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**LANE TRANSIT DISTRICT
REGULAR BOARD MEETING**

Wednesday, January 16, 2008
5:30 p.m.

LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Boulevard in Glenwood)

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Gaydos _____ Kortge _____ Davis _____ Dubick _____
Evans _____ Eyster _____ (Vacancy) _____

The following agenda items will begin at 5:30 p.m.

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA 04

V. BOARD CALENDARS (5 minutes) 05

VI. WORK SESSION

A. Pioneer Parkway EmX Project Update (25 minutes) 06

B. Annual Route Review Phase Two (25 minutes) 07

The following agenda items will begin at 6:30 p.m.

VII. EMPLOYEE OF THE MONTH – February 2008 (5 minutes) 13

VIII. AUDIENCE PARTICIPATION

◆ Each speaker is limited to three (3) minutes.

IX. ITEMS FOR ACTION AT THIS MEETING

- | | | |
|----|--|----|
| A. | Consent Calendar (1 minute) | 14 |
| | 1. Minutes of the November 26, 2007, Special Meeting/Work Session with Eugene City Council (Page 15) | |
| | 2. Minutes of the December 11, 2007, Special Board Meeting by Conference Call (Page 22) | |
| | 3. Minutes of the December 19, 2007, Regular Board Meeting (Page 23) | |
| B. | Public Hearing and Approval -- FY 2007-08 Supplemental Budget (5 minutes) | 33 |
| | 1. Staff Presentation | |
| | 2. Opening of Public Hearing by Board President | |
| | 3. Public Testimony | |
| | • Each speaker is limited to three (3) minutes. | |
| | 4. Closing of Public Hearing | |
| | 5. Board Action | |
| C. | Approval of Additional Capital Improvements Program Project – Rosa Parks Sculpture (10 minutes) | 35 |

X. ITEMS FOR INFORMATION AT THIS MEETING

- | | | |
|----|--|----|
| A. | Board Member Reports (20 minutes) | 37 |
| | 1. Meetings Held or Attended | |
| | (a) Metropolitan Policy Committee – January 10 | |
| | (b) Board Finance Committee – January 16 | |
| | 2. No Meeting/No Report | |
| | (a) EmX Steering Committee | |
| | (b) Board HR Committee | |
| | (c) Board Service Planning & Marketing Committee | |
| | (d) LCOG Board of Directors | |
| | (e) Walnut Station Steering Committee | |
| B. | 2008-09 Pricing Plan Discussion (15 minutes) | 40 |

C.	Monthly Financial Report—December 2007 (5 minutes)	46
D.	Legislative Agenda Talking Points (respond if questions)	58
E.	Monthly Department Reports (respond if questions)	61
F.	Board Correspondence (respond if questions)	67
G.	Monthly Performance Reports (respond if questions)	71
XI.	ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	78
A.	LTD Strategic Plan	
B.	Revised Capital Improvements Program Adoption	
C.	Revised Long-Range Financial Plan Adoption	
D.	FY 2008-09 Service Recommendation	
E.	FY 2008-09 Pricing Plan	
F.	Pioneer Parkway EmX Design and Budget	
G.	February 25 Joint Meeting with Springfield City Council/Special LTD Board Meeting	
H.	West Eugene EmX Project Alternatives Screening	
I.	Park & Ride Program	
J.	River Road Station Status Report	
K.	Student Transit Pass Program Update	
XII.	ADJOURNMENT	

Alternative formats of printed material and or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

Q:\Reference\Board Packet\2008\01\Regular Board Meeting 01-16-08\bdagenda.doc

AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 16, 2008
- ITEM TITLE:** 2008-09 PRICING PLAN DISCUSSION
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Discuss and direct staff regarding potential Pricing Plan changes
- BACKGROUND:** The Board Finance Committee reviewed potential changes to the District's Pricing Plan at their December 12, 2007, meeting. As a result of these discussions, the following fare changes are recommended for discussion by the full Board:
- Increase the adult cash fare from \$1.25 to \$1.50.
 - Increase the youth, senior, and half-fare cash fare from 60 cents to 75 cents.
 - Increase the adult Day Pass price from \$2.50 to \$3.00.
 - Increase the youth, senior, and half-fare Day Pass price from \$1.20 to \$1.50.
 - Increase 2009 Group Pass rates by 8.8 percent.
 - Lower the qualifying age for Honored Riders from age 70 to age 65. In conjunction with this change, raise the senior fare age from age 62 to age 65 and phase in implementation over a three-year period.
 - Increase the holiday taxi reimbursement amount from \$10.00 to \$20.00.
 - Require the Associated Students of the University of Oregon (ASUO) student Group Pass Program to pay the standard group pass rate set by Board policy.
 - Increase the RideSource fare from \$2.50 per trip to \$3.00 per trip.
- The District's fares are priced according to an adopted fare policy. This policy outlines structured fare increases by rotating price increases between fare types on an annual basis. This methodology has served the District well since the Board adopted the fare policy in the mid-1980s.
- In 2006 the District increased the price of single-ride tokens from \$1.00 to \$1.10. This was followed in 2007 with increases in the price of monthly passes, three-month passes, and group pass contract prices. The Pricing Plan calls for increases in cash fares in 2008. Since Day Pass prices are set at two times the cash fare, an increase in cash fares also will increase Day Pass prices. The 2008 changes include an 8.1 percent increase in group pass contract prices, which was effective on January 1, 2008. Group pass contract pricing is determined by averaging the last three years of operating cost increases experienced by the District. Using this methodology, the 2009 group pass contract price is proposed to increase 8.8 percent.

The cash fare has not changed since 2001, and current budget pressures are leading staff to recommend a more aggressive increase than would typically have occurred if a change had been made in 2004. A change in the adult cash fare to \$1.50 will allow the District to increase RideSource fares to \$3.00. This change may be a strategy the District would pursue in order to address the increasing demand and cost of RideSource service.

The ASUO group pass contract continues to be negotiated outside the standard group pass pricing structure. LTD's ASUO budget request for the 2008-09 school year would bring the per term price in line with the price paid by all other LTD group pass organizations. The ASUO budget request asks for an increase from \$12.48 per student per term to \$13.89 per student per term. A hearing with the ASUO occurred on January 8. The outcome of that hearing will be discussed with the Board at the January 16, 2008, meeting.

The Honored Rider pass currently is provided to anyone age 70 and older, and provides unlimited rides at no cost to the customer. Through an evaluation of customer use of RideSource service, staff have determined that lowering the Honored Rider qualifying age to 65 may encourage a greater number of senior riders to use regular fixed-route bus service. If successful, the District hopes to save significantly on RideSource operating costs. Since the District's policy of half-fare for seniors currently begins at age 62, staff propose a phase-in approach to increase the age at which a senior customer receives a price break. Seniors currently age 62 through 64 would be merged into the adult fare category through a phase-in approach. Following the three-year phase-in, the new adult fare category would include customers ages 19 through 64. At age 65 seniors would be eligible to join the Honored Rider Program. The federal requirement for transit districts to provide half-fare is age 65, and LTD's Honored Rider Program at age 65 would be an enhancement to this requirement. The revenue impact of this change is difficult to determine since customers in these age groups represent a small percentage of overall riders. Staff believe the short-term impact would be neutral, at worst, and could be positive, due to a greater number of riders paying full fare with the adult age category expanded to age 65. In the long run, there is the risk that because of the aging population, more customers will ride free, thereby affecting revenues. However, if the program is successful in delaying a percentage of these customers from using RideSource, the program will continue to pay dividends.

It is estimated that implementation of these changes would result in increased fare revenues of between 4 and 7 percent over current year fare revenue estimates.

At the meeting, staff will provide a review of this proposal and Finance Committee members will provide an overview of their committee discussion.

RESULTS OF RECOMMENDED ACTION:

Staff will prepare a formal pricing plan proposal to be presented at the February 20, 2008, Board meeting. Public hearing notices and other public information will be distributed to inform LTD customers of changes and provide a list of opportunities to testify about the proposal.

ATTACHMENTS:

Pricing Plan Proposal
Peer Group Charts
LTD Pricing History

PROPOSED MOTION:

None

AGENDA ITEM SUMMARY

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DATE OF MEETING: January 16, 2008

ITEM TITLE: DECEMBER FINANCIAL STATEMENTS

PREPARED BY: Diane Hellekson, Director of Finance & Information Technology

ACTION REQUESTED: None

BACKGROUND: Financial results for the first six months of FY 2007-08 are summarized in the attached reports.

Passenger fares including group pass receipts were up 8.1 percent for the first six months of the new year over the same period last year, and are up \$177,000 versus budget. Passenger boardings for the rolling twelve-month period, which ended December 31, increased 10.1 percent over the previous period, up from 8.7 percent reported last month. Ridership for the month of December increased 18 percent over December 2006. Because normal fixed-route ridership usually falls during the holiday period, it is possible that EmX ridership accounts for most of the increase. The Franklin EmX Corridor probably has a higher percentage of non-student riders than the system as a whole.

Payroll tax revenues are down versus the current-year budget, but almost the entire negative variance was incurred in December. Since receipts are up 8.6 percent over last year for the same period, it is likely that the current-year budget did not accurately anticipate the timing of the receipts. Quarterly receipts for the period that ended December 31, 2007, will not be disbursed to LTD until mid- to late February. Receipts, including the rate increase that went into effect on January 1, 2008, will be disbursed to LTD in May.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in December. As always, though, receipts occur from filing extensions, audit adjustments, and other reasons, and are about as expected through December. Receipts are down slightly versus last year because of the special collection effort by the Oregon Department of Revenue that occurred in the last fiscal year.

Second quarter State-in-lieu receipts were reported in December and are significantly less than were anticipated by the budget. Receipts were also about \$50,000 less than for the quarter ended September 30, 2007. Since

most of the revenue comes from the University of Oregon, and employment there is stable, the negative variance does not have an explanation. Staff have requested that the Oregon Department of Administrative Services, which administers the program, audit the disbursements for the last two quarters.

Interest rates of return, after a period of stability above 5 percent, have begun to fall as the Federal Reserve has lowered the federal funds rate. The Local Government Investment Pool rate of return on December 31 was 4.81 percent, down from 4.87 on November 30. Returns are down versus the same period a year ago for this reason and because LTD has had less cash to invest. Returns year to date are above what was anticipated by the current-year budget because the declining availability of funds for investment was anticipated. A rate of return below 5 percent was not anticipated, however, and the positive budget variance should decline over the balance of the current fiscal year.

Total personnel services expenditures, the largest category of operating expense, show 8.3 percent growth over the previous year, up from the 6.4 percent reported last month. The results are not comparable, however, because the retroactive payments required by the new Amalgamated Transit Union contract were not paid and posted until December. Despite the increase in growth, total personnel services are expected to be within annual budget for the fiscal year.

Materials and services year-to-date results are as anticipated by the budget with the exception of fuel. The year-to-date average price per gallon of fuel is \$2.5250, up from \$2.5055 reported last month. The growth rate slowed slightly in December but is expected to accelerate with the rise of the cost of crude oil to record levels reported recently. The December high was \$2.7089 on December 13, down from \$2.8934 reported for November. The FY 2007-08 budget assumed an average price of \$2.35 per gallon. A supplemental budget is planned for June 2008 to address the anticipated budget shortfall for this line item.

Transfers to the Accessible Services Fund continue to be a concern. Through December, transfers are 34 percent above the same period in the last fiscal year. This line item is already showing a negative budget variance of \$302,000. The negative variance is expected to increase over the remainder of the fiscal year.

With the exception of fuel expenditures and transfers to the Accessible Services Fund, General Fund activity year to date is generally as expected through the first half of the current fiscal year.

The Commuter Solutions Fund activities are generally as expected through the first six months of the current fiscal year. Accessible Services, as noted above, appears to be under budgeted, despite efforts to anticipate the growth in demand for and cost of services.

Future EmX corridor planning was part of the Capital Projects Fund activity in December. Planning continues for the Pioneer Parkway EmX Corridor, and analysis is underway for a possible West Eugene extension of the EmX service. Year to date, replacement buses continue to represent the majority of capital expenditures.

Work has begun on revision of the Capital Improvements Program and Long-Range Financial Plan, and assumptions, policies, and process were discussed with the Finance Committee on January 16. The full Board will be asked to approve both revised plans in advance of the production and presentation of the FY 2008-09 proposed budget.

ATTACHMENTS:

Attached are the following financial reports for December for Board review:

1. Operating Financial Report - comparison to prior year
2. Comparative Balance Sheets
 - a. General Fund
 - b. Commuter Solutions Fund
 - c. Accessible Services Fund
 - d. Capital Projects Fund
3. Income Statements
 - a. General Fund
 - b. Commuter Solutions Fund
 - c. Accessible Services Fund
 - d. Capital Projects Fund

PROPOSED MOTION:

None

Special Mobility Services: RideSource Activity and Productivity Information

November-07	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	12,769	11,648	9.6%	63,608	57,795	10.1%	146,743	136,628	7.4%
RideSource(All Modes)	10,145	8,537	18.8%	49,976	43,125	15.9%	114,173	100,516	13.6%
Shopper	478	543	-12.0%	2,415	2,711	-10.9%	6,190	6,459	-4.2%
Escort Volunteers-Metro	802	732	9.6%	4,033	3,911	3.1%	9,003	9,399	-4.2%
Escort Volunteers-Rural	1,344	1,836	-26.8%	7,184	8,048	-10.7%	17,377	20,254	-14.2%
RideSource Cost per Ride	\$ 19.65	\$ 17.94	9.5%	\$ 19.56	\$ 18.17	7.7%	\$ 19.21	\$ 17.63	9.0%
RideSource(All Modes)	\$ 24.15	\$ 23.58	2.4%	\$ 24.28	\$ 23.57	3.0%	\$ 24.02	\$ 23.17	3.7%
RideSource Shopper	\$ 11.17	\$ 8.99	24.2%	\$ 11.17	\$ 8.99	24.2%	\$ 11.17	\$ 8.99	24.2%
RideSource Escort	\$ 2.72	\$ 2.99	-8.8%	\$ 2.73	\$ 2.80	-2.5%	\$ 2.87	\$ 2.68	7.1%
Ride Reservations	11,000	9,730	13.1%	54,448	48,250	12.8%	125,925	112,933	11.5%
Cancelled Number	1,009	988	2.1%	4,973	4,390	13.3%	12,003	10,549	13.8%
Cancelled % of Total	9.17%	10.15%		9.13%	9.10%		9.53%	9.34%	
No-Show Number	144	120	20.0%	609	652	-6.6%	1,379	1,310	5.3%
No-Show % of Total	1.31%	1.23%		1.12%	1.35%		1.10%	1.16%	
Ride Refusals Number	2	4	-50.0%	3	30	-90.0%	18	54	-66.7%
Ride Refusals % of Total	0.02%	0.04%		0.01%	0.06%		0.01%	0.05%	
Service Hours	5,362	4,474	19.8%	26,181	22,424	16.8%	60,038	52,063	15.3%
Agency Staff	5,119	4,232	21.0%	25,043	21,154	18.4%	57,238	48,619	17.7%
Agency SMS Volunteer	243	242	0.4%	1,138	1,270	-10.4%	2,800	3,444	-18.7%
Avg. Trips/Service Hr.	1.98	2.03	-2.5%	2.00	2.04	-2.0%	2.00	2.05	-2.4%
RideSource System Miles	75,243	64,923	15.9%	371,410	332,643	11.7%	854,481	764,118	11.8%
Avg. Miles/Trip	7.08	7.15	-0.9%	7.09	7.26	-2.3%	7.10	7.14	-0.6%
Miles/Vehicle Hour	14.03	14.51	-3.3%	14.19	14.83	-4.4%	14.23	14.68	-3.0%

Special Mobility Services: RideSource Activity and Productivity Information

<u>November-07</u>	<u>Current Month</u>	<u>Prior Year's Month</u>	<u>% Change</u>	<u>Current YTD</u>	<u>Previous YTD</u>	<u>% Change</u>	<u>Current 12 Month</u>	<u>Prior 12 Month</u>	<u>% Change</u>
On-Time Performance %	92.7%	91.1%	1.8%	91.5%	92.0%	-0.6%	92.1%	91.6%	0.6%
Sample	8,983	7,802		45,075	38,848		103,654	89,120	
On-Time	8,331	7,105		41,238	35,749		95,463	81,598	

- RideSource (All Modes) includes rides done by taxi and SMS volunteers.
- Escort Volunteers-Metro includes in-district volunteer rides and SMS volunteer escort rides.
- Escort Volunteers-Rural is out of district volunteer rides.

- RideSource cost per Ride (All Modes) does not include volunteer mileage reimbursement.
- Shopper cost per ride is from the most recent quarterly cost model.
- Escort cost per ride is mileage reimbursement to all volunteers.

- RideSource System Miles includes miles by volunteers in agency vehicles.

- On-Time Performance reflects a 100% sample of all rides with scheduled pickup times, plus will-call rides. The standard is +/- 10 minutes for scheduled pickups and within 30 minutes of will-call request.

LTD Pricing History

Year	Consumer Price Index		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.00	\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1989-90	5.00%	24.10%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	5.80%	29.90%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	5.10%	35.00%	\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.40%	39.40%	\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.50%	42.90%	\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.90%	45.80%	\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	2.90%	48.70%	\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.50%	52.20%	\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	3.40%	55.60%	\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.90%	57.50%	\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	3.30%	60.80%	\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.10%	63.90%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.50%	66.40%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	0.80%	67.20%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
2003-04	1.40%	68.60%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	2.60%	71.20%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	2.60%	73.80%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2006-07	2.53%	76.33%	\$1.25	0.00%	\$1.10	10.00%	\$35.00	0.00%
2007-08	2.70%	79.03%	\$1.25	0.00%	\$1.10	0.00%	\$38.00	8.57%
Total % Change								
Since 1981-82 --->	79.0%			99.5%		108.2%		79.4%
2008-09	3.00%	82.03%	\$1.50	20.00%	\$1.10	0.00%	\$38.00	0.00%
2009-10	3.00%	85.03%	\$1.50	0.00%	\$1.25	13.64%	\$38.00	0.00%
2010-11	3.00%	88.03%	\$1.50	0.00%	\$1.25	0.00%	\$41.00	7.89%
				119.5%		121.8%		87.3%

RideSource Pricing

	July 2001	July 2002	July 2008
RideSource (cash)	\$2.00 one-way	\$2.50 one-way	\$3.00 one-way
RideSource Ticket Books	10 tickets @ \$15	10 tickets @ \$20	10 tickets @ \$25
RideSource Escort	\$2.00 one-way	\$2.50 one-way	\$3.00 one-way
RideSource Shopper	\$2.00 round-trip	\$2.00 round-trip	\$2.50 round-trip

red = estimated

blue = proposed

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2008-2009**

Cash Fare

	Current:	Proposed:
Adult	\$1.25	\$1.50
Youth	\$0.60	\$0.75
Child	\$0.60	\$0.75
Half-fare Program	\$0.60	\$0.75
Senior	\$0.60	\$0.75

RideSource

	Current:	Proposed:
Regular	\$2.50	\$3.00
Escort	\$2.50	\$3.00
Shopper*	\$2.00	\$2.00
<i>10 Tickets</i>	\$20.00	\$30.00
*Round-trip fare		

Passes

Adult

1-Month:	\$38.00	n/c
3-Month:	\$103.00	n/c

Youth, Senior, Half-fare Program

1-Month:	\$19.00	n/c
3-Month:	\$51.50	n/c

Sales Outlet Wholesale Discount

Current: Proposed:

Day Pass

Adult

\$2.50 \$3.00

Youth, Senior, Half-fare Program

\$1.20 \$1.50

Passes

0-500+

Discount

5.0%

Discount

n/c

Tokens

Full Fare \$1.10 (5 for \$5.50) n/c

Breeze Fare

\$0.50 n/c

EmX Green Line

free n/c

Special Programs - not covered by ordinance

Summer Youth Pass - July/Aug \$19.95

Group Pass (2009 change)

+8.8%

Current monthly rates:	\$3.98 taxpayer
	\$4.63 non-taxpayer
Proposed monthly rates:	\$4.33 taxpayer
	\$5.04 non-taxpayer

AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 16, 2008
- ITEM TITLE:** APPROVAL OF ADDITIONAL CAPITAL IMPROVEMENTS PROGRAM PROJECT – ROSA PARKS SCULPTURE
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Approve the resolution amending the Capital Improvements Program (CIP) to add a project, not to exceed \$10,000 in LTD funds, for a sculpture dedicated to Rosa Parks to be placed on the plaza at the Eugene Station.
- BACKGROUND:** For several years Lane Transit District has joined other transit districts around the country in recognizing the passing of Rosa Parks. This annual event takes place each December. Ms. Parks took a bold step for civil rights and the fact that this occurred on a transit vehicle makes it particularly relevant to LTD.
- In honor of Rosa Parks, LTD staff have proposed that the plaza area at the Eugene Station be named in her honor. In order to support the City of Eugene's efforts to be recognized as the "World's Greatest City for the Arts and Outdoors,"¹ LTD is proposing that a life-size sculpture of Ms. Parks be commissioned and placed in the plaza. While complimenting other sculptures throughout downtown Eugene, this piece will serve as a gathering point for visitors to the Eugene Public Library. With accompanying educational information and possible ties to local transit history, this piece will honor Ms. Parks and be an asset to the community. The plaza area was designed to include historical information about Eugene's transit services, and the addition of a Rosa Parks sculpture will enhance that vision.
- Funding for the project will come from a number of sources. LTD is suggesting that \$10,000 in capital funds be directed toward the estimated \$40,000 project cost. Preliminary fundraising work has identified partners, including the City of Eugene, Lane County, and the University of Oregon. The artist who cast the Ken Kesey sculpture estimates that the total cost should be approximately \$40,000.
- An inter-jurisdictional committee is meeting to discuss funding, project partners, project scope, and implementation schedules. Staff will be attempting to meet a May/June 2008 implementation schedule. This is an aggressive schedule and will depend on the success of the fundraising effort and on the capability of the artist selected to cast the sculpture.

¹ Eugene City Council, *Priority Issues*. (Quarterly Report: October 2006 – December 2006), 14.

RESULTS OF RECOMMENDED ACTION:

The FY 2007-2008 Capital Improvements Program will be modified for the noted changes.

ATTACHMENTS:

None

PROPOSED MOTION:

I move approval of Resolution No. 2008-003, which amends the LTD Fiscal Year 2007-2008 Capital Improvements Program to add a project line in the amount of \$10,000 for a sculpture dedicated to Rosa Parks at the Eugene Station.

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND: This agenda item provides a formal opportunity for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

LTD Pricing History

Year	Consumer Price Index		Portland CPI-U		Fuel Prices		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Value	Percent Change	Average \$ per gallon	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.0%					\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1982-83	3.20%	3.2%					\$0.55	10.00%	\$0.45	12.50%	\$20.00	11.11%
1983-84	1.10%	4.3%					\$0.55	0.00%	\$0.50	11.11%	\$20.00	0.00%
1984-85	3.70%	8.0%					\$0.55	0.00%	\$0.50	0.00%	\$20.00	0.00%
1985-86	3.80%	11.8%					\$0.60	9.09%	\$0.50	0.00%	\$20.00	0.00%
1986-87	1.40%	13.2%					\$0.60	0.00%	\$0.50	0.00%	\$20.00	0.00%
1987-88	2.50%	15.7%					\$0.65	8.33%	\$0.50	0.00%	\$20.00	0.00%
1988-89	3.40%	19.1%					\$0.65	0.00%	\$0.55	10.00%	\$20.00	0.00%
1989-90	5.00%	24.1%					\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	5.80%	29.9%					\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	5.10%	35.0%					\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.40%	39.4%					\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.50%	42.9%					\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.90%	45.8%					\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	2.90%	48.7%					\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.50%	52.2%					\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	3.40%	55.6%					\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.90%	57.5%					\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	3.30%	60.8%	176.4		\$0.81		\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.10%	63.9%	181.2	2.7%	\$1.02	25.9%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.50%	66.4%	183.5	1.3%	\$0.70	-31.3%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	0.80%	67.2%	186.0	1.4%	\$0.90	28.8%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
2003-04	1.40%	68.6%	189.8	2.0%	\$1.10	21.6%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	2.60%	71.2%	194.5	2.5%	\$1.56	42.4%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	2.60%	73.8%	199.8	2.7%	\$2.14	37.0%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2006-07	2.53%	76.3%	206.7	3.5%	\$2.17	1.3%	\$1.25	0.00%	\$1.10	10.00%	\$35.00	0.00%
2007-08	2.70%	79.0%	208.0	0.6%	\$2.60	20.0%	\$1.25	0.00%	\$1.10	0.00%	\$38.00	8.57%
Total % Change												
Since 1981-82 --->	79.0%							250.0%		275.0%		211.1%
Since 2000 --->				17.9%		321.0%		25.0%		29.4%		35.7%
2008-09	3.00%	82.0%			\$1.50	-42.3%	\$1.50	20.00%	\$1.10	0.00%	\$38.00	0.00%
2009-10	3.00%	85.0%			\$1.50	0.0%	\$1.50	0.00%	\$1.25	13.64%	\$38.00	0.00%
2010-11	3.00%	88.0%			\$1.50	0.0%	\$1.50	0.00%	\$1.25	0.00%	\$41.00	7.89%
						278.7%		295.0%		318.0%		254.7%

RideSource Pricing

	July 2001			July 2002	July 2008
RideSource (cash)	\$2.00 one-way			\$2.50 one-way	\$2.50 one-way
RideSource Ticket Books	10 tickets @ \$15			10 tickets @ \$20	10 tickets @ \$20
RideSource Escort	\$2.00 one-way			\$2.50 one-way	\$2.50 one-way
RideSource Shopper	\$2.00 round-trip			\$2.00 round-trip	\$2.00 round-trip
					\$3.00 one-way
					no discount
					\$3.00 one-way
					\$2.50 round-trip

red = estimated
blue = proposed

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2008-2009**

Cash Fare

	Current:	Proposed:
Adult	\$1.25	\$1.50
Youth	\$0.60	\$0.75
Child	\$0.60	\$0.75
Half-fare Program	\$0.60	\$0.75
Senior	\$0.60	\$0.75

RideSource

	Current:	Proposed:
Regular	\$2.50	\$3.00
Escort	\$2.50	\$3.00
Shopper*	\$2.00	\$2.00
<i>10 Tickets</i>	\$20.00	\$30.00

*Round-trip fare

Passes

Adult		
1-Month:	\$38.00	n/c
3-Month:	\$103.00	n/c

Youth, Senior, Half-fare Program

1-Month:	\$19.00	n/c
3-Month:	\$51.50	n/c

Sales Outlet Wholesale Discount

Current:	Proposed:
-----------------	------------------

Day Pass

Adult	\$2.50	\$3.00
Youth, Senior, Half-fare Program	\$1.20	\$1.50

Passes

0-500+	Discount 5.0%	Discount n/c
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Tokens

Full Fare	\$1.10 (5 for \$5.50)	n/c
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Breeze Fare \$0.50 n/c

EmX Green Line free n/c

Special Programs - not covered by ordinance		Group Pass (2009 change)	+8.8%
Summer Youth Pass - July/Aug	\$19.95	Current monthly rates:	\$3.98 taxpayer
			\$4.63 non-taxpayer
		Proposed monthly rates:	\$4.33 taxpayer
			\$5.04 non-taxpayer

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2007-2008**

Cash Fare

	Current:	Proposed:
Adult	\$1.25	n/c
Youth	\$0.60	n/c
Child	\$0.60	n/c
Half-fare Program	\$0.60	n/c
Senior	\$0.60	n/c

RideSource

	Current:	Proposed:
Regular	\$2.50	n/c
Escort	\$2.50	n/c
Shopper*	\$2.00	n/c
<i>10 Tickets</i>	\$20.00	n/c
*Round-trip fare		

Passes

Adult		
1-Month:	\$35.00	\$38.00
3-Month:	\$95.00	\$103.00

Youth, Senior, Half-fare Program

1-Month:	\$17.50	\$19.00
3-Month:	\$47.50	\$51.50

Sales Outlet Wholesale Discount

Current:	Proposed:
-----------------	------------------

Day Pass

Adult	\$2.50	n/c
Youth, Senior, Half-fare Program	\$1.20	n/c

Passes

0-500+	Discount 5.0%	Discount n/c
--------	---------------	--------------

Tokens

Full Fare	\$1.10 (5 for \$5.50)	n/c
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Breeze Fare

\$0.50	n/c
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EmX Green Line - free

Special Programs - not covered by ordinance

Summer Youth Pass - July/Aug

\$19.95

Group Pass (2008 change)

+8.1%

Current quarterly rates:	\$11.04 taxpayer
	\$12.84 non-taxpayer
Proposed quarterly rates:	\$11.94 taxpayer
	\$13.89 non-taxpayer

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2006-2007**

Cash Fare

	Current:	Proposed:
Adult	\$1.25	n/c
Youth	\$0.60	n/c
Child	\$0.60	n/c
Reduced	\$0.60	n/c
Senior	\$0.60	n/c

RideSource

	Current:	Proposed:
Regular	\$2.50	n/c
Escort	\$2.50	n/c
Shopper*	\$2.00	n/c
<i>10 Tickets</i>	\$20.00	n/c
*Round-trip fare		

Passes

Adult		
1-Month:	\$35.00	n/c
3-Month:	\$95.00	n/c

Youth, Senior, Reduced

1-Month:	\$17.50	n/c
3-Month:	\$47.50	n/c

Sales Outlet Wholesale Discount

	Current:	Proposed:
Passes		
0-500+	5.0%	n/c

Day Pass

Adult	\$2.50	n/c
Youth, Senior, Reduced	\$1.20	n/c

Tokens

Full Fare	\$1.00 (5 for \$5.00)	\$1.10 (5 for \$5.50)
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Shuttle Fare	\$0.50	n/c
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EmX Green Line - free

Special Programs - not covered by ordinance	Group Pass (2007 change)	+6.0%
Summer Youth Pass - June/July/Aug	Current quarterly rates:	\$10.41 taxpayer
		\$12.12 non-taxpayer
	Proposed quarterly rates:	\$11.04 taxpayer
		\$12.84 non-taxpayer

Fare Media Relationships

Current	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.25	\$1.25	\$50.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	12%
	Monthly Pass	\$38.00	\$0.95	\$38.00	24%
	3-Month Pass	\$103.00	\$0.86	\$34.33	31%

Proposed	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.50	\$1.25	\$60.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	27%
	Monthly Pass	\$38.00	\$0.95	\$38.00	37%
	3-Month Pass	\$103.00	\$0.86	\$34.33	43%

Peer Group Fare Comparison

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$1.75	\$1.58	\$4.00	\$64.50	n/a
Livermore, California	\$1.75	\$1.40	n/a	\$53.00	n/a
Santa Cruz, California	\$1.50	n/a	\$4.50	\$50.00	n/a
Colorado Springs, Colorado	\$1.25	\$1.14	n/a	\$35.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Bellingham, Washington	\$1.25	\$1.25	n/a	\$45.00	\$495 (annual)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300 (annual)
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Lane Transit District	\$1.50	\$1.10	\$3.00	\$38.00	\$103 (3 month)
Median	\$1.25	\$1.07	\$2.63	\$37.50	
Average	\$1.24	\$1.10	\$2.89	\$39.45	
Tri-Met	\$2.05*	\$2.05	\$4.25	\$76.00	\$836 (annual)

Data collected through transit district Web site information. Updated 12/07.

* Zone system

Averages do not include Tri-Met

Projected Revenues Based on 2002/2003 Fare Changes

	Annual Sales	Current Price	Revenue	Projected Sales	Proposed Price	Projected Revenue	Difference
Adult Monthly	24371	\$35	\$852,985	24371	\$38	\$926,098	\$73,113
Youth Monthly	2248	\$17.50	\$39,340	2248	\$19.00	\$42,712	\$3,372
Reduced Fare Monthly	11440	\$17.50	\$200,200	11440	\$19.00	\$217,360	\$17,160
Senior/Child Monthly	1247	\$17.50	\$21,823	1247	\$19.00	\$23,693	\$1,871
Adult 3 Month	774	\$95	\$73,530	774	\$103	\$79,722	\$6,192
Youth 3 Month	2044	\$47.50	\$97,090	2248	\$51.50	\$115,793	\$18,703
Reduced Fare 3 Month	1414	\$47.50	\$67,165	1414	\$51.50	\$72,821	\$5,656
Senior/Child 3 Month	154	\$47.50	\$7,315	154	\$51.50	\$7,931	\$616
Tokens	222000	\$1.10	\$244,200	213000	\$1.25	\$266,250	\$22,050
UO Group Pass			\$583,000			\$687,000	\$104,000
Other Group Pass			\$902,000			\$929,060	\$27,060
Cash and Day Pass			\$1,381,000		1.25/\$3.00	\$1,519,100	\$138,100
							\$95,516

LTD Pricing History

Year	Consumer Price Index		Portland CPI-U		Fuel Prices		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Value	Percent Change	Average \$ per gallon	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.0%					\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1982-83	3.20%	3.2%					\$0.55	10.00%	\$0.45	12.50%	\$20.00	11.11%
1983-84	1.10%	4.3%					\$0.55	0.00%	\$0.50	11.11%	\$20.00	0.00%
1984-85	3.70%	8.0%					\$0.55	0.00%	\$0.50	0.00%	\$20.00	0.00%
1985-86	3.80%	11.8%					\$0.60	9.09%	\$0.50	0.00%	\$20.00	0.00%
1986-87	1.40%	13.2%					\$0.60	0.00%	\$0.50	0.00%	\$20.00	0.00%
1987-88	2.50%	15.7%					\$0.65	8.33%	\$0.50	0.00%	\$20.00	0.00%
1988-89	3.40%	19.1%					\$0.65	0.00%	\$0.55	10.00%	\$20.00	0.00%
1989-90	5.00%	24.1%					\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	5.80%	29.9%					\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	5.10%	35.0%					\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.40%	39.4%					\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.50%	42.9%					\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.90%	45.8%					\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	2.90%	48.7%					\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.50%	52.2%					\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	3.40%	55.6%					\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.90%	57.5%					\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	3.30%	60.8%	176.4		\$0.81		\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.10%	63.9%	181.2	2.7%	\$1.02	25.9%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.50%	66.4%	183.5	1.3%	\$0.70	-31.3%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	0.80%	67.2%	186.0	1.4%	\$0.90	28.8%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
2003-04	1.40%	68.6%	189.8	2.0%	\$1.10	21.6%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	2.60%	71.2%	194.5	2.5%	\$1.56	42.4%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	2.60%	73.8%	199.8	2.7%	\$2.14	37.0%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2006-07	2.53%	76.3%	206.7	3.5%	\$2.17	1.3%	\$1.25	0.00%	\$1.10	10.00%	\$35.00	0.00%
2007-08	2.70%	79.0%	208.0	0.6%	\$2.60	20.0%	\$1.25	0.00%	\$1.10	0.00%	\$38.00	8.57%
Total % Change												
Since 1981-82 --->	79.0%							250.0%		275.0%		211.1%
Since 2000 --->				17.9%		321.0%		25.0%		29.4%		35.7%
2008-09	3.00%	82.0%			\$1.50	-42.3%	\$1.50	20.00%	\$1.10	0.00%	\$38.00	0.00%
2009-10	3.00%	85.0%			\$1.50	0.0%	\$1.50	0.00%	\$1.25	13.64%	\$38.00	0.00%
2010-11	3.00%	88.0%			\$1.50	0.0%	\$1.50	0.00%	\$1.25	0.00%	\$41.00	7.89%
						278.7%		295.0%		318.0%		254.7%

RideSource Pricing

	July 2001			July 2002	July 2008
RideSource (cash)	\$2.00 one-way			\$2.50 one-way	\$3.00 one-way
RideSource Ticket Books	10 tickets @ \$15			10 tickets @ \$20	10 tickets @ \$30
RideSource Escort	\$2.00 one-way			\$2.50 one-way	\$3.00 one-way
RideSource Shopper	\$2.00 round-trip			\$2.00 round-trip	\$2.50 round-trip

red = estimated
blue = proposed

CPI and Group Pass Pass Increases

	1982-1984 =100		
	Portland CPI	change from last year	GP Increases
Jan - June 2008			8.1%
July - Dec 2007	208	+2.7%	
Jan - June 2007	206.7	+3.4%	6.0%
July - Dec 2006	202.5	+2.5%	
Jan - June 2006	199.8	+2.7%	2.9%
July - Dec 2005	197.5	+2.6%	
Jan - June 2005	194.5	+2.5%	5.9%
July - Dec 2004	192.5	+3.2%	
Jan - June 2004	189.8	+2.0%	0.0%
July - Dec 2003	186.5	+1.4%	
Jan - June 2003	186	+1.4%	6.0%
July - Dec 2002	184	+0.2%	
Jan - June 2002	183.5	+1.3%	14.9% *
July - Dec 2001	183.6	+2.3%	
Jan - June 2001	181.2	+2.7%	3.2%
July - Dec 2000	179.5	+2.9%	
Jan - June 2000	176.4	+3.39%	
* Policy change to a minimum amount for all groups			

red is estimated

Average Weekday Ridership Sample

95 Junction City Oct 1- 26 on/off

95x Junction City Express Oct 1 - 26 on/off

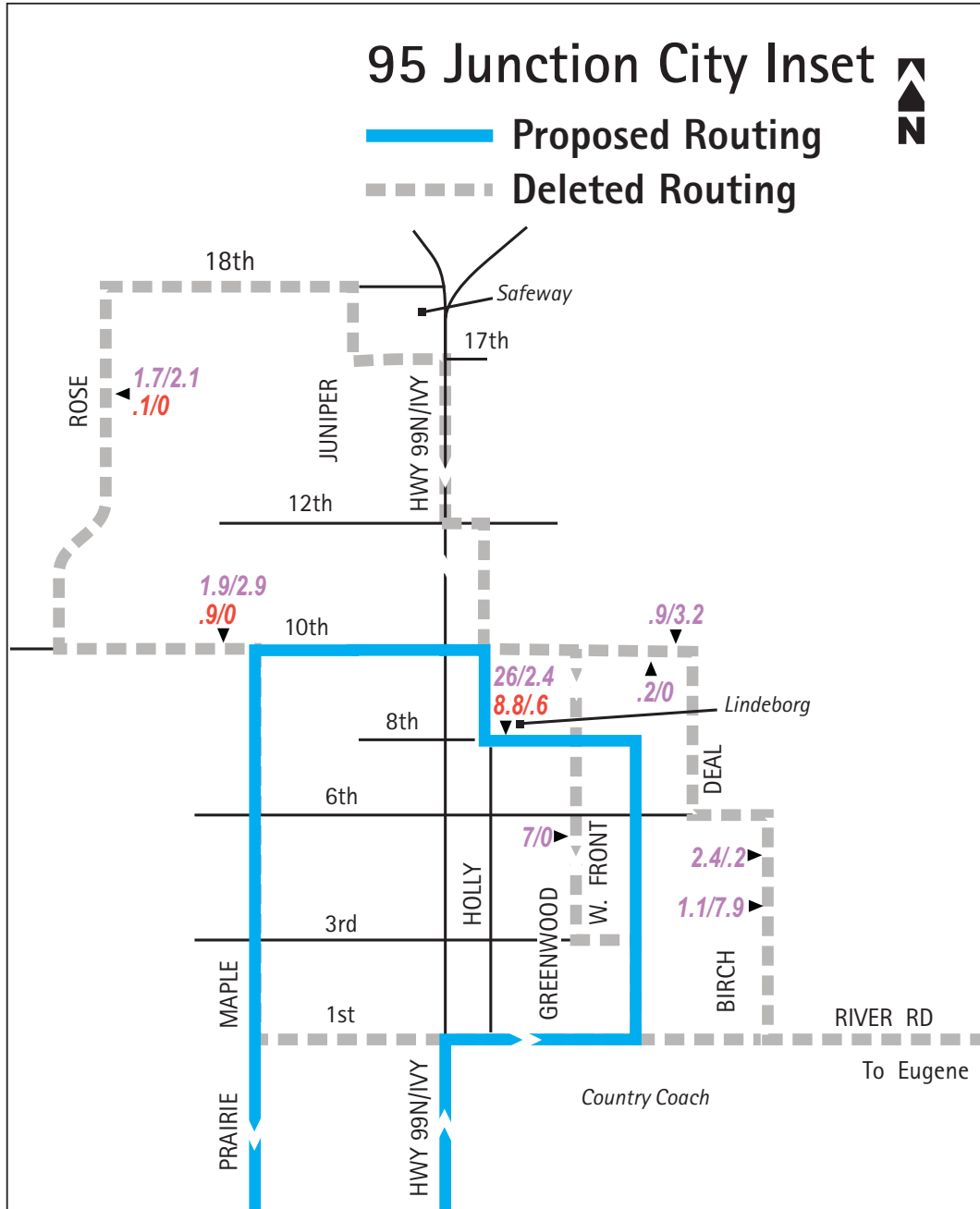


- Streamline routing to Junction City by deleting routing along River Road. The bus would travel along Hwy 99, Prairie Road, Irving, then back on Hwy 99 to Junction City.
- Weekdays: May add one trip in early AM. Streamline routing in Junction City.
- The proposed routing of the 95 Junction City would replace 95x Junction City Express.

Complete Round Trip of 95/95x with route combination in PM		
Trip End	Boardings	Net Cost per Boardings
7:17 a.m.	40	\$0.88
7:43 a.m.	30	\$1.26
9:08 a.m.	34	\$1.59
1:23 p.m.	30	\$1.75
4:03 p.m.	27	\$1.87
6:15 p.m.	49	\$0.89
6:41 p.m.	16	\$3.21
	226	\$1.00 Avg.

River Road, Irvington stops		
Trip End	Boardings	Net Cost per Boardings
7:17 a.m.	5.3	\$ 3.23
7:43 a.m.	NA	NA
9:08 a.m.	1.6	\$13.83
1:23 p.m.	2.0	\$ 9.84
3:25 p.m.	0.7	\$16.42
5:41 p.m.	1.2	\$ 8.11
6:11 p.m.	0.5	\$20.24
Total	11.4	\$11.95 Avg

Average Weekday Ridership Sample
95 Junction City Oct 1- 26 on/off
95x Junction City Express Oct 1 - 26 on/off



Public Hearing : February 11 and March 10, 2008,
at the Eugene Public Library

Service Implementation date: September 21, 2008.

You also can submit your comments by:
Mail: LTD, P.O. Box 7070
 Eugene, OR 97401
E-mail: ltd@ltd.org
Phone: 682-6100
 (1-800-735-2900 TTY Oregon Relay)

AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 16, 2008
- ITEM TITLE:** ANNUAL ROUTE REVIEW - PHASE TWO
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Discussion and direction regarding the proposed service changes that will be presented at the February 11, 2008, public hearing.
- BACKGROUND:**
- The 2008 Annual Route Review (ARR) was divided into two phases in order to accommodate the opening of the new Sacred Heart Medical Center at RiverBend. On November 12, 2007, the Board of Directors reviewed the recommended changes to Route 12 Gateway, and on December 19, 2007, the Board approved these recommendations.
- Phase Two of the Annual Route Review focuses on a review of substandard productivity along rural routes. Route 93 Veneta and Route 95 Junction City have specific segments that are unproductive and costly to the District. Attached is specific information regarding the number of boarding activities along the segments of the routes that are being reviewed. Also included on the attachments is a cost per trip for these segments as compared with the remainder of the route. In each of these cases, the routing has been in place since the mid-1970s, and, therefore, has a small number of riders who are accustomed to having the bus available for occasional trips. For a small number of customers, the routing does provide a regular link for commuting purposes.
- In the Veneta analysis, staff are viewing this potential change as an opportunity to free up service dollars that could be used to enhance service to the main population base located in the city of Veneta. Preliminary analysis shows that up to two additional weekday trips and one Saturday trip could be funded by this change. Staff believe such a change would serve a greater number of customers by providing more trips and also would provide a better distribution of trip departures and arrivals.
- In the Junction City analysis, the potential change would provide an increased level of service to the growing industrial base along Prairie Road and Highway 99. It also would free up funding that could be used for an additional weekday trip and a midday Saturday trip.

A recent survey of Golden Temple (located on Prairie Road) employees shows a growing interest in commuting by bus, and Golden Temple management has expressed some interest in a group bus pass program. A more attractive service along Highway 99 also may appeal to the large population of Country Coach employees commuting to and from work.

Extensive outreach is being conducted for both Route 93 Veneta and Route 95 Junction City. Outreach efforts included providing information to current customers, a direct mailing to residents of Veneta and Junction City, open house events in Veneta and Junction City, meetings with city officials, and discussions with chamber of commerce staff and boards. As service proposals are firmed up, a follow-up mailing will go out to Veneta and Junction City residents to provide additional information and to invite customers to attend the Annual Route Review public hearings in February and March 2008.

In addition to the analysis of Route 93 Veneta and Route 95 Junction City, a small routing change will be recommended for Route 96 Coburg. Staff also are gathering data to evaluate the need for system fixes.

In addition to these rural route proposals, staff continue to work on the following potential changes, which will be reviewed with the Board on January 16, 2008:

- Route 32 West 1st Avenue routing change to serve the West 5th Avenue and West 7th Avenue industrial area on its way to West 1st Avenue
- System fixes identified through input from bus operator and public

ATTACHMENTS:

Route 93 Veneta informational flyer
Route 95 Junction City informational flyer

RESULTS OF RECOMMENDED ACTION:

Staff will finalize the Phase Two proposal and present the 2008-09 Annual Route Review package at the February 11, 2008, public hearing.

PROPOSED MOTION:

None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: None

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

MEETINGS HELD

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

1. **Metropolitan Policy Committee:** MPC meetings generally are held on the second Thursday of each month. Board members Gerry Gaydos and Greg Evans are LTD's MPC representatives, with Mike Dubick serving as an alternate. The last meeting was held on January 10, 2008. The agenda included discussions of the FY 2008-11 Statewide Transportation Improvement Plan (STIP) Modernization Reductions and the FY 2010-13 STIP Modernization Priorities, an update on the STIP process and program funding, and a follow-up on the 2031 Regional Transportation Plan.
2. **Board Finance Committee:** The Board Finance Committee (Mike Dubick, Debbie Davis, and Chair Dean Kortge) is scheduled to meet at 4 p.m. on January 16, 2008, preceding the Regular Board meeting, to discuss an analysis of free fare consequences, and revisions to the Capital Improvements Program and Long-Range Financial Plan.

OTHER ACTIVITIES

1. **Lane County Commissioners:** On November 5 Board President Mike Eyster, General Manager Mark Pangborn, and attended Service Planning, Accessibility, and Marketing Director Andy Vobora presented the Board of Commissioners
2. **Springfield City Council:** On November 10 Board President Mike Eyster, General Manager Mark Pangborn, and Service Planning Manager Will Mueller presented the Council

NO MEETINGS HELD

1. **EmX Steering Committee:** Board President Gerry Gaydos and Board members Debbie Davis and Greg Evans are members of LTD's EmX Steering Committee, along with members of local units of government and community representatives. The Committee last met on December 4. The next meeting is scheduled for Tuesday, March 4, 2008.

West Eugene EmX Extension (WEEE) Corridor Committee: This committee is a subcommittee of the EmX Steering Committee and is composed of Board members Greg Evans, Dean Kortge, and Gerry Gaydos, along with members of local government and community representatives. The Committee is in the process of scheduling a meeting for late January. The agenda for that meeting will focus on the screening of the alternatives element of the scoping process. Staff are scheduled to bring a recommended set of alternatives for further study to the Board at its March 19 regular meeting.

Pioneer Parkway Corridor Committee: This committee also is a subcommittee of the EmX Steering Committee and is composed of Board members Debbie Davis, Mike Dubick, and Mike Eyster and local government and community representatives. The Committee is in the process of scheduling a meeting for sometime in late January.

2. **Board HR Committee:** The Board HR Committee is composed of Mike Dubick, Mike Eyster, and Chair Gerry Gaydos. The committee last met on December 11, 2007, to discuss the work-related performance and goals and objectives of the general manager. The next meeting is tentatively scheduled for February 12.
3. **Board Service Planning & Marketing Committee:** This committee name has been shortened to the "Board Service Committee." Its members are Greg Evans, Mike Dubick, and Chair Mike Eyster. The last meeting was held on December 19. The next meeting is scheduled to be held sometime between the two public hearings being held on February 11 and March 10.

4. **LCOG Board of Directors**: LTD Board Member Mike Dubick represents LTD on the Lane Council of Governments (LCOG) Board of Directors as a non-voting member. The LCOG Board last met on December 13. The next meeting is scheduled to be held on Tuesday, February 28, in Junction City.

5. **Walnut Station Steering Committee**: Board member Mike Eyster is a member of this committee, staffed by the City of Eugene. The City of Eugene last held a Walnut Station Steering Committee meeting on May 30.

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Mark Pangborn, General Manager

ACTION REQUESTED: None

ATTACHMENTS: The attached correspondence is included for the Board's information:

- January 2, 2008, letter and enclosure from Board President Gerry Gaydos to Eugene Mayor Kitty Piercy and the Eugene City Council, regarding the Purpose and Need Statement and associated Goal and Objectives for the West Eugene EmX Extension project.

PROPOSED MOTION: None

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING
BY CONFERENCE CALL

Tuesday, December 11, 2007

Pursuant to notice given to *The Register-Guard* for publication on December 8, 2007, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Tuesday, December 11, 2007, beginning at 3:45 p.m., in the LTD Conference Room at 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
Debbie Davis, Treasurer
Michael Dubick
Greg Evans
Mike Eyster, Vice President
Mark Pangborn, General Manager
Jo Sullivan, Clerk of the Board, Minutes Recorder

Absent: Dean Kortge, Secretary
(One vacancy, Subdistrict 4)

CALL TO ORDER/ROLL CALL – Mr. Gaydos called the meeting to order at 3:48 p.m. and called roll. Mr. Gaydos, Mr. Dubick, and Mr. Eyster were present in the LTD conference room. Ms. Davis and Mr. Evans were present by telephone conference call.

MOTION APPROVAL OF LANE TRANSIT DISTRICT/AMALGAMATED TRANSIT UNION LABOR AGREEMENT – Mr. Eyster moved approval of LTD Resolution No. 2007-040: “It is hereby resolved that the Lane Transit District Board of Directors ratifies the Lane Transit District/Amalgamated Transit Union three-year agreement, effective July 1, 2007, through June 30, 2010, as ratified by the ATU members on December 9, 2007. Mr. Dubick seconded the motion.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Kortge; one vacancy (1)

ADJOURNMENT – There was no further business, and the meeting was adjourned at 3:50 p.m.

Board Secretary

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

Wednesday, December 19, 2007

Pursuant to notice given to *The Register-Guard* for publication on December 13, 2007, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, December 19, 2007, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
 Dean Kortge, Secretary
 Debbie Davis, Treasurer
 Michael Dubick
 Mike Eyster, Vice President
 Greg Evans
 Mark Pangborn, General Manager
 Jo Sullivan, Clerk of the Board
 Lynn Taylor, Minutes Recorder

Absent: (One vacancy, Subdistrict 4)

CALL TO ORDER/ROLL CALL – Mr. Eyster called the meeting to order at 5:35 p.m. and called the roll. Mr. Eyster noted that Mr. Gaydos would arrive shortly. Assistant General Manager Stefano Viggiano noted that Mr. Pangborn had been detained at a meeting and also would arrive shortly. Mr. Gaydos arrived soon after the roll call and Mr. Pangborn arrived at 5:50 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT – None

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA – Director of Service Planning, Accessibility and Marketing Andy Vobora announced that the Summit Group, a national organization that recognized excellence in advertising, had given an award for best animation to the EmX commercial. He introduced Sandy Trahan and Liesl McLean from Lamar Advertising, which handled advertising on LTD's buses.

Mr. Trahan expressed his appreciation for the partnership with LTD. He said that Lamar had paid the District \$252,000 during the past year, and presented a check for the revenue-sharing portion of the agreement in the amount of \$75,427.94.

Mr. Gaydos arrived at 5:40 p.m.

BOARD CALENDARS – There were no questions or comments.

WORK SESSION

Commuter Solutions Annual Report – Director of Planning and Development Tom Schwetz observed that many people lived in Lane County because of the quality of life, and there were many challenges to maintaining that related to transportation. LTD was in a position to provide choices and Commuter Solutions had many tools to help meet that challenge.

Mr. Schwetz explained that LTD formed Commuter Solutions in 1995 in conjunction with regional partners to promote the use of alternative modes. He reviewed several of the Commuter Solutions programs, including group pass, student transit pass, Smart Ways to School, Safe Routes to School, and congestion mitigation services. He noted there were 73,000 group pass participants and the student pass program had 5,500 boardings per day. He said Smart Ways to School helped educate students and parents about options for getting to school, and the Safe Routes program distributed federal funding to schools through grants for projects to improve student safety. He said congestion mitigation services were very successful and the KeepUsMoving.info website provided travelers with information about construction projects and road and lane closures.

Mr. Schwetz stated that Commuter Solutions funding was provided through \$5,000 contributions from Eugene, Springfield, Lane County and LTD; a \$100,000 contribution from the Oregon Department of Transportation (ODOT); and \$340,000 from the Metropolitan Planning Organization (MPO). He said there were many opportunities for future growth in areas such as ridesharing, vanpools, Park & Ride, increasing transit ridership, coordination with land use and development activities, and a travel smart pilot program.

Independent Audit Report – Director of Finance & Information Technology Diane Hellekson introduced Charles Swank of Grove, Mueller and Swank to present the independent audit report.

Mr. Swank explained that auditing standards had changed dramatically and auditors were now tasked to challenge the system, not just audit the numbers. He said that each type of transaction would be ranked according to risk and audit procedures related to the extent of the risk. He reviewed the contents of the management letter and pointed out that recommendations were classified in one of three categories: material weakness, significant deficiency, or control deficiency. He said the two recommendations in the letter were categorized as control deficiencies and related to review of payroll change forms and home football game days shuttle fare collection. He said both had been presented and discussed with management and he was confident that appropriate action would be taken.

Mr. Swank commended the Finance staff and quality of the District's accounting function. He identified the components of the audit report and directed the Board attention to the Management Discussion and Analysis, which would be helpful in reviewing the financial statements. He noted the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association. In response to a question from Mr. Kortge, he said the status of the two recommendations would be reviewed in the next audit and reported to the Board.

West Eugene EmX Extension Purpose and Need/Goal and Objectives – Mr. Schwetz provided an overview of the proposed Purpose and Need Statement and Goal and Objectives for the West Eugene EmX extension project. He said the draft language had been subjected to extensive public review and comment and the proposed document reflected revisions based on input from the public and the West Eugene EmX Extension Corridor Committee. He said the public comments received to date on the project were included in the agenda packet. He reviewed

project and outreach activities conducted through mid-December and the next steps in the process.

Mr. Eyster remarked that it was apparent during the recent joint meeting with the Eugene City Council that some councilors thought LTD was imposing the West Eugene EmX corridor on the City, when in fact the Council had asked LTD to pursue that as the third bus rapid transit corridor.

Mr. Evans speculated that some councilors might not have been in office when the initial discussions occurred and suggested it would be helpful to educate them about the project and how it was initiated.

Mr. Gaydos remarked that people who had been on a recent tour of alignment alternatives found it very helpful and suggested that another tour could be scheduled.

Mr. Schwetz asked the Board to adopt the Purpose and Need Statement and Goal and Objectives during the regular meeting. He said that once the Board had adopted the language, the Federal Transit Administration (FTA) would review it and take formal action to concur. He added that any changes by the FTA would be brought back to the Board for consideration. In addition to FTA, any agencies identified as cooperating agencies also would need to concur. He anticipated that U.S. Army Corps of Engineers and Bureau of Land Management would become cooperating agencies.

Mr. Eyster asked if the Board should request the City Council's endorsement of the Purpose and Need Statement and Goals and Objectives to confirm the partnership with LTD. Mr. Schwetz said that was not required but could be done at the Board's direction. He had some concern that the process could be delayed by requiring formal action by the Council.

Assistant General Manager Stefano Viggiano suggested that staff could draft a letter from the Board thanking the Council for the joint meeting and referencing past collaboration on the project to clarify the record.

Mr. Eyster reiterated his interest in obtaining the City Council's commitment to the project and eliminating the implication that LTD was imposing a West Eugene corridor on the City.

Mr. Schwetz concluded his presentation by reviewing the next steps in the process and informing the Board that staff would return at the February 2008 meeting with a status report and present final recommendations at the March 2008 meeting.

EMPLOYEE OF THE MONTH – The Board recognized Bus Operator Fred Pearson. Director of Transit Operations Mark Johnson described Mr. Pearson's achievements and noted that two regular riders had nominated him.

Mr. Gaydos thanked Mr. Pearson for his dedication to LTD's mission and presented a certificate of appreciation, a check, and pin commemorating his award. Mr. Pearson said he had applied for a job with LTD when he retired from the military and was amazed at the outstanding training he had received. He appreciated the fact that a number of LTD employees were retired from the military.

AUDIENCE PARTICIPATION – Mr. Gaydos determined that there was no one wishing to speak.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** – Mr. Eyster moved adoption of LTD Resolution 2007-041: It is hereby resolved that the Consent Calendar for December 19, 2007, is approved as presented. Mr. Kortge provided the second. The Consent Calendar consisted of the minutes of the October 17, 2007, Special Board Meeting; November 26, 2007, Special Board Meeting/Executive Session; and November 30, 2007, Board Strategic Planning Work Session.

VOTE The Consent Calendar was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: (One Vacancy, Subdistrict 4)

Acceptance of Independent Audit Report – Ms. Hellekson stated that an independent audit report was required by law and regulation to be presented to the Board annually by the end of December. She asked the Board to formally accept the report for the record.

MOTION Ms. Davis moved approval of LTD Resolution No. 2007-042: Resolved, that the LTD Board of Directors accepts the Independent Audit Report for the fiscal year ending June 30, 2007. Mr. Dubick provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: (One Vacancy, Subdistrict 4)

Olympic Trials Shuttle Pricing – Mr. Vobora said that the Board Service Committee—formerly known as the Board Service Planning and Marketing Committee—met to discuss shuttle pricing for the Olympic Trials. He asked Committee Chair Mike Eyster to report on the Committee's action.

Mr. Eyster reported that the Committee had discussed reconsidering the Board's earlier action to establishing shuttle pricing for the trials and consequently was recommending changing the rate from \$91 per service hour to \$65 per service hour. He said the \$65 rate would cover the District's costs, but not the entire overhead; it represented the most attractive rate LTD offered.

Mr. Kortge asked why the Board's original decision was being reconsidered.

Mr. Eyster said the reconsideration was an effort to support the Olympic Trials as a significant event for the city and the region. He said the Committee had discussed whether this might be perceived as a precedent and wanted to make it clear that no precedent was being established and pricing for events would continue to be determined on an individual basis. He said that the Committee was unanimously recommending changing the rate to \$65 per service hour.

Mr. Vobora added that the organizing committee had originally estimated it would need 1,100 hours, but had revised that to 1,600 hours and asked for consideration of a lower rate to fit within the budget.

Mr. Dubick said he was initially skeptical of the request because he was concerned with LTD's finances and establishing a precedent for the lower rate. He said the lower rate would mean \$40,000 less in revenue, but felt it was appropriate to make the recommendation to the Board.

Mr. Evans said he supported the recommendation for several reasons, including the scope of the event and its regional impact, community investment in the local economy that would pay dividends in the future, and continuing to set pricing for events on a case-by-case basis.

Mr. Kortge raised a process issue. He said when a Board decision was being considered, Board members should be provided with all of the available information, particularly the fiscal impact of reconsideration. He stated that he could not support the motion because \$40,000 was a significant decrease in revenue and he thought it did establish a precedent for similar events.

Mr. Vobora said the Board could have a discussion about establishing pricing independently for each event without setting a precedent for a particular type of event. He said staff had no objection to the \$65 rate as it did cover hard costs for shuttle operation; administrative costs were being donated.

Mr. Evans suggested that the Board consider developing a policy that would take into account events like the Olympic Trials and provide guidelines for event pricing.

Mr. Kortge pointed out that the Board already had a special events pricing policy.

In response to a question from Mr. Eyster, Mr. Vobora said the Oregon Country Fair was a 600-hour event, compared with 1,600 for the trials.

Mr. Dubick said he had given the matter considerable thought and thought that while the event would be beneficial to the region, his responsibility was to the financial health of LTD. He would not be able to support the recommendation.

MOTION Mr. Evans moved adoption of LTD Resolution No. 2007-046: It is hereby resolved that the LTD Board of Directors authorizes an event shuttle rate of \$65 per service hour for approximately 1,600 hours of service for the 2008 Olympic Trials shuttle service package. Mr. Eyster provided the second.

VOTE The resolution was adopted as follows:
AYES: Davis, Evans, Eyster, Gaydos, (4)
NAYS: Dubick, Kortge (2)
ABSTENTIONS: None
EXCUSED: (One Vacancy, Subdistrict 4)

Mr. Pangborn assured Mr. Kortge that the Board would be better informed in the future if reconsideration of an action was recommended.

2008 Annual Route Review – Mr. Vobora said a public hearing on the proposed service package was held November 12, 2007, and there were no substantial changes to the proposal presented to the Board. He said that Stage Two of the Annual Route Review would be presented in February 2008.

MOTION Mr. Kortge moved approval of LTD Resolution No. 2007-043: It is hereby resolved that the LTD Board of Directors approves Stage One of the FY 2008-09 service recommendations as presented on December 19, 2007, and as shown on the 2008 Annual Route Review - Stage One Service Summary. Ms. Davis provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: (One Vacancy, Subdistrict 4)

West Eugene EmX Extension Purpose and Need/Goal and Objectives – Mr. Schwetz asked the Board to adopt the Purpose and Need Statement and Goal and Objectives as presented during the work session.

MOTION Mr. Evans moved approval of LTD Resolution No. 2007-044: It is hereby resolved that the LTD Board of Directors adopts the recommended Draft Final Purpose and Need Statement and Goal and Objectives, dated December 5, 2007. Mr. Kortge provided the second.

Mr. Gaydos commended LTD for doing an excellent job of listening to the community and creating a better document by incorporating the public's comments. He thanked staff for their work on the project.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: (One Vacancy, Subdistrict 4)

Mr. Gaydos asked that staff draft a letter, as discussed during the work session, for transmittal to the City Council, along with the adopted Purpose and Need Statement and Goal and Objectives.

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports

LCOG Board – Mr. Dubick reported that the Lane Council of Governments (LCOG) board of directors still had not adopted the Lane County coordinated population projections.

Board Outreach – Mr. Gaydos expressed appreciation for Board members' willingness to meet with neighborhood associations and other community groups. He believed that it benefited the District and the Board to get acquainted with the public and share information. He hoped that could continue on a regular basis.

Mr. Kortge agreed that it was important for the Board to be engaged in outreach as members could provide a different perspective than staff.

Mr. Evans suggested a presentation to the Eugene and Springfield chambers of commerce and other groups within the business community to provide an update on EmX and other District activities.

Comprehensive Annual Financial Report – Ms. Hellekson referred to an executive summary of the Comprehensive Annual Financial Report (CAFR) in the agenda packet. She noted that 2006-07 had been a solid financial year; there was some slowing of payroll tax receipts but those had since

increased and there were no negative consequences, as other revenue compensated. She said there was a problem with the growth in demand for accessible services. She said it had been the most productive year in LTD's history, and that could cause concern because of the increased ridership on the fixed-route system by riders with prepaid instruments, which meant that the growth of fares was not consistent with growth in ridership.

Regarding the two recommendations in the management letter, Ms. Hellekson said the concern about review of payroll change forms was based on lack of an independent person not in the chain of command to supervise the review. She said that correction would require some reorganization to identify an individual to perform that task.

Mr. Kortge asked if there would be budgetary implications. Ms. Hellekson said it would not require creation of more FTE, only a shift of assignments. She said that LTD might be at a point where an internal audit function was appropriate and that would be discussed during the budget process.

Ms. Hellekson stated that concerns with the chaotic boardings and lack of fiscal controls at Park & Ride facilities during football games were longstanding. She was pleased that the problem had been raised in the audit report, and indicated that there were two ways to address the problems and continue to meet service obligations: require prepaid fares or have the University attach a surcharge to all home ticket sales. She said the first solution was impractical, and the University was opposed to a surcharge. She stated that the only remaining option was to shift the problem to the University, which meant that the University would have to craft temporary fareboxes for each of the shuttles and be responsible for collecting and counting the money. In this case, the University would purchase the service from LTD and LTD would no longer be involved in collecting fares, eliminating the audit concern.

Federal Funding Requests – Mr. Viggiano reviewed LTD's United Front requests for funding for an additional EmX vehicle, environmental analysis of the West Eugene EmX corridor, and a Gateway Park & Ride facility.

Mr. Kortge asked if there were standards regarding the number of spare vehicles. Mr. Viggiano replied that spares were limited to 20 percent of the overall fleet, calculated on peak pullouts.

Mr. Eyster asked if staff anticipated the need for additional EmX vehicles to be in service. Mr. Viggiano replied that the buses were currently fairly full and if there was an overload, the District would consider how to address that, although expanding service was unlikely because of the significant expense involved.

Mr. Viggiano explained that the current federal transportation bill would expire on September 30, 2009, and discussions had begun on the next bill. He reviewed the list of potential funding requests, including the third EmX corridor, operating base renovation and expansion, Franklin Boulevard improvements, and elderly and disabled transportation. He noted that details for those items were provided in the agenda packet.

Mr. Pangborn commented that Mr. Evans had been appointed to the American Public Transportation Association's (APTA) committee on reauthorization of federal transportation legislation.

In response to a question from Mr. Eyster, Mr. Viggiano explained that federal regulations prohibited the District from charging more than twice the cash fare for paratransit services.

Mr. Viggiano explained that Congress had developed an omnibus funding bill that met the President's budget goal. It appeared the bill would move forward, which would mean that funding for the fiscal year would be approved soon. Mr. Pangborn added that the bill included funding for Pioneer Parkway and Alternative Analysis for the West Eugene corridor.

Ms. Davis left the meeting at 7:20 p.m.

Garfield Property: Sale or Lease – Mr. Viggiano asked the Board to provide direction on the sale or lease of property in West Eugene to the City of Eugene for a police patrol facility. He said a site plan of the property, which was adjacent to the RideSource facility, was included in the agenda packet. He said that the 20-year growth projection for RideSource left approximately 3.5 acres available on the site and the City had indicated that was sufficient for the police facility.

Mr. Eyster asked if a land swap was possible. Mr. Viggiano replied that the City had not been able to identify a suitable piece of property to swap. He estimated that the police facility project was at least five years in the future. Mr. Pangborn remarked that the police facility could need to be bonded.

Mr. Viggiano referred to a summary of the advantages and disadvantages of selling or leasing the property included in the agenda packet. He said the matter was discussed by the Board Finance Committee, which was opposed to selling the property but thought a long-term lease might be considered. He noted that a lease could provide some cash flow, but it could be very difficult to remove the tenant at the end of the lease period.

Mr. Kortge said the Committee had discussed sale of the property in detail and concluded there was no reason to sell it. He said there was some interest in the possibility of a lease, but there were many issues to be considered, and the District should wait until the City came forward with a request.

Mr. Gaydos remarked that sometimes being a good partner in the community was as important as the financial considerations.

Mr. Dubick commented that if the property were sold, LTD would have funds for a one-time use; leasing would provide an ongoing revenue stream that might be more useful. He said the District was far from the point where a satellite facility would be needed.

Mr. Gaydos recommended that the District indicate its willingness to work with the City and not take a specific position at this point. He asked if the revenue from a sale could be invested. Ms. Hellekson replied that the money was earning more invested in the land than it would invested in any other instrument currently available to the District.

Monthly Financial Report – Ms. Hellekson called attention to the report, on page 83 of the agenda packet. She stated that ridership was extremely healthy and everything looked good, with the exception of fuel and accessible services. She noted that retroactive payments on the contract settlement had not been posted. She acknowledged Finance Manager Carol James' work on preparation of the CAFR.

MOTION **EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(i)** – Mr. Dubick moved that the LTD Board of Directors meet in Executive Session pursuant to ORS 192.660(2)(i), to review and

evaluate the employment-related performance of the LTD general manager. Mr. Evans provided the second.

VOTE The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis, (One Vacancy, Subdistrict 4) (2)

The Board entered Executive Session at 7:37 p.m. Mr. Pangborn and Director of Human Resources Mary Adams were present for this discussion with the Board.

RETURN TO REGULAR SESSION – The Board returned to regular session at 7:55 p.m.

PUBLIC COMMENTS ON GENERAL MANAGER'S EVALUATION -- Upon returning to regular session, Board members praised Mr. Pangborn for his outstanding performance during the past year. Mr. Dubick noted that the evaluation of Mr. Pangborn was excellent and the feedback received from all groups was excellent overall. The Board members expressed their appreciation for Mr. Pangborn's excellent leadership within the organization and externally, noting that there had been a tremendous amount of success in the past year. They noted that the accomplishments had not always been easy, but the results were outstanding, such as the implementation of bus rapid transit, successful union negotiations, staff and Board interactions, and LTD's continuing positive national reputation.

BOARD HR COMMITTEE RECOMMENDATION -- Mr. Dubick said that the Committee members thought they needed to look at the general manager's compensation in two different ways: (1) maintain the general manager's salary at a level comparable to others in similar systems and pay the general manager at an acceptable level in order to recruit in the future; and (2) reward excellent performance. The Committee members thought that contributing an amount to Mr. Pangborn's retirement account as opposed to a salary increase was one way to reward that performance. Mr. Eyster said that the Committee also has reviewed comparisons with local CEOs as benchmarks, as well.

Mr. Kortge stated that he still wanted to voice an objection to a perpetual cost-of-living (COLA) adjustment for the general manager. Mr. Eyster replied that the Committee had discussed that and that some of the members were willing to reconsider whether or not the COLA should be automatic. Mr. Gaydos noted that at that point, the automatic COLA was an agreement between the Board and the general manager.

Mr. Kortge said that he was glad the committee had held that conversation, and added that the Committee's recommendation made a lot of sense to him. Board members reiterated that it was important to pay attention to keeping the general manager's compensation at an acceptable level so there would not be a wide variance in future years when Mr. Pangborn might decide to leave LTD. Mr. Kortge said he thought it was important to do this annually, but not automatically.

MOTION Mr. Kortge moved adoption of LTD Resolution 2007-045: "Resolved, the LTD Board of Directors adopts the Fifth Amendment to the Restatement of the Lane Transit District Salaried Employees' Retirement Plan Dated June 19, 2002, as recognition for General Manager Mark Pangborn's outstanding performance during the past year." Mr. Eyster provided the second.

VOTE The resolution was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis, (One Vacancy, Subdistrict 4) (2)

GENERAL MANAGER’S 2008 GOALS AND OBJECTIVES

Draft goals and objectives for the general manager had been discussed by the Board HR Committee and included in the agenda packet for the meeting.

MOTION Mr. Eyster moved that the Board adopt the LTD General Manager 2008 Performance Goals and Objectives dated December 13, 2007. Mr. Evans seconded the motion

VOTE The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis, (One Vacancy, Subdistrict 4) (2)

ADJOURNMENT – There was no further business, and the meeting was adjourned at 8:02 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT

SPECIAL LTD BOARD MEETING/WORK SESSION –
JOINT MEETING WITH EUGENE CITY COUNCIL

Monday, November 26, 2007

Pursuant to notice given to *The Register-Guard* for publication on November 22, 2007, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a work session with the Eugene City Council on Monday, November 26, 2007, beginning at 5:30 p.m., in the McNutt Room at Eugene City Hall, 777 Pearl Street, Eugene.

Present: Gerry Gaydos, President, presiding for the LTD Board
Michael Dubick
Greg Evans
Mike Eyster, Vice President
Mark Pangborn, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Debbie Davis, Treasurer
Dean Kortge, Secretary
(One vacancy, Subdistrict 4)

Present for the Eugene City Council: Mayor Kitty Piercy and Councilors Andrea Ortiz, Chris Pryor, Betty Taylor, Bonny Bettman, George Poling, Mike Clark, Alan Zelenka, Jennifer Solomon

CALL TO ORDER: Her Honor Mayor Kitty Piercy called the meeting of the Eugene City Council to order. Board President Gerry Gaydos called the meeting of the LTD Board of Directors to order.

COMMITTEE REPORTS AND ITEMS OF INTEREST FROM MAYOR, CITY COUNCIL, AND CITY MANAGER—During the City Council reports, Mr. Pryor reported that the West Eugene Collaborative (WEC), in which both Lane Transit District (LTD) and the City were involved, had met on November 20, 2007, to continue with its organizational and work plan development.

WORK SESSION: Joint Meeting with Eugene City Council

Ms. Piercy welcomed members of the Lane Transit District (LTD) Board of Directors to the City Council work session. LTD Board President Gerry Gaydos and Board members Mike Eyster, Mike Dubick, and Greg Evans and General Manager Mark Pangborn introduced themselves.

Mr. Pangborn indicated that the Board wished, time permitting, to discuss four items: West Eugene transportation, the Franklin Boulevard project, transit ridership and service performance, and the Commuter Solutions program. He noted that the first two items were of the greatest importance.

LTD Director of Planning and Development Tom Schwetz provided an overview of the West Eugene transportation project, which would identify the third EmX corridor. He said that bus rapid transit

(BRT), or EmX, was designated as the region's choice for high-capacity transit in TransPlan and regional transportation plans. He reviewed the agenda packet materials, including the proposed Purpose and Need Statement, proposed Goal and Objectives, and preliminary process and timeline. He pointed out that well over 1,000 comments had been received on the proposed Purpose and Need Statement, Goal and Objectives, and alternative alignments. He anticipated that the scoping process would conclude in February 2008 and a draft environmental impact statement (EIS) would be issued in early 2009, with a final statement in 2010. He said service was projected to begin in the corridor in 2014 or 2015. He stressed that at this point in the process the intent was not to select an alignment but rather to identify a set of viable alternatives to move into a more extensive analysis process.

Mr. Schwetz used a series of aerial photographs to illustrate the potential West Eugene corridor options and the varying characteristics along the alternatives. He said there were a number of environmental concerns—both natural and built—that would warrant consideration and analysis. He said the scoping process would result in identification of proposed alignments for further study. He stated that the environmental study and alternatives analysis considered three elements of alternatives: modal alternatives, alignment alternatives, and link alternatives; those could be mixed and matched during the analysis process. He said that along with build alternatives there were transportation system management (TSM) alternatives (scaled down BRT service) and a no-build alternative. He asked for feedback on whether all of the alignment considerations had been included.

Ms. Piercy pointed out materials from the West Eugene Collaborative (WEC) that had been distributed to the Council.

Mr. Poling asked for confirmation that the alternatives were not limited to those identified in Mr. Schwetz's presentation and that new options could be considered during the process. He expressed concerns about the West 11th Avenue, which he felt faced the same challenges as a Coburg Road route. He was reviewing reports from the West Eugene Extension Corridor Committee, but scheduling conflicts had made it difficult to attend meetings.

Ms. Bettman questioned the purpose of selecting a corridor from among such a broad range of alternatives. She confirmed with Mr. Schwetz that West 18th Avenue was not being considered. She thought that each alternative would have a different purpose and need and saw no reason for a route along the Amazon Channel. She asked when LTD wanted decisions from the Council on specific provisions of the plan and what disposition would be made of the Council's comments from this meeting. Mr. Schwetz referred to the preliminary process and timeline included in the agenda packet. He said that the major decision point for the Council would occur when the results of the environmental analysis were available; at that time the Council would be asked for its selection of a preferred alternative. He said that decision would involve the Council, the LTD Board, and the Metropolitan Policy Committee (MPC). He said there were points in the process preceding that decision at which LTD would provide project updates to the Council. He said the LTD Board would consider adoption of the Purpose and Need Statement and Goal and Objectives at its December 19, 2007, meeting; the Board would identify alternative alignments for further environmental analysis at its February 2008 meeting.

Ms. Bettman expressed concern with the amount of leeway in the process, which she felt could result in the Council not selecting any of the alternative alignments as the preferred alignment.

Ms. Ortiz said she was also concerned with the purpose of having BRT in West Eugene and the ultimate goal of the project. She was hopeful that there would be feasible alternatives, as she supported mass transit but did not want it to occur at the cost of constituents' quality of life.

In answer to a question about Veneta, Mr. Schwetz said one of the goals was to relieve commuter traffic from the west.

Ms. Solomon asked if an Amazon Channel alignment would be a bus-only lane or allow other traffic. Mr. Schwetz said a bus-only lane was envisioned. In response to another question from Ms. Solomon, Mr. Schwetz said that an extension of West 5th Avenue to Bertelsen Road was a problem because of intervening wetlands. Ms. Solomon pointed out that the entire area had wetlands and that some mitigation could be done. Mr. Schwetz agreed that there would be tradeoffs with any of the options and the process would allow mixing and matching alternatives to achieve the goal of the NEPA (National Environmental Protection Act) process to mitigate the project's impacts.

Ms. Taylor asked if the alternative alignments being considered were under discussion because there was a large demand for service in those spots. Mr. Schwetz responded that the concentration of demand was along West 11th Avenue, particularly west of Garfield Street. Ms. Taylor then asked if Highway 99 would be considered as a corridor. Mr. Schwetz said it was not under consideration at this point.

Ms. Piercy asked if the Council could provide comments on the Purpose and Need Statement. Mr. Schwetz replied that he would provide the Council with an updated version, based on public comments to date.

Regarding the Purpose and Need Statement, Ms. Bettman said that if the purpose was to create a commuter route for Veneta or capture "commuter sheds" from West or Northwest Eugene, that should be clearly stated and ridership gains analyzed. She hoped LTD would be responsive to the public input it had received. She asked if the cost was estimated at \$50 million. Mr. Schwetz said that was the estimate, but that would be refined during the planning process. Ms. Bettman also asked how much match was required. Mr. Schwetz said it was likely to be a 40 percent match.

Referring to the LTD annual report, Ms. Bettman opined that LTD did not have the capacity to meet increased demand for transit services because of the amount of money that had to be generated locally to invest in the West Eugene project. She said the Purpose and Need Statement should include a comparison of how investing that money in service instead of the project would impact ridership and capacity.

Mr. Poling said that a lot of people coming in from west of Eugene added to the congestion on West 11th Avenue. He said it did not make sense to oppose efforts to alleviate traffic problems in West Eugene, reduce dependency on automobiles, and encourage use of mass transit. He liked the concept of a Park & Ride facility at the end of the corridor and noted that the path along Amazon Channel was already used for more than recreation purposes; many people commuted to work along it.

Ms. Piercy pointed out the West Eugene Cooperative's recommendation on the Purpose and Need Statement, which identified a number of purposes for the project.

Ms. Bettman said the Amazon Channel would increase the distance that people had to walk and EmX already increased that by more widely spaced stops. She asserted that this was a reduction in

service. She thought the WEC's recommendation was an improvement, but did not take into account that those benefits should be realized without negatively impacting progressively improving service in the rest of the system. She asked if any of the alternatives involved the removal of street trees. Mr. Schwetz replied that the process had not yet reached that point. Mr. Pangborn said that this issue was addressed with the first EmX corridor, as there were historic trees along the route. He pointed out that the alignment was designed to protect the trees. He affirmed Mr. Schwetz's statement that it was too early to know the specifics of any of the potential alignments.

Mr. Evans said the purpose of the project was to expand LTD's capacity to provide service to the community and EmX provided a unique opportunity to do that on several levels. He said that LTD was rapidly approaching saturation in terms of the ability to deliver service, particularly with traffic congestion in West Eugene. He noted that part of the problem was that planning and development occurred without considering mass transit in the equation, resulting in a focus on the automobile and making it more difficult for transit to reach its potential ridership. The scoping process would examine a range of alternatives in order to identify the best alternative for the community. He said there were traffic problems in northwest Eugene that were approaching gridlock and transit was the only alternative to alleviate that. He emphasized that transit should be part of a total transportation solutions package to move people around the community.

Ms. Piercy remarked that the City was also looking at short-term traffic solutions with the West Eugene corridor study. She pointed out that the West Eugene Cooperative had recommended including objectives related to neighborhoods, redevelopment, connections to future routes and corridors, and many other issues important to the community. She also noted that three additional route alternatives were suggested for consideration.

Ms. Bettman asked why Eugene Water & Electric Board (EWEB) was not listed as a potential participating agency on undergrounding utilities as part of the Franklin Boulevard redesign project. Mr. Pangborn said that was an oversight, as LTD had worked closely with EWEB on undergrounding utilities during the Franklin Boulevard corridor project.

Mr. Evans addressed the costs of EmX and BRT. He said a light rail system, for which Eugene was not suitable, would cost \$30 to \$50 million per mile, compared with \$6 million per mile for BRT.

Mr. Pangborn said there appeared to be a perception that the fixed-route service had suffered as a result of EmX and the funds spent on EmX could have been spent on service. He explained that the matching funds for the Franklin and Pioneer Parkway corridors were money the LTD Board had reserved during the 1990s with a one-time allocation earmarked for BRT. He said that LTD would be asking the State for matching funds as TriMet had during the last legislative session.

Mr. Pryor commended LTD for working to make mass transit part of the solution to traffic problems in West Eugene and for providing the Council with a progress report. He said it would be challenging to find an acceptable corridor, but the process would not be abandoned just because it was difficult. He was pleased with the number of people involved in attempting to find a creative solution. He said it would short-circuit that process to have specific information on a route at this point.

Mr. Zelenka said that one of the things learned from the first phase of EmX was that acquisition of right-of-way was critically important. He said that likely would be a consideration in selection of an alternative because once Eugene reached a size where it was feasible, a light rail system would

replace the bus. He supported the WEC recommendations. He was also concerned about the potential habitat impact of a route along the Amazon Channel.

Eugene Public Works Director Kurt Corey remarked that the Franklin Boulevard redesign and Walnut Station mixed-use center were closely related. He said the Franklin Boulevard project's purpose was the redesign and reconstruction of that street from the Springfield Bridge to the Ferry Street Bridge, using the concept of a multi-way boulevard, including doubling EmX lanes. He said the Walnut Station mixed use center project was currently before the Planning Commission and staff were available to answer questions.

Ms. Bettman asked to what extent the Franklin Boulevard project would impact the existing BRT route and investment in infrastructure. Mr. Pangborn said the existing route would not be changed. Mr. Corey said the staff recommendation was to leave open the option of adding double lanes where they did not currently exist; the concept was to augment and expand what had been built to date.

Ms. Bettman supported the multi-use boulevard concept and thought it would also be useful on West 11th Avenue, west of Garfield Street, if West 11th Avenue became the EmX corridor.

Mr. Zelenka commented that the Fairmount neighborhood had been very involved in the project and commended staff for taking into consideration neighborhood feedback and incorporating that into the process.

Ms. Piercy said the project could result in a new entry to the community and she supported the multi-use boulevard concept. She stated that she now used EmX frequently and was interested in converting more people to its use.

Mr. Zelenka hoped that the Franklin Boulevard project would also result in the millrace becoming a functional park and recreation area.

LTD Service Planning, Accessibility, and Marketing Director Andy Vobora announced that ridership levels were record-setting, both for EmX and systemwide. He said that EmX ridership had far exceeded expectations and continued to grow each month. He said systemwide ridership was at capacity during peak periods, and LTD was taking measures to alleviate that. He said the success of school programs had an impact on that, and added that LTD did not have the capacity to add more hours of service.

Ms. Piercy thanked LTD for continuing the school bus pass program, which she felt helped to build future ridership. She asked how many people had bus passes. Mr. Vobora said that 60,000-75,000 people in the community had group passes.

Ms. Ortiz asked how much of a discount was given to nonprofit agencies. Mr. Vobora replied that private, nonprofit agencies received a 50 percent discount. He said the current limit per program was \$350 per month and LTD currently discounted about \$90,000 per year to the 110 participating programs. He said the cap had been extended several times by the Board because of increasing need, and another extension could always be considered, although the limitation tended to be related to an agency's available resources. He applauded the City for its contribution of \$50,000 to the program, which helped many agencies increase capacity.

In response to questions from Mr. Zelenka, Mr. Vobora said ridership on the Franklin corridor was 60 percent greater than it was previously on the fixed-route system. He said that the loss of revenue because of free EmX service was minimal because 80 to 85 percent of the riders on that route had passes.

Mr. Zelenka noted that statistics showed that accidents between buses and cars on that route were declining and asked if that was expected to continue. Mr. Vobora said the accident rate was actually lower on that route after an initial period of the public's adjustment to the new service and traffic configurations.

Ms. Bettman did not think it was productive to dismiss rail service because no overarching cost benefit analysis of rail and BRT had been done. She said dismissing rail on the basis of the per-mile cost was unrealistic because rail systems accrued numerous benefits and cost less to operate. She asserted that rail was a viable solution in the future, even though the community had chosen to invest in BRT.

Ms. Taylor stated that she had attended a workshop on sustainability, and a participant from Charlotte, North Carolina, had described that city's recent positive experience with light rail and economic development and plan to add streetcars to the system.

Mr. Zelenka pointed out that he was not dismissing light rail, but since every city with a light rail system was substantially bigger than Eugene, it did not appear to be financially feasible at this time. He asked if LTD had conducted an analysis of light rail versus BRT for a community of Eugene's size. Mr. Pangborn said there had been considerable analysis at the national level. He said any mass transit system that was built in Eugene required federal funding and LTD had been told explicitly by the Federal Transit Administration that it had concerns about Portland's ability to sustain a light rail system; Eugene would not begin to qualify for federal funds for light rail and would need to seek another alternative. He said that resulted in BRT as the mass transit choice.

Mr. Zelenka said his point was that Eugene was just too small to have a light rail system, but right-of-way acquisition for BRT could set the stage for light rail 20 to 30 years in the future when the population was large enough to support a rail system.

Mr. Gaydos emphasized that LTD's goal was to create a successful system for the community, whether it was BRT, light rail, or some other future option. He said the LTD Board had exhibited great leadership in responding to the community's need for transportation options.

Mr. Evans pointed out that large cities such as Cleveland, Dallas, and Tampa were adding BRT to their light rail systems, demonstrating that a combination of different transit modes could work well together. He said that BRT made the best sense for the Eugene/Springfield area at the present.

Mr. Dubick commented that one of the purposes of the LTD Board's and the Council's decisions was to alleviate congestion and minimize carbon emissions associated with growth. He said it was better to plan for than react to growth and find a way to get more cars off the road in a way that was environmentally sensitive.

Mr. Eyster was appreciative of Mr. Pryor's endorsement. He said it was important to the Board to know that the Council was supportive, because LTD was not interested in trying to impose

something on the community. He hoped the Council would endorse a direction to assure the partnership between the City and LTD in planning for the future.

Mr. Zelenka asked staff to provide population statistics on cities with light rail systems.

Ms. Solomon emphasized with respect to the EmX extension that doing nothing in West Eugene was not an option.

Mr. Clark said he would be watching with great interest as plans developed.

Ms. Bettman thought it was premature to ask for the Council's support until more information was available.

Mr. Poling stated he was supportive of LTD's efforts and the process at this point.

Ms. Ortiz concurred with Mr. Poling's remarks.

Ms. Piercy thanked the LTD Board and staff for participating in the joint meeting. She hoped that would occur on a regular basis. She noted that many communities around the country viewed EmX as a pilot program as it was an interesting innovation that combined BRT with the feel of a light rail system. She said that if it was successful, it would be replicated in other communities.

ADJOURNMENT: The meeting adjourned at 7:20 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: Discussion of Board member participation at LTD and community events and activities

BACKGROUND: Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are included with this packet for Board members.

Please contact Jo Sullivan with any changes in your availability for LTD-related meetings and events, or to provide your winter and spring vacation dates.

ATTACHMENT: Board activity calendars are included separately for Board members.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 16, 2008
- ITEM TITLE:** CONSENT CALENDAR
- PREPARED BY:** Jo Sullivan, Administrative Services Manager/Clerk of the Board
- ACTION REQUESTED:** Approval of Consent Calendar Items
- BACKGROUND:** Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any items from the Consent Calendar for discussion before the Consent Calendar is approved each month.
- The Consent Calendar for January 16, 2008:
1. Minutes of the November 26, 2007, Special Meeting/Work Session with Eugene City Council
 2. Minutes of the December 11, 2007, Special Board Meeting by Conference Call
 3. Minutes of the December 19, 2007, Regular Board Meeting
- ATTACHMENTS:**
1. Minutes of the November 26, 2007, Special Meeting/Work Session with Eugene City Council
 2. Minutes of the December 11, 2007, Special Board Meeting by Conference Call
 3. Minutes of the December 19, 2007, Regular Board Meeting
- PROPOSED MOTION:** I move that the Board adopt the following resolution:
- LTD Resolution No. 2008-001: It is hereby resolved that the Consent Calendar for January 16, 2008, is approved as presented.



Lane Transit District
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MONTHLY DEPARTMENT REPORTS

January 16, 2008

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

PROJECT DEVELOPMENT

West Eugene EmX: Staff submitted the Purpose and Need/Goal and Objectives statement to the Federal Transit Administration (FTA) for their review. Staff are currently working on the Screening of Alternatives, a task needed to complete the project scoping process. Staff are scheduled to bring a recommended set of alternatives for further study to the Board at its March meeting. This will be based on advice from the West Eugene EmX Extension Corridor Committee and a recommendation from the EmX Steering Committee.

COMMUTER SOLUTIONS

Connie B. Williams, Program Manager

Program Management:

- The Transportation Options Advisory Committee (TOAC) Budget Committee held an initial planning meeting to discuss the FY 2009 Commuter Solutions budget. A TOAC subcommittee has been formed to synthesize the information from the recently completed TravelSmart project and make recommendations on how to utilize the information meaningfully.
- Commuter Solutions staff participated on the Springfield Gateway Development Committee and the 2008 Olympic Trials Public Relations subcommittee.
- Employer Program Specialist Marcia Maffei attended an Association for Commuter Transportation (ACT) Internet conference titled *Climate Change: Tipping Point for TDM (Transportation Demand Management) or Tipping at Windmills*.
- A job announcement was posted for the Rideshare coordinator position, which has remained vacant for the past 10 months. Interviews were conducted on January 7 and 8, and Commuter Solutions Administrative Secretary Tracy Smith has been hired to fill the position, effective January 14.

Group Pass/Employee Transportation Coordinators (ETC) Programs:

- An Employee Transportation Survey was conducted with King Retail Solutions' 250 employees.

- Marcia presented information on Commuter Solutions employer programs to InnSight Hotel Management.
- The December edition of the ETC Newsletter (an electronic newsletter for area employee transportation coordinators) was distributed.

CarPool/VanPool/Emergency Ride Home Program (ERH): Pepperberries Tools for the Cook has enrolled in the Emergency Ride Home Program. A total of 536 commuters from 62 companies are currently registered for the Emergency Ride Home Program, and eight emergency rides were provided in 2007.

Smart Ways to School: Oregon Safe Routes to School applications for infrastructure have been approved for 19 schools in Bend, Corvallis, Eugene, La Grande, Philomath, Portland, and Springfield. Locally, Monroe Middle School was awarded \$72,000 to construct a roof over its bike cage, replace old bike racks with better equipment, purchase locking skateboard racks, and improve pedestrian paths adjacent to the school. Thurston Elementary School was awarded \$214,000 to construct a bike cage and a bike/pedestrian path to guide students safely along the edge of the parking lot to the bike cage and school. Veneta Elementary School withdrew its application because school and city officials believe a different approach will be more effective.

Student Transit Pass Program: LTD submitted a Business Energy Tax Credit (BETC) Application for Preliminary Certification under the new rules developed by the Oregon Department of Energy to fund the Student Transit Pass Program for the remainder of the 2007-08 school year. The application review and approval process is underway.

CAPITAL PROJECTS

Charlie Simmons, Facilities Services Manager

Pioneer Parkway EmX: The Design Team has received the initial comments from the City of Springfield on the 30 percent design submittal. These comments were discussed with City staff during a meeting on January 8. LTD staff have been meeting with property owners and tenants along the corridor in order to give them a project update.

Gateway Station: The design is 60 percent complete and a new construction cost estimate is expected to be received on January 18. The project is still on schedule to go out to bid for construction to begin during March 2009.

SERVICE PLANNING, ACCESSIBILITY, AND MARKETING

Andy Vobora, Director of Service Planning, Accessibility, and Marketing

Service: Olympic Trials service planning should conclude in mid-January, which gives the Operations Department ample time to plan the operator vacation bid.

Annual Route Review (ARR) analysis continues. The Service Advisory Committee (SAC) will meet on January 15 to prioritize the list of potential changes. The Board will be provided with an overview of the service package at the January 16 Board meeting.

Media: Coverage included reports concerning the labor settlement, the Annual Route Review open houses, the winter snow and ice service, and the open Board position.

Outreach: Neighborhood association outreach continued in a session with the West University Neighbors. The most recent meeting was held with the Santa Clara Community Organization on Thursday, January 3.

General Manager Mark Pangborn appeared in a five-minute live segment on the KVAL television station noon program on Thursday, December 27, 2007. Topics discussed included the vacant Board position, ridership success, fuel costs, EmX success, service to RiverBend, and the Annual Route Review.

Rosa Parks Committee: An interagency committee met in early January to coordinate details associated with naming the Eugene Station Plaza the Rosa Parks Plaza. Participants include the City of Eugene, the City of Eugene Human Rights Commission, the National Association for the Advancement of Colored People (NAACP), Lane County, and LTD staff and Board members. The group is targeting a May/June 2008 implementation date.

EmX Anniversary Planning: Plans are being made to celebrate the first anniversary of EmX. The intent is to engage the community in a way that highlights EmX and helps build community partnerships in the process. More details to come!

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

McKenzie Commercial General Contractor was awarded a contract to remodel the RideSource facility in order to accommodate the Call Center functions and staff. Ninety percent completion by late February is anticipated.

In coordination with the Public Transit Division at the Oregon Department of Transportation, staff have developed an Information Technology survey that will be distributed to all brokerage/call center operators and small transit operations in early January to determine what the needs are and how the products in development at LTD might work best statewide. In addition, a demonstration of the Web-based ride assignment software and scheduling software is scheduled to be held on January 25. Public Transit Division and Department of Human Services staff and other brokerage/call center managers are invited to the demonstration. The first meeting of local transportation providers will be held on February 1.

TRANSIT OPERATIONS

Mark Johnson, Director of Transit Operations

General Manager's Award for Excellence: Eight operators earned the General Manager's Award for Excellence for 2007. To earn this award, an operator must meet the following criteria:

- No absences
- No preventable accidents or incidents
- Qualification for the Service Award
- No more than two chargeable complaints and no negative road reports
- A satisfactory evaluation
- No disciplinary action of any kind

The following operators will receive an extra day of vacation, a lunch with the General Manager and the Director of Operations, a plaque, and a pin in recognition of this achievement:

Kiyo Clark - sixth award
Gary Janz – first award
Arturo Moreno - second consecutive award
Armando Reyes – fifth award
Nancy Nielsen – first award
Gaylene Shrope – fourth award
Gary Whitten – second award
Lora Rangel - second consecutive award

Basketball Service: The UO basketball teams have begun their Pac-10 season and LTD is scheduled to provide service to all of the men's and women's home games. LTD provides approximately 25 hours of service per game and there are 35 home games this season. Basketball is challenging, as most of the needed service is during peak hours when LTD resources are stretched. The 7:00 p.m. games are managed fairly well, but when schedules change to a 5:00 p.m. tip-off, service may be unavailable. If LTD is unable to provide the service, UO staff are notified in advance and are then able to contract with a private bus company for the service. This has occurred once this season, and there are additional games that have been rescheduled for times when LTD may be unable to provide service.

MAINTENANCE

George Trauger, Director of Maintenance

Bus 7104 (60-foot articulated) Fire Update: It has been determined that the cause of the fire was the o-ring fuel injector in the fuel system igniting excess fuel in the diesel particulate filter. The bus has been thoroughly checked at the local CAT facility. All o-rings were

replaced, the diesel particulate filter was replaced, and at this time, there is no visible internal damage. George Trauger has received a verbal commitment from CAT for a one-year extension on the current five-year engine warranty. The bus is currently in service.

EmX Bus 6101 Accident: This bus is down indefinitely for repairs of the damage sustained in the December 31 accident at the Springfield Station.

Pioneer Parkway Buses: Staff are currently reviewing the specification summary and will be forwarding it to New Flyer for development of a vehicle base price. An area of concern is servicing and repairing the configuration of the new CAT hybrid diesel engines. The local Cummins facility, which provides a similar engine package for motor homes, may be able to provide helpful information.

Contingency Conversion: Several buses (115, 906, 907, 911, and 917) are being converted from the contingency fleet into active status in order to meet the service demand for the Winter Bid that begins on February 3.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

FINANCE

Carol James, Accounting Manager

Two hundred sixteen (216) vendor paper and electronic checks totaling \$1,234,614 were processed during the month of December, including \$187,386 to Incentra Solutions Northwest for computer hardware and \$70,674.92 to Rowell Brokaw Architects, PC, for Gateway Station design services.

Seventy-eight (78) payroll checks and 943 payroll direct deposits totaling \$932,267.20 were made in December 2007. These numbers reflect two pay dates in December and include retroactive pay adjustments from July 1, 2007, based on the contract settlement with the Amalgamated Transit Union.

Twelve (12) cash fare deposits totaling \$146,606 were processed in December 2007. These receipts include \$13,307 attributed to one home football game.

PURCHASING

Jeanette Bailor, Purchasing Manager

Requests for Proposals continue to be developed for consulting services for the electronic document management system project, vehicle video surveillance equipment, and security monitoring services.

HUMAN RESOURCES AND RISK MANAGEMENT

Mary Adams, Director of Human Resources and Risk Management

Health Care: The health care premium renewal will reflect a 9.9 percent increase for all active employees. This is lower than expected and very good news for LTD employees. All employees are completing new beneficiary forms for the life insurance coverage. This will give the new carrier, Regence Blue Cross Blue Shield of Oregon, current beneficiary information for all employees.

Selection and Hiring: Hiring activity remained high in December. Two six-person classes of bus operators have been hired. The first began work on December 13; the second will begin work on February 4. In addition, Jordan May become LTD's newest general service worker, and a journeyman mechanic position is currently posted.

Labor Contract Negotiations: The new collective bargaining agreement is in the draft stages now and will soon be sent to print. Pension Trustees approved a plan amendment that will implement the increased pension benefits, and retroactive payments will be provided in the January benefit check.

January 2, 2008

Mayor Kitty Piercy and City Council
City of Eugene
777 Pearl Street, Room 105
Eugene, Oregon 97401-2793

Dear Mayor Piercy and City Councilors:

On December 19, 2007, the Lane Transit District Board of Directors approved a Purpose and Need Statement and associated Goal and Objectives for the West Eugene EmX Extension project (copy of Statement is enclosed). The Purpose and Need Statement is a key element of the Environmental Impact Statement and will be used as the basis for evaluating alignment and design options for the project. This recommended Purpose and Need will be sent to the Federal Transit Administration (FTA) for review and approval. Given that the FTA has been reviewing draft versions of this document throughout the scoping period, we expect that this final version will be approved.

You will recall that the Purpose and Need Statement for the West Eugene EmX was a topic of discussion at the joint LTD Board/Eugene City Council meeting on November 26, 2007. The discussion of the Purpose and Need was one part of a very comprehensive review process of this document. The process included open houses, neighborhood meetings, and mailings to the neighborhood. Two groups, the West Eugene Collaborative and the West Eugene EmX Corridor Committee, spent hours reviewing the Statement. The final version of the Purpose and Need Statement benefited greatly from this review process and is significantly altered from the version that was proposed at the beginning of the process.

As the planning and environmental analysis for the West Eugene EmX moves forward, it is very important that we continue to work together very closely. The corridor selection was initiated by the City Council and supported by the LTD Board. The Board looks forward to the Council's continued commitment and support. We would be very reluctant to move forward without review and approvals by the Council at other key points in the project development.

Thank you for your support for transit. We look forward to continued dialogue and coordination as we pursue the West Eugene EmX and other transit initiatives.

Sincerely,

Gerry Gaydos
President, Board of Directors

GG:SV:js

enclosure

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: PIONEER PARKWAY EmX PROJECT UPDATE

PREPARED BY: Charlie Simmons, Facilities Services Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND: The Pioneer Parkway EmX Corridor project was given final approval by the Springfield City Council and the LTD Board of Directors in the fall of 2006. At that point, the project moved into final design, and eventually will move into construction. The design team submitted 30 percent drawings on November 21 to City of Springfield and Oregon Department of Transportation staff for their review and comment. Comments have been received from both agencies regarding the 30 percent design, and LTD staff are in discussions and negotiations with partner agency staff concerning required design refinements and budget impacts.

Staff will present a project update on the design of the Pioneer Parkway Corridor and discuss any significant design changes or options to be considered prior to the Springfield City Council's EmX project review meeting scheduled for February 4.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2007

ITEM TITLE: FEBRUARY 2008 EMPLOYEE OF THE MONTH

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

BACKGROUND: **February 2008 Employee of the Month:** Bus Operator Jodi Nicholson was selected as the February 2008 Employee of the Month. She has served as a bus operator for LTD since November 1977 and has received the annual Safe Driving Award 24 times. Jodi was nominated for this award by a 91-year-old rider who appreciates the extra care and attention Jodi gives to “older people.” The rider reports that Jodi is pleasant and smiles to each passenger as he or she boards, adding that, “She’s a very nice lady.”

When asked to comment on Jodi’s selection as Employee of the Month, Transit Operations Field Supervisor Dan Budd said:

Jodi was hired in 1977 at a time when LTD was establishing bus service as a viable transportation option to the automobile. She has seen enormous growth within the District—beginning with twin coaches and Green Meanies of the early days, to the sophisticated articulated bus of the present day. The bus styles may have changed over the years, but Jodi’s style has not changed, regardless of the type of bus she operates.

Jodi has been nominated for the Employee of the Month award numerous times. She has great people skills, as evidenced by the many nominations and compliments from riders that she has received during her long career at LTD.

Jodi has contributed to LTD’s success by performing her duties in a manner reflecting the high standards of the District. She will go to great lengths to capture an audience with humor and a most infectious smile. Her positive attitude and good nature have provided an inspiration for many past and present employees. Jodi is very deserving of this most prestigious award.

Congratulations to Jodi on being selected as the February 2008 Employee of the Month!

AWARD: Jodi will attend the January 16, 2008, meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

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

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: None at this time

BACKGROUND: The action or information items listed below will be included on the agenda for future Board meetings:

- A. **LTD Strategic Plan**: The Board will be asked to adopt an updated Strategic Plan (tentatively titled *The LTD Way*) at the February 20, 2008, regular Board meeting.
- B. **Revised Capital Improvements Program Adoption**: Approval of the FY 2008-09 Capital Improvements Program will be on the agenda for the February 20 or March 19, 2008, regular Board meeting.
- C. **Revised Long-Range Financial Plan Adoption**: Approval of the FY 2008-09 Long-Range Financial Plan will be requested at the February 20 or March 19, 2008, regular Board meeting.
- D. **FY 2008-09 Service Recommendation**: Public hearings on proposed changes to routes and schedules will be held on February 11 and March 10, 2008, at the Eugene Public Library. The Board will be asked to approve the final recommended service package at the March 19, 2008, regular meeting.
- E. **FY 2008-09 Pricing Plan**: Public hearings on any proposed changes to the pricing plan are scheduled for February 11 and March 10, 2008, with direction from the Board to be provided at the March 19, 2008, regular Board meeting. Fare changes supported by the Board will require a change in the fare ordinance, which would occur in Spring 2008.
- F. **Pioneer Parkway EmX Design and Budget**: The Board will periodically review the Pioneer Parkway EmX design and budget as the project proceeds to construction. At the February 20 or March 19, 2008, meeting, the Board will be asked to adopt a resolution regarding property acquisition.
- G. **February 25 Joint Meeting with Springfield City Council/Special LTD Board Meeting**: The LTD Board and Springfield City Council will meet on February 25, 2008, at Springfield City Hall. Work session items will include an overview of LTD ridership; updates on the Gateway Station and Pioneer Parkway EmX; and a discussion regarding Glenwood redevelopment.

- H. **West Eugene EmX Project Alternatives Screening:** The Board will be provided periodic updates on planning efforts related to a possible West Eugene EmX route. At the March 19, 2008, meeting, it is expected that the Board will be asked to approve a range of alternatives to study in the environmental process.
- I. **Park & Ride Program:** Issues regarding LTD's Park & Ride facilities will be discussed with the Board's Service Committee and then brought to the full Board for discussion at a future meeting.
- J. **River Road Station Status Report:** It is anticipated that the River Road Station site purchase will be finalized within the next few months. A final report will be presented to the Board at that time.
- K. **Student Transit Pass Program Update:** Staff will prepare documentation for submission to the Oregon Department of Energy, per its program requirements. A Student Transit Pass Program update will be provided to the Board at a future meeting.

LANE TRANSIT DISTRICT RESOLUTION NO. 2008-002

Be it resolved that appropriations for the FY 2007-2008 budget adopted by the Board of Directors be adjusted as indicated below.

Summary of Supplemental Budget

	Adopted	Increase (Decrease)	Amended
General Fund			
Changes in Appropriations			
Working Capital Reserves	3,612,320	<u>150,000</u>	3,762,320
Increase in Appropriations - General Fund		<u>150,000</u>	
Additional Resources			
Transfer from Accessible Service Fund	-	<u>150,000</u>	150,000
Increase in Resources - General Fund		<u>150,000</u>	
Commuter Solutions Fund			
Changes in Appropriations			
Transfer to General Fund	-	<u>150,000</u>	150,000
Increase in Appropriations - Commuter Solutions Fund		<u>150,000</u>	
Additional Resources			
Beginning Working Capital	180,500	150,000	330,500
Increase in Resources - Commuter Solutions Fund		<u>150,000</u>	

Adopted by Lane Transit District Board of Directors on the _____ day of January, 2008

Date

Board Secretary

AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 16, 2008
- ITEM TITLE:** APPROVAL OF SUPPLEMENTAL BUDGET FOR FISCAL YEAR 2007-2008
- PREPARED BY:** Carol James, Accounting Manager
- ACTION REQUESTED:**
- (1) Hold a public hearing
 - (2) Approve the resolution adjusting the FY 2007-2008 General Fund and Commuter Solutions Fund as described below
- BACKGROUND:** In order to make up for delayed receipt of anticipated grant proceeds, the Board, at its June 20, 2007, meeting, approved Resolution No. 2007-025 authorizing an interfund loan of up to \$150,000 from the General Fund to the Commuter Solutions Fund. This action was required in compliance with Oregon Budget Law. The repayment of this loan now requires supplemental budget action in the 2007-08 fiscal year.
- RESULTS OF RECOMMENDED ACTION:** The FY 2007-2008 Adopted Budget will be modified for the noted changes and the annual independent audit of fiscal year 2007-2008 will not note budget anomalies.
- ATTACHMENTS:** LTD Resolution No. 2008-002
- PROPOSED MOTION:** I move approval of Resolution No. 2008-002, which amends the LTD Fiscal Year 2007-2008 budget as represented in the resolution.

LTD Board Member Talking Points 2009 Legislative Agenda

Prepared by Assistant General Manager Stefano Viggiano
January 7, 2008

1. Elderly and Disabled Transportation (RideSource)

- **Top Transit Funding Priority Statewide:** The Oregon Transit Association (OTA) has determined that an increase in funding for elderly and disabled (E&D) transportation is the top transit priority. A 2007 legislative budget note directs ODOT and the Department of Human Services to recommend a possible solution for E&D transportation funding by September 2008. OTA and others are working closely with those agencies.
- **Federally Mandated Service:** Access to paratransit service (RideSource) that matches LTD's regular service is mandated by the Americans with Disabilities Act of 1990 (ADA). Service is limited to those unable to access the fixed-route system due to a disability.
- **High Cost per Trip for Paratransit Service:** Paratransit service, which operates much like a taxi service, is very expensive. The average per-trip cost on RideSource is \$23.50, compared with the average per-trip cost on fixed-route service of \$3.50. LTD has several programs designed to encourage people with disabilities to use the fixed-route system.
- **Rapidly Increasing Demand:** Demand has been increasing 5 percent to 10 percent per year. We expect continued increases in demand as a result of an aging population.
- **State Funding is Flat—LTD Costs Increase:** State funding has dropped to less than 30 percent of the cost of providing the service. Current state funding is a cigarette tax of two cents per pack and has not been increased since 1997. This generates less than \$600,000 per year for LTD. The LTD contribution has increased from less than \$600,000 to well over \$2 million in the last ten years.
- **Increased LTD Funding Affects Fixed-Route Service:** The LTD General Fund contribution to E&D transportation results in fewer dollars available for fixed-route service, which also has had a great increase in demand.
- **Unsuccessful Bill in 2007 Session:** During the 2007 Legislative Session, Representative Terry Beyer, at the request of the Oregon Transit Association, submitted a bill requesting an increase of 3 cents per pack for E&D transportation. However, the bill competed against the governor's proposed 84.5-cent-per-pack increase for children's health care, and did not move out of committee.
- **Critical Question: Funding Source**
 - There are constitutional restrictions on the use of vehicle-related fees for transit.
 - There should be a "nexus" between the funding source and the use of the funds.
 - The defeat of Ballot Measure 50 (healthy kids) may allow reconsideration of an increase in the cigarette tax for E&D transportation.

2. Local Match for West Eugene EmX Extension

- **EmX - Very Successful:** The first EmX line has been very successful, with ridership exceeding the 20-year projections in the first year, and ridership continues to grow.
- **Pioneer Parkway EmX Extension to Open in 2010:** The Pioneer Parkway extension of EmX is in final design with service expected to begin in Fall 2010. The funding sources include 80 percent federal, 15 percent state (*ConnectOregon*), and 5 percent LTD.
- **West Eugene EmX Planning Underway:** The Eugene City Council and LTD Board have selected West Eugene as the third EmX line. West Eugene has significant transportation problems, and EmX is envisioned as part of the solution. The project is moving through the planning and environmental review process. The process features a high level of public involvement and extensive technical analysis. Project approval will be requested in 2009.
- **Local Match Needed:** It is anticipated that federal funding will pay for approximately 60 percent of the project cost. Assuming a \$50 million project cost (very preliminary figure), an estimated \$20 million must come from non-federal sources. LTD cannot use its General Fund for this local match without significantly affecting bus service.
- **Request:** \$20 million in state funds to match the federal grant.

LTD Pricing History

Year	Consumer Price Index		Fuel Prices		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Average \$ per gallon	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.0%			\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1982-83	3.20%	3.2%			\$0.55	10.00%	\$0.45	12.50%	\$20.00	11.11%
1983-84	1.10%	4.3%			\$0.55	0.00%	\$0.50	11.11%	\$20.00	0.00%
1984-85	3.70%	8.0%			\$0.55	0.00%	\$0.50	0.00%	\$20.00	0.00%
1985-86	3.80%	11.8%			\$0.60	9.09%	\$0.50	0.00%	\$20.00	0.00%
1986-87	1.40%	13.2%			\$0.60	0.00%	\$0.50	0.00%	\$20.00	0.00%
1987-88	2.50%	15.7%			\$0.65	8.33%	\$0.50	0.00%	\$20.00	0.00%
1988-89	3.40%	19.1%			\$0.65	0.00%	\$0.55	10.00%	\$20.00	0.00%
1989-90	5.00%	24.1%			\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	5.80%	29.9%			\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	5.10%	35.0%			\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.40%	39.4%			\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.50%	42.9%			\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.90%	45.8%			\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	2.90%	48.7%			\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.50%	52.2%			\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	3.40%	55.6%			\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.90%	57.5%			\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	3.30%	60.8%	\$0.81		\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.10%	63.9%	\$1.02	25.9%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.50%	66.4%	\$0.70	-31.3%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	0.80%	67.2%	\$0.90	28.8%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
2003-04	1.40%	68.6%	\$1.10	21.6%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	2.60%	71.2%	\$1.56	42.4%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	2.60%	73.8%	\$2.14	37.0%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2006-07	2.53%	76.3%	\$2.17	1.3%	\$1.25	0.00%	\$1.10	10.00%	\$35.00	0.00%
2007-08	2.70%	79.0%	\$2.60	20.0%	\$1.25	0.00%	\$1.10	0.00%	\$38.00	8.57%
Total % Change										
Since 1981-82 --->	79.0%					150.0%		175.0%		111.1%
Since 2000 --->	21.5%			221.7%		25.0%		46.7%		35.7%
2008-09	3.00%	82.0%	\$3.00	15.4%	\$1.50	20.00%	\$1.10	0.00%	\$38.00	0.00%
2009-10	3.00%	85.0%	\$3.00	0.0%	\$1.50	0.00%	\$1.25	13.64%	\$38.00	0.00%
2010-11	3.00%	88.0%	\$3.00	0.0%	\$1.50	0.00%	\$1.25	0.00%	\$41.00	7.89%

red = estimated
blue = proposed

RideSource Pricing

	July 2001	July 2002	July 2008
RideSource (cash)	\$2.00 one-way	\$2.50 one-way	\$3.00 one-way
RideSource Ticket	10 tickets for \$15	10 tickets for \$20	10 tickets for \$30
RideSource Escort	\$2.00 one-way	\$2.50 one-way	\$3.00 one-way
RideSource Shopp	\$2.00 round-trip	\$2.00 round-trip	\$2.50 round-trip

Peer Group Fare Comparison

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$1.75	\$1.58	\$4.00	\$64.50	n/a
Livermore, California	\$1.75	\$1.40	n/a	\$53.00	n/a
Santa Cruz, California	\$1.50	n/a	\$4.50	\$50.00	n/a
Colorado Springs, Colorado	\$1.25	\$1.14	n/a	\$35.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Bellingham, Washington	\$1.25	\$1.25	n/a	\$45.00	\$495 (annual)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300 (annual)
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Lane Transit District	\$1.50	\$1.10	\$3.00	\$38.00	\$103 (3 month)
Median	\$1.25	\$1.07	\$2.63	\$37.50	
Average	\$1.24	\$1.10	\$2.89	\$39.45	
Tri-Met	\$2.05*	\$2.05	\$4.25	\$76.00	\$836 (annual)

Data collected through transit district Web site information. Updated 12/07.

Averages do not include Tri-Met

* Zone system

Peer Group Fare Comparison

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$1.75	\$1.58	\$4.00	\$64.50	n/a
Livermore, California	\$1.75	\$1.40	n/a	\$53.00	n/a
Santa Cruz, California	\$1.50	n/a	\$4.50	\$50.00	n/a
Colorado Springs, Colorado	\$1.25	\$1.14	n/a	\$35.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Bellingham, Washington	\$1.25	\$1.25	n/a	\$45.00	\$495 (annual)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300 (annual)
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Lane Transit District	\$1.50	\$1.10	\$3.00	\$38.00	\$103 (3 month)
Median	\$1.25	\$1.07	\$2.63	\$37.50	
Average	\$1.24	\$1.10	\$2.89	\$39.45	
Tri-Met	\$2.05*	\$2.05	\$4.25	\$76.00	\$836 (annual)

Data collected through transit district Web site information. Updated 12/07.

Averages do not include Tri-Met

* Zone system

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Mark Pangborn, General Manager

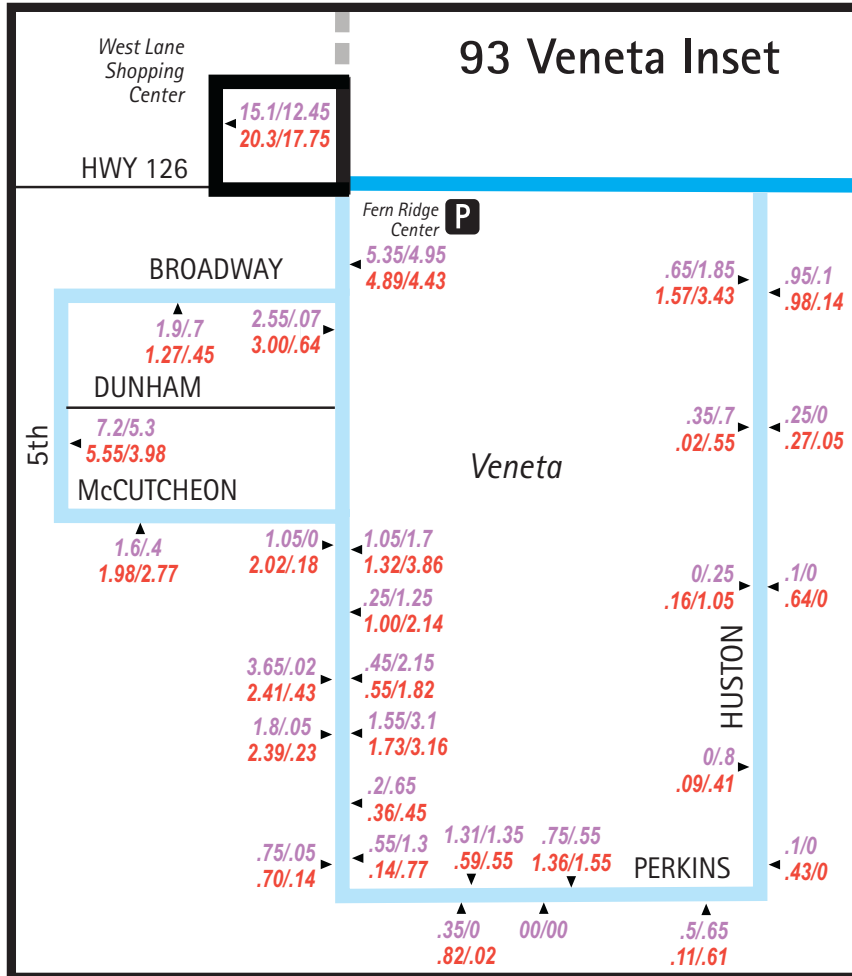
ACTION REQUESTED: None

BACKGROUND: In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information.

ATTACHMENTS: December 2007 Performance Report
November 2007 RideSource Activity and Productivity Report

PROPOSED MOTION: None

Annual Route Review *Proposed Service Changes: Route 93 Veneta*



- Streamline routing between Eugene and Veneta by eliminating routing around the lake, and redesign circulator service in Veneta, south of Highway 126. The new route would travel only along West 11th Avenue/Highway 126 between Eugene and Veneta (see map).
- Weekdays: May add three weekday trips. The additional trips would leave Eugene Station at 6:50 a.m., 11:50 a.m., and 6:20 p.m., and would arrive at the Eugene Station at 7:50 a.m., 12:52 p.m., and 2:35 p.m.
- Saturday: Add one trip from Eugene Station and two trips from Veneta. The additional trips would leave Eugene Station at 12:50 p.m., and leave Veneta at 7:24 a.m. and 1:16 p.m.

93 Veneta Complete Round Trip Cost

Trip End	Boardings	Net Cost per Boardings
7:25 a.m.	23	\$1.19
9:05 a.m.	33	\$2.28
11:05 a.m.	28	\$2.22
3:05 p.m.	1	\$2.12
5:25 p.m.	37	\$2.14
7:00 p.m.	34	\$1.76
		\$1.99 Average

Reservoir Loop Only		
Trip End	Boardings	Net Cost per Boardings
7:25 a.m.	NA	NA
11:05 a.m.	3.7	\$6.27
3:05 p.m.	3.3	\$5.97
5:25 p.m.	1.9	\$10.00
7:00 p.m.	2.2	\$8.22
Total	14	\$7.72 Average

Public Hearing : February 11 and March 10, 2008, at the Eugene Public Library

Service Implementation date: September 21, 2008.



You also can submit your comments by:
Mail: LTD, P.O. Box 7070
 Eugene, OR 97401
E-mail: ltd@ltd.org
Phone: 682-6100
 (1-800-735-2900 TTY Oregon Relay)

AGENDA ITEM SUMMARY

DATE OF MEETING: January 16, 2008

ITEM TITLE: 2009 LEGISLATIVE AGENDA TALKING POINTS

PREPARED BY: Stefano Viggiano, Assistant General Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND: At last month's meeting the Board was briefed on LTD's legislative agenda for the 2009 session. There are two major items for that agenda: funding for elderly and disabled transportation and funding for the local match of the third EmX corridor. Staff have briefed members of the local legislative delegation on these priorities, and will continue to communicate with the delegation as specific proposals are developed.

The Board asked for "talking points" for LTD's legislative agenda to be used in contacts with legislators or other local officials and community leaders. These are attached.

ATTACHMENT: LTD Board Member Talking Points: 2009 Legislative Agenda

PROPOSED MOTION: None