. LTD would enter into agreements with subrecipients.

Board Member Reports — Mr. Nordin reported the LaneACT (Area Commission on Transportation) had discussed bylaws for the ACT and LCOG. Concern had been expressed by LaneACT members about not being included in the STIF process.

Ms. Reid reported that the Oregon MPO Consortium had discussed the STIF program at its last April meeting, as well as priorities for the 2019 legislative session, Safe Routes to Schools infrastructure grant program, and the Oregon Public Transportation Plan being developed by the Oregon Department of Transportation. The discussion of legislative priorities focused on funding for infrastructure upgrades and road maintenance, with an emphasis on areas outside the Portland Metro.

Ms. Reid said the SPC decided to postpone making a recommendation to the Board regarding LTD's role on the Main Street project Governance Team until its June 5 meeting. She explained concerns about LTD being seen as having a leadership role in a potentially controversial project when it was not actually a partner in that project and only provided technical support at the staff level.

Mr. Wildish asked to have a discussion of LTD's involvement in the Main Street Governance Team on the agenda for the Board's June 20 meeting.

Monthly Financial Reports - March — Ms. Shew thanked the Board for its approval of the Fiscal Year 2018-2019 budget. She reviewed the March 2018 Year-to-Date financial report provided in the agenda packet, noting key drivers for revenues and expenditures in the General Fund, Medicaid Fund, Accessible Services Fund, and Capital Projects Fund.

Monthly Cash Disbursements - April — Mr. Wildish thanked Ms. Shew for the footnotes explaining certain checks as it was very helpful. He observed that LTD expenditures had a significant impact on the local economy.

In response to a comment from Ms. Wick, Ms. Shew explained the process for reviewing and approving checks. She encouraged Board members to let her know if explanatory information was needed for any disbursement and she would provide a footnote in the report.

Monthly Grants Report - April — Ms. Wick asked about the status of the Fern Ridge Path improvements project as there were still unspent grant funds. Ms. Jackson said all work had been completed and reimbursements were still being finalized. The new CIP report format would include details of status, funding, and cash flow of each project.

Monthly Performance Reports - April — Mr. Wildish remarked that the proposed service changes would result in improvements to some of the performance statistics.

Monthly Department Reports - May — Ms. Wick asked if a report was available on exclusions from riding the bus. Ms. Jackson said that information was provided in the annual safety report.

ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD — Mr. Yeh requested an update on LTD's in-house public safety program.

In response to a question from Mr. Wildish, Assistant General Manager Service Delivery Mark Johnson said LTD was in negotiations with Greyhound to lease space at the Springfield Station, with operations expected to begin sometime during the summer. He said space in the station was being upgraded for that purpose and Greyhound anticipated operating about 13 buses per day from Bay H. He said the agreement would be to rent about 400 square feet and would pay \$10,000 for the facility updates, monthly costs of \$1,000 for additional public safety services, \$150 for utilities and \$450 for the space. The lease would be for four years, with the rent reviewed annually. He said LTD was working closely with the Springfield Police Department as the project moved forward.

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

LANE TRANSIT DISTRICT:

ATTEST:

Kate Reid
Board Secretary

Camille Gandolfi
Clerk of the Board

Date Approved: _____

**LANE TRANSIT DISTRICT
DELEGATED AUTHORITY REPORT
May 2018**

DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	FREQUENCY	CONTRACT VALUE	SIGNER	NOTES
05/02/2018	Phoenix Business Solutions dba Partnered Solutions	Amendment One to Contract 2018-11PS for IT Assessment	Amendment	April 13, 2018 - Jan. 31, 2019	NA	NA	A. Jackson	Extends assessment due date to May 18, 2018
05/02/2018	Chambers Construction Company	Task Order No. 201605-2018-003	Task Order	May 1, 2018 - July 31, 2018	NA	\$ 33,170.00	J. McCormack	Springfield Tenant Improvements
05/02/2018	Chambers Construction Company	Task Order No. 201605-2018-004	Task Order	May 2, 2018 - July 31, 2018	NA	\$ 29,691.00	J. McCormack	Customer Service Center Building Access Control
05/04/2018	Womenspace, Inc.	Group Pass Agreement	Group Pass	May 1, 2018 - ongoing	Auto Renew	\$ 5,723.52	A. Jackson	
05/07/2018	Pacific Armored Inc.	Ticket Vending Machine Collection Services	Firm, Fixed, Monthly Fee	May 22, 2018 - May 31, 2020	2-year base; plus 3 option years	\$ 142,750.00	A. Jackson	
05/07/2018	Chaves Consulting, Inc.	Electronic Records Subscription Service	Subscription Service	April 18, 2018 - April 17, 2028	yearly auto renewals	\$ 22,200.00	A. Jackson	
05/11/2018	Macerich Valley River Center	Special Event Parking and Shuttle Service	Revocable License	June 1, 2018 - Dec. 31, 2022	Auto Renew	\$ -	C. Beard	For Five Year Term
05/14/2018	Elms Landscape Services, Inc.	Amendment One to Contract 2017-08 for Landscaping Service	Amendment		1 Year base; plus 4 option years	\$ 190,761.00	A. Jackson	Amends contract to add an additional \$23,905 to Base Year 1 and 2 for Willow Creek Facility, Facility Maintenance Building, flowers, and spraying
05/16/2018	ALKO Hotels	Group Pass Agreement	Group Pass	May 21, 2018 - ongoing	Auto Renew	\$ 3,252.00	A. Jackson	
05/24/2018	Eugene Emeralds Baseball Club	In-Kind Trade Agreement	Trade Agreement	2018 Season	One Time	\$ -	A. Jackson	
05/22/2018	Lane County	Transportation Demand Mangement (TDM) Program Contribution	IGA	May 22, 2018 - June 30, 2021	3-year agreement	\$ 5,000.00	A. Jackson	
5/18/2018	My Workforce Analyzer - Sage Software, Inc.	Software for Affordable Care Act Reporting	Addendum	May 18, 2018 - ongoing	One Time	\$ 2,000.00	A. Jackson	Adds a module to ABRA software to assist with ACA compliance
5/21/2018	PeaceHealth Sacred Heart Medical Center - RiverBend	Amendment One to Contract 2018-28 for Park & Ride during UO Events at Autzen Stadium	Amendment	April 27, 2018 - Nov. 17, 2018	NA	\$ -	C. Beard	Amends contract language
5/30/2018	Protective Services, LLC	Amendment Three to Contract 2013-17 for Armored Car Service	Amendment	June 1, 2018 - Nov. 30, 2018	One Time	\$ 3,000.00	C. Beard	Extends contract until a new provider is selected through solicitation process.

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT APPROVAL – GILLIG, LLC

PREPARED BY: Ernie Turner, Fleet Maintenance Director

ACTION REQUESTED: Approval

Please disclose any actual or potential conflict of interest.

PURPOSE/OBJECTIVE: This action will authorize the general manager to enter into a five (5) year Contract with Gillig, LLC., for the procurement of eleven (11) CAT C9 Rebuild Inframe Kits, plus cores.

DESCRIPTION/JUSTIFICATION: Procurement of CAT C9 engine kits on an as need basis. These engines are approaching the end of their expected service life and are in need of reconditioning.

CAT C-9 REBUILD INFRAME KIT – LTD SERIES 6100 & 7100

LTD PART NO.	Estimated Quantity (Over 5 years)	Unit Price	Extended Price
10198	11	24,601.40	270,615.40

Core Charges	
Part No.	Unit Price
20R-0437	1756.91
10R-3069	562.30
10R-8728	578.30
10R-8157	166.38
10R-4844	162.17
10R-1998	55.33
10R-3463	27.67
10R-5406	177.90
Unit Price	3,486.96
Extended Price	38,356.56
TOTAL 5 YEAR CONTRACT AMOUNT	308,971.96

CONTRACT HISTORY: The District currently does not have a contract with any vendor to procure these kits. This is the first time LTD has done an overhaul on the CAT C-9 engines.

PROCUREMENT IMPACT: On March 5, 2018, LTD sent out Invitation for Bid (IFB) No. 2018-10 through eBid eXchange seeking a qualified contractor to provided bus parts for the Hybrid fleet. Bids were due on March 30, 2018, by not later than 11:00 a.m. (Pacific). LTD received four bids in response to its solicitation via its eBid eXchange Procurement Portal. Each Contractor bid on specific parts within the solicitation. LTD conducted a Single Bid Analysis for each Contractor:

<u>Contractor</u>	<u>Parts</u>	<u>Base Contract Value</u>	<u>Status of Contract</u>
Cummins	(8) ISL Engine Kits LTD SERIES 9100 & 1000	\$80,475.84	<ul style="list-style-type: none"> • Purchase Order will be issued as the contract for (4) ISL Engine Kits. • There will be potentially (4) ISL Engine Kits issued in Fiscal Year 18/19 with a Request for Quote (RFQ).
	(3) ISL Engine Kits LTD SERIES 1400	TBD	<ul style="list-style-type: none"> • There will be potentially (3) ISL Engine Kits issued in Fiscal Year 18/19 with a Request for Quote (RFQ).
	(24) ISB Engines with AfterTreatment LTD SERIES 1100	\$628,530.00	<ul style="list-style-type: none"> • Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Determination is being made if we issue a contract for what was quoted or re-bid for Long Blocks.
Gillig	(11) CAT C-9 Engine Kits LTD SERIES 6100 & 7100	\$308,971.96	<ul style="list-style-type: none"> • Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Buy America does not apply. Pending potential non-federalized contract.
EnerDel	(48) EnerDel ESS ALL SERIES	\$2,184,000.00	<ul style="list-style-type: none"> • Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Buy America does not apply. Pending potential non-federal contract.
Pacific Power Group	(48) DPIM2 ALL SERIES	\$2,083,520.16	<ul style="list-style-type: none"> • Pending Buy America Certification
	(10) DPIM2 Rebuild Kits ALL SERIES	\$193,744.90	<ul style="list-style-type: none"> • Pending Buy America Certification
	(24) H 40 EP Drive Unit SERIES 1100	\$195,832.32	<ul style="list-style-type: none"> • Pending Buy America Certification
	(24) H 50 EP Drive Unit SERIES 6100, 7100, 9100, 1000, 1400	\$195,832.32	<ul style="list-style-type: none"> • Pending Buy America Certification

After Staff had previously determined that the Hybrid fleet bus parts would be funded with grants, it was realized that since the majority of LTD's Hybrid fleet is past its useful life in regards to the 5 percent depreciated value rule, that only part of the solicitation could be funded with federal dollars. The remaining would need to be funded by the General Fund.

This procurement was conducted in compliance with the Federal Transit Administration's (FTA) Circular 4220.1F Third Party Contracting Guidelines; Oregon Public Contracting Code; and, LTD's Purchasing Policy Rules.

POLICY IMPACT:

- Oregon Public Contracting Code and LTD's Purchasing Policy Rules require that such services be obtained utilizing a competitive solicitation process.
- LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for review and approval.

ECONOMIC IMPACT: The contract will be for a base term of one (1) year, with four (4), one (1) year options to extend, for a maximum contract term of five (5) years. The total five-year value will be \$308,971.96.

FUNDING SOURCE: General Fund.

REQUIRED REPORTING: Not Applicable.

RECOMMENDATIONS: Recommend approval of a contract with Gillig, LLC for the purchase of eleven (11) CAT C9 Rebuild Inframe Kits, plus cores.

IMPACT IF NOT APPROVED: Without having a contract in place to procure these components in a timely manner, the length of time it would take to solicit three quotes each time they are needed could potentially add additional downtime to the affected vehicle.

PROJECT CLOSEOUT TEAM: Director of Fleet Maintenance with assistance from the Materials Management Supervisor.

ATTACHMENTS: Resolution No. 2018-06-20-13

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Gillig, LLC for the purpose of procuring CAT C 9 engine kits; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

RESOLUTION NO. 2018-06-20-13

A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND GILLIG, LLC

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, the Finance Committee reviewed the proposed contract between LTD and Gillig, LLC on June 11, 2018, and recommended adoption;

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Gillig, LLC for the purpose of procuring CAT C 9 engine kits; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THE 20TH DAY OF JUNE 2018.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT APPROVAL – ENERDEL, INC.

PREPARED BY: Ernie Turner, Fleet Maintenance Director

ACTION REQUESTED: Approval

Please disclose any actual or potential conflict of interest.

PURPOSE/OBJECTIVE: This action will authorize the general manager to enter into a five (5) year contract with EnerDel, Inc. for the procurement of forty-eight (48) EnerDel Energy Storage Systems (ESS) for the District's Diesel/Hybrid buses.

DESCRIPTION/JUSTIFICATION: Procurement of ESS on an as need basis.

ENERDEL ENERGY STORAGE SYSTEM (ESS) – ALL SERIES

LTD PART NO.	Estimated Quantity (Over 5 years)	Unit Price	Extended Price
10201	48*	\$ 45,500	\$2,184,000

CONTRACT HISTORY: The District currently does not have a contract with any vendor to procure these kits.

PROCUREMENT IMPACT: On March 5, 2018, LTD sent out Invitation for Bid (IFB) No. 2018-10 through eBid eXchange seeking a qualified contractor to provided bus parts for the Hybrid fleet. Bids were due on March 30, 2018, by not later than 11:00 a.m. (Pacific). LTD received four bids in response to its solicitation via its eBid eXchange Procurement Portal. Each Contractor bid on specific parts within the solicitation. LTD conducted a Single Bid Analysis for each Contractor:

<u>Contractor</u>	<u>Parts</u>	<u>Base Contract Value</u>	<u>Status of Contract</u>
Cummins	(8) ISL Engine Kits LTD SERIES 9100 & 1000	\$80,475.84	<ul style="list-style-type: none"> Purchase Order will be issued as the contract for (4) ISL Engine Kits. There will be potentially (4) ISL Engine Kits issued in Fiscal Year 18/19 with a Request for Quote (RFQ).
	(3) ISL Engine Kits LTD SERIES 1400	TBD	<ul style="list-style-type: none"> There will be potentially (3) ISL Engine Kits issued in Fiscal Year 18/19 with a Request for Quote (RFQ).

<u>Contractor</u>	<u>Parts</u>	<u>Base Contract Value</u>	<u>Status of Contract</u>
	(24) ISB Engines with AfterTreatment LTD SERIES 1100	\$628,530.00	<ul style="list-style-type: none"> Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Determination is being made if we issue a contract for what was quoted or re-bid for Long Blocks.
Gillig	(11) CAT C-9 Engine Kits LTD SERIES 6100 & 7100	\$308,971.96	<ul style="list-style-type: none"> Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Buy America does not apply. Pending potential non-federal contract.
EnerDel	(48) EnerDel ESS ALL SERIES	\$2,184,000.00	<ul style="list-style-type: none"> Since LTD's depreciated value of the buses are over the 5% threshold the funding source must be from the General Fund and cannot be funded with Federal Dollars. Buy America does not apply. Pending potential non-federal contract.
Pacific Power Group	(48) DPIM2 ALL SERIES	\$2,083,520.16	<ul style="list-style-type: none"> Pending Buy America Certification
	(10) DPIM2 Rebuild Kits ALL SERIES	\$193,744.90	<ul style="list-style-type: none"> Pending Buy America Certification
	(24) H 40 EP Drive Unit SERIES 1100	\$195,832.32	<ul style="list-style-type: none"> Pending Buy America Certification
	(24) H 50 EP Drive Unit SERIES 6100, 7100, 9100, 1000, 1400	\$195,832.32	<ul style="list-style-type: none"> Pending Buy America Certification

After LTD determined that the Hybrid fleet bus parts would be funded with grants, it was realized that since the majority of LTD's Hybrid fleet is past its useful life in regards to the 5 percent depreciated value rule, that only part of the solicitation could be funded with federal dollars, the remaining would need to be funded by the General Fund.

This procurement solicited in compliance with the Federal Transit Administration's (FTA) Circular 4220.1F Third Party Contracting Guidelines; Oregon Public Contracting Code; and, LTD's Purchasing Policy Rules.

POLICY IMPACT:

- Oregon Public Contracting Code and LTD's Purchasing Policy Rules require that such services be obtained utilizing a competitive solicitation process.
- LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for review and approval.

ECONOMIC IMPACT: The contract will be for a base term of one (1) year, with four (4), one (1) year options to extend, for a maximum contract term of five (5) years. The total five-year value will be \$2,184,000.00.

FUNDING SOURCE: General Fund.

REQUIRED REPORTING: Not Applicable

RECOMMENDATIONS: Recommend approval of a Contract with EnerDel, Inc. for Energy Storage Systems.

IMPACT IF NOT APPROVED: Without having a contract in place to procure these components in a timely manner, the length of time it would take to solicit three quotes each time they are needed could potentially add additional downtime to the affected vehicle.

PROJECT CLOSEOUT TEAM: Director of Fleet Maintenance with assistance from the Materials Management Supervisor.

ATTACHMENTS: Resolution No. 2018-06-20-14

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with EnerDel, Inc. for the purpose of procuring replacement Energy Storage Systems ; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

RESOLUTION NO. 2018-06-20-14

A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND ENERDEL, INC.

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, the Finance Committee reviewed the proposed contract between LTD and EnerDel, Inc. on June 11, 2018, and recommended adoption;

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with EnerDel, Inc. for the purpose of procuring replacement Energy Storage Systems ; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THE 20TH DAY OF JUNE 2017.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT AMMENDMENT – PARTNERED SOLUTIONS IT

PREPARED BY: Mark Johnson, Assistant General Manager

ACTION REQUESTED: Approval

Please disclose any actual or potential conflict of interest.

PURPOSE/OBJECTIVE: This action will authorize the general manager to execute a Contract Amendment with Partnered Solutions IT (PSIT) for the implementation of Task 2 of the IT assessment.

DESCRIPTION/JUSTIFICATION: LTD has a current Contract (2018-11PS) with PSIT to perform an assessment of the LTD IT infrastructure, identify critical risks and develop a work plan to fix the areas that are most vulnerable (Task 1). Task 2 of the Contract provides for the implementation of the approved work plan, along with provision of on-going help desk and other support of the District's IT Staff. The approved work plan encompasses the fixes for the highest priority items, to include: updating outdated servers as necessary for security purposes; working with vendors to migrate as much data over to newer servers as possible; creating redundant systems for phone services and other critical systems; and, developing and testing a disaster recovery plan.

CONTRACT HISTORY: In April 2018, PSIT was awarded a Contract through a best value competitive process to provide an immediate evaluation of the District's IT systems and recommend the necessary fixes.

PROCUREMENT IMPACT: The initial Contract awarded to PSIT was based upon the projected costs for Task 1 and an estimate of probable costs for Task 2, based upon information that could be provided to them by our Staff. The total projected costs for Task 1 were estimated at \$40,000. For Task 2, PSIT projected that the requirements would be for approximately 147 hours at an hourly rate of \$128.00. However, without knowing specifically what tasks would be required, it was impossible to accurately project the total costs or required hours necessary to complete this task. Upon receipt of the deliverable from Task 1, a detailed risk report, PSIT was requested to provide the associated pricing for the implementation of the most critical items highlighted in their report. This cost proposal includes not only required labor, but also associated software and hardware requirements/purchases.

POLICY IMPACT: LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for approval. Additionally, individual or cumulative contract amendments and change orders cannot exceed the lesser of \$150,000 or ten percent (10%) of the initial contract.

ECONOMIC IMPACT: Not to exceed \$115,000. Though the IT Assessment was not planned, there is room in the IT budget as a result of at least one previously budgeted position remaining unfilled.

FUNDING SOURCE: General Fund

REQUIRED REPORTING: None

RECOMMENDATIONS: Approve the contract amendment to upgrade the critical IT infrastructure.

IMPACT IF NOT APPROVED: Staff will look at other alternatives to be able to provide the systems updates that are necessary. The systems control many of our day to day operations and should they fail, service could be severely interrupted.

PROJECT CLOSEOUT TEAM: The Director of IT and the Assistant General Manager will be working to coordinate the activity and will have final authority over the acceptance of the deliverables and the project closeout.

ATTACHMENTS: Resolution No. 2018-06-20-15

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

- 1) The change order shall be in compliance with all applicable laws and regulations.
- 2) The General Manager, or her designee, is hereby authorized to execute this change order in the amount of not more than \$115,000.

RESOLUTION NO. 2018-06-20-15

A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND PARTNERED SOLUTIONS IT

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, for those contracts authorized by the LTD Board of Directors, the LTD Board of Directors must approve individual or cumulative contract amendments or change orders that exceed the lesser of \$150,000 or 10 percent of the initial contract;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts, contract amendments, and change orders prior to those contracts, contract amendments, or change orders being presented to the LTD Board for review and approval; and

WHEREAS, the Finance Committee reviewed the proposed change order between LTD and Partnered Solutions IT on June 11, 2018, and recommended adoption.

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

- 1) The change order shall be in compliance with all applicable laws and regulations.
- 2) The General Manager, or her designee, is hereby authorized to execute this change order in the amount of not more than \$115,000.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20TH DAY OF JUNE, 2018.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT APPROVAL – KUHN INVESTMENTS DBA RIVER CITIES TAXI

PREPARED BY: Cosette Rees, Director of Customer and Specialized Services

ACTION REQUESTED: Approval

PURPOSE/OBJECTIVE: This action will authorize the general manager or designee to enter into contract with Kuhn Investments dba River Cities Taxi to operate the Rhody Express transportation service in the City of Florence.

DESCRIPTION/JUSTIFICATION: The Rhody Express is a local shuttle service within the City of Florence. The shuttle is supported by the City of Florence and the Rural General Public Program for areas with a population less than 50,000.

CONTRACT HISTORY: River City Taxicab is the current provider of the Rhody Express shuttle services. They are also a provider for the RideSource Call Center. The prior Rhody Express contract began through a procurement process in 2013 and has been updated regularly. The current contract expires on June 30, 2018. LTD underwent a full procurement process with the intention of aligning the contract with our fiscal year and biennial grant cycle. With no change in contractor, implementing a new contract should be a straightforward process. A one year base term brings the service into alignment with our biennial grant cycle, and allows for up to two extensions of two years each for a maximum of five years before the next procurement process would begin.

PROCUREMENT IMPACT: On April 7, 2018, LTD let Requests for Proposals No. 2018-13 seeking a qualified contractor to administrate and operate the Rhody Express service in Florence, Oregon. Proposals were due May 4, 2018, by not later than 5:00 PM (Pacific). LTD received four proposals in response to this solicitation via its eBid eXchange Procurement Portal:

<u>Contractor</u>	<u>Responsive?</u>	<u>Scoring</u>	<u>Base Contract Value</u>
River Cities Taxi	Yes	88	\$178,665.24
MTRWestern, LLC	Yes	75	\$228,600.00
Laurels Medical	Yes	57	\$212,800.00
Capital Transit	Yes	43	\$212,800.00

The Evaluation Committee determined that River Cities Taxi was the most responsive and responsible bidder.

This procurement was conducted in compliance with 2 CFR Part 200, the Office of Management and Budget's Uniform Administrative Requirements, Costs Principles and Audit Requirements (Super Circular), the Federal Transit Administration's (FTA) Circular 4220.1F Third Party Contracting Guidelines; Oregon Public Contracting Code; and , LTD's Purchasing Policy Rules.

POLICY IMPACT:

1. Oregon Public Contracting Code and LTD's Purchasing Policy Rules require that such services be obtained utilizing a competitive solicitation process.
2. LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for review and approval.

ECONOMIC IMPACT: The contract will be for a base term of one (1) year, with two (2), two (2) year options to extend, for a maximum contract term of five (5) years. The annual cost for these services begins at \$178,665.24 with a five-year total value of \$902,531.16.

FUNDING SOURCE: Operations are funded through Federal Formula §5311 funds matched with State STF dollars, supplemented through funds provided by the City of Florence and estimated farebox revenue. LTD owns the Rhody Express vehicle which it leases and separately provides for preventive maintenance costs. River Cities Taxi also provides ADA paratransit service which is funded out of LTD's ADA program budget.

Breakdown of Funding

§5311	\$76,328
STF	\$50,638
City of Florence	\$32,000
Estimated Farebox	\$6,500

REQUIRED REPORTING: None

RECOMMENDATIONS: Recommend approval of a contract with Kuhn Investments dba River Cities Taxi.

IMPACT IF NOT APPROVED: The upcoming contract vacancy will either need to be filled by a qualified program provider or the service discontinued.

PROJECT CLOSEOUT TEAM: Cosette Rees, Director of Customer and Specialized Services, and John Ahlen, Accessible Services Specialist are responsible for contract closeout.

ATTACHMENTS: Resolution No. 2018-06-20-16

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Kuhn Investments dba River Cities Taxi for the purpose of operation of the Rhody Express service; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

RESOLUTION NO. 2018-06-20-16

A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND KUHN INVESTMENTS DBA RIVER CITIES TAXI

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, the Finance Committee reviewed the proposed contract between LTD and Kuhn Investments dba River Cities Taxi on June 11, 2018, and recommended adoption;

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Kuhn Investments dba River Cities Taxi for the purpose of operation of the Rhody Express service; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THE 20TH DAY OF JUNE 2018.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT APPROVAL – PACIFIC CREST BUS LINES

PREPARED BY: Cosette Rees, Director of Customer and Specialized Services

ACTION REQUESTED: Approval

PURPOSE/OBJECTIVE: This action will authorize the general manager or designee to enter into contract with Pacific Crest Bus Lines to operate the Diamond Express transportation service between Oakridge and the metro area, and Dial-A-Ride service in Oakridge.

DESCRIPTION/JUSTIFICATION: Lane Transit District facilitates the provision of transportation services to rural communities within Lane County. The Diamond Express is an intercity fixed route bus service that operates between Oakridge and the Eugene/Springfield metropolitan area. The service provides four daily trips from Oakridge to downtown Eugene and four daily trips from Eugene to Oakridge. The service, open to anyone, costs \$2.50 one-way. Passengers paying \$5.00 will receive a round-trip ticket on the Diamond Express plus a Day Pass which is good on all LTD routes for the date purchased. The service in Oakridge/Westfir includes transporting older adults, at no charge, to a local meal site twice a week.

The service is administered by Lane Transit District through a selected Contractor. The program is funded through the City of Oakridge, the State's Special Transportation Fund and a Federal Transit Network and intercity grant. Grants are available on a two-year cycle.

CONTRACT HISTORY: The current contractor, Pacific Crest Bus Lines, has been operating a gap contract of 10 months after the departure of our previous RideSource services contractor. This gap contract expires June 30, 2018. LTD underwent a full procurement process with the intention of aligning the contract with our fiscal year and the biennial grant cycle. With no subsequent change in contractor, implementing a new contract should be a straightforward process. A one year base term brings the service into alignment with our biennial grant cycle, and allows for up to two extensions of two years each for a maximum of five years before the next procurement process would begin.

PROCUREMENT IMPACT: On April 7, 2018, LTD let Request for Proposals No. 2018-12 seeking a qualified contractor to administrate and operate the Diamond Express service between Eugene, Oregon and Oakridge, Oregon. Proposals were due on May 4, 2018, by not later than 5:00 PM (Pacific). LTD received four proposals in response to its solicitation via its eBid eXchange Procurement Portal:

<u>Contractor</u>	<u>Responsive?</u>	<u>Scoring</u>	<u>Base Contract Value</u>
Pacific Crest Bus Lines	Yes	84	\$218,652.00
MTRWestern, LLC	Yes	77	\$309,000.00
Laurels Medical	Yes	55	\$328,466.40
Capital Transit	Yes	42	\$328,466.40

The Evaluation Committee determined that Pacific Crest Bus lines was the most responsive and responsible bidder. A negotiation was conducted with Pacific Crest Bus Lines to attain a reduction in the proposed price. They agreed to lower their base year price to \$216,000.00.

This procurement was conducted in compliance with 2 CFR Part 200, the Office of Management and Budget's Uniform Administrative Requirements, Costs Principles and Audit Requirements (Super Circular), the Federal Transit Administration's (FTA) Circular 4220.1F Third Party Contracting Guidelines, Oregon Public Contracting Code, and LTD's Purchasing Policy Rules.

POLICY IMPACT:

1. Oregon Public Contracting Code and LTD's Purchasing Policy Rules require that such services be obtained utilizing a competitive solicitation process.
2. LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for review and approval.

ECONOMIC IMPACT: The contract will be for a base term of one (1) year, with two (2), two (2) year options to extend, for a maximum contract term of five (5) years. The annual cost for these services begins at \$216,000.00 with a five-year total value of \$1,121,768.00.

FUNDING SOURCE: The Diamond Express route is primarily funded through Federal Transit Network (FTN) and intercity grant funds matched by State Special Transportation Funds (STF) and supplemented with funding from the City of Oakridge and estimated farebox revenue. LTD owns the Diamond Express and Dial-A-Ride vehicles, which it leases and separately provides for preventive maintenance costs.

Breakdown of Current Funding

City of Oakridge Local Funds -	\$12,000
Estimated Farebox Revenue -	\$32,347
Special Transportation Fund -	\$87,562
Intercity Transit Network Grant -	\$84,091

REQUIRED REPORTING: Diamond Express service includes Federal and State grant funds and therefore require LTD contract monitoring and reporting.

RECOMMENDATIONS: Approval of a Contract with Pacific Crest Bus Lines.

IMPACT IF NOT APPROVED: The approaching contract vacancy will either need to be filled by a qualified program provider or the service discontinued.

PROJECT CLOSEOUT TEAM: Cosette Rees, Director of Customer and Specialized Services, and John Ahlen, Accessible Services Specialist are responsible for contract closeout.

ATTACHMENTS: Resolution No. 2018-06-20-17

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

- 1) The contract shall be in compliance with all applicable laws and regulations.

2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with TAC dba Pacific Crest Bus Lines for the purpose of operation of the Diamond Express and Oakridge Dial-A-Ride service; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

RESOLUTION NO. 2018-06-20-17

A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND TAC DBA PACIFIC CREST BUS LINES

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, the Finance Committee reviewed the proposed contract between LTD and TAC dba Pacific Crest Bus Lines on June 11, 2018, and recommended adoption;

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

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with TAC dba Pacific Crest Bus Lines for the purpose of operation of the Diamond Express and Oakridge Dial-A-Ride service; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THE 20TH DAY OF JUNE 2018.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT APPROVAL – CONTRACT 2018-21 THORP, PURDY, JEWETT, URNESS & WILKINSON, P.C.

PREPARED BY: Debera Massahos, Compliance Manager

ACTION REQUESTED: Approval

Please disclose any actual or potential conflict of interest.

PURPOSE/OBJECTIVE: This action will authorize the general manager to enter into contract with Thorp, Purdy, Jewett, Urness & Wilkinson, P.C. (Thorp Purdy) to provide legal representation for the District for general legal services related to labor law, labor negotiation, general employment law, civil rights, eminent domain, legislative drafting, risk management, system safety, environmental concerns, construction contracting and tort liability.

DESCRIPTION/JUSTIFICATION: The District requires an attorney of record to provide general legal services for ongoing legal matters as well as additional matters that may arise.

CONTRACT HISTORY: The District currently has a contract with Thorp Purdy, which will expire June 20, 2018. Approval is requested to enter into a one year contract, utilizing a sole source procurement method.

PROCUREMENT IMPACT: ORS 279B.075 allows the District to award a contract utilizing a sole source procurement method if the Board of Directors determines in writing that the goods or services, or class of goods or services are only available from one source. Thorp Purdy has provided representation to the District on legal matters that are not yet resolved. Given that there are ongoing litigation issues associated with the West Eugene Extension of the District's BRT line, it is in the public interest to allow the current legal representation to continue to see the associated matters through to completion. The cost of transferring these matters to another firm would violate the public's interest in efficient use of public funds to resolve these matters. The presence of ongoing litigation would also trigger substantial duplication of costs in order for new counsel to review the existing files and understand the nature of ongoing disputes, likely resulting in delay of settling claims and possibly putting the District at risk of not meeting court dates. Thus, it is reasonable to conclude that the services provided by Thorp Purdy are only available from a single source for a reasonable cost.

POLICY IMPACT:

1. LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for review and approval.
2. Oregon Revised Statute 279B.075 Sole-Source Procurements that requires the Board of Directors to adopt findings in support of the utilization of this procurement method.

ECONOMIC IMPACT: The contract will be for a term of one year, with no options to extend. The billing total for the past three years is \$286,606, for an annual average of \$95,602. If we assume an escalation of 8%, the total cost for FY 2019 is estimated to be \$103,250.

FUNDING SOURCE: General Fund

REQUIRED REPORTING: None, the District is only required to publicly advertise the sole source procurement method for five days and, provided there are no protests, the District may issue the contract.

RECOMMENDATIONS:

1. Recommend approval of the use of the sole source procurement method for this Contract based upon the finding that the efficient utilization of existing goods requires acquiring compatible goods or services; and
2. Recommend award of a 12-month contract to Thorp Purdy, following the expiration of the 7-day public notice period or following the resolution of any protest.

IMPACT IF NOT APPROVED: Without having a contract in place, the District will be without legal representation for the time it would take to obtain competitive quotes, the District will be obliged to pay duplicative legal fees, and the District risks delay of legal matters that are pending.

PROJECT CLOSEOUT TEAM: The General Manager

ATTACHMENTS: Resolution No. 2018-06-20-18

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

- 1) The efficient utilization of existing goods and services requires acquiring compatible goods or services.
- 2) The Contract shall be in compliance with all applicable laws and regulations.
- 3) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Thorp, Purdy, Jewett, Urness & Wilkinson, P.C. for the purpose of providing legal representation for the District for general legal services; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

RESOLUTION NO. 2018-06-20-18

A RESOLUTION APPROVING ENTERING INTO A SOLE SOURCE CONTRACT BETWEEN LANE TRANSIT DISTRICT AND THORP, PURDY, JEWETT, URNESS & WILKINSON, P.C.

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, ORS 279B.075 Sole-Source Procurements allows the District to award a contract utilizing a sole source procurement method if the Board of Directors determines in writing that the goods or services, or class of goods or services are only available from one source;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, the Finance Committee reviewed the proposed contract between LTD and Thorp, Purdy, Jewett, Urness & Wilkinson, P.C. on June 11, 2018, and recommended adoption;

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

- 1) The efficient utilization of existing goods and services requires acquiring compatible goods or services.
- 2) The Contract shall be in compliance with all applicable laws and regulations.
- 3) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Thorp, Purdy, Jewett, Urness & Wilkinson, P.C. for the purpose of providing legal representation for the District for general legal services; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$150,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THE 20TH DAY OF JUNE 2018.

PRESIDENT, Gary Wildish

ATTEST:

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: CONTRACT AMENDMENT - 2017-23 CHAMBERS CONSTRUCTION
BUS LOT / FLEET MAINTENANCE BUILDING

PREPARED BY: Joe McCormack, Director of Facilities

ACTION REQUESTED: Approval

Please disclose any actual or potential conflict of interest.

PURPOSE/OBJECTIVE: This action will authorize the general manager to amend a contract with Chambers Construction in the amount of \$57,024 and extend the time to complete through June 30, 2018.

DESCRIPTION/JUSTIFICATION: This amendment consists of eighteen change directives given in the field during the course of construction; all but one range from (\$944) to \$5,218. Most items in the latter stage of construction were related to building occupancy requirements. The most significant cost item is the final installation and configuration of the bus yard wireless infrastructure which is 40% of this change order value. The wireless infrastructure was primarily designed internally by LTD Information Technology staff and coordinated with electrician's and fiber optics technicians on-site. Due to IT staff transition not all installation details were included in the original design. The project budget estimated for the technology costs based on knowledge available.

CONTRACT HISTORY: The Board authorized the General Manger to enter into contract 2017-23 with Chambers Construction in May 2017 to construct the Bus Lot Expansion and Facilities Maintenance Building.

Construction commenced in June 2017. Substantial completion of the bus lot expansion was in September of 2017. The second phase reached substantial completion in February 2018 and resulted in occupancy of the facilities building. The final phase of work included installation and commissioning of the bus yard wireless infrastructure.

The wireless infrastructure was commissioned in April 2018. Time to complete the wireless installation was not anticipated fully however and a contract completion date through June is needed. The time extension through June 30 allows for the contract close-out process to wrap up. Further details regarding the change orders are available for review if needed.

PROCUREMENT IMPACT: NA

POLICY IMPACT: LTD Resolution No. 2017-03-15-011 requires that contracts exceeding \$149,999 must be presented to the Board of Directors for approval. Additionally, individual or cumulative contract amendments and change orders cannot exceed the lesser of \$150,000 or ten percent (10%) of the initial contract.

ECONOMIC IMPACT: Project budget for FY 18 is \$3,485,175. The project budget includes design services, construction, utilities, furnishings, technology, inspections, and contingency. Including this contract amendment the cost to complete the project will be \$3,429,825; an underrun of \$55,350.

The original construction contract value with Chambers Construction was \$3,097,795. The change order value (including change order 4) increases the contract value by 5.7% or \$178,581.

Original Contract Amount	\$3,097,795
Change Order 1	\$ 1,346
Change Order 2	\$ 26,471
Change Order 3	\$ 93,740
<u>Change Order 4 (proposed)</u>	<u>\$ 57,024</u>
Total Change Order Amount	\$ 178,581

Current Revised Contract Amount \$3,276,376

FUNDING SOURCE:	Federal Fund 5307	\$ 2,788,140
	<u>Local General Fund Match</u>	<u>\$ 697,035</u>
	Total Project Requirement	\$ 3,485,175

REQUIRED REPORTING: Monthly Grant Report to FTA

RECOMMENDATIONS: Approve motion to amend Contract with Chambers Construction by \$57,024 and extend the contract expiration date to June 30, 2018.

IMPACT IF NOT APPROVED: To be discussed at meeting.

PROJECT CLOSEOUT TEAM: Joe McCormack, Director of Facilities

ATTACHMENTS: Resolution No. 2018-06-20-19

PROPOSED MOTION: Be it resolved that the Lane Transit District Board of Directors, acting as the LTD Contract Review Board, passes a Resolution as follows:

- 1) The change order shall be in compliance with all applicable laws and regulations.
- 2) The General Manager, or her designee, is hereby authorized to execute this change order in the amount of \$ 57,024.00.

RESOLUTION NO. 2018-06-20-19

**A RESOLUTION APPROVING CONTRUACTUAL SERVICES BETWEEN
LANE TRANSIT DISTRICT AND CHAMBERS CONSTRUCTION**

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2017-03-15-011, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$149,999;

WHEREAS, for those contracts authorized by the LTD Board of Directors, the LTD Board of Directors must approve individual or cumulative contract amendments or change orders that exceed the lesser of \$150,000 or ten-percent (10%) of the initial contract;

WHEREAS, the Contract Review Board has authorized the LTD Finance Committee to review and recommend action on contracts, contract amendments, and change orders prior to those contracts, contract amendments, or change orders being presented to the LTD Board for review and approval; and

WHEREAS, the Finance Committee reviewed the proposed change order between LTD and Chambers Construction on June 11, 2018, and recommended adoption.

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

- 1) The change order shall be in compliance with all applicable laws and regulations.
- 2) The General Manager, or her designee, is hereby authorized to execute this change order in the amount of \$ 57,024.00.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20TH DAY OF JUNE 2018.

PRESIDENT, Gary Wildish

ATTEST:

**Lane Transit District
Resolution No. 2018-06-20-20**

WHEREAS, Lane Transit District (LTD) adopted and amended its Fixed-Route Service Policy as of October 22, 2014;

WHEREAS, LTD performed an analysis of its fixed-route efficiencies and sustainability;

WHEREAS, LTD developed a recommended plan for improving its fixed-route efficiencies and sustainability for the 2018 Fall Service Changes;

WHEREAS, LTD conducted public outreach and sought public input regarding its recommended service changes in accordance with the District's Fixed-Route Service Policy.

WHEREAS, the LTD Board of Directors has reviewed the proposed 2018 Fall Service Changes presented by staff.

THEREFORE, it is hereby resolved that the LTD Board of Directors:

Approves the 2018 Fall Service Changes as presented on June 20, 2018.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20TH DAY OF JUNE, 2018.

Board President



Lane Transit District
P. O. Box 7070
Springfield, Oregon 97475

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

LTD BOARD BUDGET COMMITTEE NOMINATION

June 20, 2018

Background:

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

Board Member Kate Reid is nominating Brandon Rogers to a three-year term, which will expire on January 1, 2021.

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

Attachments:

- 1) Nomination Form for Brandon Rogers
- 2) Resume for Brandon Rogers
- 3) List of current 2018-19 Budget Committee Members

Nomination:

The Board is asked to approve the nomination presented.



LANE TRANSIT DISTRICT
NOMINATION FOR BUDGET COMMITTEE

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.414

Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body. . . . (5) The appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members' terms ends each year.

Board Member: _____
Date of Nomination: _____
Term of Budget Committee Appointment: _____
Effective Date _____ Term Expiration Date _____
Approved by Board: _____
Date _____

NOMINEE'S NAME: Brandon Rogers
Preferred Contact: []
Home Address: 1680 Irving Rd, Eugene, OR 97402
Telephone Number: 541-743-4065 E-mail: brandon.rogers@paktech-opi.com
Preferred Contact: []
Business Address: Same
Telephone Number: Same E-mail:
PREFERRED MAILING/DELIVERY ADDRESS: Same
Occupation: Finance, CFO
Brief statement of nominee's background that is relevant to budget committee appointment:
My professional life has been centered around finance and how these efforts can help build a better community. I started my career in commercial banking and spent over a decade working in this industry to support local businesses. After leaving banking, I have been fortunate enough to fulfill the head finance capacity with some truly great local companies.
The exposure of private industry has allowed me to gain a greater understanding and appreciation for the public/private partnership necessary to support our community.
I look forward to working to help foster these relationships for the next generation.

Brandon K. Rogers
3331 Lakeside Dr.
Eugene, Oregon 97401
541-912-6520
Email bkrogers80@comcast.net

Education: University of Oregon, Eugene, Oregon
B.S. in Business Administration,
2019 University of Oregon, Executive MBA Candidate
Concentration in Finance with a Minor in Economics

Experience:

Chief Financial Officer

PakTech, Eugene, OR

2016 - Current

- Ownership of all financial oversight for a growing organization with sales around the globe.
- Month end reporting and analysis to the board of directors regarding all financial aspects of the organizational performance.
- Responsible for revamping our approach to international sales to minimize volatility and maximize our opportunities.
- Financial review, analysis, projections, asset management and strategic planning. Example includes the expansion of a second production plant.
- Managed all professional service relationships including Attorney, CPA, Insurance and Banking teams.
- Direct involvement with all negotiations for employee benefits, insurance and vendor relations.

Chief Financial Officer

Pacific Excavation Inc., Eugene, OR

2013 - 2016

- Ownership of all financial and risk management aspects of a regional construction company with offices and projects throughout Oregon.
- Responsible for operational integration of initiatives throughout the organization to ensure targeted results were achieved with consistent application throughout. This includes Human Resources, Technology Advancement and Vendor Relations. Example includes the use of technology to automate job costing and time cards from the field through the payroll process all the way through disbursement.
- Financial review, analysis, projections, asset management and strategic planning. Example includes improved cash flow management that yielded better than a \$3M annual improvement in operating cash flows.
- Managed all professional service relationships including Attorney, CPA, Surety, Insurance and Banking teams.
- Claims management and resolution for all Liability and Workers Compensation incidents.
- Direct involvement with all negotiations for employee benefits, insurance and vendor relations.
- Management of all IT needs. Extensive work to improve synchronization between multiple platforms to improve efficiency and throughput.
- Facilitate all necessary month end closing transactions to complete timely and accurate financial reporting and executive summary to stakeholders.

Vice President, Commercial Relationship Manager

Umpqua Bank, Eugene, OR

Vice President, 2007 - 2013

Assistant Vice President, 2005

Assistant Relationship Manager, 2004 - 2005

- Manage a highly dynamic commercial loan portfolio that was approaching \$150M in commitments. Portfolio was based on relationships with larger west coast based companies with a small component of real estate transactions.
- Client relationships included single transactions to corporate clients reporting annual revenues of approximately \$250M.
- Managed all aspects of customers finance, deposit, electronic banking and maintenance needs to help ensure customer satisfaction and exploring opportunities to partner with other business lines to strengthen the overall client relationship.
- Negotiated, structured and priced highly complex commercial relationships to ensure that we were competitive, while achieving necessary margins and compliance requirements.
- Based on proven credit skills and experience, earned and maintain a \$250k credit approval limit for business loans.

Assistant Commercial Relationship Manager / Credit Analyst

U.S. Bank, Eugene, OR

2002 - 2004

- Provided timely, accurate and detailed financial and market analysis to a commercial banking group of 7 Commercial Relationship Managers that oversaw a collective loan portfolio in excess of \$150M.
- Developed and expanded understanding of various industries cycles, risks and needs.
- Honed my knowledge of banking products and services to meet customer's needs.
- Worked to build strong internal and external contact to assist in my continued development.

Community Involvement:

- Served on the Board of Directors for Looking Glass Youth and Family Services 2009 - 2014.
- 2009 through current, served on the Looking Glass Finance Committee.
- 2006 through 2010 chair of Eugene Chamber of Commerce Economic Development Council.
- Graduate of the 2008/2009 Eugene and Springfield Chamber of Commerce Leadership Program.
- Helped found the Eugene Chamber of Commerce's Young Professionals Network. Served on the steering committee for 4 years.

References: Available upon request.

LANE TRANSIT DISTRICT BUDGET COMMITTEE MEMBERS

(FY 2018-2019 Budget)

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

SUBDISTRICT	NOMINATING BOARD MEMBER	TERM EXPIRES	BUDGET COMMITTEE MEMBER	TERM EXPIRES
1	Steven Yett	12/31/21	Kim Thompson	1/01/19
2	Carl Yeh	12/31/21	Kathryn Bruebaker	1/01/20
3	Don Nordin	12/31/18	Vacant	
4	Vacant		Jody Cline	1/01/21
5	April Wick	12/31/21	Jennifer Smith	1/01/19
6	Gary Wildish	12/31/18	Dean Kortge	1/01/20
7	Kate Reid	12/31/21	Vacant	

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: AUTZEN EXPRESS

PREPARED BY: Edward McGlone, Director of Public Affairs

ACTION REQUESTED: None, Information Only

BACKGROUND:

At the May 16, 2018, meeting, the Board of Directors had an extensive discussion about LTD's fixed-route service to Autzen Stadium that offers transportation services for fans and workers attending University of Oregon (UO) football games. Board members requested that staff work with the UO to understand core values for this service and seek shared cost responsibility for service provision.

Since the Board meeting, staff have participated in three meetings with UO partners to discuss this matter and explore options for cost responsibility and cost reduction for the services. Staff will present opportunities that have been generated as a result of these discussions and also seek input from the Board of Directors on potential cost reduction strategies.

Cost reduction strategies include:

- Reducing frequency of service to Autzen Stadium
- Reducing hours of operations from 4 hours prior to kickoff to 3 hours prior to kickoff
- Reducing number of vehicles operating to better align with current ridership
- Increasing fares

Depending on the Board's interest in the level of cost sharing and cost reduction strategies, staff may propose service changes to the Autzen Stadium fixed route service that would trigger public involvement requirements before action could be taken.

AGENDA ITEM SUMMARY

DATE OF MEETING: June 20, 2018

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Camille Gandolfi, 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 Lane Transit District (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. **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 Steven Yett and Kate Reid serve as LTD's representatives on this committee. At the June 5 meeting, committee members received a Main Street Safety Project update, discussed the project purpose, the decision-making structure and partner roles, and public involvement.
2. **Strategic Planning Committee (SPC):** This committee generally meets every 2 months and is composed of Board Members Carl Yeh and Kate Reid, members of local units of government, and community representatives. At the June 5 meeting, committee members discussed Main Street projects, the State Transportation Improvement Fund policy priorities, and the Comprehensive Operational Analysis.
3. **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. At the June 11 meeting, committee members reviewed contracts to be presented to the Board for approval.
4. **LTD Board Human Resources Committee:** The Board Human Relations Committee are composed of Chair Carl Yeh and Board members Gary Wildish and April Wick. At the June 12 meeting, committee members discussed the General Managers' contract renewal that will be due at the end of 2018.
5. **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 June 13 meeting, committee members reviewed a Letter of Endorsement for the Port

of Coos Bay, discussed Safe Routes to Schools, the State Transportation Improvement Fund, and STIP leveraging.

6. **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 June 19 meeting, committee members held a recognition of service for two retirees, discussed STF and STIF committee recruitment, rural contract updates, and fare management.

NO MEETINGS HELD:

7. **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 next Meeting is scheduled for June 28.
8. **Metropolitan Policy Committee (MPC)**: Board Member's Gary Wildish and Kate Reid are LTD's MPC representatives. MPC meetings are held on the first Thursday of each month. The June 7 meeting was canceled. The next meeting is scheduled for July 5.
9. **Moving Ahead 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 member Don Nordin serves as LTD's representative on this committee; the second position is currently vacant. The next meeting is scheduled for July 12.
10. **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 Steven Yett serves as one of the trustees. The next meeting is scheduled for July 18.
11. **Oregon Metropolitan Planning Organization Consortium (OMPOC)**: The Oregon Metropolitan Planning Organizations (MPO) Consortium was formed on May 25, 2005, as a forum for MPOs to work together on matters of mutual interest and statewide significance. LTD Board Member Kate Reid attends the committee meetings as LTD's representative. The next meeting has not been scheduled.
12. **LTD Board Budget Committee**: The Budget Committee is composed of all seven Board members and seven citizen members. The Budget Committee meets multiple times a year to give guidance regarding LTD's annual budget. Each LTD Board member selects one citizen member to fill a term of 3 years. The next meeting has not been scheduled.
13. **Ad Hoc Fare Committee**: This is an ad hoc committee that has been created for the purpose of reviewing the District's fare system. The committee is composed of Board members Kate Reid, Carl Yeh, and April Wick. The next meeting has not been scheduled.
14. **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.
15. **LTD Board Service Committee**: The Board Service Committee is composed of Chair Ed Necker; the second and third positions are currently vacant. Meetings are scheduled on an as-needed basis. The next meeting has not been scheduled.

**Lane Transit District
Revenue and Expenditure by Fund**

4/30/2018

DRAFT

Fiscal Year: P10 2018 (April 30, 2018)

Year-To-Date through April 30, 2018							
	Annual Budget	P10 YTD Budget	Actual	P10 % of annual budget	P10 YTD B/(W) than Budget		Comments
					(pts)	\$\$	

GENERAL FUND

General Fund Revenues	51,396,601	42,830,501	37,343,827	73%	-11 pts	(5,486,674)	A
General Fund Expenditures	53,440,493	44,533,744	38,533,234	72%	11 pts	6,000,510	B
General Fund Revenues higher/(lower) than expenditures	(2,043,892)	(1,703,243)	(1,189,407)				

NOTE: Excludes Transfers & Insurance Reserves

A - Revenues are **-\$5.5M** unfavorable YTD P10 FY 2018 (April 2018). The drivers of this unfavorability are: 1) payroll taxes (**-\$2.5M**); 2) federal assistance (**-\$2M**); and 3) cash fares & passes (**-\$1.2M**). Federal assistance is due to timing and is expected to be on target by year-end. Payroll taxes are (**\$4.2M**) higher than the same time a year ago (April YTD 2017 was \$27.4M vs. \$31.6M YTD March 2018) primarily because of \$2.8M in taxpayer overpayment errors that were corrected in the fourth quarter of FY17. Cash fares & passes are expected to end the year below budget as a result of unanticipated increases in transfers on EmX West and promotional passes in the first half of 2018.

B - Expenditures are (**+\$6M**) favorable to YTD P10 FY 2018 (April 2018). The drivers of this favorability are due to: 1) unused operating contingency (**+\$2.8M**); 2) materials & services (**+\$1.4M**); and 3) insurance and risk services (**+\$1.7M**). Materials & service favorability stem from lower fuel, lubricant, maintenance, and repair costs. Insurance and risk services are expected to fall under budget as they are necessarily budgeted at worse-case scenarios but often come in below.

MEDICAID FUND

Medicaid Fund Revenues	9,711,915	8,093,263	3,964,127	41%	-43 pts	(4,129,135)	C
Medicaid Fund Expenditures	10,106,075	8,421,729	7,052,723	70%	14 pts	1,369,007	C
Medicaid Fund Revenues higher/(lower) than expenditures	(394,160)	(328,467)	(3,088,595)				C

NOTE: Excludes Transfers from the General Fund

C - Medicaid expenditures are higher than revenues by **\$3.1M** P10 YTD FY18. This is due to continued claims processing backlog cleanup. As of May 30, 2018, \$4.9M in claims has been processed.

ACCESSIBLE SERVICES FUND

Accessible Services Fund Revenues	4,515,862	3,763,218	2,237,406	50%	-34 pts	(1,525,813)	D
Accessible Services Fund Expenditures	7,265,200	6,054,333	4,658,496	64%	19 pts	1,395,837	D
Accessible Services Fund Revenues higher/(lower) than expenditures	(2,749,338)	(2,291,115)	(2,421,091)				D

NOTE: Excludes Transfers from the General Fund

D - The Accessible Services Fund provides transit services to older adults and people with disabilities. These services are partially funded through 5310, 5311, and STF grants with the balance for mandatory paratransit services coming from the General Fund. Accessible Services Fund expenditures are currently higher than revenues by \$2.4M. This is lower than expected due to grant reimbursement timing in part due to the result of the claims backlog cleanup, which delayed reimbursement requests. We anticipate that overall expenditures and revenues will be consistent with the forecasted budgeted amounts by the end of the fiscal year closeout.

**Lane Transit District
Revenue and Expenditure by Fund**

4/30/2018

DRAFT

Fiscal Year: P10 2018 (April 30, 2018)

	Annual Budget	P10 YTD Budget	Actual	P10 % of annual budget	Year-To-Date through April 30, 2018		Comments
					P10 YTD B/(W) than Budget		
					(pts)	\$\$	
P2P FUND							
P2P Fund Revenues	957,717	798,098	355,527	37%	-46 pts	(442,570)	E
P2P Fund Expenditures	1,149,717	958,098	350,041	30%	53 pts	608,056	E
P2P Fund Revenues higher/(lower) than expenditures	(192,000)	(160,000)	5,486				E
NOTE: Excludes Transfers from the General Fund							
E - Point2point revenues are higher than expenditures by \$5K P10 YTD FY18. Expenditures to date are for Safe Routes to Schools, Vanpool, SmartTrips, and Driveless Connect.							
CAPITAL PROJECTS FUND							
Capital Projects Fund Revenues	18,583,649	15,486,374	6,573,392	35%	-48 pts	(8,912,982)	F
Capital Projects Fund Expenditures	26,436,276	22,030,230	9,802,225	37%	46 pts	12,228,005	G
Capital Projects Fund Revenues higher/(lower) than expenditures	(7,852,627)	(6,543,856)	(3,228,833)				
Revenues as a % of expenditures	70%	70%	67%				
NOTE: Excludes Transfers from the General Fund							
F - Capital Projects Fund revenues are -\$8.9M unfavorable to budget P10 YTD FY 2018 (April 2018) due to lower expenditures to date than budgeted. Difference between budgeted and actual ratio to date is due to drawdown timing. Expectation is that ratio will be on budget by year-end.							
G - Capital Projects Fund expenditures are +\$12.2M favorable to budget P10 YTD FY 2018 (April 2018). Significant expenditures P10 YTD are as follows: 1) EmX West (\$4.1M); 2) bus parking lot (\$3.4M); 3) City of Eugene Pedestrian Bridge (\$1.1M); and 4) Willow Creek Station (\$0.7M). The projects with materially lower spend to date than budgeted are for buses, EmX West, and the Santa Clara Community Transit Center. The bus expenditure delays are due to timing of acceptance of the new vehicles, and EmX West expenditures are behind due to the timing of the resolution for property acquisitions, retainage, etc.							



Check History Listing

Check #	Date	Vendor	Check Amount
98388	05/03/2018	JOHN W AHLEN	32.81
98389	05/03/2018	BUILDER'S ELECTRIC, INC.	2,058.75
98390	05/03/2018	CDW-G COMPUTING SOLUTIONS	78,593.55
98391	05/03/2018	LEADERSHIP CHINOOK INSTITUTE FOR CIVIC	2,195.00
98392	05/03/2018	CINTAS CORPORATION	1,610.53
98393	05/03/2018	CITY OF SPRINGFIELD	200.00
98394	05/03/2018	COMCAST	202.45
98395	05/03/2018	DELORES C. DONIS	329.50
98396	05/03/2018	ERGOFLEX CONSULTING, INC.	155.00
98397	05/03/2018	EUGENE SCHOOL DISTRICT 4J	1,440.00
98398	05/03/2018	EUGENE WATER & ELECTRIC BOARD	570.33
98399	05/03/2018	JANICE R. FRIEND -	300.00
98400	05/03/2018	GIRO, INC.	30,076.00
98401	05/03/2018	KOKE NEW CENTURY, INC.	530.00
98402	05/03/2018	THE LAMAR COMPANIES	400.00
98403	05/03/2018	LANE COUNTY SCHOOL DISTRICT4J	19,179.48
98404	05/03/2018	JACOB H MCCALLUM	34.66
98405	05/03/2018	OIL PRICE INFORMATION SERVICE	250.00
98406	05/03/2018	RG MEDIA COMPANY	52.50
98407	05/03/2018	SPRINGFIELD PUBLIC SD 19	9,717.87
98408	05/03/2018	SPRINGFIELD UTILITY BOARD	0.00
98409	05/03/2018	SPRINGFIELD UTILITY BOARD	932.28
98410	05/03/2018	STANS AUTO UPHOLSTERY, INC.	72.00
98411	05/03/2018	STATE OF OREGON-EMP DEPT	2,355.85
98412	05/03/2018	SUNSHINE PLANT CARE	150.00
98413	05/03/2018	VERIZON WIRELESS	267.33
98414	05/03/2018	WHA INSURANCE AGENCY, INC.	731.85
98415	05/03/2018	WHITE BIRD CLINIC	7,479.05
98416	05/03/2018	WYATT'S TIRE COMPANY	261.55
98417	05/03/2018	BEDFORD FALLS, LLC	1,296.00
98418	05/03/2018	BELL+FUNK	14,644.18
98419	05/03/2018	JUDITH K BETTS	1,400.00
98420	05/03/2018	CBT NUGGETS, LLC	2,154.48
98421	05/03/2018	DEPARTMENT OF HUMAN SERVICES	17,610.53
98422	05/03/2018	JERRY'S HOME IMPROVEMENT CTR	47.44
98423	05/03/2018	KUHN INVESTMENTS, INC.	13,788.77
98424	05/03/2018	MODA HEALTH	7,831.60
98425	05/03/2018	OGLETREE, DEAKINS, NASH, SMOAK	5,408.04
98426	05/03/2018	SILKE COMMUNICATIONS, INC.	1,511.16
98427	05/03/2018	SMART SNACKS-PORTLAND LLC	560.81
98428	05/03/2018	TRAPEZE ITS USA, LLC	550.00
98429	05/03/2018	WILDISH BUILDING COMPANY	54,817.07
98430	05/10/2018	A-1 AUTO GLASS	525.00
98431	05/10/2018	A-1 FIRE PROTECTION	106.00
98432	05/10/2018	AMERICAN FAMILY LIFE	1,733.17
98433	05/10/2018	BARRETT BUSINESS SERVICES INC	2,357.61
98434	05/10/2018	BRATTAIN INTERNATIONAL TRUCKS	479.02
98435	05/10/2018	WINONA J CARLSON	198.50
98436	05/10/2018	CHAPTER 13 TRUSTEE	265.39
98437	05/10/2018	CHILD SUPPORT ENFORCEMENT AGCY	160.00
98438	05/10/2018	CINTAS CORPORATION	3,379.00
98439	05/10/2018	DISH NETWORK	112.02
98440	05/10/2018	EUGENE WATER & ELECTRIC BOARD	589.46
98441	05/10/2018	FASTENAL COMPANY	22.22

Cradlepoint Cloud Management License Renewal - 5yr
John Ahlen Leadership Training

NTI Financial Planning training

2018 Hustus Support Renewal - 1yr May - May

(SRTS) Safe Routes to Schools

WEE



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<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Check Amount</u>
98442	05/10/2018	FORMFOX, INC.	50.00
98443	05/10/2018	LLC FUSSY'S @ VALLEY RIVER PLAZA	86.15
98444	05/10/2018	THERESE A LANG	152.42
98445	05/10/2018	LARSCO, INC	104.50
98446	05/10/2018	LIFEMAP ASSURANCE COMPANY	1,703.91
98447	05/10/2018	JOSEPH C MCCORMACK	144.00
98448	05/10/2018	NORTHWEST NATURAL GAS	4,372.30
98449	05/10/2018	OFFICE DEPOT	610.99
98450	05/10/2018	OREGON DEPARTMENT OF REVENUE	460.32
98451	05/10/2018	PACIFICSOURCE ADMINISTRATORS,	349.00
98452	05/10/2018	PROTECTIVE SERVICE LLC	754.33
98453	05/10/2018	RG MEDIA COMPANY	665.00
98454	05/10/2018	SANIPAC	3,763.70
98455	05/10/2018	SIX ROBBLEES' INC	602.68
98456	05/10/2018	SOUTHERN OREGON CREDIT SVC,INC	354.05
98457	05/10/2018	SPRINGFIELD UTILITY BOARD	19,028.14
98458	05/10/2018	STAPLES BUSINESS ADVANTAGE	202.05
98459	05/10/2018	THERMO KING NORTHWEST, INC.	2,846.36
98460	05/10/2018	TROY M SLONECKER, ATTORNEY	590.81
98461	05/10/2018	WILLAMALANE PARK & RECREATION	1,033.14
98462	05/10/2018	WYATT'S TIRE COMPANY	1,097.54
98463	05/10/2018	CAIC PRIMARY	1,560.27
98464	05/10/2018	CENTRO LATINO AMERICANO	142.00
98465	05/10/2018	CUMMINS NORTHWEST, INC.	14,477.67
98466	05/10/2018	GILLIG CORPORATION <i>Ports</i>	21,745.38
98467	05/10/2018	GORDON TRUCK CENTERS, INC.	59.08
98468	05/10/2018	GRAINGER INC	764.75
98469	05/10/2018	JLA PUBLIC INVOLVEMENT	70,289.65
98470	05/10/2018	LTD & ATU PENSION TRUST	105,446.66
98471	05/10/2018	LTD EMPLOYEES FUND	200.00
98472	05/10/2018	LTD SALARIED EMP. PENSION PLAN	17,261.88
98473	05/10/2018	HOUSING CORP METROPOLITAN AFFORDABLE	500.00
98474	05/10/2018	MODA HEALTH	1,135.40
98475	05/10/2018	MOHAWK MANUFACTURING & SUPPLY	292.06
98476	05/10/2018	MUNCIE TRANSIT SUPPLY	395.85
98477	05/10/2018	MYRMO & SONS	2,954.08
98478	05/10/2018	PACIFIC POWER GROUP, LLC	230.70
98479	05/10/2018	PRE-PAID LEGAL SERVICES INC.	293.05
98480	05/10/2018	RICOH USA, INC.	2,280.49
98481	05/10/2018	ROADRUNNER DELIVERY	468.60
98482	05/10/2018	SMITH DAWSON & ANDREWS, INC.	2,415.00
98483	05/10/2018	TAC TRANSPORTATION, INC. <i>DIAMOND Express - Oakridge</i>	16,482.46
98484	05/10/2018	THORP, PURDY, JEWETT, URNESS,	7,288.52
98485	05/10/2018	UNITED WAY OF LANE COUNTY	496.00
98486	05/10/2018	WOODBURY ENERGY CO. INC.	100,860.71
98487	05/10/2018	WSP USA INC.	8,968.32
98488	05/10/2018	ZONES, INC.	3,088.16
98489	05/17/2018	BARRETT BUSINESS SERVICES INC	5,455.61
98490	05/17/2018	CENTURY LINK	38,946.76
98491	05/17/2018	DHS RECEIPTING & TRUST	98,605.48
98492	05/17/2018	EUGENE FORMS, INC.	454.00
98493	05/17/2018	EUGENE WATER & ELECTRIC BOARD	0.00
98494	05/17/2018	EUGENE WATER & ELECTRIC BOARD	8,264.10
98495	05/17/2018	FASTENAL COMPANY	81.16



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Check #	Date	Vendor	Check Amount
98496	05/17/2018	LANE COMMUNITY COLLEGE	436.36
98497	05/17/2018	FRASER M MAC CARTNEY, JR <i>CDSL Testing</i>	300.00
98498	05/17/2018	MARKETING & TECHNICAL MATERIAL	1,248.97
98499	05/17/2018	MCKENZIE SEW-ON	698.50
98500	05/17/2018	JAMES M MCKINNEY	300.00
98501	05/17/2018	MOTOR VEHICLES DIVISION	15.00
98502	05/17/2018	OFFICE DEPOT	341.45
98503	05/17/2018	PIVOT ARCHITECTURE <i>McVay Station Design</i>	9,804.50
98504	05/17/2018	READY ROOTER DRAIN CLEANING &	180.00
98505	05/17/2018	RECORDXPRESS OF CALIFORNIA,LLC	67.31
98506	05/17/2018	RG MEDIA COMPANY	870.60
98507	05/17/2018	SIX ROBBLEES' INC	368.81
98508	05/17/2018	SMALL WORLD AUTO CENTER, INC	107.67
98509	05/17/2018	STAPLES BUSINESS ADVANTAGE	182.24
98510	05/17/2018	SUNSHINE PLANT CARE	150.00
98511	05/17/2018	THERMO KING NORTHWEST, INC.	360.87
98512	05/17/2018	THOMSON REUTERS - WEST	250.12
98513	05/17/2018	UNITED PARCEL SERVICE	300.00
98514	05/17/2018	WILLAMETTE COMM HEALTH SOLUTNS	1,054.00
98515	05/17/2018	BPA VEBA-HRA SERVICES	73.00
98516	05/17/2018	BUCK'S SANITARY SERVICE, INC.	86.50
98517	05/17/2018	CUMMINS NORTHWEST, INC.	3,237.46
98518	05/17/2018	FOSSIL INDUSTRIES, INC.	596.00
98519	05/17/2018	GILLIG CORPORATION	7,957.01
98520	05/17/2018	GRAINGER INC	899.18
98521	05/17/2018	ISLER CPA	5,200.00
98522	05/17/2018	JARRETT WALKER & ASSOCIATES <i>VOIDED Due to Incorrect Routing Info</i>	50,299.00
98523	05/17/2018	JLA PUBLIC INVOLVEMENT <i>Replaced w/ Check 98612</i>	51,474.86
98524	05/17/2018	MODA HEALTH	24,072.60
98525	05/17/2018	MOHAWK MANUFACTURING & SUPPLY <i>Parts</i>	444.85
98526	05/17/2018	MUNCIE TRANSIT SUPPLY	115.32
98527	05/17/2018	MYRMO & SONS	2,483.65
98528	05/17/2018	NINFA'S ELITE CORPORATION <i>Cleaning</i>	32,658.40
98529	05/17/2018	NORTH COAST ELECTRIC	394.02
98530	05/17/2018	ONE CALL CONCEPTS, INC.	53.55
98531	05/17/2018	PARKEON, INC.	24,600.00
98532	05/17/2018	PHOENIX BUSINESS SOLUTIONS LLC	14,346.00
98533	05/17/2018	SMART SNACKS-PORTLAND LLC	438.16
98534	05/17/2018	AKA: SENIOR WHEELS, INC. SOUTH LANE WHEELS	3,361.12
98535	05/17/2018	WOODBURY ENERGY CO. INC. <i>Diesel</i>	96,509.22
98536	05/24/2018	A-1 AUTO GLASS	420.00
98537	05/24/2018	ALTERNATIVE WORK CONCEPTS	12,334.00
98538	05/24/2018	AMAL TRANSIT UNION #757	16,509.12
98539	05/24/2018	BARRETT BUSINESS SERVICES INC	4,105.06
98540	05/24/2018	BRATTAIN INTERNATIONAL TRUCKS	4.88
98541	05/24/2018	CENTURY LINK	2,540.47
98542	05/24/2018	CHAPTER 13 TRUSTEE	265.39
98543	05/24/2018	CHILD SUPPORT ENFORCEMENT AGCY	160.00
98544	05/24/2018	CINTAS CORPORATION	163.99
98545	05/24/2018	CROCKETTS INTERSTATE TOWING	750.00
98546	05/24/2018	DEFENSIVE FIREARMS INSTRUCTION	65.00
98547	05/24/2018	ELMS LANDSCAPE MAINTENANCE INC	10,431.00
98548	05/24/2018	GARY WAYNE GILLILAND	14.75
98549	05/24/2018	HANNAH MOTOR COMPANY	629.19



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Check #	Date	Vendor	Check Amount
98550	05/24/2018	INSTITUTE FOR SUPPLY MGMT	225.00
98551	05/24/2018	KENDALL AUTOMOTIVE GROUP	1,301.72
98552	05/24/2018	LIFEMAP ASSURANCE COMPANY	11,675.04
98553	05/24/2018	MEDICAL TRANSPORTATION MGT <i>Ridesource</i>	1,403,813.08
98554	05/24/2018	OFFICE DEPOT	34.03
98555	05/24/2018	OREGON DEPARTMENT OF REVENUE	149.78
98556	05/24/2018	CHRISTINA A SHEW	12.00
98557	05/24/2018	SMALL WORLD AUTO CENTER, INC	2,193.10
98558	05/24/2018	SOUTHERN OREGON CREDIT SVC, INC	405.46
98559	05/24/2018	SPRINGFIELD MOTORS, INC.	98.52
98560	05/24/2018	TROY M SLONECKER, ATTORNEY	600.62
98561	05/24/2018	WYATT'S TIRE COMPANY	2,604.87
98562	05/24/2018	THE AFTERMARKET PARTS COMPANY LLC	0.00
98563	05/24/2018	THE AFTERMARKET PARTS COMPANY LLC	0.00
98564	05/24/2018	THE AFTERMARKET PARTS COMPANY LLC	24,926.88
98565	05/24/2018	CUMMINS NORTHWEST, INC.	15,328.65
98566	05/24/2018	EUROFINS ANA LABORATORIES, INC	708.00
98567	05/24/2018	JERRY'S HOME IMPROVEMENT CTR	30.15
98568	05/24/2018	LTD & ATU PENSION TRUST	113,493.80
98569	05/24/2018	LTD SALARIED EMP. PENSION PLAN	17,362.69
98570	05/24/2018	MODA HEALTH	7,289.50
98571	05/24/2018	NINFA'S ELITE CORPORATION	34,488.12
98572	05/24/2018	NORTH COAST ELECTRIC	412.50
98573	05/24/2018	OGLETREE, DEAKINS, NASH, SMOAK	328.50
98574	05/24/2018	PACIFICSOURCE HEALTH PLANS	651,401.79
98575	05/24/2018	RICOH USA, INC.	448.87
98576	05/24/2018	SITECRAFTING, INC.	400.00
98577	05/24/2018	TRAPEZE ITS USA, LLC	19,939.00
98578	05/24/2018	UNITED WAY OF LANE COUNTY	496.00
98579	05/24/2018	VISION SERVICE PLAN	4,728.49
98580	05/24/2018	WANNAMAKER CONSULTING, INC. <i>moving ahead</i>	12,480.00
98581	05/24/2018	WOODBURY ENERGY CO. INC.	77,134.98
98582	05/31/2018	A-1 AUTO GLASS	1,574.00
98583	05/31/2018	KARI A BAKER	324.50
98584	05/31/2018	BARRETT BUSINESS SERVICES INC	1,739.44
98585	05/31/2018	BRATTAIN INTERNATIONAL TRUCKS	8,467.76
98586	05/31/2018	CINTAS CORPORATION	1,768.00
98587	05/31/2018	COMCAST	202.45
98588	05/31/2018	EAGLE WEB PRESS	10,170.00
98589	05/31/2018	EUGENE WATER & ELECTRIC BOARD	815.78
98590	05/31/2018	FASTENAL COMPANY	72.50
98591	05/31/2018	HARVEY & PRICE COMPANY	1,575.00
98592	05/31/2018	LARSCO, INC	121.15
98593	05/31/2018	MARK F HERBERT&ASSOCIATES, INC	750.00
98594	05/31/2018	EDWARD S. MCGLONE	343.87
98595	05/31/2018	MCKENZIE FINANCIAL INC	1,000.00
98596	05/31/2018	OFFICE DEPOT	542.74
98597	05/31/2018	OIL PRICE INFORMATION SERVICE	250.00
98598	05/31/2018	JOSEPH P PISHIONERI	975.00
98599	05/31/2018	CHRISTINA A SHEW	279.00
98600	05/31/2018	SPRINGFIELD UTILITY BOARD	920.86
98601	05/31/2018	STANS AUTO UPHOLSTERY, INC.	100.00
98602	05/31/2018	STAPLES BUSINESS ADVANTAGE	304.32
98603	05/31/2018	TUMWATER PRINTING	6,085.00

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Check #	Date	Vendor	Check Amount
98604	05/31/2018	VERIZON WIRELESS	7,809.64
98605	05/31/2018	WHITE BIRD CLINIC	7,636.71
98606	05/31/2018	STEVEN YETT	335.00
98607	05/31/2018	THE AFTERMARKET PARTS COMPANY LLC	11,979.59
98608	05/31/2018	EAN HOLDINGS, LLC	6,786.25
98609	05/31/2018	GLORIA, J GALLARDO	10,000.00
98610	05/31/2018	GILLIG CORPORATION	2,076.21
98611	05/31/2018	GRAINGER INC	435.76
98612	05/31/2018	JARRETT WALKER & ASSOCIATES <i>COA Planning</i>	50,299.00
98613	05/31/2018	LANE COUNCIL OF GOVERNMENTS	1,891.02
98614	05/31/2018	MODA HEALTH	12,647.78
98615	05/31/2018	MOTION & FLOW CONTROL PRD, INC	948.20
98616	05/31/2018	MUNCIE TRANSIT SUPPLY	328.09
98617	05/31/2018	MYRMO & SONS	1,060.43
98618	05/31/2018	PACIFIC POWER GROUP, LLC	337.63
98619	05/31/2018	PARKEON, INC.	2,450.00
98620	05/31/2018	RICOH USA, INC.	206.25
98621	05/31/2018	ROADRUNNER DELIVERY	434.70
98622	05/31/2018	THORP, PURDY, JEWETT, URNESS,	7,814.70
91060118	05/31/2018	BENEFIT PLANS ADMIN SVCS, LLC	28,070.00
93051718	05/21/2018	BENEFIT PLANS ADMIN SVCS, LLC	19,041.51
802682290	05/10/2018	VALIC %CHASE BANK OF TEXAS	75,036.97
802698826	05/25/2018	VALIC %CHASE BANK OF TEXAS	77,615.29
804307869	05/10/2018	INTERNAL REVENUE SERVICE-EFTPS	179,534.29
811277342	05/02/2018	BANK OF AMERICA	24.90
811277347	05/02/2018	BANK OF AMERICA	2,564.97
811277348	05/02/2018	BANK OF AMERICA	2,331.21
812863052	05/25/2018	INTERNAL REVENUE SERVICE-EFTPS <i>FICA Taxes withheld</i>	182,494.08
818013564	05/10/2018	MASS MUTUAL FINANCIAL GROUP	3,759.46
818102412	05/25/2018	MASS MUTUAL FINANCIAL GROUP	3,703.17
830295527	05/17/2018	INTERNAL REVENUE SERVICE-EFTPS	5,266.73
836357888	05/29/2018	OREGON DEPARTMENT OF REVENUE	569.34
852160509	05/10/2018	OREGON DEPARTMENT OF REVENUE	46,935.11
852998499	05/17/2018	INTERNAL REVENUE SERVICE-EFTPS	1,605.83
853432026	05/25/2018	OREGON DEPARTMENT OF JUSTICE	1,924.00
854558794	05/10/2018	OREGON DEPARTMENT OF JUSTICE	1,924.00
868160517	05/17/2018	OREGON DEPARTMENT OF REVENUE	1,269.84
880160511	05/17/2018	OREGON DEPARTMENT OF REVENUE	97.50
885252347	05/29/2018	INTERNAL REVENUE SERVICE-EFTPS	2,293.77
894160523	05/25/2018	OREGON DEPARTMENT OF REVENUE	47,746.14
256 Checks			\$4,499,507.78

AGENDA ITEM SUMMARY

DATE: June 20, 2018

ITEM TITLE: MONTHLY GRANT REPORT

PREPARED BY: Christina Shew, Director of Finance

ACTION REQUESTED: None. Information only.

BACKGROUND:

The Monthly 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 April 30, 2018. Drawdowns for the FTA and ODOT grants are in progress.

1. [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 (closed), OR-04-0048 (closed), and OR-39-0008 (closed).

The budget revision to realign funds allocated within the various activity line items is in progress.

49 USC 5309 - New Starts	\$51,397,774
Local	\$12,849,445
Total Eligible Amount	\$64,247,219
Funds Remaining	\$ 2,212,314

2. [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	\$ 85,955
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3. [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) EIDorado Aerotechs and three (3) minivans] utilizing the State of Oregon Pricing Agreement #4729. The grant also funded security cameras for existing Accessible Services vehicles.

Based on the cost savings in this grant and an assessment of program needs, LTD will acquire additional accessible services vehicles utilizing the State of Oregon Pricing Agreement. As previously reported, the purchase order for two RideSource vehicles has been processed.

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

Funds Remaining	\$ 214,057
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4. [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) EIDorado 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.

As previously reported, the purchase order for RideSource vehicles has been processed.

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
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5. [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 Mobility Management (transportation assessments and transit training and host services). Although the Mobility Management Program is ongoing, this particular grant will be closed upon reconciliation of final expenditures.

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

Funds Remaining	\$ 10,165
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6. [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.

Maintenance staff has initiated the procurement process for tooling for the 40-foot buses. The drawdown for these expenditures is in progress, which will facilitate grant closeout activities.

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	\$ 295,476
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7. [OR-39-0007-00 | 2011 5339 Main Street-McVay Planning](#)

Current Status: Active (Closed)
Key Number: 17958

Although this particular grant has been closed, the Main Street/McVay project is ongoing. LTD has processed a new FTA grant application to continue ongoing activities related to this project.

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

Funds Remaining	\$ 0
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8. [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. Mobility management activities under this grant are completed; remaining balances will be redirected to the bus purchase.

As previously reported, maintenance staff are working with the manufacturer's engineering staff relative to various "punch list" items.

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	\$2,072,328
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9. [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 SmartTrips Program in the Gateway EmX Corridor. The final expenditures related to the UofO Station have been processed. Based on an assessment of the remaining funds and the enhanced EmX services that were recently launched, a request was made to redirect the remaining balance to the SmartTrips activity, which has been approved by FTA. The budget revision is in progress.

LTD will conduct public outreach (SmartTrips) relative to the enhanced EmX service, which will be beneficial to the business community. More importantly, increasing awareness of transportation resources and the various options available (walking, bicycling, carpool, vanpool, and transit trips), in addition to the enhanced EmX service, will facilitate the establishment of long-term and sustainable transportation practices.

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	\$ 210,669
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¹ Federal Highway Administration
² Federal Highway Administration

10. [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. As previously reported, the Budget Revision to fund the purchase of replacement vehicle(s) has been approved by FTA, and the procurement process is in progress.

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

11. [OR-2016-020-00 | 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. As indicated above, the procurement process is in progress.

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

12. [OR-2017-015-00 | FY14/15 5339 Bus Replacement Project](#)

Current Status: Active (Executed)

This grant award in the amount of \$943,814 utilizes FY 2014 and FY 2015 Section 5339 funding for the purchase of two (2) 40-foot, zero-emissions, battery-electric buses that have an expected useful life of 12 years/500,000 miles. This purchase aligns with LTD's diesel bus replacement plan that replaces buses after they have exceeded their useful life expectancy. This grant is in tandem with OR-0127-116-00 (SGR).

49 USC 5339 - (MAP 21) Bus and Bus Facilities Formula (FY 2013 & forward)	\$ 943,814
Local	\$ 235,953
Total Eligible Amount	\$1,179,767
Funds Remaining	\$ 943,814

13. [OR-2017-016-00 | FY15/16 5337 Bus Replacement Project \(SGR\)](#)

Current Status: Active (Executed)

This grant award in the amount of \$943,814 utilizes FY 2015 and FY 2016 Section 5337 funding for the purchase of two (2) 40-foot, zero-emissions, battery-electric buses that have an expected useful life of 12 years/500,000 miles. This purchase aligns with LTD's diesel bus replacement plan that replaces buses after they have exceeded their useful life expectancy. This grant is in tandem with OR-0127-115-00.

49 USC 5337 - (MAP 21) State of Good Repair Formula Grants	\$331,113
Local	\$ 82,778
Total Eligible Amount	\$413,891
Funds Remaining	\$331,113

14. [OR-2017-019-00 | FY16 MAP-21 Sec 20005 \(b\) TOD Pilot Program River Road Transit Community Implementation Plan](#)

Current Status: Active (Executed)

This grant award in the amount of \$450,000 utilizes FY 2016 20005(b) of MAP-21 - Pilot Program TOD Planning funds for the River Road Transit Community Implementation Plan in the furtherance of Transit-Oriented Development. The River Road Corridor (RRC) is an aspect of the MovingAhead project, a system-level evaluation of extending LTD's EmX (BRT) along multiple corridors. The project is in progress.

20005(b) of MAP-21 - Pilot Program for TOD Planning	\$450,000
Local	\$114,000
Total Eligible Amount	\$564,000
Funds Remaining	\$450,000

15. [OR-2017-024-00 | FY16 STP Mobility Management](#)

Current Status: Active (Executed)

This grant award in the amount of \$439,695 utilizes FY 2016 STP funds transferred to Section 5307 funding for LTD's Mobility Management (Point2point) program. The project is in progress.

49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	\$439,695
Local	\$ 50,325
Total Eligible Amount	\$490,020
Funds Remaining	\$ 87,850

16. [OR-2017-026-00 | FY15 5310 Replacement ADA Vehicles](#)

Current Status: Active (Executed)

This grant award in the amount of \$439,695 utilizes FY 2015 5310 funding for the purchase of approximately two (2) ADA accessible, less than 30-foot, replacement buses. As previously reported, the purchase order for the two (2) vehicles has been processed.

49 USC 5310 - (MAP 21) Formula Grants for Enhanced Mobility of Senior & Individuals with Disabilities	\$232,854
Local	\$ 58,214
Total Eligible Amount	\$291,068
Funds Remaining	\$232,854

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

Current Status: Active (Executed, expires June 30, 2018)

This grant award is for \$115,410 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. As indicated, the grant was extended another year; the project is in progress.

Funding to Reduce Single-Owner Vehicle Travel	\$ 115,410
Local	\$ 0
Total Eligible Amount	\$ 115,410
Funds Remaining	\$ 18,432

18. [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	\$488,989

19. [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	\$1,760,056

20. [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	\$463,860

21. [31675 ODOT | 2016-18 5311 35-foot Vehicle Purchase](#)

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

This is a 5311 Transit Network grant, which funds the purchase of one (1) heavy-duty, 35-foot transit vehicle to be used for an ADA pilot program for service between Florence and Yachats. As previously reported, the purchase order for the vehicle has been processed.

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

22. [31923 ODOT | 2017-19 5311 Project Administration and Operations](#)

Current Status: Active

This is a Rural Areas Program 5311 formula-funded grant. The 5311 allocation of \$160,056 requires a 43.92 percent match for operating and a 10.27 percent match for capital, planning, and administration. This project, which is ongoing, includes funding for administrative and operations activities in support of public transportation service in and near the City of Florence.

Project Administration and Operations for Service in and near the City of Florence	\$160,056
Local	\$122,950
Total Eligible Amount	\$283,006
Funds Remaining	\$136,774

23. [32010 ODOT | 2017-19 Region 2 STF Operating](#)

Current Status: Active

This STF grant funds special transportation services benefitting seniors and individuals with disabilities. The project is progressing.

Operating	\$1,754,618
Local	\$ 0
Total Eligible Amount	\$1,754,618
Funds Remaining	\$ 877,310

24. [32197 ODOT | 2017-19 Region 2 5310 Capital, Operating, and Planning](#)

Current Status: Active

This 5310 grant program will fund special transportation services benefitting seniors and individuals with disabilities. This project includes funding for contracted service, mobility management, preventive maintenance, and the acquisition of one (1) vehicle.

Operating	\$2,029,738
Local	\$ 232,313
Total Eligible Amount	\$2,262,051
Funds Remaining	\$1,884,950

25. [32306 ODOT | 2017-19 Region 2 \(FHWA\) Transportation Options](#)

Current Status: Active

This Transportation Options (Federal Highway) grant program will fund activities that promote options other than single-occupant motor vehicle transportation. This project is in progress and will promote efficient use of existing transportation infrastructure and results in a more resilient, healthier, and cost-effective transportation system.

Demand Management	\$394,571
Local	\$ 45,160
Total Eligible Amount	\$439,731
Funds Remaining	\$394,571

26. [31971 ODOT | 2017-19 Region 2 Transit Network Diamond Express](#)

Current Status: Active

The Transit Network Program supports projects that enhance the state's fixed-route transit network by investing in key transit hubs, improving collaboration/coordination between agencies that result in functional benefits, or other activities that enhance the overall transit network. Specific project activities include funding for contracted service and preventive maintenance related to the Diamond Express that operates between Oakridge and Eugene.

Operating	\$188,170
Local	\$172,764
Total Eligible Amount	\$360,934
Funds Remaining	\$172,881

27. [31455 ODOT | 2017-18 5339 Capital Diamond Express](#)

Current Status: Active

This agreement provides funding to purchase passenger transportation vehicles(s) to be used to provide public transportation services. The vehicle(s) will be used to coordinate public and human service transportation services with other agencies.

Capital Vehicle Purchase	\$169,069
Local	\$ 34,629
Total Eligible Amount	\$203,698
Funds Remaining	\$169,069

28. [HU-18-10-09 ODOT I 2016 -19 Point2point Safe Routes to School](#)

Current Status: Active

This ODOT grant (formerly HU-17-10-09) in the amount of \$132,652 provides funding for the Springfield Safe Routes to Schools (SRTS) program, which continues ongoing efforts to establish a long-term SRTS program within the Springfield School District. 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 project activities are ongoing.

Point2point SRTS	\$132,652
Local	\$134,427
Total Eligible Amount	\$267,079
Funds Remaining	\$ 74,749

29. [31655 ODOT I ConnectOregon VI Santa Clara Community Transit Center and Park & Ride](#)

Current Status: Active

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.

As indicated below, the *ConnectOregon* grant funds \$3,000,000 of the total project cost of \$8,142,502, which 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.

Total Project Cost	\$8,142,502
<i>ConnectOregon</i> VI Santa Clara Community Transit Center and Park & Ride	\$3,000,000
Local	\$5,142,502
Total Eligible Amount	\$8,142,502
Funds Remaining	\$3,000,000

ADDITIONAL GRANT ACTIVITY:

Federal Transit Administration 2016-2017 Formula Funds Application

As requested by FTA, LTD has revised the original application for 2016-2017 Section 5307 Formula Funds into two separate applications for the West Eugene EmX Extension and Willow Creek Terminus Station project; and the Glenwood bus parking lot reconfiguration and Preventive Maintenance (FY 2017-18) projects. The grants are undergoing FTA review.

Federal Transit Administration Grant Applications

LTD has submitted grant applications for the MovingAhead System (\$2,300,000); Main Street/McVay (\$315,000); and Mobility Management (Safe Routes to School - \$307,840) projects; and Diesel Bus Replacement Project (\$760,073). The grant applications have been entered into TrAMS and are in progress.

Federal Transit Administration Low or No Emission Vehicle Program Grant Application

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-Springfield metropolitan areas. The grant application is undergoing FTA review.

PROPOSED MOTION: None.

LANE TRANSIT DISTRICT
April 2018 Performance Report
29-May-2018

Performance Measure	Current Month	Prior Year's Month	% Change	Current Y-T-D	Previous Y-T-D	% Change	Current 12 Month	Prior 12 Month	% Change
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Fixed Route Service

Passenger Boardings	930,210	906,718	+ 2.6%	8,436,988	8,433,487	+ 0.0%	10,207,201	10,139,876	+ 0.7%
Mobility Assisted Riders	11,056	12,259	- 9.8%	121,107	128,520	- 5.8%	148,241	157,234	- 5.7%

Average Passenger Boardings:

Weekday	37,834	37,702	+ 0.3%	33,314	33,140	+ 0.5%	33,447	33,200	+ 0.7%
Saturday	19,273	19,304	- 0.2%	19,420	18,960	+ 2.4%	19,183	18,782	+ 2.1%
Sunday	11,722	11,233	+ 4.4%	11,435	10,886	+ 5.0%	11,387	10,716	+ 6.3%
Monthly Revenue Hours	24,743	23,239	+ 6.5%	247,338	232,886	+ 6.2%	295,732	277,728	+ 6.5%
Boardings Per Revenue Hour	37.6	39.0	- 3.6%	34.11	36.21	- 5.8%	34.52	36.51	- 5.5%
Weekly Revenue Hours	5,773	5,422	+ 6.5%	5,756	5,365	+ 7.3%	5,722	5,328	+ 7.4%
Weekdays	21	20		212	217		257	261	
Saturdays	4	5		44	44		52	52	
Sundays	5	5		45	43		53	52	

Farebox Revenues & Sales*

Farebox Revenue	\$115,027	\$127,521	- 9.8%	\$1,389,596	\$1,455,330	- 4.5%	\$1,698,088	\$1,765,953	- 3.8%
Adult Pass	3,061	4,426	- 30.8%	27,829	27,435	+ 1.4%	32,086	32,206	- 0.4%
Youth Pass	857	1,009	- 15.1%	7,004	8,666	- 19.2%	8,173	10,522	- 22.3%
Reduced Fare Pass	884	881	+ 0.3%	9,289	10,508	- 11.6%	32,086	32,206	- 0.4%
Adult 3 Month Pass	187	351	- 46.7%	1,423	1,570	- 9.4%	1,616	1,748	- 7.6%
Youth 3 Month Pass	32	70	- 54.3%	809	734	+ 10.2%	830	772	+ 7.5%
Reduced Fare 3 Month Pass	47	55	- 14.5%	496	522	- 5.0%	599	616	- 2.8%
Adult 10-Ride Ticket Book	1,710	1,772	- 3.5%	17,001	17,816	- 4.6%	20,839	21,409	- 2.7%
Half-Fare 10-Ride Ticket Book	221	430	- 48.6%	3,303	3,889	- 15.1%	3,905	4,756	- 17.9%
RideSource 10-Ride Ticket Book	457	421	+ 8.6%	3,854	4,052	- 4.9%	4,625	5,113	- 9.5%

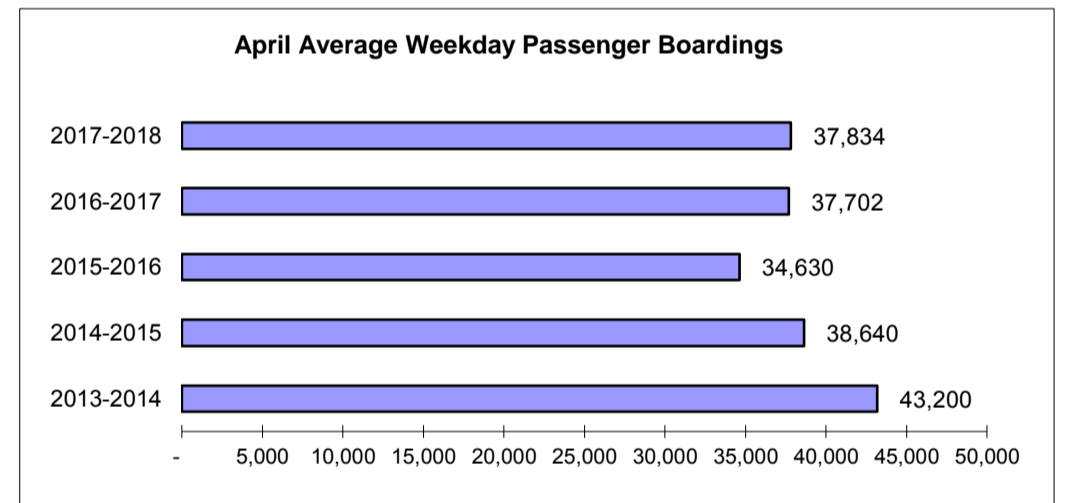
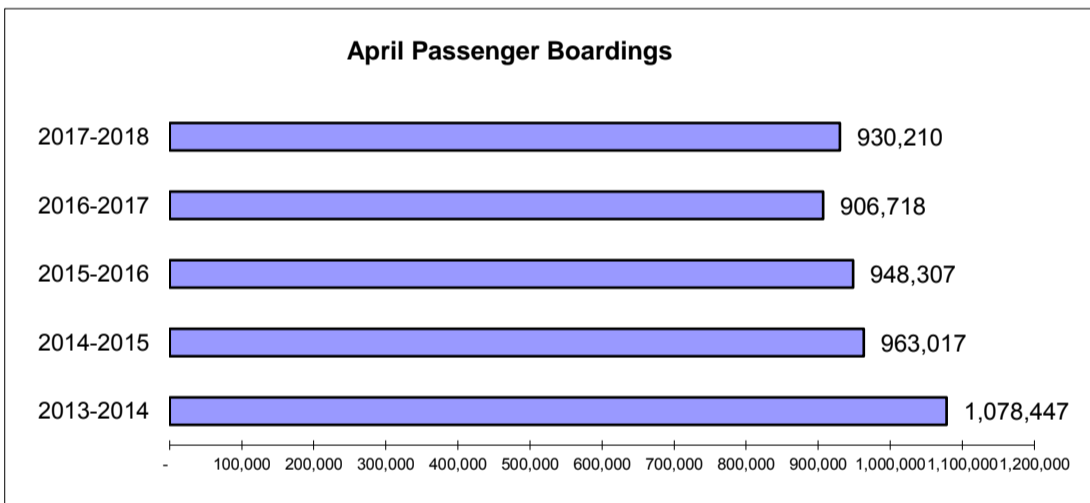
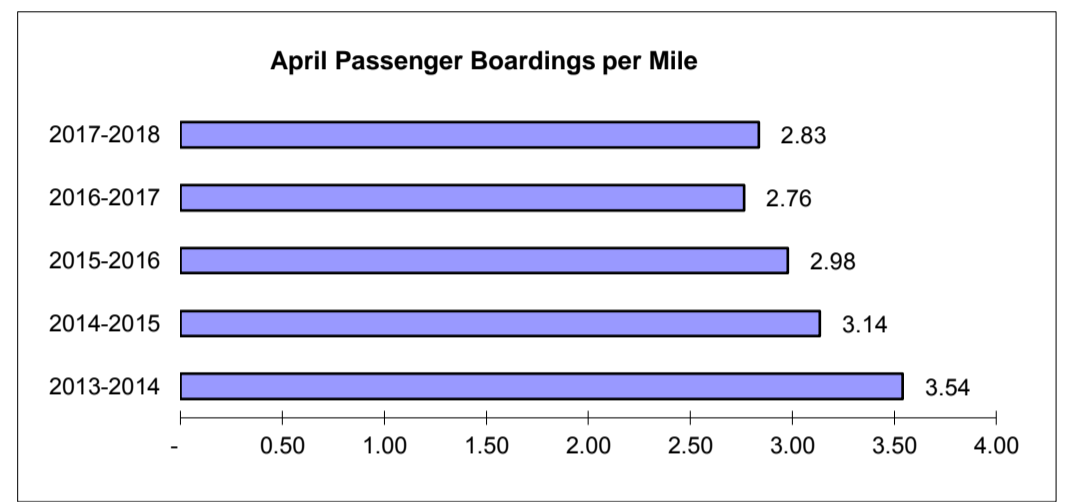
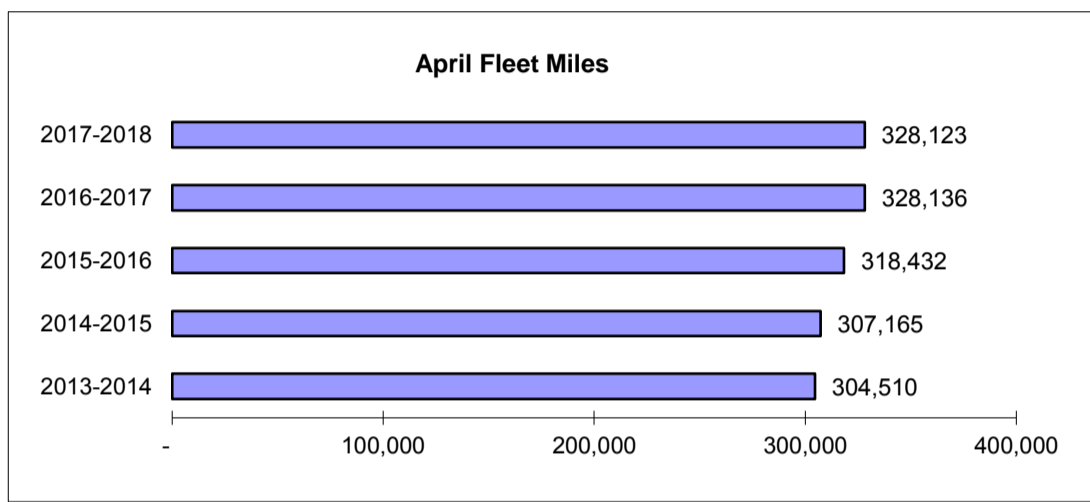
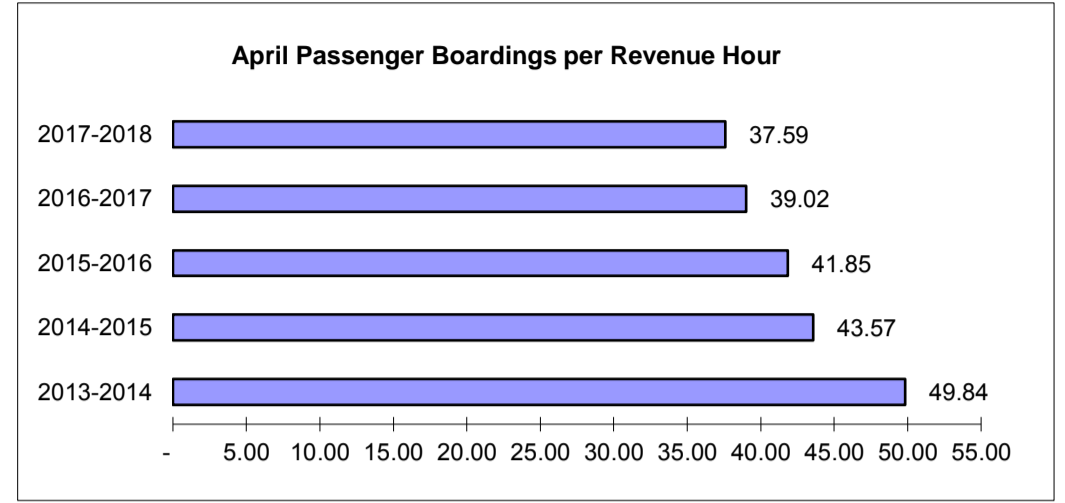
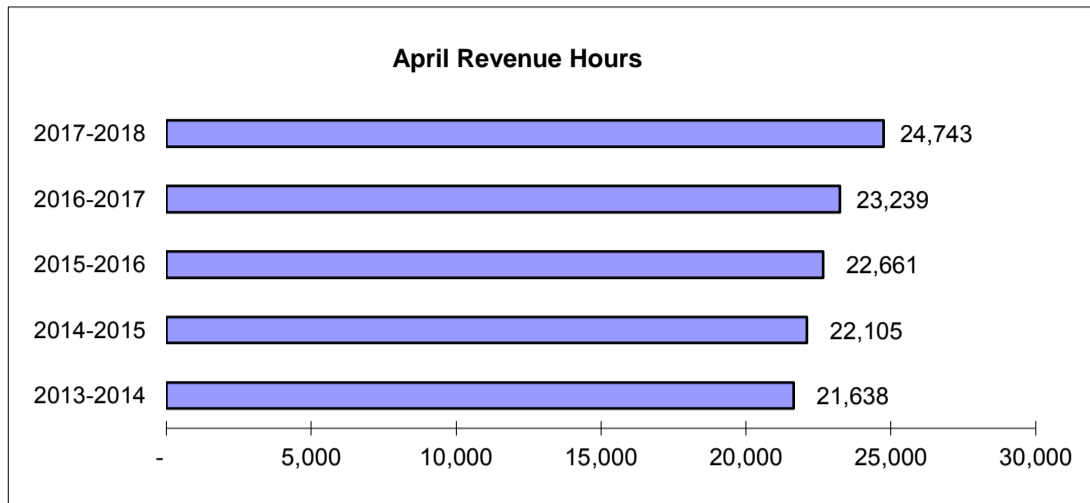
*Group Pass Program revenues, which typically make up about 1/3 of all passenger revenues, are not included in this report. Finance reports total passenger revenues inclusive of Group Pass on a quarterly basis.

Fleet Services

Fleet Miles	328,123	328,136	- 0.0%	3,414,188	3,254,101	+ 4.9%	4,090,682	3,885,488	+ 5.3%
Average Passenger Boardings/Mile	2.83	2.76	+ 2.6%	2.47	2.59	- 4.6%	2.50	2.61	- 4.4%
Fuel Cost	\$203,578	\$155,790	+ 30.7%	\$1,805,319	\$2,136,321	- 15.5%	\$2,110,659	\$2,744,707	- 23.1%
Fuel Cost Per Mile	\$0.620	\$0.475	+ 30.7%	\$0.529	\$0.657	- 19.5%	\$0.516	\$0.706	- 27.0%
Repair Costs	\$334,021	\$229,565	+ 45.5%	\$2,960,811	\$2,516,360	+ 17.7%	\$3,585,650	\$2,972,902	+ 20.6%
Total Repair Cost Per Mile	\$1.018	\$0.700	+ 45.5%	\$0.867	\$0.773	+ 12.1%	\$0.877	\$0.765	+ 14.6%
Preventive Maintenance Costs	\$47,297	\$41,115	+ 15.0%	\$369,563	\$359,714	+ 2.7%	\$439,268	\$434,995	+ 1.0%
Total PM Cost Per Mile	\$0.144	\$0.125	+ 15.0%	\$0.108	\$0.111	- 2.1%	\$0.107	\$0.112	- 4.1%
Mechanical Road Calls	48	39	+ 23.1%	357	332	+ 7.5%	437	399	+ 9.5%
Miles/Mech. Road Call	6,836	8,414	- 18.8%	9,564	9,802	- 2.4%	9,361	9,738	- 3.9%

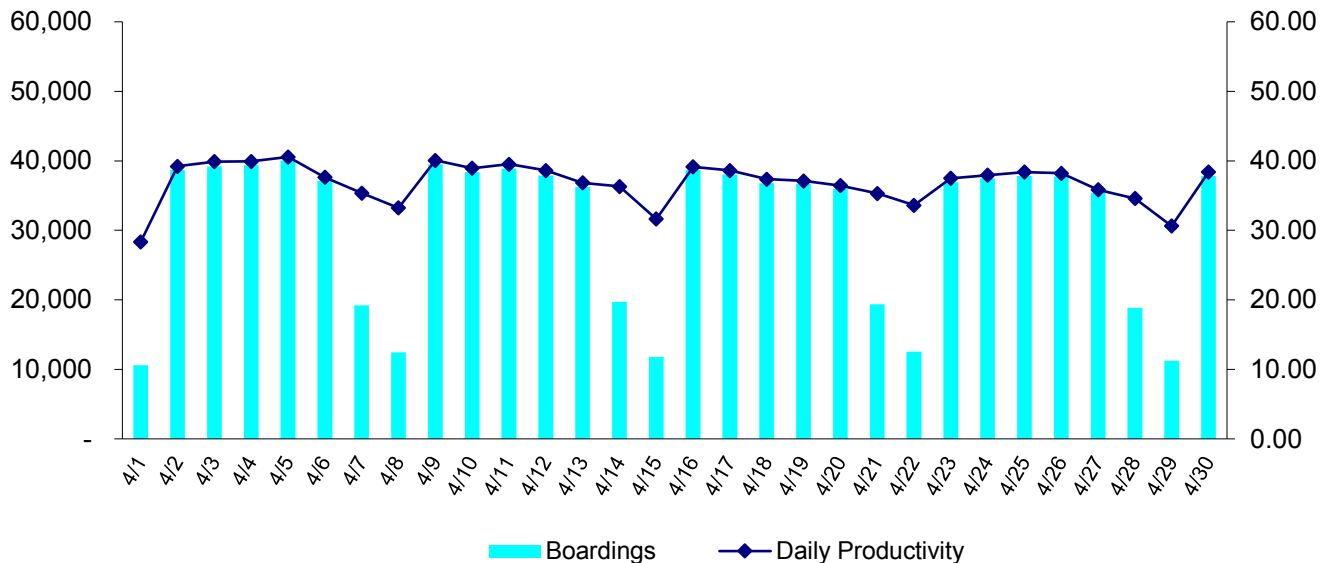
MTM

MTM Rides	13,516	15,413	- 12.3%	133,571	130,384	+ 2.4%	180,759	161,444	+ 12.0%
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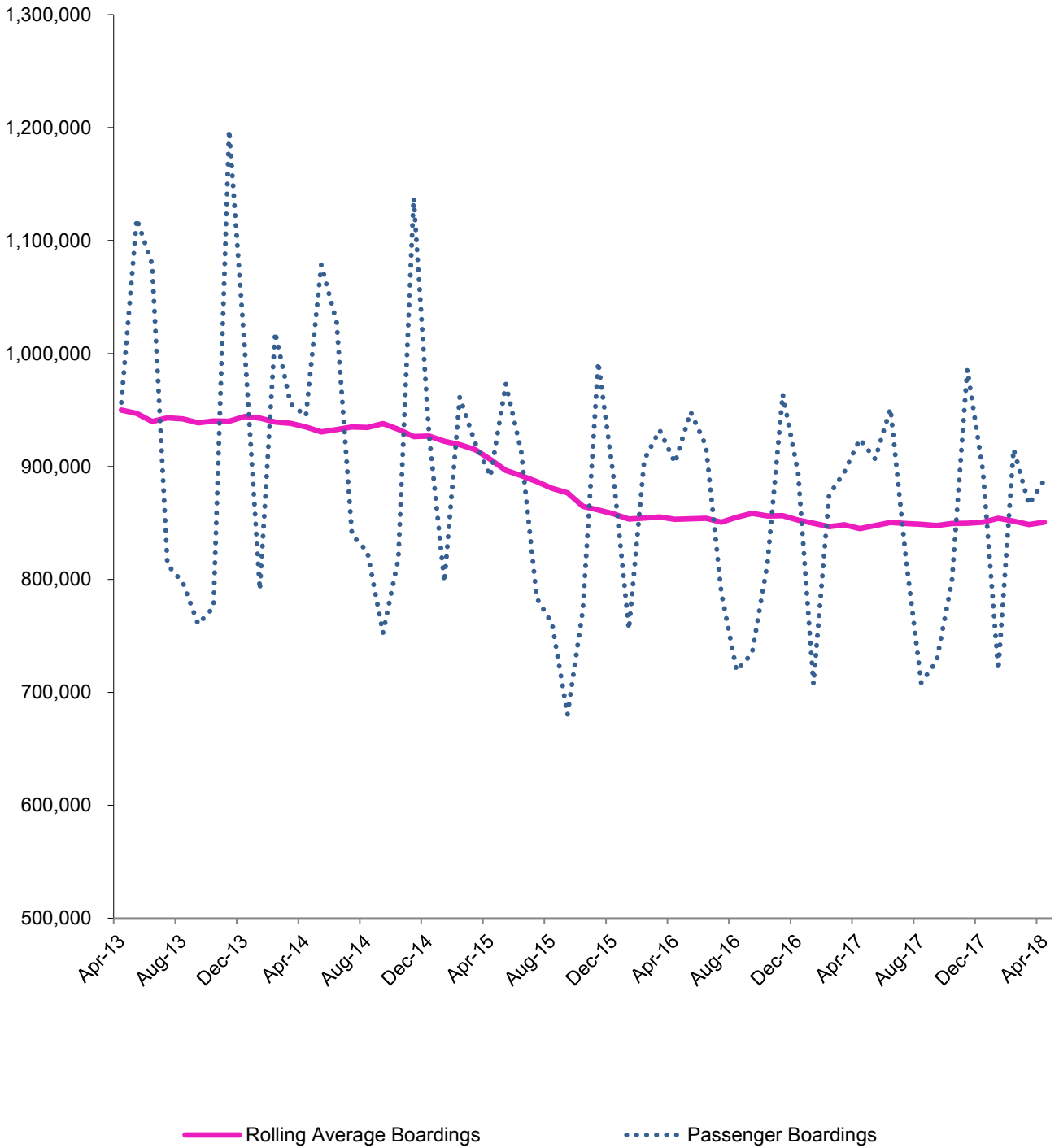
Daily Ridership Recap April 2018

Date	Day	Service	Boardings	Mobility	Revenue	Daily
				Assisted Boardings	Hours	Productivity
4/1/2018	Sunday	Sunday	10,575	168	373	28.35
4/2/2018	Monday	Weekday	38,659	464	986	39.21
4/3/2018	Tuesday	Weekday	39,183	684	982	39.90
4/4/2018	Wednesday	Weekday	39,388	524	987	39.91
4/5/2018	Thursday	Weekday	40,036	499	987	40.56
4/6/2018	Friday	Weekday	37,117	491	986	37.64
4/7/2018	Saturday	Saturday	19,196	236	543	35.35
4/8/2018	Sunday	Sunday	12,432	144	374	33.24
4/9/2018	Monday	Weekday	39,502	521	986	40.06
4/10/2018	Tuesday	Weekday	38,374	553	986	38.92
4/11/2018	Wednesday	Weekday	38,876	490	984	39.51
4/12/2018	Thursday	Weekday	37,878	420	981	38.61
4/13/2018	Friday	Weekday	36,223	503	984	36.81
4/14/2018	Saturday	Saturday	19,680	344	542	36.31
4/15/2018	Sunday	Sunday	11,771	141	372	31.64
4/16/2018	Monday	Weekday	38,678	427	988	39.15
4/17/2018	Tuesday	Weekday	38,024	483	985	38.60
4/18/2018	Wednesday	Weekday	36,791	474	985	37.35
4/19/2018	Thursday	Weekday	36,659	459	988	37.10
4/20/2018	Friday	Weekday	35,976	514	988	36.41
4/21/2018	Saturday	Saturday	19,344	366	548	35.30
4/22/2018	Sunday	Sunday	12,567	221	374	33.60
4/23/2018	Monday	Weekday	36,922	419	985	37.48
4/24/2018	Tuesday	Weekday	37,496	507	989	37.91
4/25/2018	Wednesday	Weekday	37,802	521	985	38.38
4/26/2018	Thursday	Weekday	37,746	487	988	38.20
4/27/2018	Friday	Weekday	35,349	386	987	35.81
4/28/2018	Saturday	Saturday	18,870	291	546	34.56
4/29/2018	Sunday	Sunday	11,266	143	368	30.61
4/30/2018	Monday	Weekday	37,830	462	986	38.37
Totals			930,210	12,342	24,743	36.83



LANE TRANSIT DISTRICT

Five Year History of Passenger Boardings





MONTHLY DEPARTMENT REPORTS

June 20, 2018

OFFICE OF THE GENERAL MANAGER

Aurora Jackson, General Manager

There is no report this month.

SERVICE DELIVERY & ADMINISTRATION

Mark Johnson, Assistant General Manager

ACCESSIBLE SERVICES

Cosette Rees, Director of Customer and Specialized Services

Yachats/Florence Pilot

Through a competitive process, River Cities Taxi was selected to provide operations for this 12-month pilot that will provide service between the coastal communities of Yachats and Florence. Service will begin when the vehicle has been delivered. The vehicle procurement was awarded to Schetky and is awaiting their scheduling.

Trillium NEMT

Staff have begun conversations toward the renewal of our Non Emergency Medicaid Transportation (NEMT) contract with Trillium, Lane County's Coordinated Care Organization. As a result of the recent audit by Trillium, LTD desires clear language on the compliance requirements. The current contract will automatically renew on July 1, 2018, and staff will amend the contract when negotiations are complete.

POINT2POINT

Theresa Brand, Point2Point Manager

Point2point staff have provided direct program support to Bike month, Walk and Roll activities at 44 local schools, and for the Business Commute Challenge over the last month.

School Programs:

This June, Point2point staff supported the following SRTS efforts:

- Continued training and support for the two new SRTS assistants, Sydney (Syd) Shoaf and David Groff.

- Coordination for first annual SRTS/LTD student art competition. Five winning students were selected to get their artwork on LTD buses in June.
- Assisted with all facets of Walk and Roll to School Month all month. There were 44 local schools that participated this year over the month.

Employer Programs:

- Staff have begun congestion mitigation outreach efforts with businesses along International Way regarding the ODOT Beltline Project activities over the next 2 years.

Business Commute Challenge (BCC):

- The 2018 event was an amazing success with 233 employer teams participating and 2,708 participants registered.
- In an effort to encourage teams to register early, team captains who register their teams within the first two weeks are entered into a raffle to drive an LTD bus. This year's winner of the "Drive the Big Rig" contest is Zane Wheeler and City of Eugene Rec Team. The Riverhouse Staff came to LTD during the BCC week and two of the staff were able to learn how to drive one of the LTD Buses at the Glenwood Bus Yard.
- Attendance at events during the Business Commute Challenge week was strong and a summary will be given in the July report.
- On Thursday, May 24th, the BCC Wrap up Party was held at the Sweet Cheeks Tasting Room/Courtyard at 5th Street and the turn out for the Awards Ceremony was fantastic (150 people). Councilor Simple spoke from the City of Eugene, Emma Newman on behalf of the City of Springfield, and Aurora Jackson on behalf of LTD.

Emergency Ride Home Program (ERH):

- Alko Hotels enrolled four hotels under their umbrella into the Emergency Ride Home Program. These hotels include Fairfield Inn & Suites, University Inn & Suites, Comfort Suites, and Candlewood Suites.

Drive Less Connect (DLC):

- Point2point staff continue working with ODOT on the development of requirements for a new rideshare matching software platform.
- Preparations for the 2018 Oregon Drive Less Challenge continue. The challenge will be held in the first two weeks of October and is open to anyone over 18 for any trip purpose.

The Business Commute Challenge along with the Oregon Drive Less Challenge are two unique opportunities to encourage and remind local travelers about using transportation options for some of their local trips, which in turn can help change longer term travel choices.

Measurement Efforts:

- Staff have received Lane County's survey results back from the recently completed ODOT TO survey and results will be shared with the regional partners in the next month. This will be an annual survey which will help guide and fine tune transportation options investment on behalf of ODOT.

PUBLIC AFFAIRS

Edward McGlone, Director of Public Affairs

Transit Advertising Contract

LTD will enter into a one-year sole source contract with current vendor Lamar to sell and coordinate advertising on LTD's fleet of transit vehicles. The one year contract will expire July 31, 2019, and an RFP process for a long-term contract will begin later this year.

Starting August 1, 2018, 14 of LTD's EmX vehicles will be sold for advertising for the first time since the BRT line opened in 2007. The new contract will include a \$300,000 minimum revenue guarantee and a revenue share overage will be paid when 45 percent of the net advertising space sales exceed the minimum annual guarantee of \$300,000. The current contract has a \$270,000 minimum revenue guarantee and a 45 percent overage rate.

Staff believes it is in the best interest of LTD to continue the revenue stream established by Lamar and their market knowledge, and existing client relationships, for an additional year while a competitive bid is conducted for long-term advertising services. The firm has provided steady revenue and coordination to LTD since 2008. There is no other vendor in the region familiar with the Eugene-Springfield transit market and to terminate our work with Lamar would cause a significant revenue disruption (current contract expires July 31, 2018).

It is anticipated that a competitive procurement review for transit advertising services will begin later this year with implementation of a multi-year contract to commence in 2019.

MARKETING AND COMMUNICATIONS

Meg Kester, Marketing and Communications Manager

Ridership Marketing & Service Awareness Campaign

Phase 5 of the ridership and service awareness campaign continues. This month, signage is going up at LTD park and ride lots, raising awareness of the District's park and ride facilities. Signage is banners or lawn signs, customized to the facility. Before and after counts of park and ride usage will be conducted to gauge the effectiveness of this campaign.

Group Pass Program

A tool kit of marketing templates is receiving positive response from new GPP worksites. The kit includes customized poster displays and table tents, which LTD creates and delivers to new GPP sites. The tools help with site-specific promotion and employee participation in the District's transit pass program. The GPP coordinator, Cammie Harris, continues to market new and potential sites, maintains and supports activities with existing enrollees, and acts as the liaison with internal District staff.

1Pass Sales

1Pass sales for the first month are reported at 1,240. This is well above to last year's sales of 772 for the same time period. LTD and its partners, **Willamalane** and **City of Eugene**, began marketing efforts in April and will continue this through the summer. Promotion of the 3-month summer youth pass includes bus ads, point of sale displays, web banners and online promotion, social media, video, news articles, and paid advertisements. The pass program enables transit rides and free or

discounted admission to 16 youth-oriented organizations all summer long (Memorial Day to Labor Day) for youth 18 and younger. The 1Pass went on sale May 1.

Community Events

LTD hosted an event on May 31 for the unveiling of the **Sam Reynolds historical marker**. The marker honors the legacy of Sam Reynolds, a leader of Eugene’s African American community and will be permanently displayed at the Sam Reynolds EmX station on W. 11th. Approximately 45 people attended, including Senator James Manning, Eugene Councilmember Greg Evans, NAACP Director Eric Richardson, LTD Board members and staff, and members of the public. Also in attendance were members of the Reynolds family. A reception event, following the marker unveiling, occurred at the nearby St Mark’s Church, located on Sam Reynolds Street, which has deep ties to the Reynolds family. The reception was attended by about 40 people. <https://www.ltd.org/latest-news/community-leader-honored/>

Rider Outreach

A series of outreach efforts regarding the **fall service change proposal** has been under way since the beginning of May. This effort has included rider outreach, tabling activity, communications to community organizations, several rider newsletters, online and social media posts. The intention has been to provide both information and encourage public comment. A summary of comments received through the public process period will be provided to the Board at the June 20 meeting.

The annual **Customer Satisfaction Survey** of the **American Bus Benchmarking Group (ABBG)** concluded last month. A total of 736 people submitted surveys, exceeding ABBG’s and LTD’s target goal of 500. This response rate is up 47 percent over the 2017 ABBG survey results.

Bus Art

A series of art designs will be appearing on LTD buses this summer. They are the work of five design students from Willamette and Springfield high schools, coordinated through the local Safe Routes to School program. The theme of the designs are ‘the way you move’ and the art highlights multi-modal transportation.

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

TRANSIT TOMORROW

Hart Migdal, Development Planning Associate

The first phase of public involvement for the Transit Tomorrow project will launch in late June with a stakeholder forum to be hosted on June 26 at the University of Oregon. To date, nearly 60 people have provided an RSVP to attend the event. Following the stakeholder forum, an online open house will be launched seeking general guidance on core values for the future of the transit system. Over June and July a number of listening sessions will be held in Eugene, Springfield, and the Cottage Grove area targeted at soliciting further input and driving participation in the online open house. In addition to other direct outreach efforts, at least one of the listening sessions will be targeted to existing bus riders.

In advance of the public involvement work, Jarrett Walker and Associates will release a detailed report titled the Choices Report that provides an initial assessment of LTD's routes and services and outlines the major choices the community will be asked to engage in throughout the Transit Tomorrow process. Copies of the report will be provided to the Board of Directors and will be made available on LTD's website at <https://www.ltd.org/transit-tomorrow/>.



JAN

FEB

MAR

APR



MAY

JUNE

JULY

AUG



SEPT

OCT

NOV

DEC

2018 Executive Appointment Update



Upcoming/Current Board Vacancies

- Subdistrict 3 – Dir. Don Nordin - 1/1/2019*
- Subdistrict 4 – Dir. Ed Necker - 1/1/2018
- Subdistrict 6 – Dir. Gary Wildish – 1/1/2019*

*Indicates eligible for re-appointment



Governor's Timeline for Appointments

- **September Senate Confirmation Hearing Timeline**

- The next round of Senate-confirmed appointments will likely happen on September 24, 2018. Please follow the timeline below:
- August 3- Stakeholder recommendations due to Policy Advisors
- August 10- Policy Advisor recommendations due to Mary Moller
- August 31- Appointments due to Secretary of the Senate
- *September 24- Senate Confirmation Hearing
- *September 25 or 26- Senate Vote
- *Exact day/time still to be determined



2018 Executive Appointment Update

Thank You!



LTD Proposed Service Changes: Fall 2018 - REVISED



LTD Service Goals

- Provide the high quality service
- Help people get where they're going quickly and efficiently
- Protect highest utilized service
- Match service product with riders' demand



Last Three Years

- More than \$3m in new service
 - Expanded weekend service
 - Late night service
 - More frequent trips
 - EmX West
- As we have invested in service, we've created a more complete network
- College Enrollment Down
 - LCC decline by nearly 50%
 - UO decline by nearly 10%
- Ridership on some routes has declined as demand, network changed



LTD Reviewing Service

- LTD is looking to better respond to ridership demands and community needs
- Annual Route Review
- Comprehensive Operations Analysis – “Transit Tomorrow”
- Targeted changes focused on low-efficiency trips



This Year's Proposed Changes

- Surgical look at specific trips and times of day
- Slight adjustments to certain trips that have limited ridership
- Protect span of service in our recommendation except for one route
- Schedule and routing changes to minimize impact of proposed changes



Steps to Adoption

Public comment period begins	May 7
<i>2018 Service Review Summary</i> published on website	May 7
Public Comment at Public Hearing	May 16
Public comment period closes	June 20
Service changes adopted at Board Meeting	June 20
New Service Starts	Sept. 16

- Email: LTD@ltd.org



Public Involvement Process

Date	Event
29-Apr	Article in Bus Talk and distributed
2-May	Article in InMotion E-news
3-May	Service Advisory Committee Meeting
7-May	Public Comment Period Opens
7-May	Materials Posted Online and at CSC
8-May	Presentation to ACES
8-May	Posted to Facebook
9-May	Article in Electronic Bus Talk Sent
10-May	Board Packets Out
15-May	Presentation to ATC
15-May	Presentation to Ops Supervisors
16-May	Post to Facebook
16-May	Public Hearing/Board Meeting
18-May	Memo sent via Constant Contact
21-May	Outreach in Operations Lounge
22-May	Outreach in Operations Lounge
1-Jun	June issue of InMotion E-news
1-Jun	Memo sent to Title VI agencies
3-Jun	Article in Bus Talk and distributed
4-Jun	Rider Outreach (Springfield Station)
5-Jun	Rider Outreach (Eugene Station)
5-Jun	Meeting with University of Oregon stakeholders
6-Jun	Rider Outreach (Eugene Station)
7-Jun	Rider Outreach (Springfield Station)
11-Jun	Rider Outreach (UO Station)
12-Jun	Rider Outreach (UO Station)
13-Jun	Rider Outreach (LCC Station)
14-Jun	Rider Outreach (LCC Station)
14-Jun	Board packets out
20-Jun	Compile rest of public comments to get to Board in addendum
20-Jun	Service adoption/Board meeting/Public Hearing

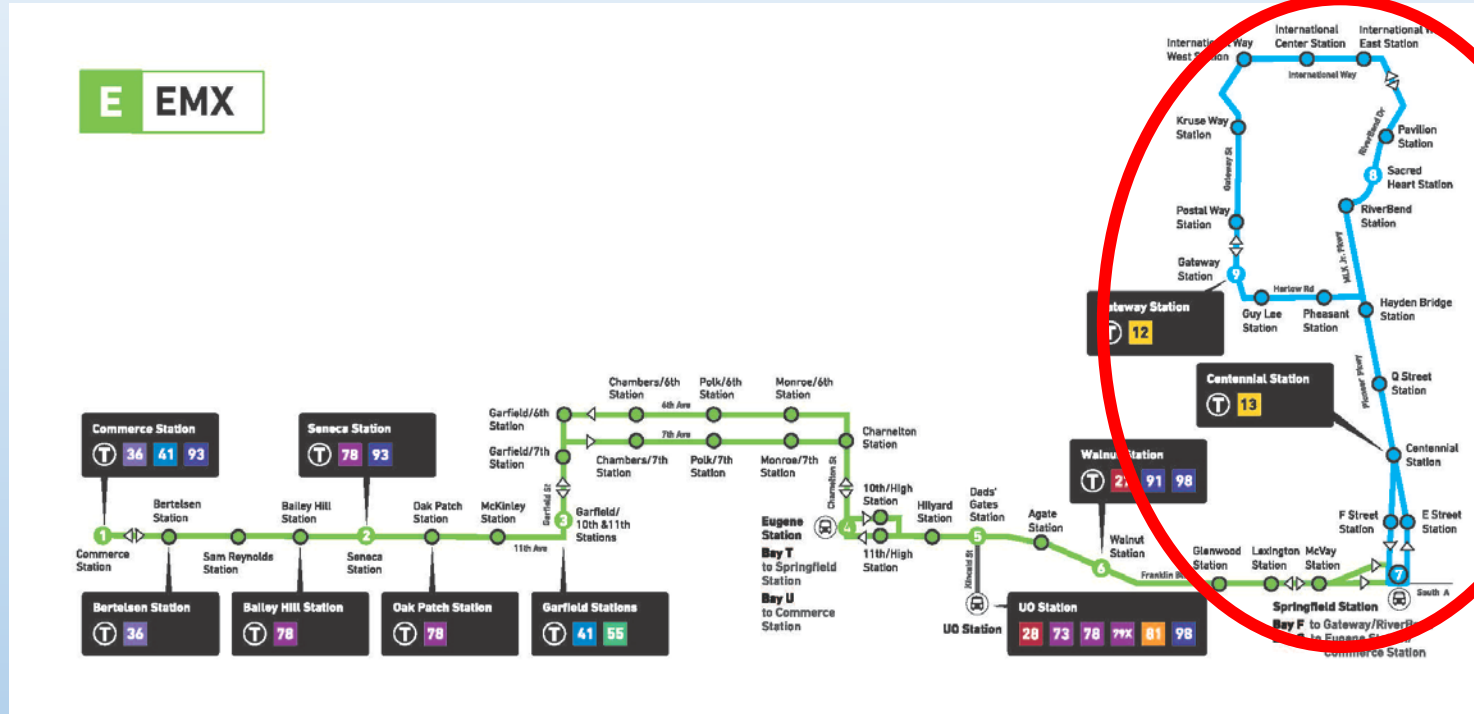


Summary of Public Involvement

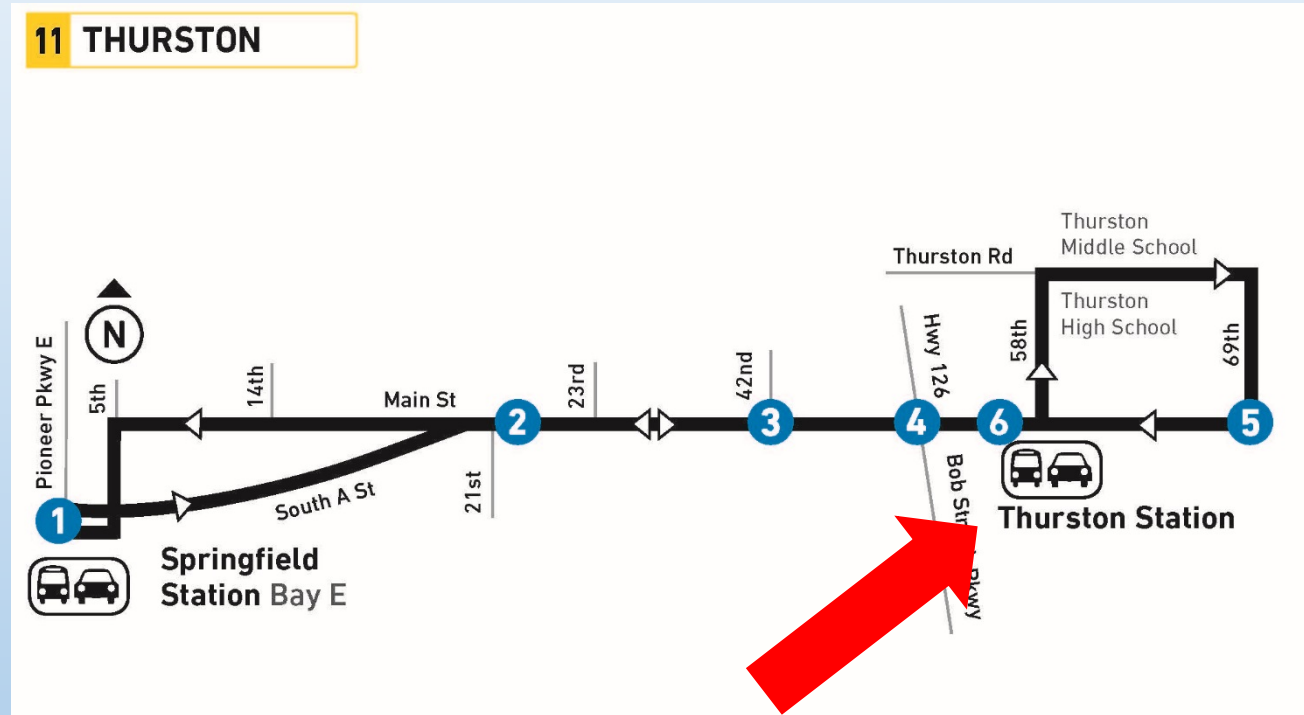
- 102 public comments received
- Concerns about changes to some service to UO
- Concerns about impact
- Most commented on changes:
 - Route 11 – 12 comments
 - Route 41 – 9 comments
- Proposed changes not receiving comment:
 - Route 28
 - Route 79x
 - Route 85



Proposed Changes: EmX



Proposed Changes: Route 11 - Thurston



Proposed Changes: Routes 12, 27, 28, 33, 41

- **Route 12 - Gateway** - Improve transfers on some PM trips
- **Route 27 – Fairmount** - Eliminate some low-ridership AM, PM trips
- **Route 28 – Hilyard** - Remove partial AM trips, change other trips
- **Route 33 – Jefferson** - 30 minute peak service, 60 minute off-peak service
- **Route 41 – Barger/Commerce** - Rescind proposed changes.



Proposed Changes: Route 51 – Santa Clara

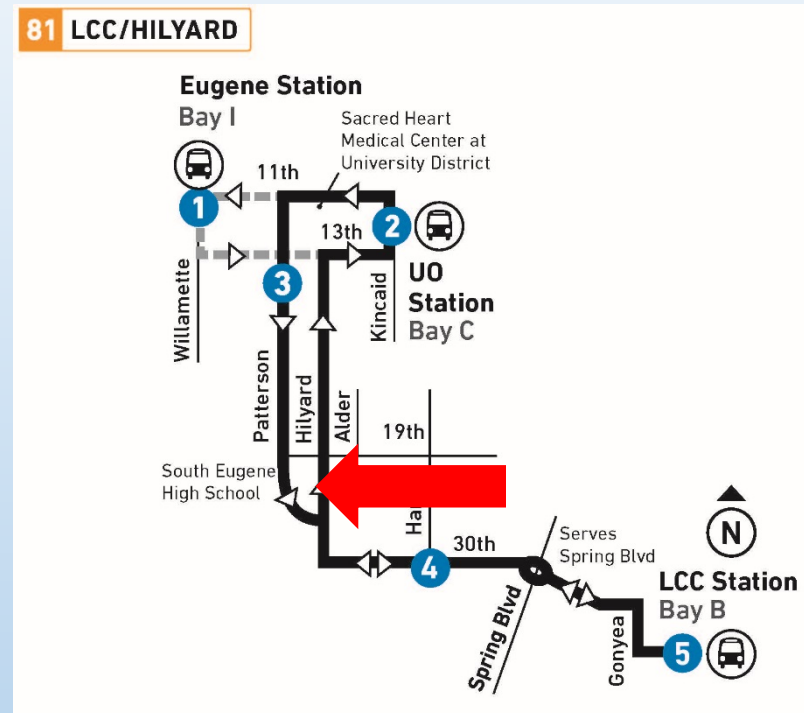


Proposed Changes: Routes 55, 73, 78, 79x

- **Route 55 – North Park** - remove two low-demand trips, adjust schedule
- **Route 73 – UO/Willamette** - Remove low-ridership trips, maintain 30 minute service
- **Route 78 – UO/Seneca** - Remove four instead of five trips; adjust schedule to meet UO schedules.
- **Route 79x – UO/Kinsrow** - Remove select low-ridership weekday trips; adjust schedule



Proposed Changes: Route 81 LCC/Harris



Change from May recommendation:
Restore five trips, 30 min freq. at peak demand

Proposed Changes: Routes 82, 85, 95

- **Route 82 – LCC/Pearl** - Frequency could change from 10 to 20 minutes and 20 to 30 minutes on weekdays based on demand
- **Route 85 – LCC/Springfield** - Weekday frequency changes could change from 30 to 60 minutes in the middle of the day
- **Route 95 - Junction City** - Could combine the last two weekday trips based on demand, and change Saturday service from four to three total trips



Other Changes Considered

- **Route 98 – Cottage Grove** – Routing change would have eliminated the in-town routing through Cottage Grove on weekdays.
- **UO Football Service** – Modifying or Discontinuing special service to UO football games.
- **Holiday Service** – Possibly remove service on four holidays: New Years, Memorial Day, Independence Day, and Labor Day.



LTD Proposed Service Changes: 2018

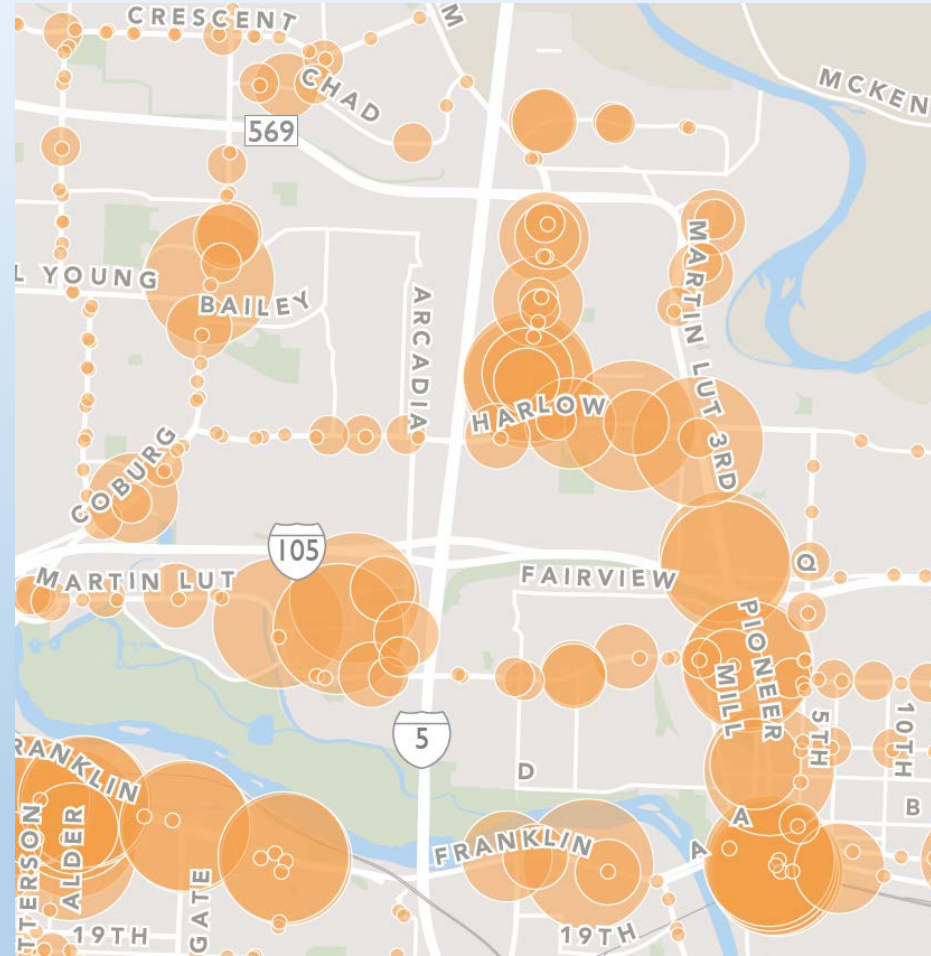
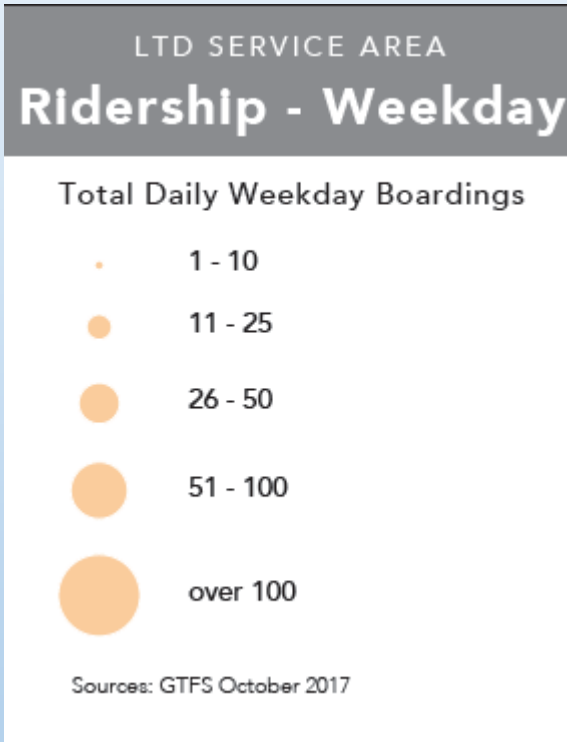
Thank You!

For More Information:
<https://www.ltd.org/fall-bid/>

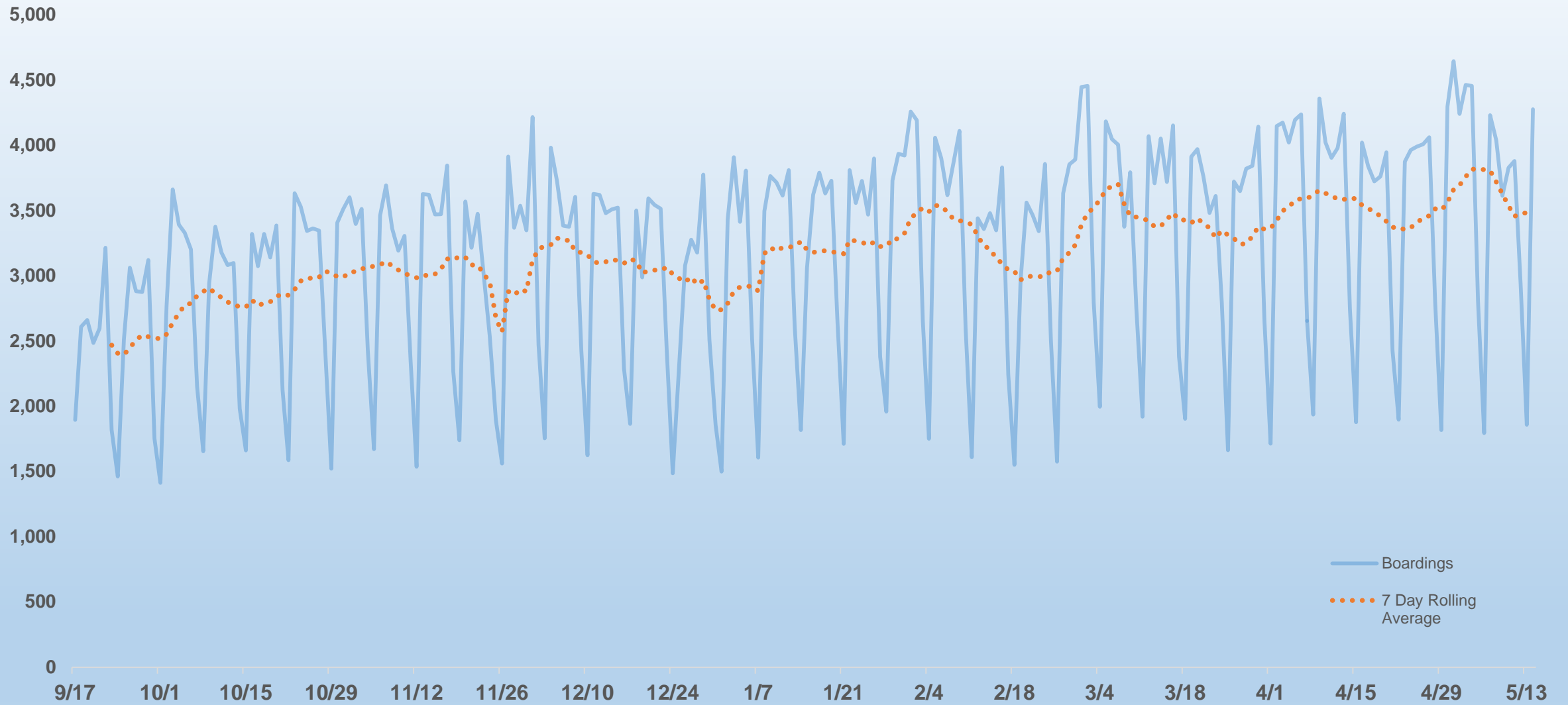


LTD.org

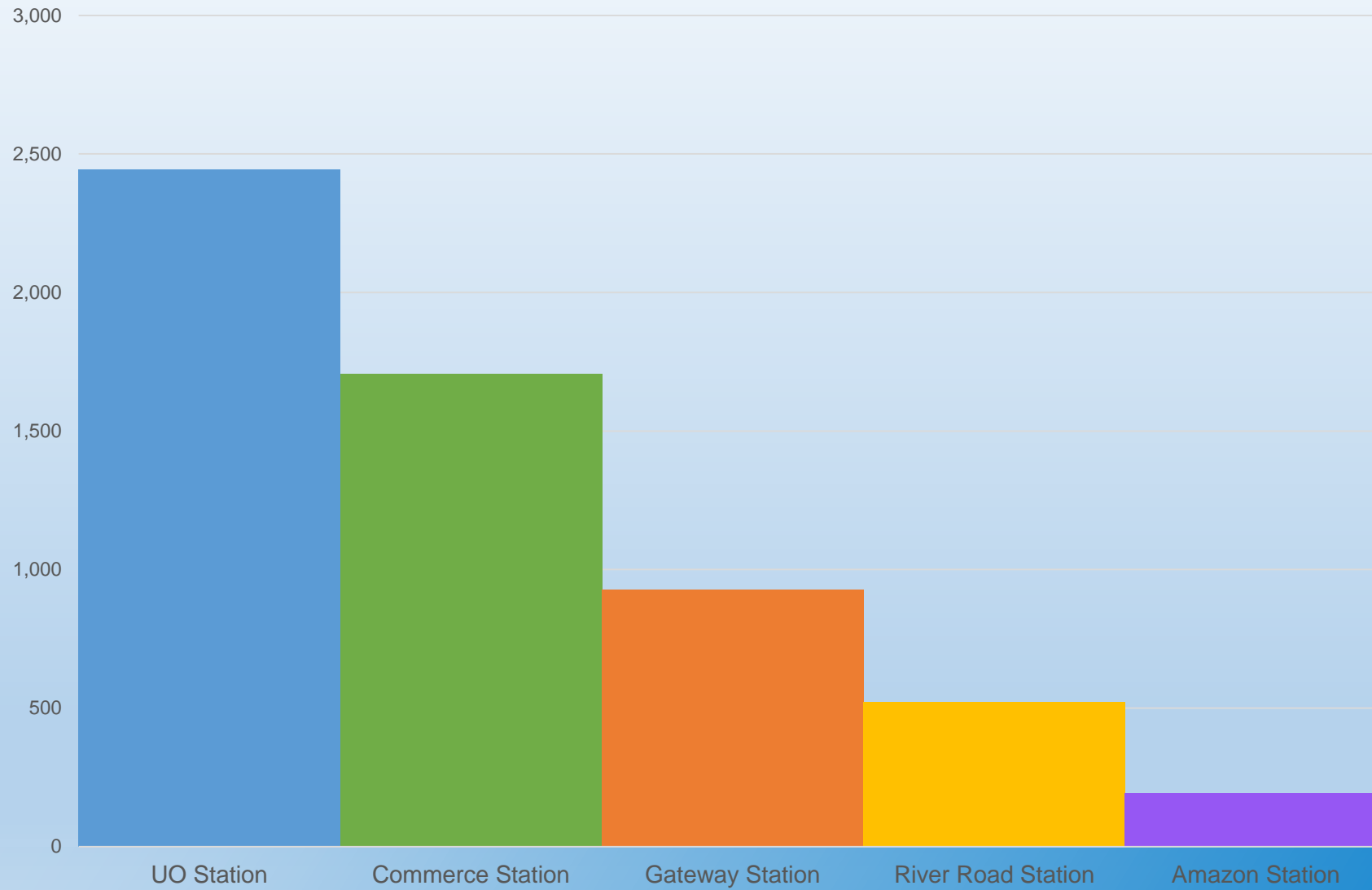
Gateway EmX Boardings



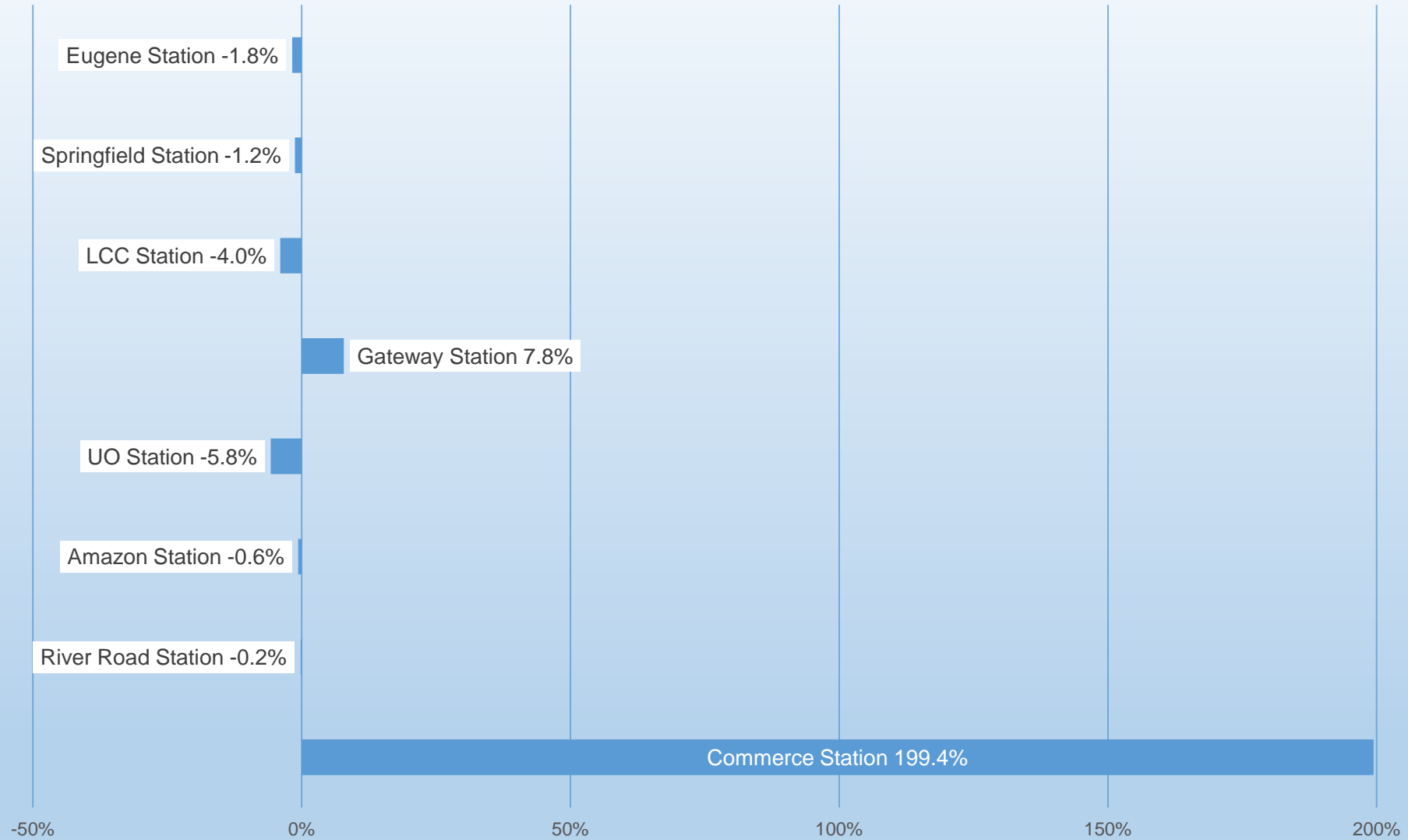
EmX West Boardings Launch Through March 14, 2018



Fall Bid 2017 Average Daily Boardings at Key Stations (All Ons and Offs)



Change in Boarding Activity Fall Bid 2016-2017 (All Ons and Offs)



Day Type	Route	Description of Changes	Oct 17 Average Productivity of Route (Boardings/ Rev Hr)	Oct 17 Average Productivity of Eliminated Trips (Boardings/Rev Hr)	Hours Saved	Savings
WKD	EmX	EmX Eugene and Gateway are separated into 2 routes until evening hours. - Gateway line moves to 15 minute frequency			12.71	\$ 281,374
	11	Frequency adjustments - Routing Change, straightens route - 15 min to 20 min service. Removes 10 trips, reduce evening service to match evening EmX.	41.9	35.7	13.72	\$ 279,559
	12	Timing improvements - Brings four trips back on transfer schedule			1.1	\$ 22,414
	27	Frequency adjustments - Removes two morning, four afternoon unproductive trips	20.1	18.3	5.25	\$ 106,974
	28	Removes two partial trips	42	34	1.78	\$ 36,269
	33	Frequency adjustments - Two trips removed	22.5	14.5	1.77	\$ 36,066
	41	No Changes to Schedule				\$ -
	55	Removes two unproductive trips	20.9	13.5	2.5	\$ 50,940
	73	Removes 2.5 unproductive trips	30.5	22	1.5	\$ 30,564
	78	Frequency and timing adjustments - 30 minute peak, 60 minute off-peak - Removes four trips	18.6	16.75	9.75	\$ 198,666
	79x	Frequency adjustments, removes seven trips - Does not affect ASUO times	87.3	71.8	3.59	\$ 73,150
	81	Frequency and routing change - 60 minute service; 7 trips removed - Routing changed for safety issue	37.5	29.3	8.63	\$ 175,845
	82	Frequency adjustments - 15 and 20 minute frequency adjusted resulting in removal of 4.5 trips.	58.3	31.11	5.71	\$ 116,347
	85	Frequency adjustments - Removes five trips	39.8	22.22	2.41	\$ 49,106
	95	Combines last two trips, Removes one trip	14.9	10.7	1.34	\$ 27,304
SAT	EmX	Frequency adjustments, removes one trip			2.7	\$ 12,253
	11	Routing Change, straightens route			4.2	\$ 17,544
	81	Routing change for safety issue			0.69	\$ 2,882
	95	Removes one unproductive morning trip	12.2	8.3	1.32	\$ 5,514
SUN	11	Routing Change, straightens route			3.7	\$ 16,586
Other	98	Routing Change, Eliminates routing through Cottage Grove. Service would start and end at Walmart (Weekdays only)			5.67	
	Football	Discontinue Football Service	(Equivalent weekday hours)		10.54	\$ 214,816
	Holidays	Eliminate 4 holiday service days: New Years, Memorial Day, Independence day, Labor Day.	(Equivalent weekday hours)		6.45	
						\$ 1,539,356

Day Type	Route	Description of Changes	Oct 17 Average Productivity of Route (Boardings/ Rev Hr)	Oct 17 Average Productivity of Eliminated Trips (Boardings/Rev Hr)	Hours Saved	Savings
WKD	EmX	EmX Eugene and Gateway are separated into 2 routes until evening hours. - Gateway line moves to 15 minute frequency			12.71	\$ 281,374
	11	Frequency adjustments - Routing Change, straightens route - 15 min to 20 min service. Removes 10 trips, reduce evening service to match evening EmX.	41.9	42.8	13.72	\$ 279,559
	12	Timing improvements - Brings four trips back on transfer schedule			1.1	\$ 22,414
	27	Frequency adjustments - Removes two morning, four afternoon unproductive trips	20.1	18.3	5.25	\$ 106,974
	28	Removes two partial trips	42	34	1.78	\$ 36,269
	33	Frequency adjustments - 30 minute peak, 60 minute off-peak - Removes four trips	22.5	17	3	\$ 61,128
	41	Frequency adjustments - Removes	33	22	3.5	\$ 71,316
	55	Removes two unproductive trips	20.9	13.5	2.5	\$ 50,940
	73	Removes 2.5 unproductive trips	30.5	22	1.5	\$ 30,564
	78	Frequency and timing adjustments - 30 minute peak, 60 minute off-peak - Removes five trips	18.6	16	11	\$ 224,136
	79x	Frequency adjustments, removes seven trips - Does not affect ASUO times	87.3	71.8	3.59	\$ 73,150
	81	Frequency and routing change - 60 minute service - Routing changed for safety issue	37.5	34.3	13.8	\$ 281,189
	82	Frequency adjustments - 15 and 20 minute frequency adjusted resulting in removal of nine trips.	58.3	49.6	9.7	\$ 197,647
	85	Frequency adjustments - 30 minute peak, 60 minute off-peak - Removes eight trips	39.8	29.4	2.32	\$ 47,272
	95	Combines last two trips, Removes one trip	14.9	10.7	1.34	\$ 27,304
SAT	EmX	Frequency adjustments, removes one trip			2.7	\$ 12,253
	11	Routing Change, straightens route			4.2	\$ 17,544
	81	Routing change for safety issue			0.69	\$ 2,882
	95	Removes one unproductive morning trip	12.2	8.3	1.32	\$ 5,514
SUN	11	Routing Change, straightens route			3.7	\$ 16,586
Other	98	Routing Change, Eliminates routing through Cottage Grove. Service would start and end at Walmart (Weekdays only)			5.67	
	Football	Discontinue Football Service	(Equivalent weekday hours)		10.54	\$ 214,816
	Holidays	Eliminate 4 holiday service days: New Years, Memorial Day, Independence day, Labor Day.	(Equivalent weekday hours)		6.45	
					\$ 1,846,015	

FY2019 Service Adjustment Summary						
Day Type	Route	Description of Changes	Oct-17 Route (Boardings/ Rev Hr)	Oct-17 Trips (Boardings/ Rev Hr)	Daily Hours Saved	FY2019 Savings
WKD	EmX	Route split, frequency changes			12.71	\$ 281,374
	11	Frequency Adjustments Route Change	42	43	13.72	\$ 279,559
	12	Schedule Adjustments			1.1	\$ 22,414
	27	Frequency Adjustments	20	18	5.25	\$ 106,974
	28	Removes two partial trips	42	34	1.78	\$ 36,269
	33	Frequency Adjustments	23	17	3	\$ 61,128
	41	Frequency Adjustments	33	22	3.5	\$ 71,316
	55	Frequency Adjustments	21	14	2.5	\$ 50,940
	73	Frequency Adjustments	31	22	1.5	\$ 30,564
	78	Frequency Adjustments Schedule Adjustments	19	16	11	\$ 224,136
	79x	Frequency Adjustments	87	72	3.59	\$ 73,150
	81	Frequency Adjustments Route Change	38	34	13.8	\$ 281,189
	82	Frequency Adjustments	58	50	9.7	\$ 197,647
	85	Frequency Adjustments	40	29	2.32	\$ 47,272
	95	Frequency Adjustments	15	11	1.34	\$ 27,304
SAT	EmX	Frequency Adjustments	67	48	2.7	\$ 59,773
	11	Frequency Adjustments Route Change			4.2	\$ 85,579
	81	Route Change			0.69	\$ 14,059
	95	Frequency Adjustments	12	8	1.32	\$ 26,896
SUN	11	Frequency Adjustments Route Change			3.7	\$ 75,391
Total Savings from Service Adjustments					99.42	\$ 2,052,934

Additional Options Considered						
	98	Routing Change			5.67	\$ 115,532
	Football	Discontinue	(Weekday hours)		12.65	\$ 257,725
	Holidays	Eliminate Service for Four Holidays	(Weekday hours)		6.45	\$ 131,425



**2018 Fall Bid
Customer Input
*Addendum***

June 15 – June 20, 2018

Customer/Public Suggestions/Comments

Route	Comments
Gateway EmX	<ul style="list-style-type: none"> • Please leave service as is. A change to 15 minute service out of Springfield Station translates to 30 minutes out on the loop section. 30 minute service degrades the route to the same service of most other bus routes. The inconsistencies in timings between the 10-minute east-West Emx vs. the 15 minute north-south EmX route would cause an additional five or ten minute delay at Springfield Station, waiting for the schedules to meet. EmX is your showcase service the best attracts new riders with the convenience of its fast and frequent runs. Your change will unnecessarily degrade it after so many years of promotion and community disruption and millions of dollars spent. Do not degrade service to the Gateway area that serves shoppers, hotel guests, hospital users, and commuters. • Please don't go to every 15 minutes on the EmX. I ride that bus every day and it gets me to my connections to other buses. If you go every 15 minutes, I will miss my bus and it will be hard on me and my boyfriend to get around town. • As a community member who supports transportation options and the provision of a robust (award-winning!) transit system in this community, I have serious concerns about the proposed system changes LTD is considering. As I understand it, LTD is proposing to reduce the frequency of EmX service to Riverbend by half—negatively impacting transit service to one of our largest employment hubs and a critical health service provider. Frequent service is needed to deliver reliability, and reliability supports and increases ridership. Please do not make this change without better understanding the impacts. What are LTD's other options?
Route 11-Thurston	<ul style="list-style-type: none"> • It would be nice to have Route 11 starting and ending at the Eugene Station because if we go to Springfield Station to get the 11, more times than not, the bus is not due for a while and we are messed up. But getting it in Eugene would make me happy. • I use this route the most. It runs all the time. Stopping the low-use trips would be a good idea. It comes by every 10 - 15 minutes. • After reviewing the potential changes to Route 11, I ask that you please consider keeping the inbound Thurston station stop. As someone who doesn't have a car, that station makes it convenient for me to get my grocery shopping done without having to cross the busy street. If that stop we're to be eliminated it would cause hardship for not just me, but also other passengers who need that stop as well. • Please don't take out the Thurston Station. My boyfriend and I use that stop to go to Albertsons or McDonalds, and there are a lot of people who get on at that stop. • Would your bus drivers still be able to use the restrooms and pull the bus into the area? LTD spent the money to construct the station, so it seems wasteful.

Route 12 - Gateway	<ul style="list-style-type: none"> • Please have Route 12-Gateway 7:32 a.m. trip connect with the 7:45 a.m. departing buses from Eugene Station
Route 27 - Fairmount	<ul style="list-style-type: none"> • I am a senior citizen who doesn't drive a car and depends on LTD. Reducing the time schedule for this route will have a definite impact on my ability to use the bus for transportation and I would need to redirect my support to alternative means of transportation like Uber and Lyft. The mid-day trip is crucial in scheduling doctors' appointments because I can schedule a morning appointment and come home at 'noon' or schedule an afternoon appointment and take the bus there and return using the 3:20 or later time. I am cc-ing my good friend and colleague at the University of Oregon, Marion Walter, who for years championed the LTD bus service. Please notify me of any public hearings you have scheduled so I can add my testimony. • I live in Laurel Hill Valley and have for almost 20 years. Over that time the bus schedule keeps getting cut down, down, down. Now I see the new proposed schedule has approximately 5 trips per day, and only weekdays at that. I am the mother of three kids who are just getting to the age of being able to adventure out on their own on the bus. I would like them to have the opportunity to go places in Eugene-Springfield area without such difficulty. Also in this age where we need to use less gas, cutting down on bus service just makes it harder for people to leave their cars at home. Please reconsider how many or any cuts to bus # 27.
Route 33 - Jefferson	<ul style="list-style-type: none"> • There is no shelter at Woodfield Station. People who choose to ride the bus are left standing in the rain and this is discouraging. Also, when the last 33 stops running so early, you discourage attendance at public meetings, etc. We also need Sunday service on Route 33.
Route 41- Barger/Commerce	<ul style="list-style-type: none"> • I saw that you were seeking feedback on the proposed route changes. My routes are the EMX and the 41 typically, and neither look severely impacted. I think the proposed changes are good ideas. Thank you for asking for our thoughts and your continued excellent service! • Please don't take away Route 41. It is our lifeline. We can't afford a car and I've been happily riding LTD for 30 years. • I need Route 41 to begin earlier on Sundays. My husband needs to be to work at 7:00 on Sundays.
Route 51 - Santa Clara	<ul style="list-style-type: none"> • The changes that you are suggesting for Route 51 are great! They will help a lot of people.
Route 55- North Park	<ul style="list-style-type: none"> • Please do not get rid of the early 55 bus as it would prevent me to getting to school on time every day.
Route 78- UO/Seneca	<ul style="list-style-type: none"> • For the most part I am in favor of the proposed changes to Route 78. I get on the bus each morning at the Wilshire/Warren stop and commute to the UO. I am happy to see that the total trip time is being decreased; I've spend way too much time sitting in Seneca Station waiting for the time point over the last 9 months! I also applaud the return of a run that gets one to the UO close to 8:30. This was a feature of the old route 76 that was conspicuously missing from the "half hour service" promised from the new route 78, and I know several UO employees who will appreciate its

	<p>return. What most of us up here would really like to see is the return of the route 76, for convenient service to both downtown and the UO. But that's likely too much to hope for. I do see one serious problem with the new proposed schedule, and that is the timing of the connection between the 78 and EmX at the Bailey Hill and W. 11th stop. Many who ride the 78 do transfer there to get to work downtown. The new schedule has the 78 arriving at Seneca Station at the same time EmX is scheduled to be passing by there. This makes catching the EmX very iffy, since in the early morning the EmX is frequently early. These riders had this same problem last fall, but the adjustment during winter to the 78's departure time from Wilshire to two minutes earlier made all the difference. You really need to get the 78 to the stop on W 11th & Bailey Hill a couple minutes earlier than what you propose; i.e. leave Wilshire at 7:19 instead of 7:22. If the 7:31 EmX bus cannot be caught, then it is impossible for people living in my neighborhood to get downtown and to their place of employment by 8:00, and that's not acceptable service. Thank you for your consideration.</p> <ul style="list-style-type: none"> • I'm a daily rider of Route 78 @7:09 and use this bus for my daily commute to work for the City of Eugene. I, along with 6 others, are riding this bus daily @ 7:09. We take 78 to catch the EMX @ 7:20 that then takes us downtown where we arrive at 7:49. The proposed time change to 7:22 would cause myself and other to be late for work. As a Union employee I would be in breach of the Contractual hours with the City of Eugene. If this proposed change was made it would force myself and other to stop the use of LTD and start driving! This would increase congestion, increase parking demands for an already over-crowded downtown and increase pollution (carbon footprint). I ask that my comment be considered for the public hearings today June 20. I would attend myself but do to previous cut backs to route 78 I have no way of traveling to the hearing!
<p>LCC Routes (81, 82, 85, & 98)</p>	<ul style="list-style-type: none"> • There might be concern about whether the bus schedule arrivals and departures were in sync with the LCC class schedule, especially in the evenings. I thought I would give you the heads up about the concern. From my observations, the busses seemed to arriving to campus 10-15 minutes before the top of each hour or half hour. I also don't notice anybody making quick dashes to the campus buildings from the station. Sorry this is so vague. It's possible nobody from LCC will reach out to you about it. However, I figured you'd want to know since I heard about it. • These changes to the LCC routes won't change my commute to LCC. Thanks.
<p>Route 81- LCC/Harris</p>	<ul style="list-style-type: none"> • There are so few options for service into SE Eugene. 27 Fairmount runs so infrequently, it is pretty useless for ad hoc trips. Harris is a reliable and frequent alternative, and is reasonable accessible to the neighbors up the hill eastward to Agate Street and the Laurelwood neighborhood. Moving 81 further away westward onto Hilyard makes it less inconvenient and reduce ridership, and silly to do so as Hilyard is already served by route 28. Reducing the frequency to 60 minutes makes it unusable. At that interval, it becomes a faster option to walk or drive. Please leave route 81 as is. I'd also supported installation of a traffic signal at 30th and Harris,

	<p>as it can be difficult for cars and pedestrians to navigate the intersection as well.</p> <ul style="list-style-type: none"> • I would like to express my frustration with the plan to cancel the 81 bus route on Harris Street. There are several people with mental health issues and instabilities, as well as many residents and renters, who need this route. Please reconsider this!! • I was sad to find out about the cuts to Route 81-Harris. You are smart enough to make financial cuts in different ways than cutting service to the people who rely on this service.
Route 95 - Junction City	<ul style="list-style-type: none"> • Rural routes are all rather sparsely scheduled. I try to use them when it fits into my schedule. Removing trips to greater than three hour intervals will make the Junction City route less usable.
Route 98 - Cottage Grove	<ul style="list-style-type: none"> • Please don't change our bus route through Cottage Grove.
Autzen Express	<ul style="list-style-type: none"> • As costs and demand has risen, UO has increased football ticket prices and tuition several times in the last several years. How has LTD's agreement to provide service to UO football games changed in the last several years? How much does it cost to provide this service? Is LTD subsidizing UO football games? If so, this seems an obvious line item to address before reducing service. Thank you for considering my comments, and please hold off on decisions related to service changes until after taking advantage of the systems analysis workshop LTD is hosting next week.
General Fall Service Changes	<ul style="list-style-type: none"> • I saw that you were seeking feedback on the proposed route changes. My routes are the EmX and the 41 typically, and neither look severely impacted. I think the proposed changes are good ideas. Thank you for asking for our thoughts and your continued excellent service! • Routes 27, 33, 73, 78, 79x, 81, 85. Reducing frequency to 60 minutes or more during prime time is a death sentence for any route. 60 minute evening and Sunday service is already a painful endurance. You cannot attract new riders with such poor daytime schedules. Please keep frequent daytime service throughout. Your system improvement strategies should always focus on improving and extending service. This plan is one that only discourages use, and move us all back into our cars. This is not progress.
General Service Comments	<ul style="list-style-type: none"> • EmX drivers need to have a little more patience with boarding and deboarding passengers • More seats, benches, chairs and stops. You could put advertisements on the seats to help pay for them. • Since you started going out West 11th with EmX, I noticed that the bus is not at Eugene Station for very long. The bus used to be at the Eugene Station for 10 - 15 minutes, but now it averages about 5 minutes. • Please fix the clocks at the Eugene Station. It really does help me. Thank you for all you do!

- Please replace the clocks at the Eugene Station with digital clocks. We are in the 21st Century, after all.
- Issue one-week passes and refillable cards like New York City
- Thank you for your continued transportation. I have not been able to buy another car, so I get to work by the bus, run errands, go to movies and attend events, etc. using the bus only.
- Please include direct, not shuttle service, to the Eugene Airport. It would be a good idea to route the Junction City to Eugene bus through the airport several times a day. This would be much more efficient and sustainable.
- I am scheduled to attend a 4-hour workshop at the Ford Alumni Center on 6/26 where, I believe, the topic is an overview of LTD's system. I imagine the objective of this workshop is to deliver more efficient and effective service. Can LTD hold off on these service decisions for another week, and incorporate the lessons/feedback from that workshop? This makes much more sense to me. The workshop can be used to help LTD address a challenging set of operational issues.
- The proposal to curtail all LTD Bus Service on at least (4) Holidays is a bad idea that should be abandoned. Many residents must now work on Holidays and suspending Bus Service would be a major hardship. Holidays are also times many bus riders utilize bus service to go shopping or for recreational purposes. A Reduced Holiday Bus Schedule is reasonable, not offering LTD Bus Service on even one Holiday is unreasonable.
- LTD Public Safety officers need to have photo I.D. on their uniforms
- I still find route 92 Lowell unusable with its sparse schedule.
- More service to Coburg especially on the weekends. There are people that live at Bascom Village Housing at County Farm Road and Park View Road that need to come into town on the weekends that don't drive.

Proposal for the Autzen Express service for UO Football games

- LTD will begin service 3 hours prior to kick-off, rather than 4 hours.
- LTD will reduce the number of buses provided to 25. UO Athletics will continue to provide for 40 First Student buses to supplement service.
- LTD will increase the amount of the fare for this service from \$3.50 to \$5.
- LTD and UO Athletics will work together to identify efficiencies for this service.
- LTD and UO Athletics will work together to help market shuttle service and increase transit ridership.
- UO Athletics will provide \$85,000 to offset the cost of this service.

An additional change to the service:

- The Symantec Parking lot will no longer be utilized as a park and ride for the Autzen Shuttle, the Peace Health Laboratory parking lot will now be utilized

Football Service Cost Summary (Based on 2017 numbers)

Cost Reductions	40 Buses		25 buses		25 buses	
	Per Game	Per Season	Per Game	Per Season	Per Game	Per Season
Operations	\$37,926	\$265,483	\$27,162	\$190,133	\$27,162	\$190,133
Park and Rides	\$5,271	\$36,895	\$4,285	\$29,995	\$4,285	\$29,995
Admin	\$765	\$5,354	\$765	\$5,354	\$765	\$5,354
	<u>\$43,962</u>		<u>\$32,212</u>		<u>\$32,632</u>	
Total		\$307,732		\$225,483		\$225,483

Cost Reduction Savings: \$82,249

Cost Recovery	Fare at \$3.50	Fare at \$3.50	Fare at \$5.00
Revenue (No Worker shuttle)	\$92,916	\$92,916	\$140,914

Net Cost of Service:	\$214,816	\$132,567	\$84,569
%	30%	57%	73%
Games per Season	7		

***Note: All revenue recovery assumes recovery from all buses including First Student buses and does not account for Worker Shuttle Revenue.

***Note: A fare increase makes the assumption that the same number of riders will ride the bus as the rate increases. As the price increases most likely the Ridership



Better Eugene-Springfield Transportation

Board of Directors

- Jon Belcher
- Tiffany Edwards
- Mike Eyster
- Kevin Gilbride
- Eric Gunderson
- Pat Hocken
- Sophie McGinley
- Michele O'Leary
- Bob Passaro
- Brett Rowlett
- Joshua Skov
- Kari Turner
- Rob Zako

June 20, 2018

Re: Delay changes to EmX pending adequate public engagement

Dear LTD Board of Directors,

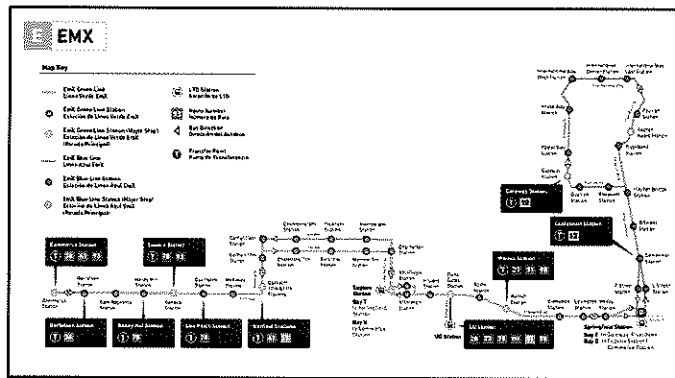
As you know, BEST has long supported public transit generally and EmX bus rapid service specifically. Indeed, absent our support back in 2012, our community would likely not enjoy EmX West today.

BEST sees EmX as the backbone of LTD's service and critical to our community's future. EmX has a unique public image distinct from other fixed-route service: EmX is frequent, reliable, and rapid. Moreover, LTD has assured the community that operating EmX is less costly than regular service on a per rider basis — despite skeptics predicting that EmX would "lose tax dollars."

Thus BEST is especially concerned about a proposal to split current EmX service into separate lines, and to reduce the frequency of Gateway EmX from every 10 minutes to just every 15 minutes: a 33% reduction in service.

Board of Advisors

- John Allcott
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- Alexis Biddle
- Shawn Boles
- Julie Daniel
- Rick Duncan
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- Carmen Urbina
- John VanLandingham
- Stefano Viggiano
- Sue Wolling



BEST supports LTD's efforts to address "structural imbalances" in its budget.

BEST appreciates that boardings along International Way and at RiverBend are lower, as a study by Medford-based CSA Planning highlighted. We also appreciate that LTD is challenged in maintaining the reliability of EmX with such a long single run from west Eugene to the Gateway area.

Nonetheless, BEST does not believe there has yet been adequate public engagement in the issues and options in order for BEST to support the proposal to split off and reduce Gateway EmX service *at this time*.

PO Box 773, Eugene, OR 97440 • 541-343-5201

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BEST brings people together to promote transportation options, safe streets, and walkable neighborhoods.

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

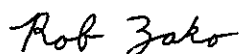
BEST respectfully urges the LTD Board of Directors to delay any changes to EmX service until the following actions are completed:

1. **“Choices Report”**: The Transit Tomorrow “Choices Report” is released to the public at the Stakeholder Forum next week. We anticipate this report will include an analysis of EmX service and offer choices for the community.
2. **Added Option**: LTD staff develop at least one more option for addressing lower ridership on parts of Gateway EmX, ideally one that does not “throw out the baby with the bathwater.” For example, LTD could explore continuing service every 10 minutes from Springfield Station directly to The Shoppes at Gateway (and perhaps on to Beltline Road) *out and back*, for example, turning around in the mall’s parking lot (or using Kruse Way). Service to International Way and RiverBend could be provided separately and less frequently.
3. **UO Football Service**: LTD engages community leaders in a discussion of whether and to what extent it is in the community’s interest to underwrite UO football service. According to LTD staff, football service costs LTD \$257,725 annually, or roughly the cost savings that would be realized by reducing Gateway EmX service. Absent further information, some could see the current proposed service changes as benefiting football fans in Eugene at the expense of transit-dependent riders in Springfield. BEST urges LTD to apply a triple bottom line lens of economics, *social equity*, and the environment to its decisions.
4. **Gateway Businesses**: LTD engages with potentially affected Gateway businesses, discussing budgetary and operational concerns, and the pros and cons of different options. Such businesses should include The Shoppes at Gateway, PeaceHealth, and other businesses identified by the Springfield Area Chamber of Commerce.
5. **Strategic Planning Committee**: The Strategic Planning Committee (formerly the EmX Steering Committee) makes recommendations on options for changing EmX service, looking at various budgetary and operational concerns, and the pros and cons of different options.

BEST appreciates the critical service LTD provides our community, and the good work your staff do day in and day out.

Please let me know how BEST can assist LTD in engaging the public adequately before making significant changes to EmX service.

On behalf of the BEST Boards of Directors and Advisors,



Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

