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**LANE TRANSIT DISTRICT  
SPECIAL BOARD MEETING/WORK SESSION  
JOINT MEETING WITH LANE COUNTY BOARD OF COMMISSIONERS**

**Monday, February 8, 2010  
5:30 p.m.**

**LTD BOARD ROOM  
3500 E. 17<sup>th</sup> Avenue, Eugene  
(off Glenwood Boulevard in Glenwood)**

***No public testimony will be heard at this meeting.***

(Dinner for the governing bodies will be available beginning at 5:00 p.m.)

**A G E N D A**

Page No.

I. CALL TO ORDER

- Each governing body will call its meeting to order.

II. ROLL CALL

Eyster \_\_\_\_\_ Gillespie \_\_\_\_\_ Kortge \_\_\_\_\_ Towery \_\_\_\_\_  
Necker \_\_\_\_\_ Evans \_\_\_\_\_ Dubick \_\_\_\_\_

III. WORK SESSION

- |    |  |    |
|----|--|----|
| A. | EmX STATUS REPORT (30 minutes)                 | 2  |
| B. | 2010 ANNUAL ROUTE REVIEW (20 minutes)          | 3  |
| C. | RURAL SERVICES UPDATE (10 minutes)             | 8  |
| D. | TRANSIT FUNDING (20 minutes)                   | 10 |
| E. | AREA COMMISSION ON TRANSPORTATION (10 minutes) | 12 |

IV. ADJOURNMENT

**The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).**

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** February 8, 2010

**ITEM TITLE:** EmX STATUS REPORT

**PREPARED BY:** Tom Schwetz, LTD Director of Planning and Development

**ACTION REQUESTED:** None

**BACKGROUND:** LTD staff will provide an overview of the EmX bus rapid transit system in operation along Franklin Boulevard, the Gateway project under construction, and the West Eugene EmX Extension currently in the environmental/planning phase. Specific items to be covered in this presentation will include:

- An update on Franklin EmX ridership, including the impact of the collection of fares that was recently implemented
- An update on the Gateway EmX Project
- The status of the West Eugene EmX Project
- A description of the process for selection of the Locally Preferred Alternative for the West Eugene EmX project--in particular the role of the Metropolitan Policy Committee
- The selection process for the next EmX corridor

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** February 8, 2010

**ITEM TITLE:** 2010 ANNUAL ROUTE REVIEW

**PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing

**ACTION REQUESTED:** None

**BACKGROUND:** Lane Transit District evaluates its routes on an annual basis. This process concludes in the spring when the LTD Board of Directors adopts a service plan for the coming fiscal year. The state of the economy, and the direct impact of continuing high unemployment, has taken a toll on the District's primary source of operating income, the payroll tax. This dramatic reduction in payroll tax receipts has created a \$6.5 million budget gap that must be filled through reductions in the operating budget. Current plans call for a \$3 million reduction in 2010 and a \$3.5 million reduction in 2012.

At this time last year, LTD developed a route redesign plan that reduced nearly 15 percent of bus service hours. However, approval of the American Recovery and Reinvestment Act (federal stimulus funding) in early 2009 provided sufficient additional transit funding that only a relatively small 3 percent service reduction was implemented. Those stimulus funds are being spent along with LTD reserve funds this fiscal year, but by year end, the budget gap must be addressed. There is discussion of additional federal funds becoming available later this year; however, the Senate must still act and there are no details regarding the amount of funding, criteria for use, or when the funds would be dispersed. The LTD staff and Board are proceeding into the annual route review and budget processes by assuming no new federal funds will be available. If funds become available, staff will present the LTD Board with a plan that shows how best to apply these funds in order to balance the budget over the coming years.

To prepare a balanced 2010-11 operating budget, LTD service planners are in the process of identifying areas to trim bus service hours by approximately 20 percent. These plans will be vetted with the community between January and April 2010. The Springfield City Council reviewed the plan at its January 25 work session, and the Eugene City Council is scheduled to discuss the plan at its February 17 work session. Many open houses and public hearings have been scheduled, and the LTD Board will make its final decision on service changes on April 21, 2010. Riders also have complete access to the details by visiting LTD's website.

In addition to a reduction in service, the District will examine personnel services costs, materials and services expenditures, and other cost-saving measures in an effort to maximize the amount of bus service to our customers.

Implementation of the 20 percent redesign is scheduled to be phased in over the coming year. In the first phase, approximately 6 percent of the service hours will be trimmed in June 2010. The second phase will be implemented in September 2010 when the most significant of the route redesign elements will become effective. The third phase will include the implementation of the Gateway EmX service, which necessitates changes to Springfield routes. The final phase will occur in June 2011 when two Lane Community College routes will be modified. The Tier 2 attachment refers to changes that may replace components of the 2010-11 service redesign based on public input gathered during the outreach process. Whatever remains on the Tier 2 list will be evaluated as part of a potential service reduction in 2012 when the District addresses the remaining budget shortfall of \$3.5 million.

Rural Lane County routes will see only minor modifications as a result of these service reductions.

Route 93 Lowell: The District has provided one morning and one afternoon trip during the school-year to accommodate the University of Oregon Crew team. As part of bus service program negotiations, LTD will ask the Associated Students of the University of Oregon if they wish to fund these trips.

Route 95 Junction City: Many of the Junction City trips are timed to meet shifts at Country Coach. The dramatic reduction in Country Coach employees has all but eliminated ridership on many of these trips. Two morning trips will be consolidated under the current plan.

Route 96 Coburg: A midday trip will be eliminated due to poor ridership.

**ATTACHMENTS:** Proposed System Map  
2010 Service Change Summary  
Annual Route Review 2010 Tier 2

**RESULTS OF RECOMMENDED ACTION:** None

**PROPOSED MOTION:** None

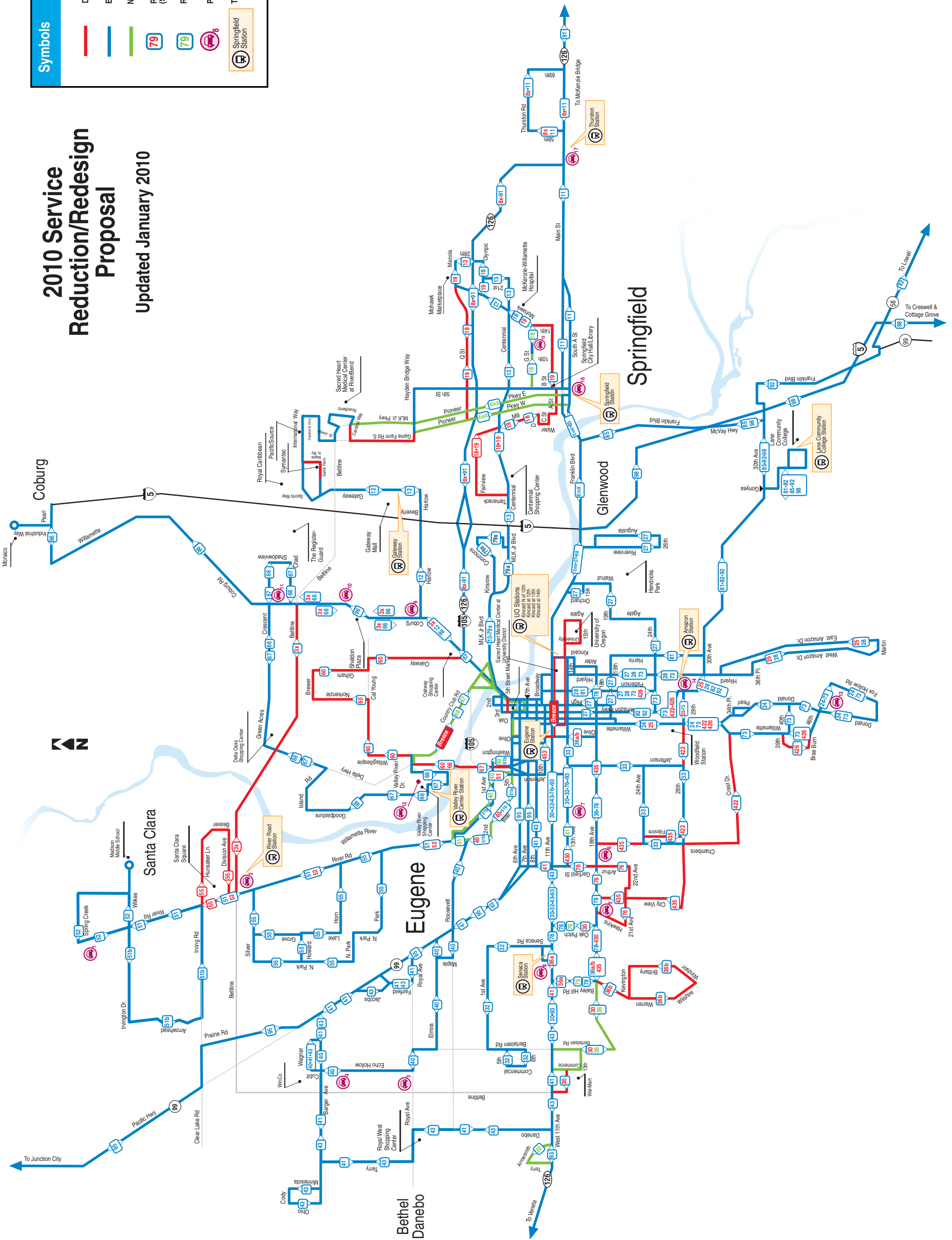
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# 2010 Service Reduction/Redesign Proposal

Updated January 2010

**Symbols**

- Deleted routes
- Existing routes (no change)
- New routing
- 79 Route numbers in red have been deleted. (See other side for details.)
- 79 Route numbers in green are new routes.
- Park & Ride
- Springfield Station - Location to transfer between routes



**Annual Route Review 2009 -- Service Change Summary for FY 09-10**

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Total Change Annual Hours	Percent Increase or Decrease	Cumulative % Change	Summer	Comments
<b>Deleted Routes</b>									
00	Breeze	-13,392	0	0	-13,392	-4.73%	-4.73%	S	covered by #1 & #66/#67 changes
3x	River Road Station	-854	0	0	-854	-0.30%	-5.03%	S	
8x	Thurston Station	-478	0	0	-478	-0.17%	-5.20%	S	
400 series	Four school service routes; 422, 426, 435, 451	-1,117	0	0	-1,117	-0.39%	-5.59%	S	
25	Amazon	-4,939	-710	-705	-6,354	-2.24%	-7.83%		covered by #24 & #28 changes
30	Bertelsen	-7,988	-1,257	-1,009	-10,254	-3.62%	-11.45%		most covered by #36/#43 changes
52	Irving	-6,722	-787	-471	-7,980	-2.82%	-14.27%		
60	Cal Young	-843	0	0	-843	-0.30%	-14.56%	S	
<b>Routes with Major Changes</b>									
12	Ends in Gateway area (Gateway Loop/Postal Way turnaround)	-10,688	-1,145	-443	-12,277	-4.33%	-18.90%		covered by new #18 routing
13	No connection between Springfield Station & Mohawk area	-3,048	-288	-33	-3,369	-1.19%	-20.09%		covered by new #18 routing
18	Route redesigned as part of new Springfield connector service.	-3,524	---	---	-3,524	-1.24%	-21.33%		
19	Route redesigned as part of new Springfield connector service.	-3,003	---	---	-3,003	-1.06%	-22.39%		
27	Delete midday trips and all Saturday trips	-780	-371	---	-1,151	-0.41%	-22.80%	S	
33	Delete two late evening trips	-256			-256	-0.09%	-22.89%		
55	Delete Hunsaker Lp/ add trips instead of laying over; delete Sat	-466	-538	---	-1,004	-0.35%	-23.24%	S	
73	Drop weekday midday, evening and weekend trips	-3,149	-891	-685	-4,725	-1.67%	-24.91%		
76	Routing change; uses Oak Patch & Bailey Hill; hourly after 10:00	947	---	---	947	0.33%	-24.57%		
81	Summer frequency reduced from 30 to 60-minute frequency	-684	---	---	-684	-0.24%	-24.81%		
85	No summer service	-1,037	---	---	-1,037	-0.37%	-25.18%		
<b>Added Service</b>									
11	Increase to match 15-min. EmX service evenings & weekend	1,148	819	644	2,611	0.92%	-24.26%		
??	New redesigned Springfield connector service	8,160	1,456	1,344	10,960	3.87%	-20.39%		
24	Added trips on Saturday	---	449	---	449	0.16%	-20.23%		
28	Add Saturday and Sunday Service to replace route 25	---	685	551	1,236	0.44%	-19.80%		
36	Combined 30/36 routes for W 18th Ave	1,634	-457	38	1,215	0.43%	-19.37%		
41	Added evening service	74	54	---	128	0.05%	-19.32%		
43	Added evening service and Pk hr with 15 min headways	723	46	---	769	0.27%	-19.05%		
51	Extra trips to accommodate consolidation with deleted #52 route	1,108	212	404	1,724	0.61%	-18.44%		
66	Combined Breeze/66 routing	1,981	---	---	1,981	0.70%	-17.74%	S	
67	Combined Breeze/67 routing	-574	---	---	-574	-0.20%	-17.95%	S	
	Contingency	1,000	0	0	1,000	0.35%	-17.59%		
<b>Misc. trips to delete</b>									
24	6:04 a.m. trip deleted	-110	---	---	-110	-0.04%	-17.63%	S	
28	6:02 a.m. & 6:23 a.m. trips deleted	-370	---	---	-370	-0.13%	-17.76%	S	
32	Drop one AM and two PM trips	-514	---	---	-514	-0.18%	-17.94%	S	
78	Drop two OB and two IB trips	-241	---	---	-241	-0.09%	-18.03%		
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-476	---	---	-476	-0.17%	-18.20%		
95	6:00 a.m. & 5:15 p.m. trips deleted	-657	---	---	-657	-0.23%	-18.43%	S	
96	11:35 a.m. trip deleted	-149	---	---	-149	-0.05%	-18.48%	S	
<b>Routes with Minor Changes</b>									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-18.48%		
		0	0	0	0	0.00%	-18.48%		
<b>System-wide changes</b>									
misc.			0	0	0	0.00%	-18.48%		
misc.	Adjustments (sum of minor adjustments made to original proposal)	0	0	0	0	0.00%	-18.48%		
		-49,284	-2,723	-365	-52,372	<b>TOTAL</b>	<b>-18.48%</b>		

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TIER 2: ADDITIONAL ITEMS TO REDUCE HOURS/COST

Item	Category	Specific Items	Annual Hours	Service Savings	Comments
	<b>EmX-related</b>				
1a	EmX	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
1b	11	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
2a	EmX	Run at 30-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
2b	11	Run at 30-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
3a	EmX	Run at 30 min. frequency on weekday evenings & Sundays	-4,033	-1.4%	
3b	11	Run at 30 min. frequency on weekday evenings & Sundays	-4,051	-1.4%	
4a	EmX	Run at 15-min. early evening & Saturday -- 30 min. on Sundays	-2,516	-0.9%	
4b	11	Run at 15-min. early evening & Saturday -- 30 min. on Sundays	-2,532	-0.9%	
5	EmX	Go from 10-min. frequency to 12-min. on weekdays	-3,251	-1.1%	
		Sum of highlighted EmX items	<b>-5,048</b>	<b>-1.8%</b>	
	<b>Frequency</b>				
4	11	Go from 15 to 20 minute frequency between 0900 & 1030	-383	-0.1%	
5	11	Go from 7.5 to 10-minute frequency between 1430 & 1530	-692	-0.2%	
6	11	Go from 10 to 15-minute frequency between 1730 & 1830	-255	-0.1%	
7	11	Run alternating short-line trips to Thurston Sta. between 1400 & 1730	-893	-0.3%	Needs vigorous interval analysis.**
8	13	Go from 30 to 60-minute frequency between 0830 & 1030	-718	-0.3%	Delete :00 ob & :20 ib between 0900 & 1017.
10	40	Go from 30 to 60-minute frequency between 0830 & 1330	-1,275	-0.4%	Delete :00 round-trips between 0900 & 1300.
11	41	Go from 30 to 60-minute frequency between 0830 & 1030	-595	-0.2%	Delete 0900 & 1000 round-trips.
12	43	Go from 30 to 60-minute frequency between 0820 & 1020	-595	-0.2%	Delete 0850 & 0950 round-trips.
16	76	Cancel all trips in the summer	-1,037	-0.4%	
19	misc.	school trips on regular routes	0	0.0%	None deleted yet beyond redesign ones already calculated.
23	33-SA	Delete Saturday service	-322	-0.1%	
25	12-SA	Go from 30 to 60-minute frequency between 0930 & 1030	-71	0.0%	Delete 1000 OB & 1013 IB trips
26	13-SA	Go from 30 to 60-minute frequency between 0830 & 1130	-166	-0.1%	Delete 0900-1100 OB & 0922-1122 IB (6 trips)
29	41-SA	Go from 30 to 60-minute frequency between 0930 & 1130	-69	0.0%	Delete twelve round-trips
30	43-SA	Go from 30 to 60-minute frequency between 0920 & 1220	-113	0.0%	Delete 1000 & 1100 round-trips (2 trips)
31	66-SA	Go from 30 to 60-minute frequency between 0730 & 1030	-121	0.0%	Delete 0950, 1050 & 1150 trips (3 trips)
32	67-SA	Go from 30 to 60-minute frequency between 0945 & 1240	-121	0.0%	Delete 0800, 0900 & 1000 trips (3 trips)
		Sum of Highlighted Frequency items	<b>-4,482</b>	<b>-1.6%</b>	
	<b>SPAN</b>				
35	System	Eliminate Sunday 7:30 p.m. departures	-500	-0.2%	
36	System	Eliminate Saturday 10:45 p.m. departures	-789	-0.3%	
37	System	Eliminate Saturday 9:45 p.m. departures	-700	-0.2%	
38	System	Eliminate Weekday 10:45 p.m. departures	-3,868	-1.4%	
39	System	Eliminate Weekday 9:45 p.m. departures	-3,800	-1.3%	
	<b>Days of Service</b>				
42	System	Run Sunday service on Saturday with current SA span of service	-5,652	-2.0%	
43	System	Eliminate Sunday Service	-16,677	-5.9%	

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** February 8, 2010

**ITEM TITLE:** RURAL SERVICES UPDATE

**PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing

**ACTION REQUESTED:** None

**BACKGROUND:** The following information provides an overview of rural transit services:

Oakridge - While not a part of the Lane Transit District service area, Oakridge bus service does exist and is funded through 2011 with Federal 5311 Intercity funding, which is allocated to the State. LTD, as the Special Transportation Fund Agency for Lane County, applies for these funds, which provide three weekday round-trips from Oakridge to the metro area. The local match is provided through Special Transportation Funds and City of Oakridge funds. The Diamond Express provides service within Oakridge, an intercity connection to Eugene-Springfield, and a dial-a-ride component within the metro area when the bus arrives. The service is well used, and a new, 35-passenger vehicle has just been purchased. The service is provided through a contract with Special Mobility Services.

Florence - Like Oakridge, Florence is outside the LTD service area. However, unlike Oakridge, Florence cannot receive intercity funding because a private provider, Porter Stage Lines, operates daily service between the coast and Eugene-Springfield. Separate intercity funding provides local service in the form of the Rhody Express, which is contracted through River Cities Taxi. The Rhody Express has received a new vehicle this year, along with new bus shelters and bus stop signs. The City of Florence is a partner and has an advisory committee that works on transportation issues. This committee played an integral role in the discussion of LTD service extending to Florence. Meetings with the advisory committee, City administration, local business groups, and Commissioner Fleenor ended with the discussion being tabled at this time.

Cottage Grove/Creswell - Use of LTD route 98 remains strong from these two south Lane County communities. In Cottage Grove, local general public dial-a-ride services are provided by South Lane Wheels. A change in funding relationships occurred in 2010 as the City of Cottage Grove became the applicant and administrator of 5311 funds used for the Route Around Town in Cottage Grove. In 2009 South Lane Wheels was



successful in receiving state funds for the development of bus shelters and bus stops, which have now been installed, for the Route Around Town. A new low-floor vehicle also was purchased for the service and is now in operation. LTD remains connected to South Lane Wheels as the provider of Special Transportation funds through the Lane Coordinated Public Transit – Human Service Transportation Plan.

Marcola/Mohawk Valley - The Mohawk Valley is currently outside the LTD service area, and LTD has no plans to extend service to that area at this time. Due to its low density and a limited payroll tax base, new service to this area is not likely to be provided by LTD in the very near future. Point2Point Solutions (formerly Commuter Solutions) staff have worked with interested residents to examine carpool and vanpool interest. Like Oakridge, the Mohawk Valley could apply for 5311 intercity funding through the State. Without an incorporated city to assist with a grant match, Lane County might consider playing this role. If successful in obtaining 5311 funding, LTD would provide technical oversight and assist with the contracting for service.

Prison/Mental Hospital - LTD has provided comment to the coordinating agencies working on the development of the state prison and state mental hospital on Milliron Road and Highway 99. Deviation of route 95 Junction City will allow this site to be accessed by public transportation. No LTD funds are currently available for increases in service to the site; however, consideration for additional trips will be made when the operation is up and running and shift information is known.

**ATTACHMENTS:** None

**RESULTS OF RECOMMENDED ACTION:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** February 8, 2010

**ITEM TITLE:** TRANSIT FUNDING

**PREPARED BY:** Stefano Viggiano, Assistant General Manager

**ISSUE STATEMENT:** LTD requests from Lane County:

- Support at the Metropolitan Policy Committee for the allocation of Surface Transportation Program-Urban funds for transit;
- Support at the State Legislature for establishing a dedicated funding stream for elderly and disabled transportation; and
- Support at the State Legislature for the allocation of lottery funds to match federal funding for the West Eugene EmX Extension.

**BACKGROUND:** Transit operational funding has been adversely impacted by three factors in recent years:

1. Fuel: Fuel costs have been very volatile, reaching a high of more than \$4.00 per gallon in mid-2008, then falling dramatically later that year. Recently, costs have been rising again. LTD uses approximately one million gallons of fuel per year, so each 10-cent increase in fuel adds \$100,000 in operating costs.
2. Elderly and Disabled Transportation: The Americans with Disabilities Act (ADA) of 1990 mandates that LTD provide complimentary paratransit services to persons who are unable, due to a disability, to use the fixed-route system. This valuable service, which LTD calls *RideSource*, has experienced significant increase in demand and cost. In Fiscal Year 2008-09, *RideSource* cost \$2.7 million, with nearly 80 percent of funding for the service coming from LTD's General Fund. This is money that would otherwise be spent on fixed-route service.
3. Payroll Tax: LTD's primary funding source is a payroll tax, which, in 2010, is set at .66 percent of a company's total payroll cost (\$6.60 per every \$1,000 of payroll). The payroll tax is directly impacted by changes in the local economy. The high employment associated with the current recession has had a significant impact on LTD's payroll tax receipts, with receipts in FY 2009-10 down approximately 12 percent compared with the previous year.

As a result of these issues, LTD has been faced with a budget shortfall that must be addressed by either increasing revenues or decreasing costs. Cost reductions have been pursued by reducing materials and services costs and by reducing administrative staff costs through an ongoing wage freeze, reduction in staff, and possibly, required furlough days. However, given that more than 80 percent of LTD's costs are directly related to the provision of service, any significant reduction in the budget can only be achieved by a service reduction. As noted in a separate agenda item for this meeting, significant service reductions are planned for Fall 2010 and, possibly, again in 2012.

Additional revenue has been generated through incremental increases in the payroll tax rate (as allowed by State law) and increases in fares. Action by the State Legislature in 2009 allows for further increases in the payroll tax rate once the economy has recovered to the point that such an increase is warranted

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** February 8, 2010

**ITEM TITLE:** AREA COMMISSION ON TRANSPORTATION

**PREPARED BY:** Stefano Viggiano, Assistant General Manager

**ACTION REQUESTED:** None

**BACKGROUND:** The 2009 State Legislature passed a bill requiring the formation of a Lane County Area Commission on Transportation (ACT). ACTs are encouraged by the Oregon Transportation Commission (OTC) as their preferred method for providing to OTC recommendations on project funding and determining local transportation priorities. ACTs are typically composed of a combination of elected and appointed officials, representatives of various interest groups, and other citizen members.

Lane County has started working with local agencies in identifying options for a Lane County ACT. LTD Board President Mike Eyster has been representing LTD in this process. LTD staff have been involved as well.

At the February 8 meeting, the Board and County Commissioners will be provided with a brief update on the process.

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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