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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
PRELIMINARY PUBLIC HEARING ON FARES AND SERVICE**

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

**Bascom-Tykeson Rooms
Eugene Public Library
100 W. 10th Avenue, Eugene**

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Evans _____ Dubick _____ Eyster _____ Gillespie _____
Kortge _____ Towery _____ Necker _____

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA

03

V. PUBLIC HEARING ON FY 2010-11 FARE RECOMMENDATIONS

04

A. Staff Presentation

B. Opening of Public Hearing by Board President

C. Public Testimony

- *Each speaker is limited to three (3) minutes.*

D. Closing of Public Hearing

E. Staff Comments

VI. PUBLIC HEARING ON FY 2010-11 SERVICE RECOMMENDATIONS

08

- A. Staff Presentation
- B. Opening of Public Hearing by Board President
- C. Public Testimony
 - *Each speaker is limited to three (3) minutes.*
- D. Closing of Public Hearing
- E. Staff Comments

VII. 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: March 8, 2010

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: March 8, 2010

ITEM TITLE: PUBLIC HEARING: FISCAL YEAR 2010-2011 PRICING PLAN

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

ACTION REQUESTED: Hold a public hearing on proposed changes to the District's pricing plan

BACKGROUND: The District's fares are priced according to an adopted fare policy. This policy outlines structured fare increases by rotating price increases between fare types on an annual basis. This methodology has served the District well since the Board adopted the fare policy in the mid-1980s.

While ridership is rebounding in recent months, year-to-date ridership continues to lag by approximately 6 percent when compared with the same period during the last fiscal year. Total fare revenue is up 4.9 percent through seven months of the current fiscal year. This seems counterintuitive; however, several factors drive increases in fare revenue. First, increased group pass rates raise revenues regardless of the riding habits of group pass participants. Whether a group pass rider rides one time per week or ten times per week, LTD receives a set amount through the group pass contract. An 8.8 percent increase in group pass contract rates in 2009 has certainly contributed to an overall fare revenue increase. A second factor that affects fare revenue is student ridership. The Student Transit Pass Program generates revenue based upon the number of student riders. As more students ride, LTD receives increased payments for these rides from the Oregon Department of Revenue. Lane Community College (LCC) student enrollment is up significantly and this has resulted in an increase in the amount LTD receives from LCC's transportation fee.

In 2009 the District made changes to group pass pricing; however, no changes were made to other fares. Group pass contract pricing increased by 8.8 percent in 2009 and by 5.6 percent in 2010. These increases are determined by averaging the last three years of operating cost increases experienced by the District. Applying the three-year rolling average, the District would be looking at a 6.6 percent increase in group pass rates for 2011. Considering the difficult economic climate businesses are facing and the fact that two large group pass organizations chose to discontinue their programs over the past year, staff recommend no changes to group pass pricing in 2011.

In an effort to increase fare revenue for 2010-11, staff recommend an increase in the monthly pass prices. Adult monthly pass prices increased from \$38 to \$45 in 2008 when all LTD prices were adjusted in one year. In an effort to reestablish a rotation of fare increases and keep the rate of increases smaller, no changes in pricing (other than group pass rates)

were made in 2009. By raising monthly pass prices in 2010, LTD will be back on track to evaluate an increase in cash fares in 2011, followed by no changes in 2012. Past use of rotating fare increases has allowed LTD fares to be changed incrementally, thereby reducing the economic effect on riders.

During the Board Strategic Planning Session in December 2009, potential changes to the District’s pricing plan were discussed. As a result of these discussions, the following fare changes are recommended:

- Increase monthly pass prices:
 - Adult monthly: From \$45.00 to \$48.00
 - Youth and Half-Fare Program monthly: From \$22.50 to \$24.00
 - Adult three-month: From \$122.00 to \$130.00
 - Youth and Half-Fare Program three-month: From \$61.00 to \$65.00

RESULTS OF RECOMMENDED ACTION:

Based upon Board direction, staff will prepare the final pricing plan recommendation for public comment to be taken at the April 12, 2010, public hearing. The first reading of the fare ordinance will be scheduled for the April 21, 2010, Board meeting. If the ordinance is not changed at that meeting, a second reading and adoption of the fare ordinance would occur at the May 19, 2010, Board meeting.

ATTACHMENTS:

Pricing Plan
Peer Group Chart

PROPOSED MOTION:

None

Lane Transit District Pricing Plan Summary

Cash Fare

	Current:	Proposed:
Adult	\$1.50	n/c
Youth	\$0.75	n/c
Child	\$0.75	n/c
Half-fare Program	\$0.75	n/c

RideSource

	Current:	Proposed:
Regular	\$3.00	n/c
Escort	\$3.00	n/c
Shopper*	\$2.00	n/c
10 Tickets	\$30.00	n/c

*Round-trip fare

Passes

Adult		Current:	Proposed:
	1-Month:	\$45.00	\$48.00
	3-Month:	\$122.00	\$130.00

Youth and Half-fare Program

	1-Month:	\$22.50	24.00
	3-Month:	\$61.00	65.00

Day Pass

Adult	\$3.00	n/c
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Youth and Half-fare Program

	\$1.50	n/c
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Group Pass (2011 change)

n/c

Monthly rates	\$4.57 taxpayer	n/c
	\$5.32 non-taxpayer	n/c

Sales Outlet Wholesale Discount

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

Peer Group Fare Comparison

	Adult Cash Fare	Token or Multi-Ride Card/Ticket	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$2.00	\$1.70	\$5.00	\$70.00	n/a
Colorado Springs, Colorado	\$1.75	\$1.59	n/a	\$63.00	n/a
Livermore, California	\$2.00	\$1.60	n/a	\$60.00	n/a
Ann Arbor, Michigan	\$1.50	\$1.50	\$4.50	\$58.00	n/a
Bellingham, Washington	\$1.50	\$1.50	n/a	\$54.00	\$594 - annual
Vancouver, Washington	\$1.50	\$1.50	\$3.50	\$52.00	n/a
Santa Cruz, California	\$1.50	\$1.47	\$4.50	\$50.00	n/a
Lane Transit District	\$1.50	n/a	\$3.00	\$48.00	130 (3 mo.)
Salem, Oregon	\$1.25	\$1.25	\$2.50	\$35.00	\$420 - annual
Bakersfield, California	\$1.00	n/a	\$2.50	\$35.00	n/a
Olympia, Washington	\$1.00	\$1.00	\$2.00	\$30.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	\$154
Median	\$1.50	---	---	\$51.00	
Average	\$1.48	---	---	\$48.33	

AGENDA ITEM SUMMARY

DATE OF MEETING: March 8, 2010

ITEM TITLE: PUBLIC HEARING: 2010 ANNUAL ROUTE REVIEW

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

ACTION REQUESTED: Conduct a public hearing on the 2010 Annual Route Review

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 have 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 so that only a 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. LTD staff are proceeding into the Annual Route Review (ARR) and budget processes by assuming that 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 FY 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 are being vetted with the community between January and April 2010. The Springfield City Council, Eugene City Council, and Lane County Commissioners have reviewed the plan in meetings with Board and staff. Many open houses and public hearings have been completed, and the LTD Board will make its final decision on service changes at the regular Board meeting on April 21, 2010. Riders also have complete access to the details of the proposed service plan by visiting LTD's website.

The Service Planning staff have developed a redesign of current bus service that reduces service hours by approximately 20 percent. The redesign package accomplishes this level of reductions by eliminating service in some neighborhoods, reducing frequency at varying times of the day, and restricting routes along major travel corridors. It is likely that this 20 percent figure will be reduced slightly as more refinements are made to the service package. Therefore, staff also have developed a list

of additional service reductions that will provide options for finding additional operational savings. The service redesign package has been evaluated by the District's Service Advisory Committee and the LTD Board Service Committee, and a robust series of public meetings also is underway.

Implementation of the 20 percent redesign is scheduled to be phased in during the coming year. The first phase, approximately 7 percent of the service hours, was approved by the Board at the February 17, 2010, Board meeting and will be implemented in June 2010. With Board approval, 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 one Lane Community College route 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.

A cost analysis has illustrated that a 20 percent reduction in bus service hours will result in a savings of approximately \$2.6 million. In order to reach the \$3 million budget reduction goal, the District will need to find approximately \$400,000 in other budget reductions or cut additional bus 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 its customers. An example of personnel services cost savings is the continuation of an administrative employee pay freeze in FY 2010-11.

RESULTS OF RECOMMENDED ACTION:

Staff will prepare a revised list of changes and will present this list for review at the second public hearing scheduled for April 12, 2010. The Board will be asked to make a decision on the 2010 ARR service changes at the Regular Board meeting on April 21, 2010.

ATTACHMENTS:

- Redesign Summary
- Tier 2 Summary
- Public Comment Received To Date

NOTE: The list of public comment received to date is being included as an attachment to the LTD Board packet for Board members only. Interested others may obtain a copy by calling LTD.

PROPOSED MOTION:

None

Annual Route Review 2010 -- Service Change Summary for FY 10-11

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
Deleted Routes									
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%	F	covered by #24 & #28 changes
30	Bertelsen	-7,988	-1,257	-1,009	-10,254	-3.62%	-11.45%	F	most covered by #36/#43 changes
60	Cal Young	-843	0	0	-843	-0.30%	-11.75%	S	
Routes with Major Changes									
12	Ends in Gateway area (Gateway Loop/Postal Way turnaround)	-10,688	-1,145	-443	-12,276	-4.33%	-16.08%	2011	covered by new #18 routing
13	No connection between Springfield Station & Mohawk area	-3,048	-288	-33	-3,369	-1.19%	-17.27%	2011	covered by new #18 routing
18	Route redesigned as part of new Springfield connector service.	-3,524	---	---	-3,524	-1.24%	-18.51%	2011	
19	Route redesigned as part of new Springfield connector service.	-3,003	---	---	-3,003	-1.06%	-19.57%	2011	
27	Delete midday trips and all Saturday trips	-780	-371	---	-1,151	-0.41%	-19.98%	S	
36	Delete service to Wilshire/Warren loop ***	0***	0***	0***	0***	0.00%	0.00%	F	*** part of W. Eugene redesign ***
52	Delete weekday mid-day trips and early AM & late PM trips	-3,751	-121	-23	-3,895	-1.37%	-21.35%	F	
55	Delete Hunsaker Lp/ add trips instead of laying over; delete Sat	-1,013	-538	---	-1,551	-0.55%	-21.90%	S	
66	Combined Breeze/66 routing	1,968	---	---	1,968	0.69%	-21.21%	S	
67	Combined Breeze/67 routing. Trips added and deleted	-422	---	---	-422	-0.15%	-21.36%	S	
73	Drop weekday midday, evening and weekend trips	-2,392	-891	-685	-3,968	-1.40%	-22.76%	F	
76	Routing change to Oak Patch & Bailey Hill; hourly 9am - 2pm	382	---	---	382	0.13%	-22.62%	F	
81	Summer frequency reduced from 30 to 60-minute frequency	-684	---	---	-684	-0.24%	-22.86%	2011S	
		---	---	---	0	0.00%	-22.86%	2011S	
101	Evening & Sunday frequency reduction	-5,048	---	---	-5,048	-1.78%	-24.64%	2011	Tier 2 Reduction moved up
Added Service									
11	Increase to match 15-min. EmX service evenings & weekend	128	819	644	1,591	0.56%	-24.08%	2011	
17/18	New redesigned Springfield connector service	8,160	1,456	1,344	10,960	3.87%	-20.21%	2011	
24	Added trips on Saturday and Sunday	---	477	124	601	0.21%	-20.00%	F	
28	Add Saturday and Sunday Service to replace route 25; discontinue 6:02 & 6:23 and 9:45 and 10:45 p.m. Wkdy and Saturday trips	332	787	700	1,819	0.64%	-19.36%	F	
36	Combined 30/36 routes for W 18th Ave	1,554	173	53	1,780	0.63%	-18.73%	F	
41	Added evening service	142	43	0	185	0.07%	-18.67%	F	
43	Added evening service	705	145	0	850	0.30%	-18.37%	F	
	Contingency	???	0	0	0	0.00%	-18.37%		
Misc. trips to delete									
32	Drop one AM and one PM trips	-353	---	---	-353	-0.12%	-18.49%	S	
33	Delete two late evening trips	-256	---	---	-256	-0.09%	-18.58%	F	
76	Do not run six trips (for 30-minute frequency) in summer	-408	---	---	-408	0.00%	-18.58%	2011S	Accounted for on line 23
78	Drop two OB and two IB trips	-163	---	---	-163	-0.06%	-18.64%	F	
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-476	---	---	-476	-0.17%	-18.81%	F	
95	6:00 a.m. & 5:15 p.m. trips deleted	-657	---	---	-657	-0.23%	-19.04%	S	
96	11:35 a.m. trip deleted	-149	---	---	-149	-0.05%	-19.09%	S	
Routes with Minor Changes									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-19.09%	F	
11	Go from 15 to 20 minute frequency between 0900 & 1030	-510	0	0	-510	0.00%	-19.09%	2011	Accounted for on line 28
11	Go from 10 to 20-minute frequency between 1750 & 1830	-510	0	0	-510	0.00%	-19.09%	2011	Accounted for on line 28
51	Deleted school trips, arrivals changed with switcheroo removal. Nine trips given added time.	-1,288	0	0	-1,288	-0.45%	-19.55%	F	
System-wide changes									
misc.	No service on New Year's Day, Memorial Day, Independence Day & Labor Day -- Saturday service on the day after Thanksgiving	0	0	0	-1,642	-0.58%	-20.13%		
misc.	Adjustments (sum of minor adjustments made to original proposal)	0	0	0	0	0.00%	-20.13%		
		-55,363	-1,421	-33	-55,388	TOTAL	-20.13%		

ARR 2010

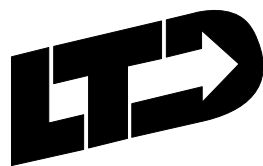
TIER 2: ADDITIONAL ITEMS TO REDUCE HOURS/COST

Item	Category	Specific Items	Annual Hours	Service Savings	Comments
	EmX-related				
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%	*** Moved to Tier 1 ***
4b	11	Run at 15-min. early evening & Saturday -- 30 min. on Sundays	-2,532	-0.9%	*** Moved to Tier 1 ***
5	EmX	Go from 10-min. frequency to 12-min. on weekdays	-3,251	-1.1%	
		Sum of highlighted EmX items	-5,048	-1.8%	Sum of EmX items moved to Tier 1
	Frequency				
6	11	Go from 15 to 20 minute frequency between 0900 & 1030	-383	-0.13%	*** Moved to Tier 1 ***
7	11	Go from 7.5 to 10-minute frequency between 1430 & 1530	-692	-0.2%	
8	11	Go from 10 to 15-minute frequency between 1730 & 1830	-255	-0.09%	*** Moved to Tier 1 ***
9	11	Run alternating short-line trips to Thurston Sta. between 1400 & 1730	-893	-0.3%	Needs vigorous interval analysis.**
10	13	Go from 30 to 60-minute frequency between 0830 & 1030	-718	-0.3%	Delete :00 ob & :20 ib between 0900 & 1017.
11	40	Go from 30 to 60-minute frequency between 0830 & 1330	-1,275	-0.4%	Delete :00 round-trips between 0900 & 1300.
12	41	Go from 30 to 60-minute frequency between 0830 & 1030	-595	-0.2%	Delete 0900 & 1000 round-trips.
13	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%	
17	76	Cancel six trips (no 30-minute frequency) in summer	-408	-0.14%	*** Moved to Tier 1 ***
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	-3,845	-1.4%	
	SPAN				
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%	
40	28	Eliminate WK & SA 9:45 p.m. & 10:45 p.m. trips	-450	-0.16%	*** Moved to Tier 1 ***
41	85	Eliminate Summer Service	-1,037	-0.4%	*** Moved from Tier 1 ***
	Days of Service				
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%	
44	System	Reduced/no service on 5 holidays (1/1, Memorial, 7/4, Labor, day after TG)	-2,439	-0.6%	
45	System	No service on 1/1 & 7/4 -- SA service on Day after TG	-1,805	-0.37%	

CUSTOMER INPUT

(This document contains input received after February 17, 2010.)

2010-2011



	So, LTD, your cutting service? Just in time for those of us who now need the bus!!!!!!
	To save money LTD could buy new buses without air conditioning. We riders are willing to go "low tech" and to sweat for a week or so in summer if it would keep LTD from cancelling a route.
	If every time I got on the bus I paid \$1.00 or \$1.50 and everyone else did the same, it should pay something—I have an honored rider pass but could do this.
	Well, until the public is willing to pull a lil more out of their pockets and supply more cash for the services they use, then this issue will not be solved. People whine and cry about services like schooling funds/buses being cut- but nothing is going to happen until people are willing to pay for such services - if you create a child, then pay for it ... don't expect the government to pay for it. Same goes for buses, i'm sure LTD wasn't just like ... "sure we'll take cuts in our services." People like their jobs and with the cuts i'm sure that some LTD employees will be losing their jobs. No one is happy about these cuts, but again, until we are willing to pay more, nothing will happen. The bus service is a PRIVILEGE, not a RIGHT...sometimes people lose sight of that. I don't have a car, and i ride the bus, and 90% of the routes i actually take are being cut. It sucks, but i realize that budgets are cut and that most of the public are not willing to pull some more out of their pockets while the demand rises. No, i'm not blaming the public for all of the cuts, sometimes executive decisions on cuts/public spending seem absurd- but people have to take responsibilities for themselves sometimes.
	LTD is going the wrong way. However, going to their so called public meetings means absolutely nothing. You can go and get into their faces, but, it all comes down to the fact that they have already decided what they are going to do. They are going to cut this route and they are going to cut this service and there is nothing we as the paying public can do about it.
	Idea: If you must cut service by 20%, then eliminate the least popular one-fifth of runs on EACH route per day Example: a route with 35 runs loses the 7 least popular, even if they're not consecutive. When determining which runs are least popular, leave first & last daily run of each route intact, since it may leave some workers stranded. The ... See More timetables may become more complex, but I think this is more fair than elimination of routes & results in possible skyrocketing demand for RideSource (which may cost more than it saves). This way, YOU ARE able to cut by 20% without eliminating routes & making "dead zones".
	I do plan on attend open house & hearing March 8th, mainly to learn about the district's RideSource obligations & cost comparisons between paratransit vs. fixed-route. You may have already looked into this (I'm trying to trust your judgment), but my concern is that you MAY LOSE MORE MONEY THAN YOU SAVE by having to provide lots of RideSource to areas like Oak Patch, Bailey Hill, Cal Young, & 36b Wilshire Loop when all of their bus stops become "extinct". I need to find out what the federal laws actually are requiring paratransit, and if this could really happen.
	Hopefully this "fan photo" uploads OK! It is a HYPOTHETICAL example of what to do to EACH SEPARATE timetable to make 20% cut & keep all routes at same time! The purple lines completely black out the hypothetical 20% of trips to be deleted. Notice I never deleted "two-in-a-row" nor did I delete the first or last trip... of each day. Since I don't know the actual ridership statistics, I literally had to roll dice (I recommend LTD board follow my method USING REAL RIDERSHIP STATS for 20% of trips on each timetable). I plan to demonstrate this idea on mar 8th & am willing 2 offer my "Number crunching" skills free of charge (if LTD provides ACTUAL ridership stats) & return "final product" to general public 4 viewing & LTD board 4 a vote.

	Thanks for letting riders provide input on alternative cuts to balance budget, and prevent a bad situation from becoming worse. I'm glad it's only 20%, not 50% or more. It would be so nice to raise taxes or start new taxes to fund this, but thanks to the state legislature, that's not legal! I learned that while serving on Bend Area Transit's ... See More Committee for Accessible Transit (yes, I have experience). Gee, I wonder what that jerk Bill Sizemore had to do with that taxation ban that specifically applies to transit...(I need to do more research on WHY the legislature banned excise, income, & sales taxes from being used for transit, and when this happened).
	Transit is normal traffic and the investment in it is worthwhile for our community. The real subsidy is going to single occupancy vehicles. We need to support transit with real sustainable funding!
	Maybe if they hadn't wasted millions of dollars of grant money on a system that's usually late in completion and arriving and things you'd want to make transit run smooth and delaying normal traffic, I'd have more sympathy.
	Raise the gas tax to pay for bus. Put sales tax on cars to pay for bus. But please don't cut service. The bus is the only transportation I have. Transit is a state issue. All districts should collaborate for state funding. State initiatives for taxes. State gas taxes.
	Why just reduce service by 20% in 2010-2011? Why not say 40% reduction and increase your wages and salaries by as much as possible to make the union employees happy. By 2015-2016 we can have overworked bus drivers but can't drive since LTD doesn't have a budget line for the Fuel. Better yet, let's retire all the employees now and raise the LTD payroll tax before the economy gets worse and more people are unemployed.
	I would like a bus service down Daisy Street and/or 32 nd Street/42 nd Street. The service would be helpful to me.
	We need a bus that goes to the Mill along South 28 th Street. Many of us walk from Main and 28 th south. If no, one that travels from 28 th and Main to Wal-Mart and Winco.
	Driver benefits are too high. They should be cut. Drivers should ask people to move if an elderly person or disabled person needs a seat.
	Increase Sunday service to VRC.
	We need a route that goes to Main and South 28 th to serve the mills in Springfield. I would also like to see deviation service to Wal-Mart and Winco because route 18 runs on Centennial; and if a bus (#11) could travel on 28 th north from Main to Olympic and south 42nd via Main. Thank you for your attention.
	I'm stunned, distressed, and so concerned that at a time when public transportation is needed more than ever, service cuts are happening. In a city the size of Eugene and with the current economic conditions, it does not make any sense for such dramatic service cuts to occur. Help! Give us hope.
Breeze	Concerned mostly about the Breeze to UO. Seems like the EmX will be overloaded. Why isn't there a fare for the EmX route?
Breeze	Breeze is going to be a big loss to us at YaPoAh. It will be harder than ever to get to dr and mall, etc.
Breeze	Thanks for the Breeze. It was a good run. Bring it back in the future! I love the Breeze. Bring it back when you can!
Breeze 66/67 VRC/ Coburg	I only use public transportation for work and school and have two small children. Removing both bus lines would require us walking over the overpass to Valley River four times/day. We will have to get a car. Please consider keeping at least one of these lines. Also, 15-minute increments would be important for 66/67.

Breeze	Now the #1 will only go once an hour to train station and post office, where now you can take the Breeze every 15 minutes. If anything can be saved, save the Breeze.
Breeze	Do not delete the Breeze from U of O to Eugene Station for the students that use it PLEASE!
Breeze	Like many who rely on public transit, I am concerned about LTD's planned reductions. Of particular concern is loss of the Breeze. I, and many others, take the Breeze to several of the medical offices and clinics along Country Club Road. I believe the Breeze is currently the only bus that serves that area. If the Breeze is eliminated, will there be service to Country Club Road? Also, rather than completely eliminating the route, might service be reduced to every thirty minutes (rather than every fifteen)?
Breeze	Keep limited Breeze service. Add signage at 13 th /Kincaid directing people to EmX at Dad's Gates.
Breeze	Lives on east campus and uses the Breeze. Would like it kept.
Breeze	Don't cut Breeze. Don't raise fares. Cut low ridership routes.
Breeze, 1 Campbell Center, 30 Bertelsen, 76 UO/ Westmoreland, RideSource	Route 30 would end along West 11 th and be replaced inbound by Route 41; would #41 start earlier in the AM to get people downtown for the 6:30 a.m. departures? Breeze replaced by #1 around 5 th Street Market. Will #1 have an earlier start time to people like me who need to be at work before 7 a.m.? I.E. - #41 early enough to get to D.T. station for 6:30 departure? #1 – start runs at 6:30 to get people to work? What about RideSource costs from regular route cuts? Especially Ferry Street Bridge area and 36B. #76 – will it run early enough down Oak Patch – very high density, LOTS of riders – to get people downtown in time?
EmX	I'm sorry to see any reductions at a time that people need more mass transit options. Even those who don't ride the bus get benefit from the service. I support more funding for LTD and would like more options to raise money. P.S. I strongly support EmX expansion to the west. I vote for West 11 th ; in the long run, it's the best.
EmX	1. LTD should follow up on tree planting regarding EmX corridors to be sure they don't die. 2. Cleaner fuel like natural gas; have a policy on what to do during periods of air stagnation. 3. Noise pollution; need quieter buses. 4. Braille: need more info, like departure times at stations.
1 Campbell Center	Can you please make the connection to the #1 downtown more convenient? I often have to wait 55 minutes for the transfer? Is there a possibility to run the #1 every half hour?
1 Campbell Center, 12 Gateway	Testimony to the Board: I would like to speak on behalf of persons who use mobility devices when riding LTD buses. I live at YaPoAh Terrace located at 350 Pearl Street. This area includes Parkview Apartments and Campbell Center and has a high population of persons who use either wheelchairs or walkers when riding the bus. This area is presently served between 7:35 and 5:35 on weekdays by the #1, Campbell Center bus, which runs once an hour. This means that during day hours there are only two spaces for mobility devices each hour. In addition, the return trip is made more difficult due to the fact that the transfer connection to the #1 sometimes requires a wait of 55 minutes at the downtown station even if there is room on the first available bus. The service of the #66 bus to our area was eliminated last fall in favor of the Shadowview Loop off Coburg Road. That loop is served twenty-three times during day hours. My first question is: Can you route at least some of those 23 trips to third street instead of sixth street in order to serve our neighborhood? My second question is: We had been informed that the changed routing of the #12 Gateway could include a trip down third street. Why does the proposed change of the #12 not include that option?

8x Thurston Station, 12 Gateway	<p>I think it is ridiculous that they spend all this money on the EMX and discontinue buses such as the 12 and the 8X. The 8X is really helpful in my commute to work and back. I do not think that they should get rid of the 8X, at least not in the morning. There are a lot of riders in the morning. If you get rid of the evening bus, then that is ok because there are not that many people who take it.</p>
11 Thurston	<p>I think there should be a second route for 58th street on so they don't have to make that big loop back there (58th down to Thurston Rd down to 69th and back to Main) before dropping people off and picking them up on the Big Lots side of Main St. Just my opinion. It would take a little less time to get home. lol.</p>
12 Gateway, 17 New Route, 55 River Road Connector, 92 Lowell/LCC	<p>I appreciate the recreation of the 12's previous service along Hayden Bridge in Route 17. However, I do wish that while the EmX route is under construction that the 12 NOT stop at Gateway and turn back en route from the Eugene Station. In regards to the River Road elimination/recombination, I do not know what is poised to replace it, and what other alternatives there are aside from Route 55. Lowell/LCC (92) is essential for many living in Lowell that attend LCC. Instead of eliminating the early-morning trips, maybe decrease the frequency of stops and amount of fleet diverted to Route 92*, mainly the option of arriving in town early. (*in the morning and evening)</p>
12 Gateway, 13 Centennial	<p>It is a very important route and is needed, especially when going to the post office and library. I await and thank you for your attention.</p>
12 Gateway, EmX 36 a/b West 18th Avenue	<p>Dear LTD, As a rider I am surprised and saddened at LTD's withdrawal from effective public transportation beyond downtown Eugene. Proposed changes would have me walk a mile to the nearest bus stop from my home. While millions are being poured into Em-X, there's no monies for regular routes? The original Em-X merely replaced the west end of Route 11. The new Em-X will only replace the #12. LTD seems to spend all these millions for "pretty" not effectiveness. Em-X is actually what's hurting LTD's finances. But like the giant hotel Sacred Heart built at Riverbend, all the management at LTD is seeing is what looks nice, not what works for their customers. When the West 11th Em-X link is built. I suppose the 36 route will be totally eliminated, as well. I'm guessing that in the master plan the Em-X supposes everyone will drive to a Park and Ride and catch an Em-X. When most folks get in a car, they drive to a destination, not a bus stop. But with all the neighborhood routes beyond downtown being curtailed, ridership will tumble. In economic times such as these, LTD should be expanding service and hours of operation, drawing new customers to increase revenues instead of waiting for Uncle Sam's bailout. So here are a few ideas: Suspend all Sunday service. It's so weak and spotty it's useless. I think too many buses cross their paths to Eugene Station. Not everyone needs to get downtown. Why not have at least some of the routes run between minor stations, for instance: Seneca to Amazon, Gateway to Thurston, River Road to Seneca, and not going to Eugene Station at all! When service is cut, I'll travel much less by bus; instead I'll be driving or calling a cab. Not what I want, not very Green, and lowers LTD's revenues still more.</p>
13 Centennial	<p>Would like the 13 to connect to Springfield Station where riders can connect to LCC and other routes.</p>
13 Centennial, 32 West 1st Avenue, 40 Echo Hollow, 43 Barger/West 11th	<p>Eliminating the 6:30 and 3:30 trips for Route 13 will impact me. I work at First and Seneca so I will have to catch the 40 to work and the 43 to get home. This will add at least a half hour to my commute home. I am just glad I don't work further down 1st Street or I would have to find another way to get to work.</p>

18 Mohawk	Do not change the 18 bus or make it go down D Street to Rainbow or so.
18 /19Mohawk/ Fairview	Congratulations LTD, you have just told us that our Bus #18 will be rerouted to cover only the other end of the route, and Bus #19 will be deleted. Our neighborhood is mostly the elderly and the handicapped. :(
25 Amazon	I depend on this route to take me home on weekends and late nights because the 28 doesn't run during those hours.
25 Amazon, 30 Bertelsen, 51 Santa Clara	I ride the bus every day and this cut will severely impact my ability to get around. The routes I need most are #30 Bertelsen, 51 Santa Clara, 25 Amazon! Please please do whatever is necessary to keep LTD drivers employed. Please Please Please My daughter Riva and I thank you.
25 Amazon	Hello LTD, I wanted to let you know that the ending of the 25 bus would be a big inconvenience to me, both because I travel from my home at 29th and Willamette to Hilyard and Amazon for two weekly activities, and because not all of the 25 trips downtown are replaced by trips on the 24, making me wait more often for buses during the day. I have a friend who was on the Eugene budget committee, and her opinion is that you have too much fat in middle and upper management positions, and that is where cuts should come. Yours truly...
25 Amazon, 28 Hilyard, 36 a/b West 18th Avenue, 76 UO/ Westmoreland	Eliminating the 25 would increase my morning trip by 30 min. I ride the 36 and get off on the last stop before it turns onto Olive and walk to 18 th & Willamette to catch the 25 on its way out of the station. Without the 25 I would have to leave on an earlier bus and go to the station to catch the 28. If the 25 is eliminated then I would need the 28 to run longer in the evening. I'm often working late and would have no way home. As well in the evening, I often get off at Safeway (18 th & Oak) and get my grocery shopping done and then walk to 18 th & Willamette to catch the 36 to go home. If the 25 is eliminated then I would need to either leave earlier or to catch the 78 at 8:28, which is the bus that leaves the U of O at 8:05. I also noticed the 36 would no longer go to Fred Meyer, which is a route I use often as well. However I like the idea of the 36 going to Target/Wal-Mart. I also noticed the 76 would not go up Garfield to Arthur, which if I ever miss my 36 bus I'm able to catch the 76 to my apartment. The route change would no longer give me that option, which I use when I go to the library after work. Maybe you could do the same thing you do with the 36 A&B by switching every other route.
27 Fairmount	Hello Lane Transit District I am writing on the subject of 27 Saturday service being eliminated. About four years ago we lost Sunday service. That was understandable because trips were mostly dead. In our neighborhood we have a lot of elders that depend on LTD for their livelihood and for their food and drug needs. Route 27 is also used by students, since the proposed changes are scheduled to take place on June 13th (right before summer break starts) when most middle school students have free time and the neighborhood is heavily populated by middle school students. The cut is being made at the wrong time and for wrong reasons. Please put yourself in our shoes and consider the young and the elderly (people without cars) when making your decision
27 Fairmount	Hi, I am a concerned citizen who lives near bus 27's route. Our teenager, who does not yet drive, uses the 27 bus to get around; it is the only bus that serves our neighborhood (Floral Hill/Hendricks park). She would be unable to get to community activities/jobs independently on the weekends if you cut this route. (Because of a disability, bicycling is out of the question.) From the current route map, it appears that to get downtown, one would have to walk about 45 minutes to the EmX, without the 27 bus. Right now, the walk from our home to the closest (route 27) bus stop is less than 1/2 hour. Also, I know that some people in the Laurel Hill neighborhood depend

	upon this bus for transportation; if they work all week, what transportation would be available for them to get groceries, etc? This proposed route change would cause hardship for my neighbors as well as my own family. I urge you to please, consider allowing for at least two runs of the 27 bus route on Saturdays. Thank you for considering this. Sincerely...
30 Bertelsen, 36 a/b West 18th Avenue	Caller was very upset that there were service decisions made on February 17. The bus posters and the information she saw did not indicate that this would occur before all of the open houses and public hearing opportunities. LTD has already decided what they want to do, and they also can charge whatever they want to for fares. There were flyers about the service changes on affected bus stop poles, and after walking three blocks, all of these signs are gone, which just confirms that LTD does not really want to hear from riders. LTD focuses only on EmX and major corridor service. Eugene is not ready for that. Service was good in the mid-to late-90s. However, it has declined ever since. LTD does not even look at combining some routes. Many decisions have been very poor ones, like Route 36 a/b that carries so few people, yet it still remains. And then proposing to cut Route 30, which carries lots of riders, many of whom are elderly and very dependent on the service. Caller watched the news today and LTD people said that the decisions were solely based on ridership, and yet 36 a/b remains.
30 Bertelsen, 36 a/b West 18th Avenue	To take out popular routes like 36 (a & b) and 30 is an asinine move. So many customers would absolutely despise LTD and lots of businesses would more than likely crumble. High schoolers, for instance, would espies LTD. Unless you would like to deal with PTA and angry high schoolers/parents, don't cut them out.
30 Bertelsen	I'm concerned about all the people who will be impacted by these changes. If the 30 is taken out, there are those who cannot walk to 18th or 11th to catch another bus. This is so many people's only way to access school, work, grocery shopping and appointments. I hope that we can come together as a community to find a solution.
30 Bertelsen	Concerned no bus on West 11th to make a 6:30 a.m. departure from the Eugene Station.
30 Bertelsen	The 30 is a more direct route to Bertelsen Road. It's also good to have multiple methods for arriving at Seneca Station. It is nice when you can get on a bus with one destination instead of going out of the way to go the same place.
30 Bertelsen, 43 Barger/ West 11th	Is 43 going to supply service on W 11 th in the morning so you can make a 6:30 transfer at the station? Right now, #30 serves W 11 th . If the schedule is not changed for 43, there will be no bus service on W 11 th (the Seneca Station area) until 7 am or so. I don't believe you want a major arterial road with no bus service for such an important time of the day.
30 Bertelsen 73 UO/ Willamette, 82 LCC/Pearl	If you eliminate 30, then EmX to West 11 th would rock. Also, 73 is vital to me. I need MORE hours on Sat/Sun for that (every ½ hour as opposed to 1x/hour). Losing Breeze will suck. More 81 service at night/Saturday basketball nights (7:15, 8:15, 9:15) (maybe a shuttle on return). Less 82 service earlier during less "busy" times (can monitor #s to figure out this).
30 Bertelsen	I am worried about service on Oak Patch and would like to see a bus that does not have to go to Seneca before going downtown, going east from Oak Patch to downtown.
30 Bertelsen	Would like regular service on Oak Patch Road. Rides 1 st trip of the 30 currently.
30 Bertelsen	I use the #30 bus three times a week and the stop at Four Oaks Grange Road at 18 th and Bertelsen. Also use it on Sunday to get to church and home. Hoping you will keep the #30 route as it is. Thank you.

33 Jefferson, 82 LCC, Others	The bus is my primary source of transportation. The Jefferson is the only bus that comes to my neighborhood, the Friendly Street neighborhood. I would be very hard put if the last two Jefferson 33 bus runs were cut. There is no other safe and easy way to get between downtown and the Friendly Street area late at night without these runs. Please don't cut them!
33 Jefferson, 66/67 VRC/ Coburg, 51 Santa Clara	Hi, I'm an occasional bus rider living in the Friendly Street area, most often using routes 33, 66, 67, and 51. I'm very concerned about the routing cutbacks overall and am wondering to whom I should direct my concerns. I feel strongly that LTD should be better funded, with more transportation funds going to public transportation rather than road construction, etc. I strongly feel that our county and city should encourage more alternatives to driving, and I believe we should be increasing bus routes and frequency rather than decreasing them. I understand that LTD has little control over general county/city funding decisions, and that the economy has necessitated cutbacks at the state and county level. However, I wish funding could be diverted from other areas of the budget (i.e., funding for new road construction). Thank you for considering my comments. Please feel free to pass this on, or let me know to whom I should direct my comments.
36b West 18th Avenue	The 36b is where my babysitter and parents live. It takes me half an hour to get home walking.
36b West 18th Avenue	I will have to move if you cut 36b. I will move to Portland.
36b West 18th Avenue	Wants 36b kept. Old schedule was confusing and now it isn't. Ridership is getting stronger.
36b West 18th Avenue	I would love it if the 36b to Warren and the surrounding loop were kept. I would love to keep the Veneta and Junction City. It would be very nice to keep all these routes.
36b West 18th Avenue	Would like to see 36b no cut. I work cleaning houses on Windsor and it is my only transportation. Thank you.
51 Santa Clara	Madison Middle School Principal Rick Gaultney will submit an e-mail requesting a continuation of LTD service to Madison. In addition to assisting students commuting to school within their normal boundary, they are trying to attract students as they graduate from Corridor Elementary School. Transportation is a key factor in the decision for these families. Mr. Gaultney urges LTD to continue to provide effective transit service for their school.
51 Santa Clara, 52 Irving	. . . I just moved to River Road and ride the 51 or 52 in to downtown every morning -- it is absolutely stuffed with people -- sitting and standing -- my old route (66-67) was never anything like it. I would like to suggest adding buses onto that route, at least at peak hours.
52 Irving	This morning coming into town I took the 11:06 from Irvington and there were already 2 wheelchair passengers on the bus because there is a nursing home on this route. When we got to the first stop on River Road, there was another wheelchair customer who could not get on the bus and was refused service. I moved here in 2005. The fact that there was a direct route into town was a deciding factor in deciding where I would live.
60 Cal Young, Breeze	I am very sorry that the already limited service on Route 60 is targeted. The Cal Young area already had its share of service reductions in cuts made 8-10 years ago. I'd ride the bus much more if I could, but it comes by my home only 5-6 times a day and does not go to my workplace (Marist High School) from my home.
60 Cal Young	An elderly customer called and voiced concerns about the proposed deletion of route 60. He is dependent on this route.

85 LCC/ Springfield	Don't eliminate summer service. I wholeheartedly endorse at least service to LCC from Springfield on the hour during the summer. Limited express trips going from 8 a.m.-10 a.m. and 3 p.m.-5 p.m.
85 LCC/ Springfield	Add a 9 p.m. trip leaving LCC.
85 LCC/ Springfield	It would be a bad idea to stop this route during the summer. As long as LCC is open, then route 85 should run.
85 LCC/ Springfield	I am an instructor at LCC and depend on bus 85 5 days a week. If this route is cut during the summer, I would probably not be able to find a trip or transfer into my schedule. Please reconsider cutting bus service from Springfield to LCC during the summer.
91 McKenzie Bridge	Have 91 leave inbound 5 min. earlier on the 6:14 a.m. trip. Help with 85 connection at Springfield Station.
98 Cottage Grove	I think that the changes are great for my family and I. My only suggestion is more Cottage Grove/Creswell routes on weekends. Kids in Creswell need ways into town to see movies and do things. There is NOTHING to do in Creswell.

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