



LANE TRANSIT DISTRICT BOARD OF DIRECTORS SPECIAL MEETING

Wednesday, June 10, 2020
5:30 – 6:30 p.m.

VIRTUAL MEETING

Zoom details will be provided on the web calendar at www.LTD.org.

No public testimony will be heard at this meeting.

AGENDA

Time	ITEM	Page
5:30 p.m.	I. CALL TO ORDER II. ROLL CALL <input type="checkbox"/> Carl Yeh (President) <input type="checkbox"/> Kate Reid (Vice President) <input type="checkbox"/> Joshua Skov (Secretary) <input type="checkbox"/> Don Nordin (Treasurer) <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Steven Yett <input type="checkbox"/> Emily Secord	
	III. COMMENTS FROM BOARD PRESIDENT <i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	IV. COMMENTS FROM THE GENERAL MANAGER <i>This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <i>This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.</i>	
5:35 p.m.	A. FY2021 PROPOSED BUDGET - RESPONSES TO QUESTIONS: <i>Materials Included</i> [Aurora Jackson] Action Needed: None. Information Only	2
5:55 p.m.	B. RIDERSHIP AND OPERATIONS UPDATE: <i>Materials Included</i> [Tom Schwetz] Action Needed: None. Information Only	10
6:30 p.m.	VI. ADJOURNMENT	



AGENDA ITEM SUMMARY

DATE OF MEETING: June 10, 2020
ITEM TITLE: FY2021 PROPOSED BUDGET - RESPONSES TO QUESTIONS
PRESENTER: Aurora Jackson, General Manager
DIRECTOR: N/A
ACTION REQUESTED: Information and Discussion

PURPOSE: To provide information regarding questions submitted at the May 27th Public Hearing for the FY2021 Proposed Budget.

HISTORY: In accordance with ORS 294.414, on May 18, 2020, the Budget Committee met to review the FY2021 Proposed Budget and approved it as presented. On May 27, 2020, a Public Hearing was held and written communication submitted by BEST via email was included as part of the testimony received.

At the request of the Board of Directors, responses to the questions submitted by BEST are provided for the Board to review and engage in further discussion as needed.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: The Board may request further information before the final FY2021 Proposed Budget is presented at the June 24 meeting for approval.

SUPPORTING DOCUMENTATION:

- 1) FY2021 Proposed Budget – Responses to Questions

PROPOSED MOTION: N/A



Board of Directors

Jon Belcher
Alexis Biddle
Eric Burdette
Wendee Crofoot
Michael DeLuise
Tiffany Edwards
Terry Parker
Bob Passaro
Laura Potter
Brett Rowlett
Rob Zako

Board of Advisors

John Allcott
Susan Ban
Bob Beals
Terry Beyer
Shawn Boles
Julie Daniel
Rick Duncan
Tim Duy
Emily Eng
Mike Eyster
Karmen Fore
David Funk
Gerry Gaydos
Beth Gerot
Kevin Gilbride
George Grier
Eric Gunderson
Pat Hocken
Richard Hughes
Josh Kashinsky
Kaarin Knudson
Sarah Mazze
Terry McDonald
Sophie McGinley
Matt McRae
DeLeesa Meashintubby
Walt Norblad
Mark Pangborn
Brittany Quick-Warner
Shane Rhodes
Matt Roberts
Seth Sadofsky
Marc Schlossberg
Carmel Snyder
Jean Tate
Kari Turner
Jenny Ulum
Carmen Urbina
Stefano Viggiano
Sue Wolling

May 27, 2020
Lane Transit District
P.O. Box 7070
Springfield, OR 97475

DELIVERED VIA EMAIL

Re: Questions about LTD 2020–2021 Proposed Budget

Dear LTD Board of Directors:

Thank you for continuing to serve our community while keeping people safe during these difficult times.

Until recently, LTD was planning for the future with various efforts: a strategic business plan, Transit Tomorrow, a mobility management plan, MovingAhead, etc. Now COVID-19 has turned the transit business upside down. It is unclear when or even if things will return to “normal.” Thus any budget adopted now will likely need to be supplemented in light of new information.

Our Transportation Options Committee has reviewed the proposed budget <www.ltd.org/annual-budget> in detail. We have the following questions about particular line items under particular funds:

General Fund

- 1. **Public Affairs:** Two years ago, the Public Affairs Department had 4 FTE in the General Fund. Last year it had 1 FTE. Is there any allocation for this function in 2020–2021?

General Fund / Point2point Fund

- 2. **Point2point:** Over the last few years, the Point2point *Department* has had roughly 5 FTE in the General Fund. Now it is proposed to have no FTE, but the Point2point *Fund* shows operating requirements of \$1,209,819. How will this work?

Capital Projects Fund

- 3. **Transfer to Capital Projects Fund:** Over the last two years, no resources have been transferred from the General Fund to the Capital Projects Fund. For the coming year, \$5,454,931 is proposed to be transferred in order to satisfy grant match requirements. Will this transfer impact General Fund revenues, which are much lower this year?

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

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

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransportation

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

LTD SPECIAL BOARD MEETING

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4. **Total Capital Outlay:** \$30,005,575 is proposed. This amount is far above that in recent years. Are all of these capital outlays essential in a time of limited resources?

Capital Projects Fund: Improvement Projects (IP)

5. **MovingAhead:** \$453,677 is proposed. Will LTD lead MovingAhead, or is LTD looking for the City of Eugene to lead in the coming year?
6. **Main Street-McVay Transportation Study:** \$105,000 is proposed. What is LTD's role in the study, and is it still timely?
7. **Planning Studies:** \$543,908 is proposed. Are these studies itemized in the budget document?
8. **FTN Safety & Amenity Improvements:** \$560,000 is proposed. With resources limited, are these a priority in the coming year?
9. **Technology Infrastructure & Systems:** \$450,000 is proposed for NOVUS Modules and \$500,000 is proposed for Platform Validators. With resources limited, are these a priority in the coming year?

Capital Projects Fund: State of Good Repair (SGR)

10. **Revenue Vehicles – Fixed Route:** \$17,600,001 is proposed. How many vehicles are currently on order? Will vehicle needs be reevaluated in FY20/21?
11. **Technology Infrastructure & Systems:** \$2,296,140 is proposed. This amount is far above that in recent years. What does this number include?

Capital Projects Fund: Other Projects

12. **Transit Tomorrow:** What services does the community most need? Although the answer might change, the question is as relevant now as it was before COVID-19. How does LTD plan to identify the right mix of services going forward?

We appreciate your attention to these details, and welcome your thoughts or questions. Many thanks in advance

For BEST,



Marianne Nolte
Transportation Options Coordinator
801-750-4969
marianne@best-oregon.org



FY2021 PROPOSED BUDGET – PUBLIC HEARING MAY 27, 2020
RESPONSES TO QUESTIONS

June 3, 2020

At the request of the Board of Directors, this document includes the responses to questions submitted by BEST at the May 27, 2020 public hearing for the FY2021 Proposed Budget.

General Fund

Question #1:

Public Affairs: Two years ago, the Public Affairs Department had 4 FTE in the General Fund. Last year it had 1 FTE. Is there any allocation for this function in 2020–2021?

Response:

LTD evaluates its organizational structure and FTE (full-time equivalent) against its upcoming priorities on an annual basis, and whenever vacancies arise. The Public Affairs Department had been created by putting various positions under one department and capitalizing on the strengths of specific individuals and the evolving needs of the organization. As individuals and the needs have changed, the Public Affairs Department was eliminated and the positions/functions were realigned to other workgroups.

Given the recent reduction of 14 administrative employees, workgroups were once again re-evaluated in every Department. Important key activities previously handled by the Public Affairs Department such as government affairs, press releases, media activities and event coordination continue to be managed by existing staff or professional consultants.

General Fund / Point2Point Fund

Question #2:

Point2Point: Over the last few years, the Point2point Department has had roughly 5 FTE in the General Fund. Now it is proposed to have no FTE, but the Point2Point Fund shows operating requirements of \$1,209,819. How will this work?

Response:

In a post COVID-19 environment, it is critical LTD reimagines how to engage the programs previously managed under P2P. In collaboration with regional partners, LTD will develop a plan forward that evaluates program goals in a comprehensive manner to find appropriate solutions to meet community needs and expectations.

Capital Projects Fund

Question #3:

Transfer to Capital Projects Fund: Over the last two years, no resources have been transferred from the General Fund to the Capital Projects Fund. For the coming year, \$5,454,931 is proposed to be transferred in order to satisfy grant match requirements. Will this transfer impact General Fund revenues, which are much lower this year?

Response:

Transfers to the capital fund are made primarily to meet grant match requirements. While projects and project timing vary each fiscal year, the goal continues to be 1) covering all grant match and project requirements for the current fiscal year, and 2) covering near-term grant match requirements to account for project timing variability. The last two years did not require a general fund transfer because there was sufficient working capital from the prior year(s) to cover the projects for those years. The past two years were unique, as historically there were annual transfers as follows:

- 2015 - \$3.4M transfer,
- 2016 - \$1,7M transfer,
- 2017 - \$18.5M transfer,
- 2018 - \$5.3M transfer.

The majority of the current year transfer of \$5.5M is to meet current year grant match requirements. In addition to grant funded projects, this transfer will be used for planning studies, passenger boarding improvements, the Green Lane corner improvement for the Santa Clara Transit Station, and the Hunsaker Development project.

Question #4:

Total Capital Outlay: \$30,005,575 is proposed. This amount is far above that in recent years. Are all of these capital outlays essential in a time of limited resources?

Response:

Capital projects included in the Capital Fund are essential in a time of limited resources. LTD must judiciously continue to replace buses as it operates one of the oldest bus fleets in the nation to reduce maintenance costs and meet community standards for sustainability. Of the \$30,005,575, 96% is focused on Fleet replacement, Technology Investments and Facility and System Infrastructure as follows:

- Fleet Replacement and Maintenance - \$20.4 million, 68%;
- Technology Investments - \$3.2 million, 10.8%.
- Facilities and System Infrastructure - \$5.1 million, 17.1%.
- Planning - \$1.2 million, 4.1%

Information about the projects are provided below.

Capital Projects Fund: Improvement Projects (IP)

Question #5:

MovingAhead: \$453,677 is proposed. Will LTD lead MovingAhead, or is LTD looking for the City of Eugene to lead in the coming year?

Response:

The \$455,677 identified for this project reflects the remaining federal grant funding dedicated to this project. LTD is the grantee for this funding. It is anticipated that the bulk of this funding will not be expended in FY 21. It is expected that decision-making by the Eugene Council and LTD Board will take place at some point in FY 21. The remaining grant funding will be available to assist the city and LTD in the development of corridor implementation planning and more

detailed environmental analysis; and, based on the outcomes of the decision-making, the development of grant applications for federal and state funding.

Question #6:

Main Street-McVay Transportation Study: \$105,000 is proposed. What is LTD's role in the study, and is it still timely?

Response:

LTD remains the lead on this project. The \$105,000 represents the remaining federal grant funding dedicated to this project. This study is on hold at the request of the city of Springfield as it completes its work on the Safety Study in partnership with ODOT. It is anticipated that some work may take place this fiscal year. Staff is currently in the process of developing a work plan.

Question #7:

Planning Studies: \$543,908 is proposed. Are these studies itemized in the budget document?

Response:

The Planning Studies project in the CIP is comprised of several planning priorities for the coming year, including the following:

- West Eugene EmX Before and after Study/Origin & Destination Study
- Strategic Business Plan
- Marketing and Brand Plans

In addition, resources are included to secure the assistance of LCOG and Jarrett Walker Associates (JWA). It should be noted that 46% of the total \$543,908 represents the total contractual amount remaining in JWA's five-year contract (through December FY22). This amount is not anticipated to be totally expended in FY21. Any unspent amount would be carried forward to the following year as beginning working capital.

Question #8:

FTN Safety & Amenity Improvements: \$560,000 is proposed. With resources limited, are these a priority in the coming year?

Response:

This is a federal grant to provide improvements to the region's Frequent Transit Network (FTN). It is intended to provide bus stop-level improvements along these FTN corridors to increase the attractiveness of LTD's service as well as addressing location-specific safety needs. This grant spans several fiscal years.

Question #9:

Technology Infrastructure & Systems: \$450,000 is proposed for NOVUS Modules and \$500,000 is proposed for Platform Validators. With resources limited, are these a priority in the coming year?

Response:

NOVUS Modules - LTD uses NOVUS software to manage operations for our RideSource Call Center. These modules will increase efficiency reducing the need for staff increases, improve

service delivery and accurate performance data, provide a better customer experience, and achieve new requirements for NEMT compliance.

TouchPass Platform Validators - LTD is not currently verifying fares electronically on EmX. As a result, we are unable to verify fare compliance, and collect aggregated data such as what fares/programs are being used to access EmX. Without this validation, the data benefits of the electronic fare management system are incomplete and not as useful.

Capital Projects Fund: State of Good Repair (SGR)

Question #10:

Revenue Vehicles – Fixed Route: \$17,600,001 is proposed. How many vehicles are currently on order? Will vehicle needs be reevaluated in FY20/21?

Response:

LTD currently has two (2) orders for buses that will be paid for in FY 20-21. The first order is for five (5) Diesel/Hybrid-Electric 60' EmX buses, which is expected to arrive late summer 2020. The second order is for eleven (11) Electric 40' buses, which is expected to arrive in the first quarter of the calendar year 2021. Future bus purchases will be evaluated throughout FY 20-21 as part of our Community Investment Plan.

Question #11:

Technology Infrastructure & Systems: \$2,296,140 is proposed. This amount is far above that in recent years. What does this number include?

Response:

LTD has several technology systems that are reaching their useful end of life and must be updated or replaced in order to meet the standards set by Microsoft to operate on current servers, to meet current data backup guidelines and privacy regulations, or to provide coverage in a Disaster Recovery scenario. The projects initiated under this year's CIP include updates to, or replacements for, Planning, Financial, and Operations software; as well as Data Governance, IT Resiliency, and Disaster Recovery initiatives. Additionally, to achieve new requirements for NEMT compliance at our RideSource Call Center, the current VoIP phone system will need to be replaced.

Capital Projects Fund: Other Projects

Question #12:

Transit Tomorrow: What services does the community most need? Although the answer might change, the question is as relevant now as it was before COVID-19. How does LTD plan to identify the right mix of services going forward?

Response:

At this point in time, final public engagement and decision making has not occurred for LTD's Transit Tomorrow process. The unprecedented impacts of the COVID-19 pandemic have required LTD to drastically reduce the level of service it is currently providing to the region. The pandemic has had impacts on both LTD's funding and the region's transit market. As reopening progresses, LTD is taking a "Public Health First" approach to service deployment - safely

operating the minimum level of service that can be provided for essential trip making in the region. It is anticipated that LTD may not return to pre-pandemic levels of service for 12-18 months. During that time, any additions in service by LTD will be made in a manner that best supports the region's recovery efforts.



AGENDA ITEM SUMMARY

DATE OF MEETING: June 10, 2020

ITEM TITLE: RIDERSHIP AND OPERATIONS UPDATE

PREPARED BY: Tom Schwetz, Director of Planning and Development

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: To provide the Board with an update on current ridership trends and operations.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information.

HISTORY: Beginning with the closure of the UO during the week of March 16, LTD's ridership experienced a decline until the week of March 23 when data indicates that ridership leveled out. The attached set of charts provide an overall view of LTD's ridership trends between May 4 and June 4, 2020, for both LTD's fixed route service and RideSource services. These charts include:

- Figure 1 - Summary of Boarding Activity Through 6-4-2020
- Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-4-2020
- Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-4-2020
- Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 6-4-2020
- Figure 5 - RideSource Total Call Volume through 6-3-2020
- Figure 6 - RideSource Trips by Type through 6-3-2020
- Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops
- Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

Trends in Fixed-Route Service

Overall, every route has the experienced ridership reductions. In particular, EmX and LTD's core routes have seen heavy reductions, though EmX continues to carry the majority of overall ridership. LTD's ridership has gone from an average of about 35,000 boardings per day on an average weekday in 'normal' times to about 10,000 boardings on an average weekday. This represents about a 70% reduction in our ridership – similar to what is being seen across the country. During this period of time, evening service (after 8:30 PM) - has been fairly stable currently at about 1,000 average weeknight boardings.

On May 8, 2020 Lane County formally submitted its "Blueprint for Re-opening" to the Governor. Phase 1 of this blueprint will include opening of some businesses that can be expected to increase the level of travel and social interaction within the Eugene-Springfield area. In that context, LTD's ridership trends are expected to change. As of the date this memo was written, weekday boardings during Phase 1 Reopening (May 15-May 21) are averaging approximately 10,000. While this is not enough data to firmly establish a shift in ridership, staff will be continuing to assess the level of change in boardings, how transit is being used in this phase of re-opening, and where overloads may be occurring.

LTD has made several changes in its level of service in an effort to provide service in a safe manner for essential trip making under Covid-related conditions. These changes are illustrated in Figure 4 and include:

1. For the period between 3-1 and 3-21, LTD was operating a "normal" level of service, and was providing service 7 days a week.
2. For the week of 3-23 (the first full week of the Governor's Stay Home order), LTD operated a Saturday level of service during the weekdays, a Sunday level of service on Saturdays and ceased operating on Sundays.
3. The following period (3-30 through 4-24), LTD operated a modified Sunday level of service during the weekdays, adding morning and evening trips on key routes.

4. On 4-27, LTD began operating the modified Sunday service Monday through Saturday, increasing EmX service frequencies to 10 minutes between 9 AM and 4:30 PM. This level of service will continue until 6-7. The last period shown in the graph (5-17 through 5-29) reflects a small increase in boardings during the first full 2 weeks of Phase 1 Reopening.
5. On Sunday 6-7, LTD will begin 7-day service, reinstating Sunday service. In addition, LTD will begin operating three different day types - weekday, Saturday, and Sunday service.

In terms of who might be using LTD's services during this period of time, it is useful to consider which community residents are most transit dependent. Though there are likely many factors that would cause someone to be dependent on transit, income, access to a vehicle, and possession of a driver's license are some of the most important factors. In LTD's 2019 Origin-Destination Survey, 61% of riders indicated that they do not have a driver's license. Many riders (46%) live in households that do not own a car. While many students do not have access to a vehicle, nearly as many non-students lack driver's licenses or vehicles.

Transit dependence is much more highly tied to income. A high percentage of LTD's ridership is comprised of lower-income individuals who tend to ride transit more days per week than those who have higher incomes. In 2019, 45% of our non-student ridership made less than \$15k per year, and 56% make \$25k or less. Overall, our 2019 survey indicates that 47% of our ridership in 2019 reported incomes of less than \$15k. In the 2015 survey, this number was 46%. It is with that reality in mind, that it was decided to move to a modified Sunday service, which is operating from 7:30 AM to 10:30 PM, rather than the 8:30 AM to 8:30 PM span that would normally be operated on Sundays.

Stop-Level Boarding Analysis

Staff has been researching the change in boarding activity between last year and this year between the end of March and late April with respect to high-volume stop locations. This provides some insight into who might be using those stops and possibly the purpose of their trip making. As can be seen in Figure 7, the majority of highest stop locations in 2019 for regular service were associated with University and LCC students. In contrast, the highest used March-April 2020 stop locations are primarily in the northwest and western side of Eugene, River Road, and parts of Springfield. Several of these stops are associated with shopping-related trip making (for example, Wagner East of Cubit is the stop associated with Winco).

Note that several of the stops associated with shopping are on both lists and represent stops on the West Eugene EmX line. There is also a correlation between the 2020 stop locations and lower income concentrations of population. LCC and UO have made up 50% of overall ridership in the past, but large parts of LTD's approximately 10% ridership decline are related to UO and LCC ridership as well as the rest of the community. A specific example of this - the 79X used to be a large contributor to student ridership. There has been a significant reduction in the demand for that service due to with the students moving closer to the University in response to the increase in housing adjacent to campus.

For March 30 through April 24, 2020, the top EmX station in terms of average weekday boardings during that period was the Commerce Station Outbound, having approximately 246 boardings on an average weekday. Using Figure 8, you can see that, for the same period in 2019, that stop was experiencing 678 average weekday boardings. In addition, you can look at the table showing the 2019 top 10 EmX stops and see that the Commerce Station Outbound was ranked number 3 in 2019.

Trends in RideSource Operations

On March 16, consistent with LTD's fixed-route service, RideSource switched to urgent and essential trips only. When Sunday service on fixed-route was stopped, RideSource stopped providing non-life sustaining ADA trips on Sundays. Medicaid trips or life sustaining trips are available through LTD's external providers at all times. Data has been gathered on LTD's RideSource operations during this time period. Governor Brown lifted the order which had delayed non-urgent procedures at medical facilities beginning on May 1, 2020. LTD continues to urge fixed-route and paratransit riders to avoid travel on public transit unless there is an urgent and essential need. Paratransit riders are allowed to self-select whether a trip is considered urgent and essential.

Figures 5 and 6 provide an overview of the RideSource Call Center Activity and RideSource Trips by Date and Program for the period April 20 through May 20. This data continues to show a lower ridership for the service, though

an increasing trend since the May 1 action by the Governor, and as Lane County's Blueprint For Reopening has progressed.

Safe Operations for Essential Trips

Ridership productivity is not the goal at this time. This is true for two reasons; first, we need to make sure that we are providing a 'useful' level of service - one that meets the demands we are observing during this period; and second, we need to run enough frequency to avoid too many people on a bus at one time. LTD began managing loads on April 4. Currently, LTD is limiting 40 foot buses to 20 passengers and 60 foot buses to 30 passengers. In addition, on April 9, LTD began requiring that all passengers wear masks (i.e., masks, bandanas, scarves) while on LTD property or vehicles. This can be characterized as a "Public Health First" approach to service deployment - safely operate the minimum level of service that can be provided for essential trip making in the region.

Ridership levels will continue to be monitored closely as conditions change. A report on both ridership activity and operational activities will be provided at each of the board's meetings during this period.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION:

- Figure 1 - Summary of Boarding Activity Through 6-4-2020
- Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-4-2020
- Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-4-2020
- Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 6-4-2020
- Figure 5 - RideSource Total Call Volume through 6-3-2020
- Figure 6 - RideSource Trips by Type through 6-3-2020
- Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops
- Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

PROPOSED MOTION: N/A

Figure 1 - Summary of Boarding Activity Through 6-4-2020

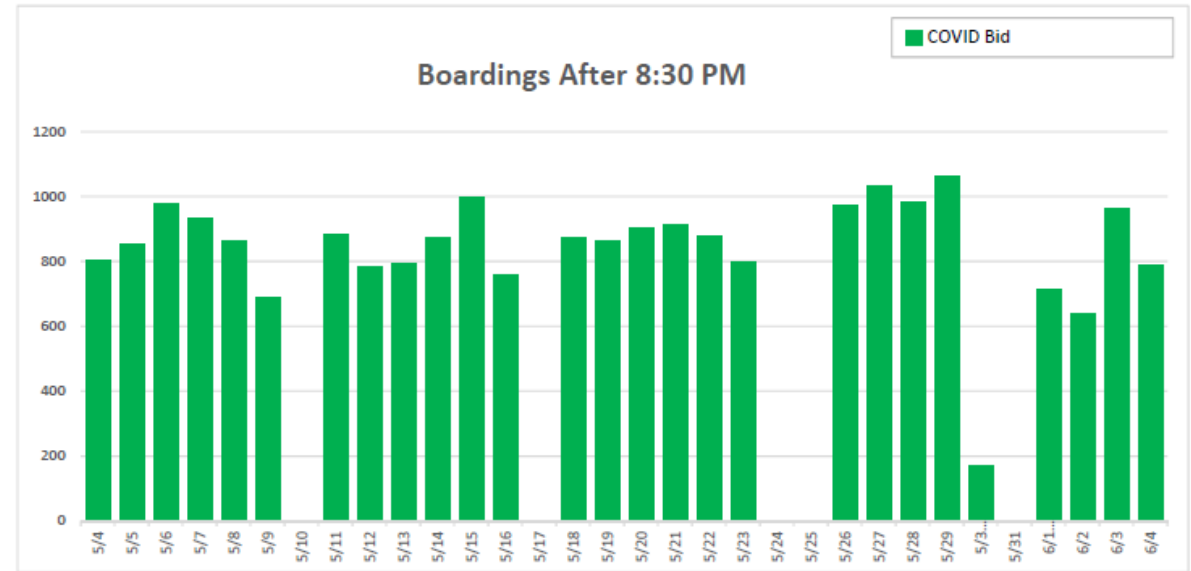
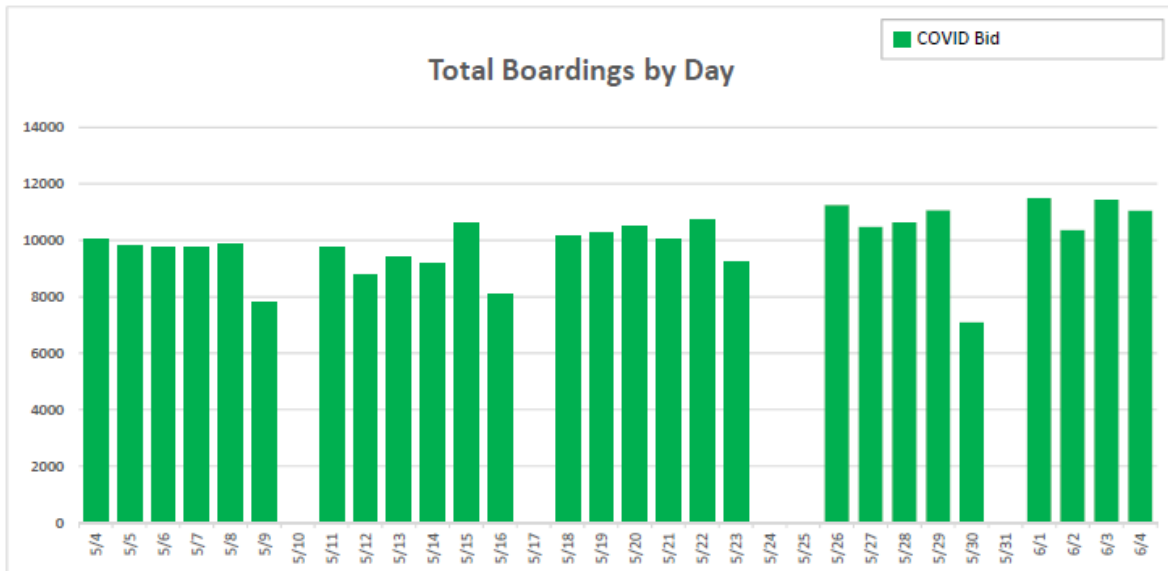
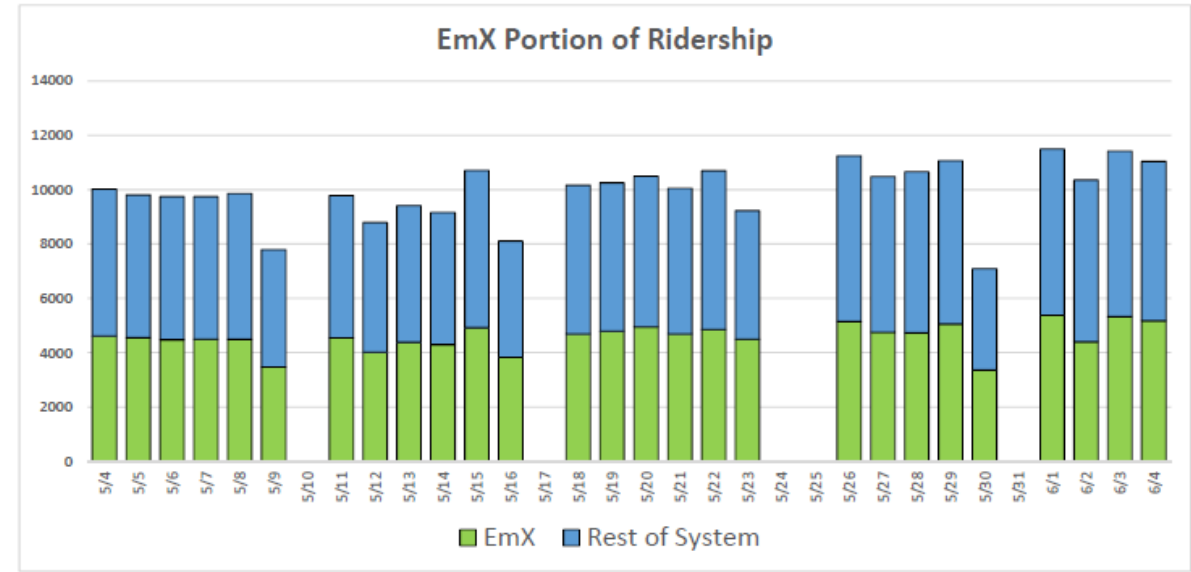
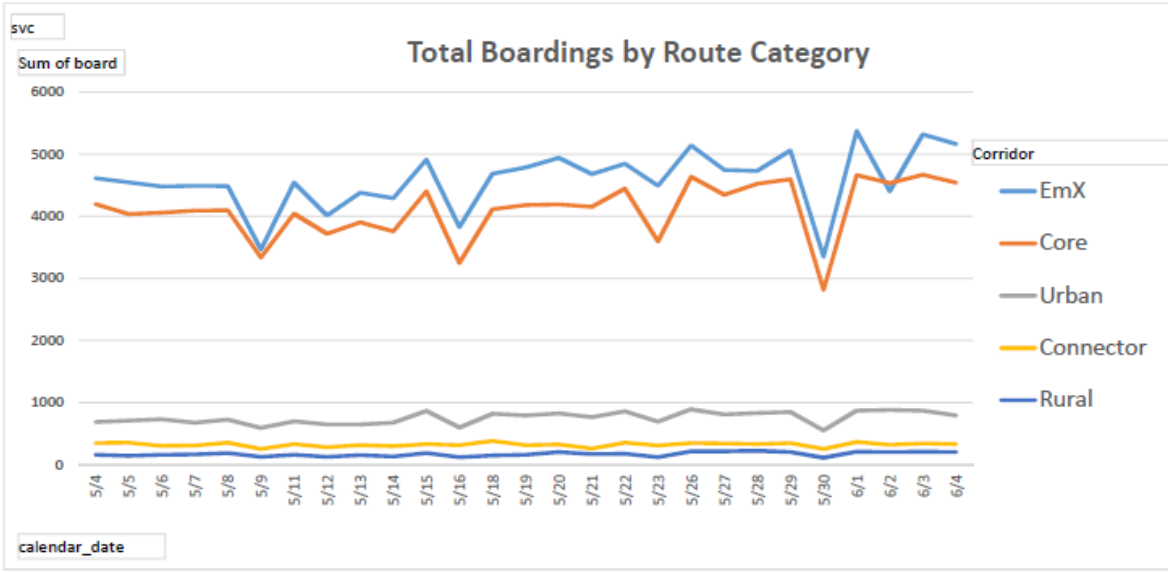


Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-4-2020

Number of Trips with Load over 20 (40' Buses)

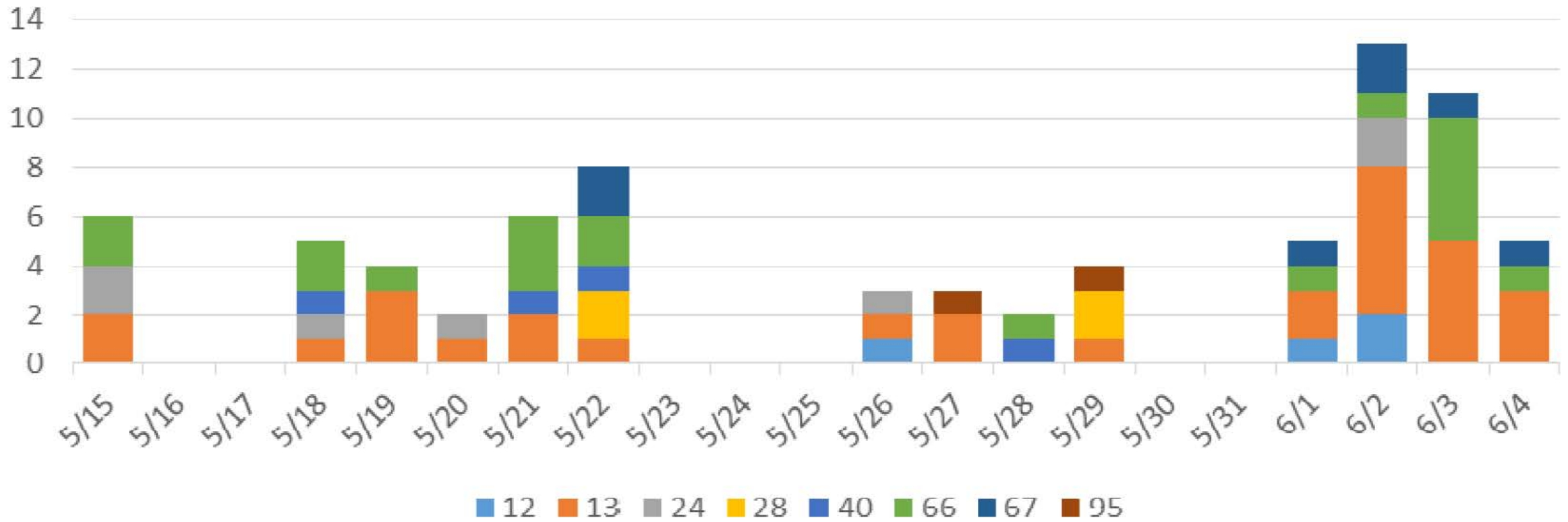


Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 5-30-2020

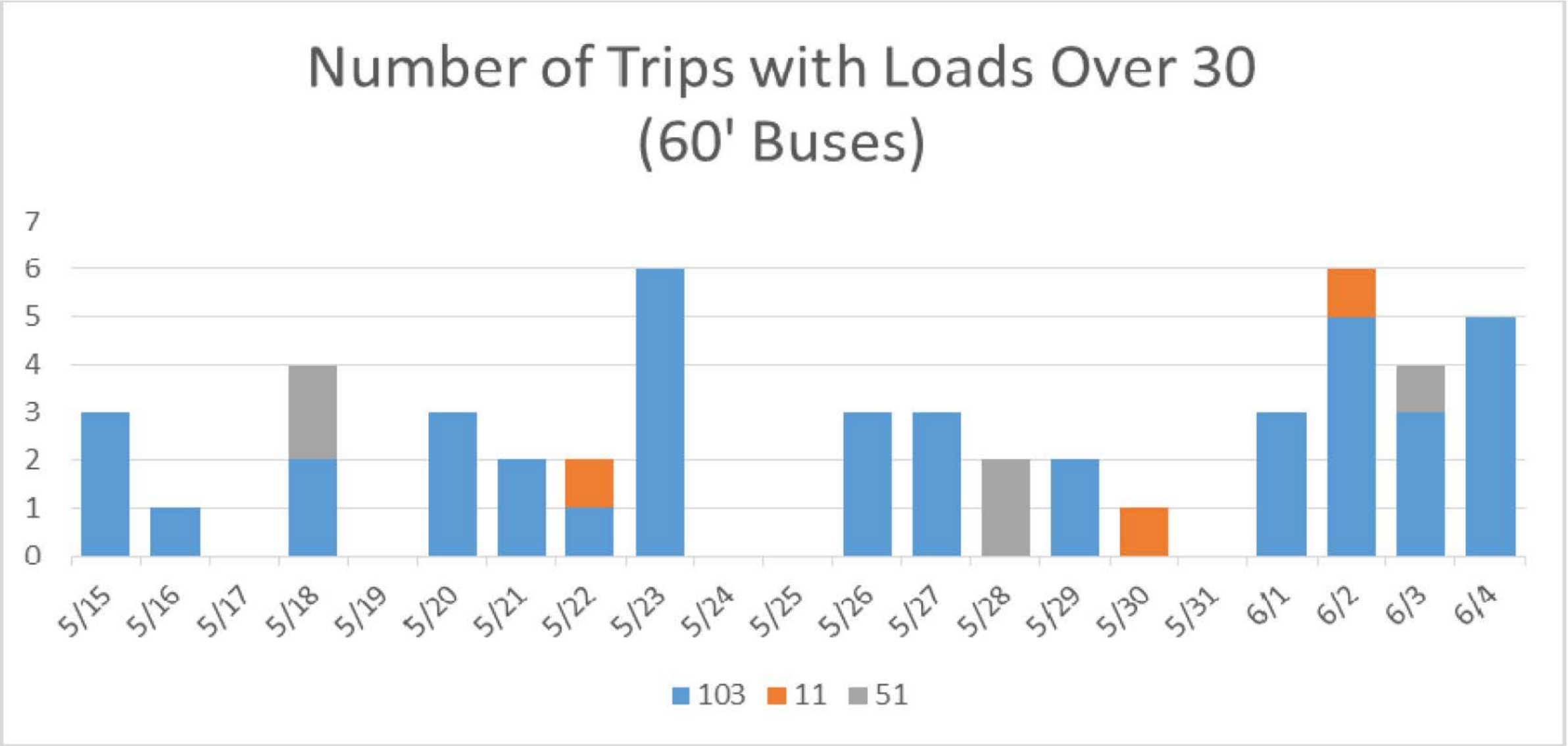


Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020

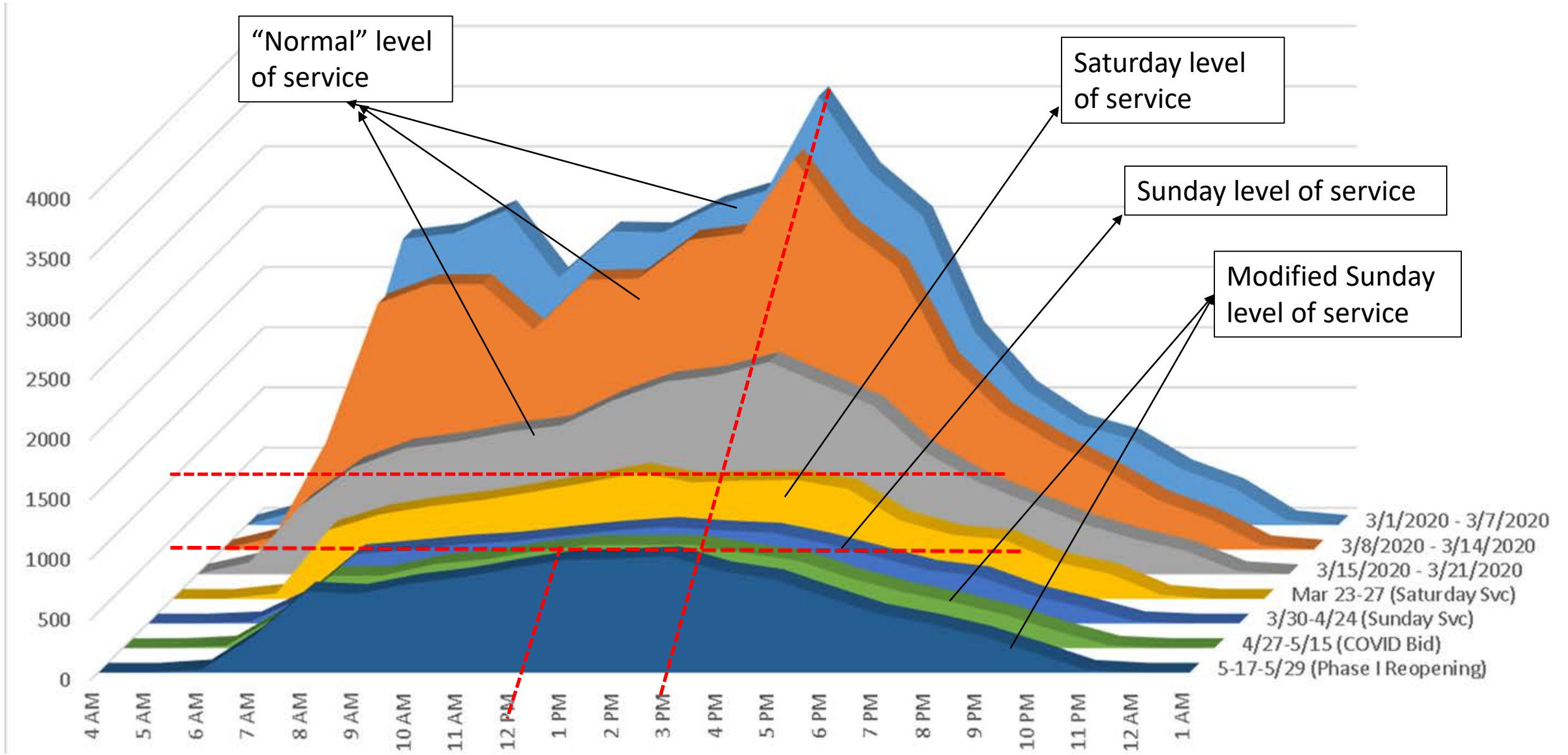


Figure 5 – RideSource Total Call Volume through 6-3-2020

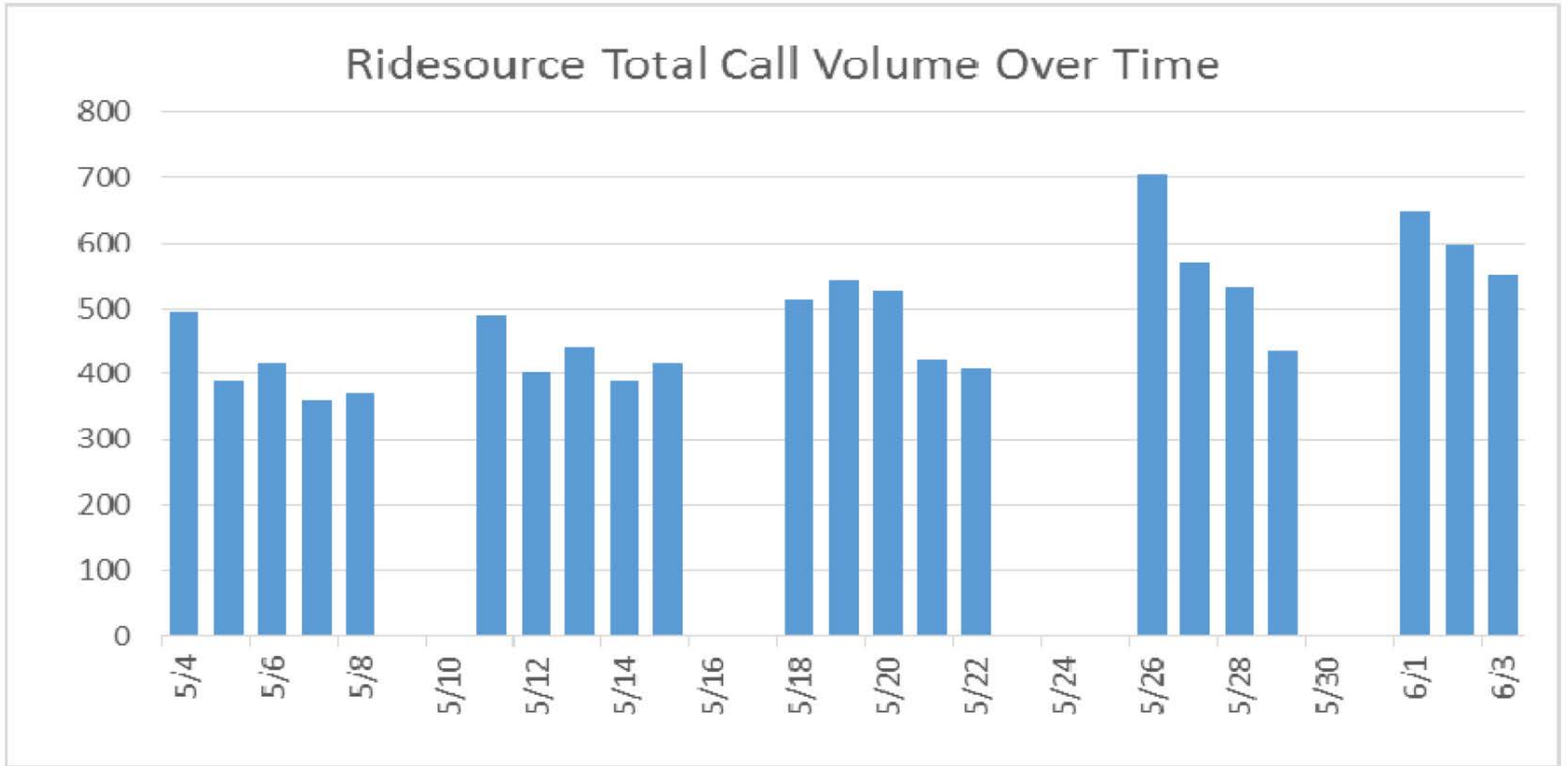


Figure 6 – RideSource Trips by Type through 6-3-2020

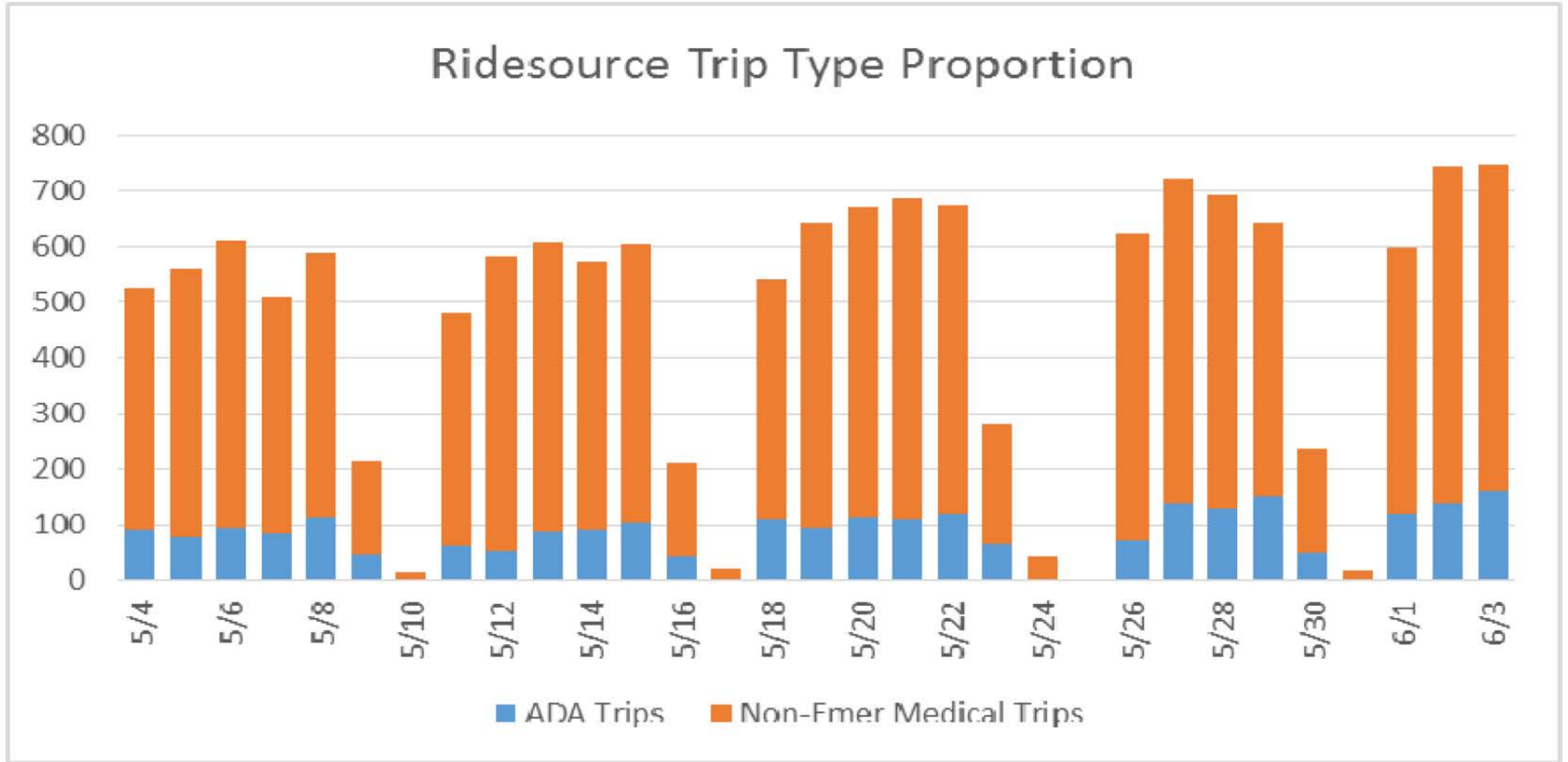


Figure 7 – Comparison of Average Weekday Boarding Activity 2019 & 2020 Top 10 Regular Service Stops

Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	2095	S/S of Wagner E of Cubit	66.0	194.0	1	2303	LCC Station Bay C	575.2	28.8
2	19	N/S of Main W of 58th	62.2	186.3	2	1560	University of Oregon Station - Bay F	541.0	27.1
3	964	W/S of Hwy 99 N of Side	54.6	69.0	3	1550	University of Oregon Station - South	418.1	20.9
4	1897	S/S of 11th W of Commerce (Walmart)	50.7	151.7	4	542	N/S of MLK Blvd W of Kinsrow	300.9	15.0
5	61	N/S of Olympic E of 18th	42.8	116.5	5	2095	S/S of Wagner E of Cubit	194.0	9.7
6	707	(RRS) E/S River Rd N of River Ave (NE)	37.8	178.3	6	19	N/S of Main W of 58th	186.3	9.3
7	1961	E/S of Garfield N of 10th	33.8	71.2	7	2302	LCC Station Bay B	186.1	9.3
8	14	W/S of 69th N of Main St	32.6	114.8	8	2097	N/S of 11th W of Commerce (Target)	184.0	9.2
9	963	W/S of Hwy 99 S of Royal	32.1	66.7	9	707	(RRS) E/S River Rd N of River Ave (NE)	178.3	8.9
10	1508	Gateway Sta.-Bay B (to ES)	31.4	161.8	10	564	W/S of Coburg N of Cal Young	163.0	8.1
Yellow		Represents a Top 10 Stop							
***		Eugene Station and Springfield Station stops not included							

Figure 8 – Comparison of Average Weekday Boarding Activity 2019 & 2020 Top 10 EmX Stops

Average Weekday Boardings) March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings April 1 through April 26, 2019 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	9961	Commerce Station Outbound	245.7	678.0	1	9966	EmX Walnut Station Inbound	762.3	50.9
2	9953	Seneca Station Outbound	125.6	374.9	2	9964	EmX Dads' Gates Station Inbound	704.0	21.1
3	9940	Monroe/7th Station Outbound	90.0	356.6	3	9961	Commerce Station Outbound	678.0	245.7
4	9939	Monroe/6th Station Inbound	89.1	217.7	4	9965	EmX Agate Station Inbound	663.7	30.0
5	9948	Garfield/10th Station Outbound	80.2	245.1	5	9903	EmX Dads' Gates Station Outbound	579.1	22.1
6	9947	Garfield/11th Station Inbound	74.4	165.6	6	9902	EmX Hilyard Station Outbound	476.2	44.6
7	9938	Charnelton Station Inbound	65.1	210.3	7	9953	Seneca Station Outbound	374.9	125.6
8	9951	Oak Patch Station Outbound	52.4	249.6	8	9940	Monroe/7th Station Outbound	356.6	90.0
9	9963	EmX Hilyard Station Inbound	52.0	292.9	9	9904	EmX Agate Station Outbound	341.0	16.4
10	9966	EmX Walnut Station Inbound	50.9	762.3	10	9963	EmX Hilyard Station Inbound	292.9	52.0
Green	Represents a Top 10 Stop								
***	Eugene Station and Springfield Station stops not included								





**BOARD OF DIRECTORS
SPECIAL MEETING - Wednesday, June 10, 2020**

AGENDA ITEM III – Board President’s Comments’ Handout

1. During the “Announcements and Additions to the Agenda” portion of a meeting, any Board member can bring up an item(s) that need to be added to the ***current*** Board agenda. This should be used sparingly as they add to time-prescribed meetings and does not give the public advance notice. Board members will vote about whether to add the item(s) at the conclusion of the published agenda.
2. During the “Announcements and Additions to the Agenda” portion of a meeting, any Board member can bring up items a Board member wants addressed at a ***future*** Board meeting. This option should be used liberally as it gives staff time to work on the item(s) and gives the public advance notice. Board members will vote about whether to add the item(s) to a future meeting at the conclusion of the published agenda.
3. Contact the Board President to request an item be added to a future agenda. The Board President will work will staff to determine at what meeting the item will be addressed.



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