

Public notice was given to *The Register-Guard* for publication on July 4, 1986.

**LANE TRANSIT DISTRICT  
SPECIAL BOARD MEETING**

July 9, 1986

7:30 p.m.

McNutt Room  
Eugene City Hall

**A G E N D A**

- I. CALL TO ORDER
- II. ROLL CALL  
Nichols\_\_\_\_\_ Pusateri\_\_\_\_\_ Smith\_\_\_\_\_ Brandt\_\_\_\_\_  
Calvert\_\_\_\_\_ Eberly\_\_\_\_\_
- III. INTRODUCTORY REMARKS BY BOARD PRESIDENT
- IV. AUDIENCE PARTICIPATION
- V. EMPLOYEE OF THE MONTH
- VI. ITEMS FOR ACTION AT THIS MEETING
  - A. Approval of Minutes
  - B. U of O Station
    - 1. Grant Amendment Approval
  - C. Downtown Station
    - 1. Consultants Report
    - 2. Approval of Planning Process



- D. Request for Service, South Willamette
  - E. Election of Board Secretary
- VII. ITEMS FOR INFORMATION AT THIS MEETING
- A. Current Activities
    - 1. Special Services Report
    - 2. Eugene in Motion Commendation.
  - B. Monthly Financial Reporting
    - 1. There will be no monthly financial report at this meeting.
- VIII. ITEMS FOR ACTION/INFORMATION AT FUTURE MEETINGS.
- A. EXECUTIVE SESSION PURSUANT TO ORS 192.660 (1)(i), for the purpose of reviewing and evaluating the employment-related performance of the General Manager.
- IX. ADJOURNMENT

bdagenda.jhs



AGENDA NOTES

Page No.

- V. **EMPLOYEE OF THE MONTH:** The July Employee of the Month, Chuck Hodges, will be present at the meeting to receive his check and certificate and to be introduced to the Board. 7

VI. **ITEMS FOR ACTION AT THIS MEETING**

- A. Approval of Minutes: The minutes of the June 10, 1986 adjourned strategic planning work session are included in the agenda packet for Board review and approval. The minutes from the June Board meeting are not included for review in this month's Board packet, but will be available for approval during the August regular meeting. 8

- B. U of O Station 13

1. Staff Introduction: Increase in FAU Funds for Improvements to the University of Oregon Station.

Background: The District has been planning to make improvements to the main University of Oregon Station at 13th and Kincaid for some time. This location is the third busiest stop in the entire system.

In 1985, the District applied for \$66,000 in Federal Aid Urban (FAU) funds to make improvements at the site. Initial plans to construct three small shelters on Kincaid were revised due to the construction of the Chiles Building just east of the current Station. Plans now call for one large shelter to be located adjacent to the Chiles Building. This shelter will be much larger and provide for more passenger amenities than the three smaller shelters previously envisioned.

The Board was advised at the October 1985 meeting about the change in scope for the project and that an increase in FAU funds may be necessary.

The increase in FAU funding requested is \$14,000 for improvements to the main University of Oregon Station at 13th and Kincaid. The increase in local match would be about \$1,660. The District has the FAU funds available for this project.



Staff Recommendation: Approve the increase of Federal Aid Urban funds as outlined in the attached Memorandum.

C. Downtown Station

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1. Staff Introduction: A study has been undertaken to determine a "long-range" site for the downtown station, which includes an examination of the current Downtown Station. Even if a new site is determined to be the best alternative, it is likely that no action will be taken to move the station for at least four or five years.

A list of 15 possible locations for a downtown transit station has been reduced to four sites for intensive evaluation. Don Miles, a public space consultant from Seattle, has been jointly retained by LTD and the City to aide in the extensive evaluation of the four final sites.

The long-range transit station site will be included as part of the City of Eugene Urban Renewal Plan update. This will require review of the long-range plan recommendations by the City of Eugene Downtown Commission, Planning Commission, and City Council in July and August. For this reason, it is necessary that Board action on the long-range station site be taken at the July meeting.

2. Staff Recommendation: Staff will present the findings of the study and have a recommendation for Board action at the July 9 Board Meeting.

D. Request for Service, South Willamette

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1. Background: At the May, 1986 meeting of the Board, a patron addressed the Board requesting service to Willamette Street south of 46th Avenue. At the request of the Board, Planning has re-examined the feasibility of providing service to this area. In considering this service request, Planning looked at potential ridership and ridership loss in the south Willamette area by altering the #24 Wilamette route. A discussion of the service is outlined in the attached memorandum.





2. Findings: The proposed service would have very low productivity, and the service would negatively impact existing ridership. However, staff will monitor development in the South Willamette area. When development reaches threshold levels where productivity, efficiency and ridership standards can be met, service to the area will be reconsidered.
3. Staff Recommendations: Staff recommends that service not be provided to Willamette Street south of 40th Avenue at this time.

E. Election of Board Secretary

1. Issue Presented: Election of a Board Secretary.
2. Background: The current Board Secretary is Larry Parducci. With his resignation, a new secretary must be elected. The major function of the position is to sign official documents on behalf of the entire Board, i.e. grant applications, ordinances, resolutions, etc. The time commitment is minimal. Availability for document signing is important in the conduct of District business.

VII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Special Services Report: As a result of Board discussion about special services requested by persons and agencies in the community, a list of requests received (approved and denied) is being included in the agenda packet each month. 19
2. Eugene in Motion Participation Commendation: Enclosed is letter from the City of Eugene thanking LTD, the Board of Directors, and Ed Bergeron for their commitments to this community event. 20

- B. Monthly Financial Reporting: There will be no monthly financial report at this meeting because the Board meeting is being held early. August packets will include July reporting.



**VIII. ITEMS FOR ACTION/INFORMATION AT FUTURE MEETINGS.**

- A. **EXECUTIVE SESSION PURSUANT TO ORS 192.660 (1)(i)**, for the purpose of reviewing and evaluating the employment-related performance of the General Manager.

**IX. ADJOURNMENT**



MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED WORK SESSION

Tuesday, June 10, 1986

Pursuant to notice given to *The Register-Guard* for publication on June 5, 1986, an adjourned meeting of the Board of Directors of the Lane Transit District was held on Tuesday, June 10, 1986 at 6:00 p.m. at the Red Lion Motor Hotel, Springfield.

Present: Janet Calvert, President, presiding  
Peter Brandt, Treasurer  
Janice Eberly, Vice President  
Gus Pusateri  
Rich Smith  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Joyce Nichols  
Larry Parducci, Secretary

CALL TO ORDER: The meeting began at 6:00 p.m. with dinner and a staff introduction of topics to be discussed. Ms. Loobey introduced Roger Martin, Executive Director of the Oregon Transit Association, the District's lobbyist in Salem.

OREGON STATE LEGISLATIVE AGENDA: Mr. Martin talked about his background and the lobbying activities of the Oregon Transit Association (OTA). He stated that Ms. Loobey had been president of the OTA several times, and that the organization likes having her as president when the Legislature is in session because she is very good at speaking to legislative committees.

Mr. Martin talked about a transit needs study done by the State Public Transit Division, for which OTA paid 20 percent of the costs. One of the major issues facing public transit is financing, which will be an important issue for discussion in the next legislative session.

With the election of a new Governor next fall, new transportation directors will also be appointed. Mr. Martin thought that the gubernatorial candidates seem to have a more positive outlook toward transit, and their appointees will probably share that philosophy.

Ms. Loobey said there were three issues of concern to transit which will be addressed during the next legislative session. They are: (1) an attempt to make the Tri-Met Board of Directors elected instead of appointed; (2) mandatory binding interest arbitration; and (3) local

## MINUTES OF LTD ADX SESSION, June 10, 1986

financing. Mr. Mahe did not foresee any attempts to change the payroll tax base,ly since Tri-Met lost in its latest taxing issue.

Mr. Martin st;he is spending about half of his time on the issue of tort liabè thought that the legislators would listen to transit leaders liks more than they would to people such as bank presidents, etc., oisue.

Mr. Martin expiat he is an independent lobbyist. OTA is the largest group for wlobbies; United Grocers, circuit court judges, and the metropolitan district are others.

Dr. Smith askethe Board members could do to support issues which are good for . Mr. Martin replied that the most important thing the Board couould be to contact legislators when they are about to vote on an, since the voice from back home is the most influential voice th listen to. He said that Ms. Loobey had been very good about this f contact, but that it would be helpful if the Board members were ir, as well. He added that another possible way to help would be to hmeeting with the Tri-Met Board of Directors, to discuss issues of mutportance and to help an all-new board see how a cooperative, smoothlyng board can work.

Ms. Loobey explahat the LTD Board of Directors had assigned to her the day-to-day mring of the legislature, which she does to a large extent through She sometimes calls Board members to see how they feel about certaisues and Ms. Calvert has occasionally gone to Salem to testify, or t to legislators on the telephone, but, for the most part, the Board not been active in the day-to-day legislative activities.

**JOINT MEETING WITH-MET BOARD OF DIRECTORS:** Ms. Loobey said that she had talked to Ms.vert and Mr. Martin about the possibility of a joint meeting with the-Met Board of Directors. She thought it would make sense to discussgislative issues which are important to both transit districts, to sure that they agree on the issues as much as possible when testifyinefore the Legislature. Mr. Martin suggested a weekend retreat, in whithe Board members could get to know each other on a social as well as business level. He thought it could begin on Friday evening with aocial hour, meetings on Saturday, with dinner supplied by OTA, and dature for home on Sunday. The meeting would include Sherm Flogstad bm Medford, who is the president of OTA, and who made the original request for a joint meeting, and Mr. Martin would also hope to include one or to general managers from Vancouver or Seattle, to aid in the discussion. He said that the general manager of Tri-Met, Jim Cowan, and the chairman of the Tri-Met board are both interested in such a meeting. Mr. Martin asked if the Board could meet as early as the last weekend in June, because of the importance of the issues and the newness of the Tri-Met board. However, the LTD Board members who were present stated that they would agree to participate in such a meeting only if

there were a clear-cut agenda and a neutral facilitator, and if the LTD Board members were more prepared regarding the issues. It was decided that a meeting in late summer or early fall would be more reasonable. The agenda will be developed by Ms. Loobey, Mr. Martin, and Mr. Flogstad. Ms. Loobey said that Les White, of Vancouver, Washington, would be a good neutral facilitator if he is available. The meeting would be actually organized and convened through the auspices of OTA, for the benefit of transit in the state. It would be public information that OTA would be sponsoring a retreat for new members to talk about the role of long-range planning in a public entity.

Ms. Eberly wondered if the Board's attention should be directed toward the Legislature rather than Tri-Met on specific issues. Ms. Loobey replied that, if the two boards are totally opposed on specific issues, then the LTD Board can direct her to testify in a specific way to the Legislature. However, if the two boards are in agreement, then a united policy direction from both boards can be directed toward the legislators. She added that Tri-Met and LTD have been on the opposite sides of issues before the Legislature before, and they have agreed that they disagreed and presented their own sides to the Legislature. There have been instances in the past where Tri-Met has asked LTD to testify in favor of issues which do not affect LTD, so there is a history of that kind of cooperation. Since all seven Tri-Met Board members are newly appointed, part of the retreat can be to show them that there is a transit district 100 miles away that deals with similar issues, as well as how the LTD Board has dealt with certain kinds of issues, and to help them understand that what they do has a potential impact on LTD.

The Board members were in favor of Mr. Martin checking with Tri-Met to see if there is enough support for the idea of a joint meeting to make it successful, and preparing an agenda for discussion. Ms. Loobey said that staff would keep the Board informed about these issues.

**PRIVATIZATION:** Mark Pangborn, Director of Administrative Services, talked about the new federal requirements for subcontracting. He stated that LTD does support subcontracting as a cost-effective tool in specific areas. Subcontracting is presently used for specialized expertise, such as legal services; limited needs, such as replacement of broken windows; specialized equipment, especially if the equipment is expensive, such as for wheel alignment; and when costs are lower, such as for shelter maintenance. Criteria used by the District for subcontracting are the availability of qualified and reliable contractors, and the needs of the operating system. Subcontracting amounts to 7 percent of the Fiscal Year 1986-87 budget. Examples in administration are legal counsel, audits, armored car service, market research, bus advertising, architect, and labor negotiations. Examples of subcontracting services being used in maintenance are building and ground maintenance, bus stop shelter maintenance, glass replacement, wheel alignment, and reupholstery. In the provision of service, service for the elderly and handicapped is subcontracted out because it is cheaper and more effective.

Mr. Pangborn stated that staff see little change from present policy for the next fiscal year, especially in the administrative area. In maintenance, the District will have to look at value engineering for the new maintenance facility. Federal officials say that LTD will need to look at subcontracting that the District is now doing and some areas that could be subcontracted, and a detailed study will need to be made of these activities in the new facility. Mr. Pangborn stated that for two years the District has been trying to put a subcontracted feeder loop system in Junction City. This issue will be going to arbitration with the Union in August; specifically, the issue is whether the present labor contract, as interpreted by an arbitrator, allows LTD to contract out service in low productivity areas.

Mr. Pangborn stated that the view of the Urban Mass Transportation Administration (UMTA) is that any activity can be subcontracted, and transit districts should push as much as they can to the private sector, without concern for service needs, etc. The federal position is otherwise unclear, however. The staff recommendation is that the District continue on the current course, making local decisions based on stated criteria. He asked if the Board had concerns regarding this process.

Dr. Smith wondered if UMTA was telling the District that a certain percentage of its operation has to be subcontracted. Mr. Pangborn stated that the initial UMTA directive was for 5 percent next year, 10 percent in FY 87-88, 15 percent in FY 88-89, and 20 percent in FY 89-90. He said that LTD will at least meet the 10 percent goal in the next two years. Dr. Smith then wondered what the penalty would be for noncompliance. Mr. Pangborn replied that UMTA could withhold or cut federal funding, and would probably delay funding, while applying intense political pressure. Ms. Loobey stated that the goals have no real basis, and that the reporting requirements are onerous in their level of detail. She added that UMTA is not recognizing what LTD has done to this point, and that the District has had to do a lot of additional reporting in regard to the facilities project. The regulations are not yet in place, but UMTA staff are not making the commitment with funding until they see that LTD is making a good faith effort in the area of subcontracting.

Ms. Loobey added that the Small Operations Committee of the American Public Transit Association (APTA), of which she is chairman, is opposed to the way the regulations are drafted, and feels that the additional requirements are onerous and costly.

Dr. Smith thought the District was on the right track. Mr. Brandt thought that more government agencies should be looking at privatization, because there is a lot of duplication of services and money is being wasted. Ms. Loobey said that the worst part of the issue is that the Eugene/Springfield area has the same requirements that east coast transit systems have, and the issues are different. Transit operators are unhappy with what the federal government is requiring them to do, when the guidelines for comparison are not yet known. The government has also not given transit districts any flexibility on the labor protection side, so



there are problems in trying to meet goals for the subcontracting of service while complying with the Union interpretation of past 13(c) agreements, that the District cannot jeopardize the jobs of contract employees.

Mr. Brandt commented that the District should not spend a lot of time or money fighting this issue, but should try to meet the criteria. Mr. Pangborn stated that staff would continue to handle privatization as a local issue, and if privatization makes sense, based on the stated criteria, it will be done.

**SURVEY OF THE BUSINESS COMMUNITY:** Staff had distributed to the Board members copies of the results of a survey of the business community. Ms. Loobey stated that this is the first survey in which the District has just asked questions of the business community. Staff were continuing to analyze the significance of the survey results. Ed Bergeron, Marketing Administrator, stated that the business community is an important opinion group regarding transit issues. This is the first study which has been done to test how aware they are of what LTD is doing, as well as what kinds of issues are important to them. He said that, at a future meeting, staff will give the Board more information about what the results mean and where the District should go with the issues discussed in the survey.

Dr. Smith stated that the more he knows about LTD, the more impressed he is with how things are run. He thought that whether or not they were for or against public transportation was not a key issue for the business community, but whether or not the bus service was being run in a miserly enough fashion to suit their needs. He stated that more information on how the District is run, including productivity criteria, etc., should be distributed to the public through civic organizations. Mr. Brandt was surprised that fiscal management barely received an average rating.

The Board members asked to have a list of the survey respondents, without knowing what answers were given by each. They felt that there could be target industries which are paying taxes but not hearing about LTD. Mr. Brandt commented that the survey was taken while everyone was paying their taxes in early April. He was concerned that the smaller businesses are not as organized as with the Chambers of Commerce, and wondered how the District could reach them with more information. Ms. Eberly thought it was personal contact rather than a printed annual report which carried more information to the taxpayers.

**EUGENE IN MOTION PRESS CONFERENCE:** Ms. Loobey reminded the Board members that a press conference regarding the Eugene in Motion campaign would be held the following morning, and invited any of them to attend. Ms. Calvert was scheduled to speak at the press conference.

**ADJOURNMENT:** With no further discussion, the meeting was unanimously adjourned at 9:30 p.m.

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Board Secretary





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

July 9, 1986

MEMORANDUM

TO: BOARD OF DIRECTORS  
FROM: PLANNING ADMINISTRATOR  
RE: INCREASE IN FAU FUNDS FOR IMPROVEMENTS TO THE UNIVERSITY OF OREGON STATION

The District has been planning to make improvements to the main University of Oregon Station at 13th and Kincaid for some time. This location is the third busiest stop in the entire system (behind the Eugene Mall and Lane Community College); approximately 1400 to 1500 boardings and deboardings occur at 13th and Kincaid every weekday during the school year.

In 1985, The District applied for \$66,000 in Federal Aid Urban (FAU) funds to make improvements at the site. Initial plans to construct three small shelters on Kincaid (two north of 13th and one south of 13th) were revised due to the construction of the Chiles Building just east of the current Station. Plans now call for one large shelter to be located adjacent to the Chiles Building. This shelter will be much larger and provide for more passenger amenities than the three smaller shelters previously envisioned. The currently planned level of passenger amenities is appropriate for a high use stop such as this one.

The Board was advised at the October 1985 meeting about the change in scope for the project and that an increase in FAU funds may be necessary.

Cost

The District originally budgeted \$66,000 for the University improvements. It is currently estimated that the shelter may cost up to \$80,000. This figure includes all engineering and contingencies. It does not include the cost of pavement improvements and street lighting. This cost (estimated to be about \$30,000) will be borne by the University. In addition, the University is allowing the shelter to be built on their land, a request which had previously been denied.

The increase in FAU funding requested is \$14,000. The increase in local match would be about \$1,660. About half this increase is for additional engineering work that is necessary because the design of the project was changed after substantial design work was completed. The District has the FAU funds available for this project.



U of O Bus Stop  
Page 2

Schedule

Should the Board approve the increase in FAU funds for the project, the facility improvements would be completed in time for the start of school on September 25, 1986.

Staff Recommendation

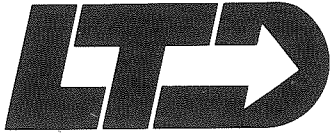
Approve the increase of in Federal Aid Urban funds as outlined in this Memorandum.



Stefano Viggiano  
Planning Administrator

SV/caf





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

July 9, 1986

MEMORANDUM

TO: BOARD OF DIRECTORS  
FROM: PLANNING ADMINISTRATOR  
RE: SITE SELECTION FOR THE DOWNTOWN TRANSIT STATION

As the Board is aware, staff from the District and the City of Eugene have been working to determine the best site for a downtown transit station. While the current site has worked well for the District and has been an instrumental factor in ridership growth during the last three years, it is not optimal from either the District's or the City of Eugene's perspective. The site selection underway is to determine a "long-range" site for the downtown station. It is likely that even if a new site is determined to be the best alternative, no action will be taken to move the station for at least four or five years.

A list of 15 possible sites for a downtown transit station has been reduced to four sites for intensive evaluation. The four final sites are; 1) the current station; 2) a partially off-street station at 10th and Olive; 3) a completely off-street station at 10th and Olive; and 4) the "butterfly lot" just west of the Public Service Building. Don Miles, a public space consultant from Seattle, has been jointly retained by LTD and the City to aide in the extensive evaluation of the four final sites.

The site selection study is nearly complete. By the time the Board meeting is held, staff will have a preliminary report on the site evaluation from the consultant. Staff will discuss the results of the study with the Board at the July meeting.

The long-range transit station site will be included as part of the City of Eugene Urban Renewal Plan update. This will require review of the long-range plan recommendations by the City of Eugene Downtown Commission, Planning Commission, and City Council in July and August. For this reason, it is necessary that Board action on the long-range station site be taken at the July meeting.

At the meeting, staff will present the findings of the study and have a recommendation for Board action.

A handwritten signature in cursive script, appearing to read 'Stefano Viggiano'.

Stefano Viggiano  
Planning Administrator

SV/caf







July 9, 1986

MEMO

TO: BOARD OF DIRECTORS  
FROM: MICKI KAPLAN, TRANSIT PLANNER  
SUBJECT: SOUTH WILLAMETTE SERVICE

**I. INTRODUCTION**

At the May 1986 meeting of the Board, a patron addressed the Board requesting service to Willamette Street south of 46th Avenue. Staff responded that the request had been considered in the past and denied because the service addition would not meet established productivity standards, but that the proposed service would be reevaluated. At the request of the Board, Planning has re-examined the feasibility of providing service to this area. A discussion of the service is listed below in section II, and a staff recommendation is located in section III.

**II. DISCUSSION**

In considering this service request, Planning looked at potential ridership and ridership loss in the South Willamette area by altering the #24 Willamette route.

**A. #24 Willamette Route History**

The #24 Willamette route was added to the system to provide direct service from the neighborhood to the Eugene Mall and to increase the service frequency on Willamette Street to fifteen minute intervals. Although the neighborhood portion of the Willamette route duplicates the #23 Fox Hollow, ridership on the Fox Hollow did not decrease when the #24 Willamette route was added. This indicates that new "convenience" and commuter oriented riders were added to the system when the #24 Willamette route was implemented. Current productivity of the #24 Willamette route is 33.5 rides per hour. (This compares to a system wide average productivity of 27.0 rides per hour.)

In order to serve Willamette Street south of 46th Avenue, the portion of the #24 Willamette route south of 46th Avenue (Donald, 53rd Avenue to Saratoga) would need to be eliminated. The following analysis discusses the proposed route change.



B. Analysis

Based on research conducted by the Lane Council of Governments, there are approximately 189 dwelling units that could be serviced by a proposed route to the south Willamette area. This is less than half the dwelling units currently serviced in the neighborhood by the #24 Willamette Street bus. Ridership projections are indicated in the matrix below:

	PROPOSED ROUTE	EXISTING #24 WILLAMETTE ROUTE
Number of Dwelling Units in Neighborhood	189	391
Annual Ridership (Neighborhood segment)	14,500	21,588
Productivity*	4.7	7.6

\*Number of boardings and deboardings/bus stop

Ridership projections were calculated assuming ridership would be a portion of the average neighborhood rides of the existing #24 Willamette and #23 Fox Hollow routes. Given a maximum ridership projection, the proposed route would be low in productivity.

The current Willamette route was surveyed for patron boarding and deboardings. Based on this survey and projected ridership, if the current route was changed to go south of 46th Avenue on Willamette Street, a minimum estimate of 7,100 rides (33 percent) would be lost during the course of a year. Although the Fox Hollow route also services the existing Willamette route, the Willamette riders would be lost because they are primarily "convenience" riders, and would probably choose not to ride the Fox Hollow route due to increased travel times to the Eugene Mall.

III. Recommendation

The proposed service would negatively impact ridership; approximately 7,100 annual rides would be lost. The proposed route would be low in productivity and would carry 33 percent fewer rides than the current #24 Willamette route. However, staff will monitor development in the South Willamette area. When development reaches levels where increased productivity, efficiency and ridership is able to occur, service to the area will be reconsidered.



South Willamette Service, Cont.  
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Staff Recommendation:

Staff recommend that service not be provided to Willamette Street south of 46th Avenue at this time.

A handwritten signature in cursive script that reads "Micki Kaplan".

Micki Kaplan  
Transit Planner



SPECIAL SERVICES REPORT

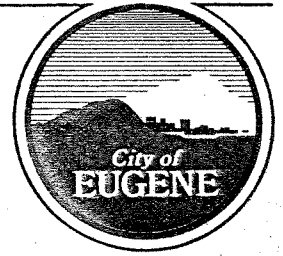
JUNE 1986

<u>Date of Service</u>	<u>Sponsor</u>	<u>Denied/Granted</u>
6/30/86	Marketing Division - Mobility International for presentation and demonstration of our handi-capped accessible buses. This is an international group that the District gives yearly tours to; this year's tour included a group from Costa Rica.	Granted

100

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June 16, 1986

Ed Bergeron  
Lane Transit District  
P.O. Box 2710  
Eugene, Oregon 97402

Dear Ed:

What can I say? "Thank you" doesn't seem like enough. Without your help and the support of LTD, the EUGENE IN MOTION festival would not have been so successful.

Here's just a few of the reasons why: financial support for the printing of the posters and then displaying them in all buses; the in house promotion; the support of the LTD board; Janet's presentation at the awards ceremony; the free pass day; and maybe most important, your willingness to do whatever you could to make the event a success. We often hear what a wonderful place Eugene is, but it requires the hard work of dedicated people like yourself to make it that way.

The City was delighted to have an opportunity to work with LTD. Hopefully this event will be the first of many joint projects. Please extend our thanks to your Board of Directors for their support. Again thank you, ED, and I'm looking forward to an even more successful event next year.

Sincerely,

Sandra Gleason  
Public Relations Coordinator  
Public Works Department

P.S. We have scheduled a debriefing session for July 9, 3 - 5 p.m., at the Permit and Information Center, Room A & B. Don't forget to bring all your creative suggestions and ideas for next year.

