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**LANE TRANSIT DISTRICT
REGULAR BOARD MEETING**

**Wednesday, October 15, 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

Kortge _____ Necker _____ Towery _____ Dubick _____
Evans _____ Eyster _____ Gaydos _____

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. 2009 Annual Route Review Service Package Discussion (30 minutes) | 06 |
| B. West Eugene EmX Extension Project Update (30 minutes) | 07 |

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

- | | |
|--|----|
| VII. EMPLOYEE OF THE MONTH – November 2008 (5 minutes) | 12 |
| VIII. AUDIENCE PARTICIPATION | |
| ◆ Each speaker is limited to three (3) minutes. | |

IX. ITEMS FOR ACTION AT THIS MEETING

- A. Second Reading and Adoption, LTD Ordinance No. 40, An Ordinance Regarding the Excise Tax on Employers and Self-Employed Persons; Amending Ordinance 39, Sections 2 and 3
(Copies of Ordinance No. 40 are available at the Lane Transit District office in Glenwood) 13
- B. Recommendations for the Reauthorization of the Federal Surface Transportation Bill 16
- C. Selection of Pension Trustee-elect 21

X. ITEMS FOR INFORMATION AT THIS MEETING

- A. Board Member Reports (10 minutes) 23
 - 1. Meetings Held or Attended
 - a. West Eugene EmX Extension Corridor Committee – September 29
 - b. Board HR Committee – October 14
 - 2. No Meeting/No Report
 - a. APTA Authorization Committee
 - b. Board Service Committee
 - c. Metropolitan Policy Committee
 - d. Board Finance Committee
 - e. EmX Steering Committee
 - f. LCOG Board of Directors
 - g. Gateway EmX Extension Corridor Committee
- B. Monthly Financial Report—September 2008 26
- C. Monthly Department Reports (respond if questions) 38
- D. Monthly Performance Reports (respond if questions) 44

XI. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

51

- A. Public Hearing: FY 2009-10 Service Recommendation (November)
- B. Public Hearing: FTA Grant Applications (November)
- C. Gateway EmX Extension Update (November)
- D. General Manager Performance Evaluation (November or December)

- E. Board Strategic Planning Work Session (December)
- F. Legislative Agenda (December)
- G. Independent Audit Report and Comprehensive Annual Financial Report (CAFR) (December)
- H. Gateway Station Construction Update (future meetings)
- I. LTD Sustainability Plan (future meeting)
- J. Park & Ride Program (future meeting)

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\10\10-15-08 Regular Meeting\bdagenda.doc

Special Mobility Services: RideSource Activity and Productivity Information

August-08	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	13,709	13,044	5.1%	27,508	25,152	9.4%	157,796	143,486	10.0%
RideSource(All Modes)	10,606	10,033	5.7%	21,590	19,352	11.6%	124,938	109,534	14.1%
Shopper	485	494	-1.8%	1,046	968	8.1%	6,039	6,323	-4.5%
Escort Volunteers-Metro	852	776	9.8%	1,619	1,661	-2.5%	9,416	9,088	3.6%
Escort Volunteers-Rural	1,766	1,741	1.4%	3,253	3,171	2.6%	17,403	18,541	-6.1%
RideSource Cost per Ride	\$ 22.38	\$ 19.09	17.2%	\$ 21.69	\$ 19.36	12.1%	\$ 21.12	\$ 18.68	13.1%
RideSource(All Modes)	\$ 28.20	\$ 24.12	16.9%	\$ 26.95	\$ 24.48	10.1%	\$ 26.07	\$ 23.74	9.8%
RideSource Shopper	\$ 10.82	\$ 9.45	14.5%	\$ 10.82	\$ 9.45	14.5%	\$ 10.82	\$ 9.45	14.5%
RideSource Escort	\$ 2.95	\$ 2.76	6.7%	\$ 3.08	\$ 2.71	13.3%	\$ 2.82	\$ 2.89	-2.2%
Ride Reservations	11,209	10,989	2.0%	22,899	21,172	8.2%	135,967	121,864	11.6%
Cancelled Number	900	1,087	-17.2%	1,794	2,010	-10.7%	12,792	11,739	9.0%
Cancelled % of Total	8.03%	9.89%		7.83%	9.49%		9.41%	9.63%	
No-Show Number	96	103	-6.8%	214	216	-0.9%	1,569	1,453	8.0%
No-Show % of Total	0.86%	0.94%		0.93%	1.02%		1.15%	1.19%	
Ride Refusals Number	0	0	#DIV/0!	1	0	#DIV/0!	7	35	-80.0%
Ride Refusals % of Total	0.00%	0.00%		0.00%	0.00%		0.01%	0.03%	
Service Hours	5,719	5,391	6.1%	11,728	10,370	13.1%	67,447	57,836	16.6%
Agency Staff	5,410	5,136	5.3%	11,114	9,893	12.3%	64,268	54,931	17.0%
Agency SMS Volunteer	309	255	21.2%	614	477	28.7%	3,179	2,905	9.4%
Avg. Trips/Service Hr.	1.94	1.95	-0.5%	1.93	1.96	-1.5%	1.94	2.00	-3.0%
RideSource System Miles	78,940	76,452	3.3%	161,310	146,240	10.3%	931,674	831,952	12.0%
Avg. Miles/Trip	7.12	7.26	-2.0%	7.13	7.20	-1.0%	7.11	7.18	-0.9%
Miles/Vehicle Hour	13.80	14.18	-2.7%	13.75	14.10	-2.5%	13.81	14.38	-4.0%

Special Mobility Services: RideSource Activity and Productivity Information

August-08	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
On-Time Performance %	86.5%	91.4%	-5.3%	87.4%	91.4%	-4.4%	88.8%	92.4%	-4.0%
Sample	8,496	9,078		17,768	17,552		109,582	99,502	
On-Time	7,349	8,296		15,525	16,048		97,255	91,955	

- 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.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: SEPTEMBER FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND: Financial results for the first three months of FY 2008-09 are summarized in the attached reports.

Passenger fares are 17.5 percent higher for the first three months of the new year compared to the same period last year, and are up versus budget. The positive variance is the result of fare increases and continued robust ridership. Passenger boardings for the rolling twelve-month period, which ended September 30, increased 17.4 percent over the previous period. At this time last year, the twelve-month growth in boardings was 6 percent.

Payroll tax revenues are down 3.1 percent versus last year and down 9.6 percent versus current-year budget, apparently the result of a weakening local economy and the completion of the RiverBend hospital and Interstate 5 flyover construction projects. Since tax receipts are received quarterly by the Oregon Department of Revenue and disbursed primarily in February, May, August, and November, September is typically not a month in which receipts provide any sort of benchmark. November receipts will be an important indicator of to what degree declining revenues and increasing expenses are expected to impact future service levels.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in September. The majority of receipts are expected in May each year. Receipts can and do occur throughout the fiscal year due to late or early payments, assessments of penalties and interest and other factors.

First quarter State-in-lieu receipts are about as were anticipated by the budget. It is very difficult to analyze these receipts because the program is administered by the Oregon Department of Administrative Services, not the Department of Revenue, and the audit trail is poor.

Interest rates of return have fallen due to declining rates of return and a reduction in cash available for investment.

Total personnel services expenditures, the largest category of operating expense, show 8.3 percent growth over the previous year. This growth is primarily the result of a service increase implemented in June.

Materials and services results vary widely from department to department. Total materials and services are lower for the first three months of this year as compared to last, and overall spending is under budget for the year to date. Concerns about the level to which the General Fund must support the Accessible Services Fund continue.

Fuel prices fell in August through mid-September. The lowest price paid for a gallon of bus fuel was \$2.596 on September 17, which is significantly less than the highest price of \$4.1958 per gallon on July 17. Since mid-September, prices have fluctuated. The three-month average for fuel is \$3.5395 per gallon, which is below the \$3.75 per gallon assumed by the FY 2008-09 budget. Despite the relatively good news, this category of expenditure, over which LTD has no control, remains a concern. As LTD learned in FY 2007-08, circumstances can change quickly.

The General Fund is stable through September, but payroll tax receipts are a significant concern.

The Commuter Solutions Fund activities are generally as expected through the first three months of the current fiscal year. The Accessible Services Fund is difficult to predict this early in the fiscal year because billing from the service provider lags by at least one and up to two months, which requires that expenditures be accrued as estimates that are adjusted in the future. The new brokerage is fully up and operational. The Board will receive a status and performance report on the brokerage at a future work session.

Work associated with the Gateway EmX Extension, which includes the new Gateway Station, accounted for the majority of Capital Projects Fund expenditures through September. Work also continued on the West Eugene EmX Extension.

In December, Board members will receive the FY 2007-08 Comprehensive Annual Financial Report (CAFR). A representative of Grove, Mueller and Swank, LTD's independent audit firm, will attend the Board meeting and present audit results.

ATTACHMENTS: Attached are the following financial reports for September 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

AGENDA ITEM SUMMARY

- DATE OF MEETING:** October 15, 2008
- ITEM TITLE:** ORDINANCE NO. 40, REVISING PAYROLL AND SELF-EMPLOYMENT TAX RATES
- PREPARED BY:** Diane Hellekson, Director of Finance and Information Technology
- ACTION REQUESTED:** Second reading and adoption of ordinance revising the payroll and self-employment tax rates in accordance with ORS 267.385 (1)(8) and Chapter 739 Oregon Laws 2003
- BACKGROUND:** At the September 17, 2008, Board of Directors meeting, the first reading of Ordinance 40 was done. As was reported to the Board in September, Ordinance 40 is a revision of Ordinance 39, which contained a table for future tax increases that achieved the maximum statutory tax rate on January 1, 2013, a year earlier than was intended by the 2003 legislation. Ordinance 40 contains a table that achieves the maximum tax rate by January 1, 2014.
- Staff recommend reading the ordinance by title only. Copies of the ordinance will be available at the meeting for anyone who wishes to have one.
- RESULTS OF RECOMMENDED ACTION:** After adoption of the ordinance, the tax rate will increase to .0065 on January 1, 2009, and thereafter in accordance with the provisions of the ordinance.
- ATTACHMENTS:** LTD Ordinance No. 40
- PROPOSED MOTION:** (1) I move that Ordinance No. 40 be read by title only.
- Following an affirmative vote, the ordinance title should be read:
- Ordinance No. 40, An Ordinance of the Lane Transit District Regarding the Excise Tax on Employers and Self-employed Persons; Amending Ordinance 39, Sections 2 and 3**
- (2) I move adoption of LTD Resolution No. 2008-033: Resolved that the LTD Board of Directors adopts Ordinance No. 40, An Ordinance of the Lane Transit District Regarding the Excise Tax on Employers and Self-employed Persons; Amending Ordinance 39, Sections 2 and 3.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 13, 2008

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jeanne Schapper, 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

AGENDA ITEM SUMMARY

- DATE OF MEETING:** October 15, 2008
- ITEM TITLE:** 2009 ANNUAL ROUTE REVIEW SERVICE PACKAGE DISCUSSION
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Discuss public comment and provide staff direction
- BACKGROUND:** During the months of August, September, and October, LTD staff have organized public involvement opportunities in an effort to educate and solicit feedback from the public on potential service cuts in 2009. These activities included:
- Lane County Fair booth
 - Fiesta Latina booth
 - Eugene Celebration booth
 - Thirteen community open houses
 - One public hearing
 - A variety of media including; direct mail; rider information on buses and at stations; earned media; and paid media in the form of newspaper and radio advertisements
- At the public hearing held on October 13, the staff presented a proposal that achieves a 15 percent reduction in service hours. The Board heard testimony from the public and responses from staff. At tonight's meeting, staff will review with the Board what was heard at the hearing and ask the Board members to discuss their thoughts about the proposal.
- Staff will return to the second and final public hearing, which will be held on November 10, with a package that achieves the budget target and responds to the direction received from the Board.
- ATTACHMENTS:** Log of Customer Input Received after July Board Meeting (*included as separate document for Board members*)
- PROPOSED MOTION:** None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jeanne Schapper, 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. **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 met on September 29 to review recommendations for the designs taken forward in the Alternatives Analysis and Draft Environment Impact Statement (AA/DEIS). The review contained input received from the community design workshops and agency meetings, including the September 8 Eugene City Council meeting. The presentation also included a review of information that will provide the basis for environmental impact determinations for each alignment alternative. The meeting provided the opportunity for the committee to ask questions about the AA/DEIS process and to help plan agendas for upcoming meetings.
2. **Board HR Committee:** The Board HR Committee is composed of Mike Dubick, Mike Eyster, and Chair Gerry Gaydos. The committee met on October 14 in Executive Session as part of the general manager annual performance evaluation process.

NO MEETINGS HELD

1. **APTA Authorization Committee:** The American Public Transportation Association (APTA) Authorization Task Force is developing transit requests for a new surface transportation bill. SAFETEA-LU, the current surface transportation bill, expires on September 30, 2009. Board member Greg Evans has been appointed to the APTA Authorization Task Force. Mr. Evans attended a Task Force meeting in Washington, D.C. on September 12. The Committee's recommendations are being reviewed and await approval by APTA's Executive Committee and Board of Directors.
2. **Board Service Committee:** The Board Service Committee members are Greg Evans, Ed Necker, and Chair Mike Eyster. The committee met on September 2, 2008, to review the 2009 service reduction package developed by service planning staff. The committee agreed with the direction the package was taking and was committed to participating in the community outreach activities taking place throughout September and October. The next committee meeting will be scheduled between the two public hearings being held on October 13 and November 10.
3. **Metropolitan Policy Committee (MPC):** 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 October MPC meeting was canceled. The next meeting is scheduled to be held on November 13, in Springfield.
4. **Board Finance Committee:** The Board Finance Committee is composed of Dean Kortge (chair), Mike Dubick, and Ed Necker. The next meeting of the Board Finance Committee is scheduled to be held on November 4.
5. **EmX Steering Committee:** Board members Gerry Gaydos, Doris Towery, and Greg Evans are members of LTD's EmX Steering Committee, along with members of local units of government and community representatives. The committee meets quarterly and the next meeting is scheduled to be held on December 2.
6. **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 met on September 25. The meeting included a discussion with the region's legislative delegation. Board Member Mike Dubick articulated LTD's primary legislative priorities as funding for ADA-required services and state assistance for meeting the local match for the West Eugene EmX Extension project. The next meeting of the LCOG Board is scheduled to be held on December 11.

7. **Gateway EmX Extension Corridor Committee:** This committee (formerly Pioneer Parkway Corridor Committee) also is a subcommittee of the EmX Steering Committee. It is composed of Board members Doris Towery, Mike Dubick, and Mike Eyster, and local government and community representatives. The committee last met on January 17, 2008. The next meeting has not yet been scheduled.

Use of Biogas (Methane Gas) as an Alternative Bus Fuel

The following is a list of questions from staff at Lane Transit District regarding the use of compressed natural gas (CNG) or biogas (methane gas). These items will need to be researched and the associated costs involved will need to be estimated prior to any commitment or implementation. LTD will be willing to supply one bus for testing purposes.

- On-Site Fueling at LTD Facilities:
 - Where would the storage facility be located on the property?
 - Where would the pumping facility for methane gas be located?
 - What type of storage requirements are there for methane gas?
 - What permits are needed for storage tanks of methane gas?
- Off-Site Fueling at Lane County Waste Water Management Facility:
 - What is the length of time required to drive and fuel each bus off-site?
 - What would be the cost of the additional time estimated to fuel the entire fleet?
- Vehicle:
 - What are the vehicle specifications for biogas/CNG used for public transportation?
 - What type of on-vehicle storage tanks would be installed?
 - Where on the vehicle would those tanks be installed?
 - Are there any special vehicle requirements or permits to retrofit biogas/CNG tanks?
 - What is required to convert each series of diesel engine to methane gas engine?
 - What are the costs associated with this engine conversion?
 - What is the mileage range of each type of converted vehicle?
- Vehicle Fueling:
 - What is the estimated fueling time per vehicle versus standard diesel fueling?
 - What are the details of the slow pressure method?
 - What are the details of the pumping station fast method?
- Maintenance Shop Facility:
 - What changes are required to work on biogas/CNG inside the shop?
 - Are there any structural requirements for these changes?
 - What is the estimated preparation time for these changes?
 - What permits or other regulatory requirements might be required?
 - What are the estimated costs for these changes?
- Maintenance Personnel:
 - What specialized personnel training requirements are needed for biogas?
 - What is the estimated time span to train and qualify mechanics to handle biogas?
 - What specialized tooling is required to perform work on fuel tanks, lines, engine, etc.?

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: BIOGAS PROPOSAL

PREPARED BY: Stefano Viggiano, Assistant General Manager

ACTION REQUESTED: Provide direction to staff.

BACKGROUND: LTD has been approached by a group working as part of Sylvatex Biofuels that is interested in pursuing a \$50,000 Oregon Department of Energy grant to study the feasibility of using excess methane gas from the region's waste treatment plant to fuel LTD buses. The excess methane would be cleaned and compressed into biogas that could be used in a similar fashion as compressed natural gas as a vehicle fuel. The group has requested LTD's support for the grant request.

The metropolitan waste treatment facility currently uses approximately 85 percent of the methane gas to generate electricity and heat for on-site use. The remaining 15 percent is not used and "flared off" every day. The unused methane is approximately 70,000 cubic feet per day, which could, theoretically, fuel five to fifteen buses. The Metropolitan Wastewater Management Commission (MWMC) soon will be considering a proposal to use the full plant's entire methane output to generate electricity.

The possible use of biogas for buses is intriguing due to its improved emissions performance and the fact that, unlike fossil fuels, it is not of a fixed amount but is constantly being generated. There is good reason to believe that the price of biogas would not be as volatile as petroleum based fuels. On the other hand, LTD has questions regarding the cost for the needed fueling infrastructure, and LTD also has operational and safety concerns. A feasibility study could provide answers to these questions.

The \$50,000 grant requires a \$12,000 match, half of which can be provided with in-kind services (which the consultant team has indicated they would provide). A \$6,000 cash match is required. LTD is one possible source for the match, although there are other possible sources as well.

Attached to this summary are an outline of the feasibility study, a document that lists questions from LTD regarding the use of Biogas for buses, information from the MWMC regarding biogas, and information on CNG bus fleets from the Sylvatex Biofuels group. LTD staff are contacting both the Oregon Department of Energy and the MWMC to discuss their perspective on this study. That information can be shared with the Board at the meeting.

ATTACHMENTS:

1. Outline of Feasibility Study (from Sylvatex)
2. Use of Biogas (Methane Gas) as an Alternative Bus Fuel (LTD document)
3. Use of Methane at the Eugene/Springfield Water Pollution Control Facility, August 2008 (from MWMC)
4. November 18, 2004, Memorandum from Sharon Olson to Peter Ruffier (MWMC) on the use of methane for vehicles
5. Compressed Natural Gas (CNG) Transit Fleets (document provided by Sylvatex)

PROPOSED MOTIONS: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Jeanne Schapper, 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 Jeanne Schapper with any changes in your availability for LTD-related meetings and events, or to provide your fall and winter vacation dates.

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

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** September 17, 2008
- ITEM TITLE:** CONSENT CALENDAR
- PREPARED BY:** Jeanne Schapper, 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 September 17, 2008:
1. Approval of the minutes of the May 21, 2008, Regular Board Meeting
 2. Approval of the minutes of the June 18, 2008, Regular Board Meeting/Public Hearing on Fares
 3. Approval of the minutes of the July 16, 2008, Regular Board Meeting/Public Hearing on Fares
- ATTACHMENTS:**
1. Minutes of the May 21, 2008, Regular Board Meeting
 2. Minutes of the June 18, 2008, Regular Board Meeting/Public Hearing on Fares
 3. Minutes of the July 16, 2008, Regular Board Meeting/Public Hearing on Fares
- PROPOSED MOTION:** I move that the Board adopt the following resolution:
- LTD Resolution No. 2008-032: It is hereby resolved that the Consent Calendar for September 17, 2008, is approved as presented.



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MONTHLY DEPARTMENT REPORTS

October 15, 2008

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

PROJECT DEVELOPMENT

West Eugene EmX:

A WEEE project update is provided in the Agenda Item Summary.

Other:

Staff are actively involved in projects with the City of Eugene, City of Springfield, and the Oregon Department of Transportation (ODOT). Of note is the coordination with the West Eugene Collaborative (WEC) on future plans for West Eugene. Also, staff are involved in future plans for the Walnut Node and Infill Compatibility Opportunity Siting and Infill Standards with the City of Eugene and the ODOT Beltline project: River Road to Coburg Road.

COMMUTER SOLUTIONS

Connie B. Williams, Program Manager

Program Management:

Commuter Solutions staffed information booths at the Eugene Celebration and at the LCC Benefit Fair.

Group Pass/ETC Programs:

New Group Pass Programs including Emergency Ride Home:

- Oregon Research Institute (ORI): 175 employees
- Cascade Manor: 100 employees
- Lunar Logic: 16 employees

CarPool/VanPool/Emergency Ride Home Program (ERH):

- Thirty-two commuters were added to the Rideshare database in September.
- Thirty-nine percent of commuters surveyed in the Rideshare database have updated their information. A second communication was sent to 347 commuters.

- Commuter Solutions sponsored a Bicycle Commute Workshop for employees of LTD and local, area businesses. Paul Adkins, president of GEARs (Greater Eugene Area Riders) presented information on safe bike commuting.
- Three new vanpools started operating in September:
 - Eugene to Salem
 - Eugene to Corvallis (OSU)
 - Salem to Eugene (UO), with pick ups in Corvallis and Brownsville

Valley Vanpool conducted a vanpool formation meeting in Corvallis with vanpool provider Enterprise Rideshare and commuters interested in a Eugene-to-OSU vanpool. Valley VanPool vans are leased by the driver from a third party vanpool provider, while Cascades West Rideshare, Cherriots Rideshare and Commuter Solutions/Lane Transit District provide support and subsidy for the commuters.

Park & Ride:

An agreement was signed with the City of Springfield to lease 18 more spaces at the Booth Kelly parking lot for a total of 40 Park & Ride spaces. The Booth Kelly lot is located adjacent to the Springfield Station.

The Downtown Junction City Park & Ride lot was sealed and striped.

Smart Ways to School:

- Lisa Van Winkle, chair of the Oregon Safe Routes to School (SRTS) Advisory Committee, met with members to allocate SRTS grants to Oregon schools. The funds will pay for education and encouragement activities at K-8 schools that are promoting walking and biking to school. The Eugene School District will receive a grant to fund a two-year SRTS Coordinator position that will be based at Roosevelt Middle School and will work with other schools within the District to increase participation.
- Families of more than 300 students have requested the free SchoolPool carpool-match service.
- Dozens of parents have requested Smart Ways to School free services to help them organize groups of students to walk or bike to school together.

Student Transit Pass Program:

- More than 25,000 students in grades 6-12 are eligible for the 2008-09 Student Transit Pass Program. Program stickers have been distributed to all participating public and private schools.
- Tri-Met in Portland and Cherriots in Salem are following in LTD's footsteps by implementing student pass programs in their communities for the 2008-09 school year. These are the first new programs developed since the Oregon Department of Energy created a new Business Energy Tax Credit "Transportation Services for K-12 Students" category in January 2008.

Education and Outreach:

Marcia presented an overview of Commuter Solutions to the Citizens Advisory Committee.

CAPITAL PROJECTS

Charlie Simmons, Facilities Services Manager

Gateway EmX Extension/Gateway Station:

There is nothing new to report at this time.

**SERVICE PLANNING, ACCESSIBILITY,
AND MARKETING**

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

Service:

The monitoring of the changes to fall service began as the UO and LCC students returned to class. Many overloads are being recorded; however, these are typical for the beginning of the term and monitoring will continue. With no resources to address overloads, the riders will need to make some changes as they experience these overloaded trips.

Football service has gone very well and strong ridership has been maintained through three games. LTD will be providing UO basketball service since no private providers expressed interest in doing basketball shuttles.

The majority of planning time is being dedicated to the service redesign analysis. Staff have gone above and beyond in covering open houses, public hearings, and many other events designed to gather public comment.

Media:

The main focus in September was on back-to-school and the service redesign work. LTD purchased many newspaper ads related to the service outreach meetings. In early October a radio ad was created to focus greater attention on the public hearing dates. Spanish radio station KXOR is currently running two ads that highlight the public hearings and the West Eugene EmX open house.

Fall Service Materials:

Fall bid materials were delivered throughout the community and all station graphics were updated to reflect fall service changes. LTD utilized Peddler's Express for the first time for many of the metro area Rider's Digest deliveries. This process seemed to go very well for the first experience using their services.

Web Outreach:

LTD has begun using electronic newsletters that are created by LTD and distributed by a private company. This process allows LTD to get out information to a large number of e-mail addresses without the fear of being branded as a spammer. Recipients of these e-newsletters may “unsubscribe” if they do not want to receive information in the future. They are also given the opportunity to sign-up for additional e-newsletters that focus on other LTD subject areas.

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Accessible Services and the RideSource Call Center management team held a meeting for all transportation providers on September 24. Most of the 21 contracted providers were represented at the meeting, which included RideSource Call Center policy information, driver requirements, contract issues, and an update on the software development. The RideSource Call Center staff will be attending a series of call center customer service training sessions this fall. Accessible Services staff currently are presenting a sensitivity training module to all employees during fall training. The highlight is original film and music by LTD bus operators Carl Faddis and Richard Shrope. Staff hope there is an opportunity to share the video with the Board sometime in the future.

TRANSIT OPERATIONS

Sue Quick, Transit Services Manager

Fall Service Begins:

Fall Bid was implemented on Sunday, September 28, and the process proceeded very smoothly. Operators chose their desired routes and schedules two weeks prior to the bid implementation. Typically operators drive different routes with each bid pick. Fall provides an increase in ridership due to school service resuming.

Security/Safety:

APTA's Annual Meeting and EXPO 2008 was held in San Diego, CA, on October 4-9. Security Manager Rick Bailor from Operations attended to preview bus and station video technologies as well as new safety equipment.

Pacific Program:

Sue Quick, Transit Services Manager, was selected to attend the Pacific Program being held on the Warm Springs Indian Reservation in Kah-nee-tah on October 4-11. Catalytic leadership, which focused on collaboration, sharing resources, and inspiring others to learn, was the main topic of the program.

Fall Operator Training:

Fall Training has been going very well and staff are approximately halfway through the process. This year administrative staff are joining operators for classes that concern specific areas of interest. The department is receiving very positive feedback on the classes being offered this year.

MAINTENANCE

George Trauger, Director of Maintenance

LCC Training:

Two journeyman mechanic trainees attended a two-week course in Heavy Equipment Hydraulics offered at Lane Community College. This is part of the ongoing training process for the journeyman mechanic classification.

Algae Update:

Algae treatment continues. Tests reveal no live algae exist; however, the tanks still contain dead algae, which are slowly being eliminated. Currently, fuel tanks are under a maintenance program to prevent this problem in the future.

New General Service Worker:

The new general service worker began work at LTD on Monday, October 6.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

FINANCE

Todd Lipkin, Financial Services Manager

Grants Management:

- A new Time Tracking Policy for Grant Funded Projects was implemented. This policy outlines time recording procedures for employees to follow and institutes monitoring procedures to ensure that LTD stays in compliance with federal regulations while maximizing grant fund reimbursements, reducing the burden on the General Fund.

Payroll Processing:

- Sixty-four (64) payroll checks and 610 payroll direct deposits totaling \$840,458 were made in September 2008 (two pay dates).

Accounts Payable:

- Two hundred seventy-two (272) vendor paper and electronic checks totaling \$1,879,862 were processed during the month of September 2008.

Accounts Receivable:

- Thirteen (13) cash fare deposits totaling \$183,627 were processed in September 2008.

PURCHASING

Jeanette Bailor, Purchasing Manager

Invitations for bids have been sent out to suppliers for the yearly fuel and lubricant requirements. Bids are due mid-October and a contract will be awarded by the end of October. A contract has been awarded for computer security services.

The Purchasing Department is coordinating the various construction projects to ensure that long lead-time items are being purchased in a timely manner and to assist with those purchases. Various intergovernmental agreements are being developed with the City of Veneta, the City of Springfield, and the Oregon Department of Transportation.

**HUMAN RESOURCES AND
RISK MANAGEMENT**

Mary Adams, Director of Human Resources and Risk Management

Workplace Safety:

OSHA conducted an unannounced inspection in September. The inspection went very well, with only two violations in the “Serious” category and two in the “Non-serious” category. All have been corrected. The inspector complimented LTD for improvements made since the last inspection in 2001.

Selection and Hiring:

Steve Warner began as a general service worker in the Maintenance Department on October 6. He replaces Mike Maire who resigned in September. There are no current job openings.

Other:

The Health for Life Committee has planned a health screening day for October 30. This event will include flu shots, biometric screenings and pulmonary screenings. It is anticipated that more than 100 employees will participate in these activities.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: NOVEMBER 2008 EMPLOYEE OF THE MONTH

PREPARED BY: Jeanne Schapper, Administrative Services Manager/Clerk of the Board

BACKGROUND: **November 2008 Employee of the Month:** Bus Operator Amanda Kearney was selected as the November 2008 Employee of the Month. She was hired in 2006 as a bus operator and was promoted to bus operator instructor in January 2008. Amanda was nominated for this award by a rider who witnessed first-hand Amanda's ability to remain calm and congenial during a recent situation with another passenger concerning safety.

When asked to comment on Amanda's selection as Employee of the Month, Transit Operations Field Supervisor Charlett Sessions said:

In the short time Amanda has worked for the District, she has been nominated numerous times for this award. It is simple to see why she receives so many nominations: she greets everyone with a smile and always maintains a positive "can do" attitude. She consistently gives her customers a smooth, safe ride with outstanding service. In addition, Amanda is very well liked and respected by her co-workers.

Amanda has volunteered on her days off as a transportation coordinator for many special events, including the Country Fair, and UO basketball and football games. When she is operating her bus, she ensures that safety considerations are respected. She has the ability to remain calm, think quickly, and make the correct decisions during the pressure-filled moments while boarding thousands of Duck fans. As an on-route instructor, Amanda is setting a good example of how the job should be performed, while projecting a positive image of LTD to all operators, new and senior alike.

Amanda sets a great example for all of us in the professional and compassionate way she performs her job. Her work ethic and sense of pride are appreciated by many at LTD. I congratulate Amanda on being named the November Employee of the Month.

Congratulations to Amanda on being selected as the November 2008 Employee of the Month!

AWARD: Amanda will attend the October 15, 2008, meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

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

PREPARED BY: Jeanne Schapper, 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. **FY 2009-10 Service Recommendation:** The second of two public hearings on proposed changes to routes and schedules will be held on November 10, 2008, at the Eugene Public Library. The Board will be asked to approve the final recommended service package at either the November 19, or December 17, regular meeting. Implementation of this service package will occur in September 2009.
- B. **Public Hearing: Federal Transit Administration (FTA) Grant Applications:** FTA grant applications will be presented to the Board for its approval at the November 19 Board meeting.
- C. **Gateway EmX Extension Updates:** Periodic updates on the progress of the design and construction of the Gateway EmX Extension (formerly the Pioneer Parkway Extension) project will be provided at Board meetings throughout the project. The next update is scheduled to be provided to the Board at the November 19 meeting.
- D. **General Manager Performance Evaluation:** The Board Human Resources Committee met in August to begin the general manager's annual performance evaluation process. An executive session for the full Board to evaluate the performance of the general manager will be scheduled for either the November 19 or December 17 Board meeting.
- E. **Board Strategic Planning Work Session:** The Board's quarterly session has been scheduled to be held on December 5.
- F. **Legislative Agenda:** The Board will be provided an overview of the key issues and funding requests for the 2009 Legislative session at the December 17 meeting.
- G. **Independent Audit Report and Comprehensive Annual Financial Report (CAFR):** The annual audit findings and the CAFR will be presented to the Board at the December 17 meeting.

- H. **Gateway Station Construction Update:** Periodic updates on the progress of the design and construction of the Gateway Station will be provided to the Board throughout the project.
- I. **LTD Sustainability Plan:** The LTD Board has adopted a sustainability policy. The Board will review a plan outlining LTD's role in advancing the social, economic, and environmental sustainability of the Eugene-Springfield metropolitan area at a future meeting.
- J. **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.

ORDINANCE NO. 40

AN ORDINANCE OF THE LANE TRANSIT DISTRICT REGARDING THE EXCISE TAX ON EMPLOYERS AND SELF-EMPLOYED PERSONS; AMENDING ORDINANCE 39, SECTIONS 2 AND 3.

FINDINGS

A. Lane Transit District adopted Ordinance No. 39 on November 16, 2005. Section 2 of Ordinance No. 39 specified that every employer subject to tax should pay an amount equal to the rate shown opposite the corresponding calendar year in the rate table below. Section 3 of Ordinance No. 39 specified that the rate of Net Earnings from Self-Employment in excess of \$400 from activities within the District should increase to the rate specified opposite each tax year in the rate table below. The rate tables in both Section 2 and 3 of Ordinance 39 read as follows:

Tax Period	Rate
Calendar Year 2007	0.0062
Calendar Year 2008	0.0064
Calendar Year 2009	0.0066
Calendar Year 2010	0.0067
Calendar Year 2011	0.0068
Calendar Year 2012	0.0069
Calendar Year 2013	0.0070
Calendar Year 2014 and Thereafter	0.0070

THE BOARD OF DIRECTORS OF LANE TRANSIT DISTRICT PURSUANT TO ORS 267.380 AND 267.385 DOES ORDAIN AS FOLLOWS:

Section 1: The above findings are hereby adopted.

Section 2: The rate tables in Section 2 and Section 3 of Ordinance No. 39 are hereby amended to read as follows:

Tax Period	Rate
Calendar Year 2007	0.0062
Calendar Year 2008	0.0064
Calendar Year 2009	0.0065
Calendar Year 2010	0.0066
Calendar Year 2011	0.0067
Calendar Year 2012	0.0068
Calendar Year 2013	0.0069
Calendar Year 2014 and Thereafter	0.0070

Section 3: With respect to tax periods before the Effective Date of this ordinance, the payroll tax and employment tax shall remain as established by the ordinances in effect during such periods.

Section 4. Except for the amendments specifically set forth in Section 2 of this Ordinance No. 40, all other provisions of Ordinance No. 39 shall continue in full force and effect and unchanged.

Section 5. Effective Date. The effective date of this Ordinance No. 40 is November 15, 2008.

ADOPTED: _____, 2008

Presiding Officer

ATTEST:

Recording Secretary

AGENDA ITEM SUMMARY

- DATE OF MEETING:** October 15, 2008
- ITEM TITLE:** SELECTION OF PENSION TRUSTEE
- PREPARED BY:** Mark Pangborn, General Manager
- ACTION REQUESTED:** The Board is asked to approve a change in policy to allow any member of the LTD Board of Directors to serve as a trustee on both the LTD Salaried Employees Retirement Plan and the LTD/ATU Pension Trust.
- BACKGROUND:** Historically one of the two LTD trustee positions on the Lane Transit District/Amalgamated Transit Union Pension Trust and one of the three trustee positions for the LTD Salaried Employees Retirement Plan have been held by the LTD Board president. Neither the Retirement Plan nor the Pension Trust requires that the position be held by the Board president. Current President Gerry Gaydos has recommended that the Board consider a change to this policy to allow any member of the Board to serve as the trustee, for several reasons. First, the role of president has grown to include many more responsibilities in the last few years, and this change would allow a more equitable distribution of responsibilities. Second, there could be someone on the Board with an interest in this position and the time to invest in the special training and activities of the trustee. And third, Board officer elections are held every two years, which means that the president could change that often. It takes some time to learn the responsibilities and requirements for serving as a trustee, so allowing someone other than the Board president to hold this position would provide the opportunity for longer involvement with the trusts.
- At the meeting, the Board will be asked to approve two resolutions: one approving the selection of someone other than the Board president as pension trustee as a matter of policy, and one approving the selection of a Board member to serve as a trustee. Gerry Gaydos has expressed an interest in continuing in this position after his term as Board president ends.
- Mr. Gaydos will not be able to attend the meeting, but General Manager Mark Pangborn, who also is a trustee on both plans, will be able to explain the duties of the position and answer any questions the Board may have.
- ATTACHMENT:** None
- RESULTS OF RECOMMENDED ACTION:** Approval of these resolutions would allow Mr. Gaydos to continue to serve as trustee after his term as Board president ends, and would allow others

on the Board with a special interest in this function to serve in the future, whether or not they also serve as Board president.

- PROPOSED MOTIONS:**
- (1) I move approval of LTD Resolution No. 2008-019: The LTD Board of Directors hereby adopts a change in past policy/procedure to allow the Board to select any member of the Board of Directors to serve as trustee of the LTD/ATU Pension Plan and the LTD Salaried Employees Retirement Plan, rather than assigning this role to the Board president.
 - (2) I move approval of LTD Resolution No. 2008-020: The LTD Board of Directors hereby approves the continuation of Board Member Gerry Gaydos as trustee of the LTD/ATU Pension Plan and the LTD Salaried Employees Retirement Plan until such time as he resigns as trustee or is no longer a member of the Board of Directors.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 2008

ITEM TITLE: SELECTION OF PENSION TRUSTEE-ELECT

PREPARED BY: Mary Adams, Director of Human Resources and Risk Management

ACTION REQUESTED: The Board is being asked to approve a Pension Trustee-elect to serve as a Trustee in training for both the LTD Salaried Employees Retirement Plan and the LTD/ATU Pension Trust. The Trustee-elect would serve as a trainee until such time as the current trustee resigns as trustee or is no longer a member of the Board of Directors. In addition, the Board is asked to appoint Board Member Dean Kortge to this new position.

BACKGROUND: The Board has appointed a member to serve as Trustee to the Lane Transit District/Amalgamated Transit Union Pension Trust and the LTD Salaried Employees Retirement Plans since each plan began. Historically the Board President has held this position. On May 21, 2008, the Board changed its policy to allow other members to serve in this role. Currently Board Member Gerry Gaydos serves as Trustee on behalf of this Board. In 15 months Mr. Gaydos plans to leave the Board when his term expires in January 2010.

At tonight's meeting, Board President Mike Eyster will ask the Board to approve a resolution to create a new position of Pension Trustee-elect. The Trustee-elect would spend the next 15 months learning the fiduciary responsibilities of a pension trustee, as well as other details of LTD's two pension plans. Upon Board Member Gerry Gaydos' retirement from the Board, the Trustee-elect would become the new Trustee.

Board Members were recently asked about interest in serving as Pension Trustee-elect, and Board Member Dean Kortge expressed an interest. Board members will be asked to approve a second resolution appointing Dean Kortge as the Pension Trustee-elect.

ATTACHMENT: None

RESULTS OF RECOMMENDED ACTION: Approval of these resolutions would allow Mr. Kortge to serve as Pension Trustee-elect until Mr. Gaydos is no longer a trustee. At that time the Board would take action to appoint Mr. Kortge as Trustee to both pension plans. The Board could then take action in the future to appoint another member of the Board with a special interest in this function to serve as Pension Trustee-elect.

- PROPOSED MOTIONS:**
- (1) I move approval of LTD Resolution No. 2008-035: The LTD Board of Directors hereby adopts the new position of Pension Trustee-elect for the LTD/ATU Pension Plan and the LTD Salaried Employees Retirement Plan, to serve as a trainee until such time as the current trustee resigns as trustee or is no longer a member of the Board of Directors.
 - (2) I move approval of LTD Resolution No. 2008-036: The LTD Board of Directors hereby approves the appointment of Board Member Dean Kortge to the position of Pension Trustee-elect, as defined in this document and approved under LTD Resolution No. 2008-035.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 15, 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.

ATTACHMENT: September 2008 Performance Reports
August 2008 RideSource Activity and Productivity Reports

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** October 15, 2008
- ITEM TITLE:** RECCOMENDATIONS FOR THE REAUTHORIZATION OF THE FEDERAL SURFACE TRANSPORTATION BILL
- PREPARED BY:** Stefano Viggiano, Assistant General Manager
- ACTION REQUESTED:** Approve recommended policies and regional priorities
- BACKGROUND:** SAFETEA-LU, the current federal surface transportation bill, is a six year bill that is set to expire on September 30, 2009. Congress will soon begin work on a new surface transportation bill which would take effect on October 1, 2009 (though, historically, the new bills have not been approved until well after the expiration of the previous bill). The local United Front agencies (LTD, City of Eugene, City of Springfield, City of Coburg, Lane County, and Springfield School District) are preparing recommended policy changes for the new bill. These recommendations and funding requests need to be approved by each of the United Front partner agencies.
- Attached is a document that provides recommended policies and regional priorities for the new surface transportation bill. LTD staff have participated actively in the development of these recommendations and urge the Board to support them. Staff will provide additional information about the policies and priorities at the meeting.
- The United Front group will eventually be developing a list of proposed priority projects for the new transportation bill. It is best that this list be finalized after the November elections and after the pertinent congressional committees have established transportation funding priorities. The Board will be asked to review a recommended project list in early 2009.
- ATTACHMENT:** Summary of Recommended Policies and Regional Priorities
- PROPOSED MOTION:** I move approval of Resolution No. 2008-034, approving the recommended policies and regional priorities as the United Front position for the 2009 reauthorization of the federal surface transportation bill.

Federal Surface Transportation Bill Authorization 2009

DRAFT REPORT

The policies, programs and projects in this document represent a coordinated response by agencies in the Eugene/Springfield metropolitan area and Lane County, Oregon.

CURRENT CHALLENGES

Fuel prices are on a steady upward climb while revenues generated from the gas tax are down. We have a substantial backlog of deferred maintenance of our rails, bridges, and highways. Concerns about air quality and greenhouse gas emissions increase, our population is aging and we face a national obesity crisis. **Nothing less than a paradigm shift in the way we think about transportation will be effective in taking on these varied challenges and continuing to build a healthy national economy.**

Currently, our transportation system is more likely to be responsive to federal funding programs than to community needs. In turn, these funding programs have traditionally focused heavily on throughput of traffic, generating projects aimed primarily at enhancing capacity for single occupancy vehicles. The funding structure fails to encourage efforts towards preserving existing assets and reducing overall transportation demand. Further, there are significant funding and governance barriers to implementing well integrated multi-modal solutions. Additional flexibility is needed to assist our local agencies with balancing capital needs with the need to effectively operate and maintain our systems.

POLICY RECOMMENDATIONS

To meet these current and growing challenges, we recommend a re-thinking of our federal surface transportation program. The next federal surface transportation bill should put forth an outcome-based framework that identifies national priorities but allows communities the flexibility to develop the most locally effective and efficient solutions for mobility, congestion management, and safety. In addition, the program would meet the following key objectives:

Sustainable Transportation Systems

- Place a greater emphasis on **transit, bicycle, and pedestrian** infrastructure improvements and programs to respond to the changing transportation environment, including concerns regarding global warming, dependence upon foreign oil, and dwindling fuel supplies.
- Foster efforts towards **energy independence**. The rising price of fuel is causing more businesses and individuals to turn to alternatives such as electric or hydrogen vehicles. Businesses and individuals will respond to these technologies in greater numbers if the right infrastructure and financial incentives exist.
- Promote increased **freight movement efficiency** by advancing multi-modal solutions, intelligent transportation systems, and improved connectivity. Freight volumes are expected to double in the next 25 years. Efficient freight movement is directly tied to national and industrial economic health.

- Integrate transportation and **air quality** goals, and provide agencies with adequate resources to address regional and national requirements to reduce greenhouse gases. Ensure that programs such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ) provide assistance not only to agencies in violation of standards but also to communities that are close to exceeding a standard so that they may be proactive in their efforts to improve air quality.
- Integrate transportation and **quality of life** goals, and provide adequate resources to address local quality of life issues such as noise and air pollution.

Sustainable Funding Strategies

- Increase the **overall level of investment** in our nation's transportation systems. The backlog of infrastructure, [preservation, and maintenance](#) needs for all modes is significant and must be addressed. Increased funding for transportation is needed to help our country remain economically competitive.
- Provide **increased funding flexibility** to allow local communities to identify funding priorities in a manner that is most effective for the community and to allow agencies to be able to choose from a suite of approaches to attain the best overall solution. [This includes the option of using federal funds for operations and maintenance of the road and transit systems.](#)
- Develop **alternative funding mechanisms** for transportation. Increases in fuel efficiency, a reduction in auto travel, and the increasing usage of alternative fuels erode the ability of the gas tax to fund needed transportation improvements. An alternative revenue source is needed to augment the gas tax.
- Change **federal project investment criteria** to eliminate the requirement that high levels of traffic performance are needed for a project to be built. Projects are often so large in scope that they are difficult to fund. This also results in fewer projects on the ground. Smaller scale projects may have a positive economic return on investment. Economic performance should be considered along with engineering factors in project design decisions. Demonstration projects may be a useful approach.
- Reward **inter-agency collaboration**. Highway projects must place a greater emphasis on taking a more holistic approach, by incorporating local, multi-modal facility improvements that reduce local traffic on, and prolong the life of the highway system. Such projects foster increased public support, and promoting cooperative, multi-agency projects will be important in what can be expected to be a highly competitive funding climate.
- Reassess current processes and make changes to **streamline project delivery**. Reduce the amount of time and money required for a transportation project to go from concept through planning and design to implementation by finding ways to make the NEPA process more efficient and as noted above, by allowing smaller scale projects.ion project to go from concept through planning and design to implementation.

REGIONAL PROGRAM PRIORITIES

In light of these policy recommendations, our region supports federal funding related to the following program areas:

Preserve Existing Assets

Resources are needed to ensure that we protect the significant taxpayer investments in our existing transportation system, including our highways, railways, and bridges. Current funding levels are inadequate to maintain our community's transportation assets, impacting safety and mobility for freight and passenger vehicles. The funding shortfall is compounded by the loss of County Road Fund money from the Secure Rural School program. A national response is necessary to make headway in addressing the deferred maintenance backlog.

Invest in Multi-Modal Transportation Solutions

The Eugene-Springfield area has adapted well to the rising gas prices. The community's historic emphasis on development of a multi-modal transportation system has provided attractive walking, bicycling, and transit alternatives for travelers. The following regional priorities are intended to continue our progress in development of a multi-modal transportation system:

- Increase the commitment to **public transportation**. Public transportation is playing an increased role in our community's transportation system. Both operational and capital funding is needed to respond to increased demand and to enhance all aspects of transit, including Lane Transit District's *EmX* system, conventional fixed-route service, and *RideSource*, the federally mandated (ADA) demand-response service.
- Improve **bicycle and pedestrian and between-mode connections**. Bicycle and pedestrian travel is increasing, both as an important transportation option and as a response to public health concerns regarding obesity in children and adults. There are significant gaps in the existing bicycle and pedestrian network; and between these modes and schools and other activity centers that, if addressed, would result in greater use of those modes of travel.
- Invest in **Intelligent Transportation System** and other emerging technologies as additional strategies to enhance safety and improve the efficient movement of freight and people on the region's roadways.
- Pursue **Transportation Demand Management (TDM)** strategies to make more efficient use of the existing transportation infrastructure. Strategies include increasing use of ridesharing and van pooling, traffic signal optimization, low cost intersection and roadway improvements to eliminate traffic bottlenecks, and pricing strategies.
- Provide high-speed **passenger rail connections** to Eugene-Springfield. Improved connections between the Eugene-Springfield area and the Portland and Seattle urban areas would improve the regional economy through expanded labor markets and the ability to develop regional, national and international business relationships.
- Re-establish **rail connections for freight** between the Eugene-Springfield area and the Coos Bay port, while addressing quality of life issues, such as noise and air pollution. The preservation of this short line railroad provides a critical freight connection between the updated port facilities in Coos Bay and the southern Willamette Valley.

Enhance Public Safety

- Provide for enhanced **interoperability** between local emergency service providers to help protect the traveling public, save resources, and enhance other services provided by local agencies to remote areas.
- Ensure adequate access for **emergency response** in rural areas. Provide safety enhancements to include protection of community drinking water sources near highways and railways.

Support Strategic Economic Investments

Make strategic investments in support of regional **economic development** efforts. Dedicate resources to provide safe and efficient highway, transit, or multi-use pathway connections to high priority tourist destinations and recreational amenities.

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Federal Surface Transportation Bill Authorization 2009

DRAFT REPORT

The policies, programs and projects in this document represent a coordinated response by agencies in the Eugene/Springfield metropolitan area and Lane County, Oregon.

CURRENT CHALLENGES

Fuel prices are on a steady upward climb while revenues generated from the gas tax are down. We have a substantial backlog of deferred maintenance of our rails, bridges, and highways. Concerns about air quality and greenhouse gas emissions increase, our population is aging and we face a national obesity crisis. **Nothing less than a paradigm shift in the way we think about transportation will be effective in taking on these varied challenges and continuing to build a healthy national economy.**

Currently, our transportation system is more likely to be responsive to federal funding programs than to community needs. In turn, these funding programs have traditionally focused heavily on throughput of traffic, generating projects aimed primarily at enhancing capacity for single occupancy vehicles. The funding structure fails to encourage efforts towards reducing overall transportation demand. Further, there are significant funding and governance barriers to implementing well integrated multi-modal solutions.

POLICY RECOMMENDATIONS

To meet these current and growing challenges, we recommend a re-thinking of our federal surface transportation program. The next federal surface transportation bill should put forth an outcome-based framework that identifies national priorities but allows communities the flexibility to develop the most locally effective and efficient solutions for mobility, congestion management, and safety. In addition, the program would meet the following key objectives:

Sustainable Transportation Systems

- Place a greater emphasis on **transit, bicycle, and pedestrian** infrastructure improvements and programs to respond to the changing transportation environment, including concerns regarding global warming, dependence upon foreign oil, and dwindling fuel supplies.
- Foster efforts towards **energy independence**. The rising price of fuel is causing more businesses and individuals to turn to alternatives such as electric or hydrogen vehicles. Businesses and individuals will respond to these technologies in greater numbers if the right infrastructure and financial incentives exist.
- Promote increased **freight movement efficiency** by advancing multi-modal solutions, intelligent transportation systems, and improved connectivity. Freight volumes are expected to double in the next 25 years. Efficient freight movement is directly tied to national and industrial economic health.
- Integrate transportation and **air quality** goals, and provide agencies with adequate resources to address regional and national requirements to reduce greenhouse gases. Ensure that programs such as the Congestion Mitigation and Air Quality Improvement

Program (CMAQ) provide assistance not only to agencies in violation of standards but also to communities that are close to exceeding a standard so that they may be proactive in their efforts to improve air quality.

- Integrate transportation and **quality** of life goals, and provide adequate resources to address local quality of life issues such as noise and air pollution.

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Sustainable Funding Strategies

- Increase the **overall level of investment** in our nation's transportation systems. The backlog of infrastructure needs for all modes is significant and must be addressed. Increased funding for transportation is needed to help our country remain economically competitive.
- Provide **increased funding flexibility** to allow local communities to identify funding priorities in a manner that is most effective for the community and to allow agencies to be able to choose from a suite of approaches to attain the best overall solution.
- Develop **alternative funding mechanisms** for transportation. Increases in fuel efficiency, a reduction in auto travel, and the increasing usage of alternative fuels erode the ability of the gas tax to fund needed transportation improvements. An alternative revenue source is needed to augment the gas tax.
- Change **federal project investment criteria** to eliminate the requirement that high levels of traffic performance are needed for a project to be built. Smaller scale projects may have a positive economic return on investment. Economic performance should be considered along with engineering factors in project design decisions. Demonstration projects may be a useful approach.
- Reward **inter-agency collaboration**. Highway projects must place a greater emphasis on taking a more holistic approach, by incorporating local, multi-modal facility improvements that reduce local traffic on, and prolong the life of the highway system. Such projects foster increased public support, and promoting cooperative, multi-agency projects will be important in what can be expected to be a highly competitive funding climate.
- Reassess current processes and make changes to **streamline project delivery**. Reduce the amount of time and money required for a transportation project to go from concept through planning and design to implementation. [can we be a bit more specific? Staff here is wondering if this is targeting the NEPA process and if so, is that biting off a bit too much through this bill? If it is not, then more specificity would be helpful]

REGIONAL PROGRAM PRIORITIES

In light of these policy recommendations, our region supports federal funding related to the following program areas:

Preserve Existing Assets

Resources are needed to ensure that we protect the significant taxpayer investments in our existing transportation system, including our highways, railways, and bridges. Current funding

levels are inadequate to maintain our community's transportation assets, impacting safety and mobility for freight and passenger vehicles. The funding shortfall is compounded by the loss of County Road Fund money from the Secure Rules School program. A national response is necessary to make headway in addressing the deferred maintenance backlog.

Invest in Multi-Modal Transportation Solutions

The Eugene-Springfield area has adapted well to the rising gas prices. The community's historic emphasis on development of a multi-modal transportation system has provided attractive walking, bicycling, and transit alternatives for travelers. The following regional priorities are intended to continue our progress in development of a multi-modal transportation system:

- Increase the commitment to **public transportation**. Public transportation is playing an increased role in our community's transportation system. Both operational and capital funding is needed to respond to increased demand and to enhance all aspects of transit, including Lane Transit District's *EmX* system, conventional fixed-route service, and *RideSource*, the federally mandated (ADA) demand-response service. [[Kirk: Should we provide more details on specific program recommendations?]
- Improve **bicycle and pedestrian and between-mode connections**. Bicycle and pedestrian travel is increasing, both as an important transportation option and as a response to public health concerns regarding obesity in children and adults. There are significant gaps in the existing bicycle, and pedestrian network; and between these modes and schools and other activity centers that, if addressed, would result in greater use of those modes of travel. [Kirk: expand on this to describe the program recommendations?]
- Invest in **Intelligent Transportation System** and other emerging technologies as additional strategies to enhance safety and improve the efficient movement of freight and people on the region's roadways. [Kirk: Should we expand on this to more fully describe our ITS recommendations?]
- Pursue Transportation Demand Management (TDM) strategies to make more efficient use of the existing transportation infrastructure. Strategies include increasing use of ridesharing and van pooling, traffic signal optimization, low cost intersection and roadway improvements to eliminate traffic bottlenecks, and pricing strategies.
- Provide high-speed **passenger rail connections** to Eugene-Springfield. Improved connections between the Eugene-Springfield area and the Portland and Seattle urban areas would improve the regional economy through expanded labor markets and the ability to develop regional, national and international business relationships.
- Re-establish **rail connections for freight** between the Eugene-Springfield area and the Coos Bay port, while addressing quality of life issues, such as noise and air pollution. The preservation of this short line railroad provides a critical freight connection between the updated port facilities in Coos Bay and the southern Willamette Valley.

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Support Strategic Economic Investments

Make strategic investments in support of regional **economic development** efforts. Dedicate resources to provide safe and efficient highway, transit, or multi-use pathway connections to high priority tourist destinations and recreational amenities.

Federal Surface Transportation Bill Authorization 2009

DRAFT REPORT

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Fuel prices are on a steady upward climb while revenues generated from the gas tax are down. We have a substantial backlog of deferred maintenance of our rails, bridges, and highways. Concerns about air quality and greenhouse gas emissions increase, our population is aging and we face a national obesity crisis. ***Nothing less than a paradigm shift in the way we think about transportation will be effective in taking on these varied challenges and continuing to build a healthy national economy.***

Currently, our transportation system is more likely to be responsive to federal funding programs than to community needs. In turn, these funding programs have traditionally focused heavily on throughput of traffic, generating projects aimed primarily at enhancing capacity for single occupancy vehicles. The funding structure fails to encourage efforts towards reducing overall transportation demand. Further, there are significant funding and governance barriers to implementing well integrated multi-modal solutions.

POLICY RECOMMENDATIONS

To meet these current and growing challenges, we recommend a re-thinking of our federal surface transportation program. The next federal surface transportation bill should put forth an outcome-based framework that identifies national priorities but allows communities the flexibility to develop the most locally effective and efficient solutions for mobility, congestion management, and safety. In addition, the program would meet the following key objectives:

Sustainable Transportation Systems

- Place a greater emphasis on ***transit, bicycle, and pedestrian*** infrastructure improvements to respond to the changing transportation environment, including concerns regarding global warming, dependence upon foreign oil, and dwindling fuel supplies.
- Foster efforts towards ***energy independence***. The rising price of fuel is causing more businesses and individuals to turn to alternatives such as electric or hydrogen vehicles. Businesses and individuals will respond to these technologies in greater numbers if the right infrastructure and financial incentives exist.
- Promote increased ***freight movement efficiency*** by advancing multi-modal solutions, intelligent transportation systems, and improved connectivity. Freight volumes are expected to double in the next 25 years. Efficient freight movement is directly tied to national and industrial economic health.
- Integrate transportation and ***air quality*** goals, and provide agencies with adequate resources to address regional and national requirements to reduce greenhouse gases. Ensure that programs such as the Congestion Mitigation and Air Quality Improvement

Program (CMAQ) provide assistance not only to agencies in violation of standards but also to communities that are close to exceeding a standard so that they may be proactive in their efforts to improve air quality.

Sustainable Funding Strategies

- Increase the ***overall level of investment*** in our nation's transportation systems. The backlog of infrastructure needs for all modes is significant and must be addressed. Increased funding for transportation is needed to help our country remain economically competitive.
- Provide ***increased funding flexibility*** to allow local communities to identify funding priorities in a manner that is most effective for the community and to allow agencies to be able to choose from a suite of approaches to attain the best overall solution.
- Develop ***alternative funding mechanisms*** for transportation. Increases in fuel efficiency, a reduction in auto travel, and the increasing usage of alternative fuels erode the ability of the gas tax to fund needed transportation improvements. An alternative revenue source is needed to augment the gas tax.
- Change ***federal project investment criteria*** to eliminate the requirement that high levels of traffic performance are needed for a project to be built. Smaller scale projects may have a positive economic return on investment. Economic performance should be considered along with engineering factors in project design decisions. Demonstration projects may be a useful approach.
- Reward ***inter-agency collaboration***. Highway projects must place a greater emphasis on taking a more holistic approach, by incorporating local, multi-modal facility improvements that reduce local traffic on, and prolong the life of the highway system. Such projects foster increased public support, and promoting cooperative, multi-agency projects will be important in what can be expected to be a highly competitive funding climate.
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REGIONAL PROGRAM PRIORITIES

In light of these policy recommendations, our region supports federal funding related to the following program areas:

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- Change **federal project investment criteria** to eliminate the requirement that high levels of traffic performance are needed for a project to be built. Projects are often so large in scope that they are difficult to fund. This also results in fewer projects on the ground. Smaller scale projects may have a positive economic return on investment. Economic performance should be considered along with engineering factors in project design decisions. Demonstration projects may be a useful approach.
- Reward **inter-agency collaboration**. Highway projects must place a greater emphasis on taking a more holistic approach, by incorporating local, multi-modal facility improvements that reduce local traffic on, and prolong the life of the highway system. Such projects foster increased public support, and promoting cooperative, multi-agency projects will be important in what can be expected to be a highly competitive funding climate.
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- Promote increased **freight movement efficiency** by advancing multi-modal solutions, intelligent transportation systems, and improved connectivity. Freight volumes are expected to double in the next 25 years. Efficient freight movement is directly tied to national and industrial economic health.
- Integrate transportation and **air quality** goals, and provide agencies with adequate resources to address regional and national requirements to reduce greenhouse gases. Ensure that programs such as the Congestion Mitigation and Air Quality Improvement

Program (CMAQ) provide assistance not only to agencies in violation of standards but also to communities that are close to exceeding a standard so that they may be proactive in their efforts to improve air quality.

- Integrate transportation and **quality** of life goals, and provide adequate resources to address local quality of life issues such as noise and air pollution.

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Sustainable Funding Strategies

- Increase the **overall level of investment** in our nation's transportation systems. The backlog of infrastructure needs for all modes is significant and must be addressed. Increased funding for transportation is needed to help our country remain economically competitive.
- Provide **increased funding flexibility** to allow local communities to identify funding priorities in a manner that is most effective for the community and to allow agencies to be able to choose from a suite of approaches to attain the best overall solution.
- Develop **alternative funding mechanisms** for transportation. Increases in fuel efficiency, a reduction in auto travel, and the increasing usage of alternative fuels erode the ability of the gas tax to fund needed transportation improvements. An alternative revenue source is needed to augment the gas tax.
- Change **federal project investment criteria** to eliminate the requirement that high levels of traffic performance are needed for a project to be built. Projects are often so large in scope that they are difficult to fund. This also results in fewer projects on the ground. Smaller scale projects may have a positive economic return on investment. Economic performance should be considered along with engineering factors in project design decisions. Demonstration projects may be a useful approach.
- Reward **inter-agency collaboration**. Highway projects must place a greater emphasis on taking a more holistic approach, by incorporating local, multi-modal facility improvements that reduce local traffic on, and prolong the life of the highway system. Such projects foster increased public support, and promoting cooperative, multi-agency projects will be important in what can be expected to be a highly competitive funding climate.
- Reassess current processes and make changes to **streamline project delivery**. Reduce the amount of time and money required for a transportation project to go from concept through planning and design to implementation by finding ways to make the NEPA process more efficient and as noted above, by allowing smaller scale projects.

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REGIONAL PROGRAM PRIORITIES

In light of these policy recommendations, our region supports federal funding related to the following program areas:

Preserve Existing Assets

Resources are needed to ensure that we protect the significant taxpayer investments in our existing transportation system, including our highways, railways, and bridges. Current funding levels are inadequate to maintain our community's transportation assets, impacting safety and mobility for freight and passenger vehicles. The funding shortfall is compounded by the loss of County Road Fund money from the Secure Rules School program. A national response is necessary to make headway in addressing the deferred maintenance backlog.

Invest in Multi-Modal Transportation Solutions

The Eugene-Springfield area has adapted well to the rising gas prices. The community's historic emphasis on development of a multi-modal transportation system has provided attractive walking, bicycling, and transit alternatives for travelers. The following regional priorities are intended to continue our progress in development of a multi-modal transportation system:

- Increase the commitment to **public transportation**. Public transportation is playing an increased role in our community's transportation system. Both operational and capital funding is needed to respond to increased demand and to enhance all aspects of transit, including Lane Transit District's *EmX* system, conventional fixed-route service, and *RideSource*, the federally mandated (ADA) demand-response service. [[Kirk: Should we provide more details on specific program recommendations?]
- Improve **bicycle and pedestrian and between-mode connections**. Bicycle and pedestrian travel is increasing, both as an important transportation option and as a response to public health concerns regarding obesity in children and adults. There are significant gaps in the existing bicycle, and pedestrian network, and between these modes and schools and other activity centers that, if addressed, would result in greater use of those modes of travel. [Kirk: expand on this to describe the program recommendations?]
- Invest in **Intelligent Transportation System** and other emerging technologies as additional strategies to enhance safety and improve the efficient movement of freight and people on the region's roadways. [Kirk: Should we expand on this to more fully describe our ITS recommendations?]
- Pursue Transportation Demand Management (TDM) strategies to make more efficient use of the existing transportation infrastructure. Strategies include increasing use of ridesharing and van pooling, traffic signal optimization, low cost intersection and roadway improvements to eliminate traffic bottlenecks, and pricing strategies.
- Provide high-speed **passenger rail connections** to Eugene-Springfield. Improved connections between the Eugene-Springfield area and the Portland and Seattle urban areas would improve the regional economy through expanded labor markets and the ability to develop regional, national and international business relationships.
- Re-establish **rail connections for freight** between the Eugene-Springfield area and the Coos Bay port, while addressing quality of life issues, such as noise and air pollution. The preservation of this short line railroad provides a critical freight connection between the updated port facilities in Coos Bay and the southern Willamette Valley.

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Enhance Public Safety

- Provide for enhanced **interoperability** between local emergency service providers to help protect the traveling public, save resources, and enhance other services provided by local agencies to remote areas.
- Ensure adequate access for **emergency response** in rural areas. Provide safety enhancements to include protection of community drinking water sources near highways and railways.

Support Strategic Economic Investments

Make strategic investments in support of regional **economic development** efforts. Dedicate resources to provide safe and efficient highway, transit, or multi-use pathway connections to high priority tourist destinations and recreational amenities.