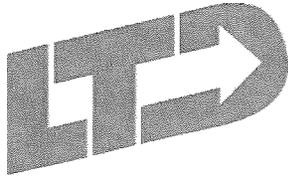


REGULAR BOARD MEETING

LTD BOARD OF DIRECTORS

October 19, 2011

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Lane Transit District

Public notice was given
to *The Register-Guard* for
publication on October 13, 2011.

**LANE TRANSIT DISTRICT
REGULAR BOARD MEETING**

**Wednesday, October 19, 2011
5:30 p.m.**

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

A G E N D A

Page No.

- I. CALL TO ORDER
- II. ROLL CALL
Kortge _____ Towery _____ Necker _____ Evans _____
Dubick _____ Eyster _____ Gillespie _____

The following agenda items will begin at 5:30 p.m.

- III. PRELIMINARY REMARKS BY BOARD PRESIDENT (5 minutes)
- IV. COMMENTS FROM THE GENERAL MANAGER (3 minutes) 4
- V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA 5
- VI. BOARD CALENDARS (2 minutes) 6
- VII. WORK SESSION
 - A. System-wide Ridership Report: 2010 Annual Route Review Effects
[Andy Vobora and Will Mueller] (25 minutes) 7
 - B. University of Oregon Transit Station Opening
[Joe McCormack] (15 minutes) 8

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

- VIII. EMPLOYEE OF THE MONTH – November (5 minutes) 9
[Mike Eyster]
- IX. AUDIENCE PARTICIPATION
 - ◆ *Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
 - ◆ *Citizens testifying are asked to limit testimony to three minutes.*

X. ITEMS FOR ACTION AT THIS MEETING

A. Consent Calendar	(1 minute)	10
1. Minutes of the January 24, 2011, Special Board Meeting/ Work Session with the Eugene City Council (Page 11)		
2. Minutes of the May 18, 2011, Regular Board Meeting (Page 17)		
3. Budget Committee Nomination: Warren Wong (Page 25)		

XI. ITEMS FOR INFORMATION AT THIS MEETING

A. Board Member Reports	(10 minutes)	28
1. Meetings Held		
a. EmX Steering Committee (September 20)		
b. Metropolitan Planning Organization's Citizen Advisory Committee (September 22)		
c. Lane Council of Governments Board of Directors (September 22)		
d. LTD Pension Trusts (October 11)		
e. Lane Area Commission on Transportation (October 12)		
f. Metropolitan Policy Committee (October 13)		
2. Other Activities		
a. American Public Transportation Association (APTA) Board of Directors Executive Committee (September 21 and October 1)		
3. No Meeting/No Report		
a. Human Resources Committee		
b. Springfield Stakeholder Advisory Committee		
c. Transportation Community Resource Group for the Eugene Transportation System Plan		
d. Finance Committee		
e. Service Committee		
B. Drive Less Connect	(10 minutes)	31
[Tracy Ellis]		
C. EmX Business Partnership	(5 minutes)	32
[Andy Vobora]		
D. Transportation Research Projects	(5 minutes)	35
[Andy Vobora]		
E. Monthly Financial Report—September 2011	(5 minutes)	36
[Diane Hellekson]		
F. Monthly Grant Report—September 2011 (respond if questions)		48
G. Monthly Department Reports (respond if questions)		53
H. Monthly Performance Reports (respond if questions)		62

XII. EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed. (10 minutes)		73
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XIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

74

- A. Labor Negotiations (November)
- B. General Manager Evaluation (November)
- C. EmX Next Steps (November)
- D. Accessible Services Report (November)
- E. West Eugene EmX Extension (December)
- F. Lane Coordinated Human Services Transportation Plan (December)
- G. 2012 Legislative Session (later this fall)
- H. LTD Subdistrict Boundaries (later this fall)
- I. Data Center Construction (later this fall)
- J. Independent Audit Report and Comprehensive Annual Financial Report (by end of year)
- K. Board Strategic Planning Work Session (January)
- L. Origin and Destination Survey Results (January or February)
- M. 2012 Fare Analysis and Pricing Recommendation (late winter/early spring)
- N. FY 2009-10 Annual Performance Report (at a future meeting)

XIV. 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 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: COMMENTS FROM THE GENERAL MANAGER

PREPARED BY: Ron Kilcoyne, General Manager

ACTION REQUESTED: None. Information only.

BACKGROUND:

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.

ATTACHMENT: None.

PROPOSED MOTION: None.

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AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

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 the Board president to announce additions to the agenda, and also for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: BOARD CALENDARS

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

ACTION REQUESTED: Discussion of Board member participation at LTD and community events and activities.

BACKGROUND:

Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are included with this packet for Board members.

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

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

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2011\10\Reg Mtg 10-19-11\Calendar of Events Summary.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: SYSTEM-WIDE RIDERSHIP REPORT: 2010 ANNUAL ROUTE REVIEW EFFECTS

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

ACTION REQUESTED: None. Information only.

BACKGROUND:

During the preparation of the Fiscal Year 2010-2011 budget, LTD Service Planning staff were asked to develop a service plan that restructured service in an effort to reduce overall service hours to meet the operating budget target set by the Board. An Annual Route Review process, which began a year earlier, was refined through further public outreach and resulted in a system-wide service redesign that reduced service hours by approximately 12 percent.

The number of routes experiencing changes to span of service, routing changes, and service frequency changes was significant. In addition, the District launched the Gateway EmX Extension and modified routing to respond to this new service. Staff have prepared a presentation that will look at ridership at route level and provide some corridor level analysis.

ATTACHMENT: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2011\10\Reg Mtg 10-19-11\Ridership report.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: UNIVERSITY OF OREGON TRANSIT STATION OPENING

PREPARED BY: Joe McCormack, Facilities Manager

ACTION REQUESTED: None. Information only.

BACKGROUND:

LTD has completed the renovation of its University Transit Station facilities located along the east side of Kincaid Street, north of East 13th Avenue. Staff will provide a brief overview of the project. Project features include:

- Six new shelters and bus loading platforms with new lighting
- New sidewalk between the transit platforms and University of Oregon (UO) campus
- New pavement on the east half of Kincaid Street from East 13th Avenue to approximately 100 feet north of East 12th Avenue
- New pedestrian crossings at the intersection of Kincaid Street and East 12th Avenue
- New traffic signal at the intersection of East 11th Avenue and Kincaid Street
- More bicycle parking facilities
- New landscaping including three street trees, new shrubs, and ground cover

Throughout construction the project maintained existing traffic flow and on-street parking while it improved transit facilities and operations serving the west UO campus. It preserved space for street vendors and enhanced the aesthetics along Kincaid Street. The safety and flow of motorists, pedestrians, and bicyclists are improved through a new signal at the intersection of East 11th Avenue and Kincaid Street. Access for people with disabilities also has been enhanced in the area.

During 2010 LTD explored options to improve its transit facilities that serve the West University area in Eugene. The original UO Station was built in 1985 and has gradually grown over the years. The transit facilities were due for a comprehensive look at how they would continue to efficiently function for years to come. LTD received \$200,000 from an ODOT project readiness program to fund a review of design options, gather public input, select a preferred design, and develop the construction plans.

In late 2010 LTD submitted an application to the Oregon Transportation Commission (OTC) to seek Oregon Department of Transportation (ODOT) Flexible Funds. In February 2011 the OTC approved the allocation of \$2.1 million to fund the construction of the UO Transit Station renovation.

The ODOT Flexible Funds are intended to pay for sustainable, non-highway transportation projects, programs and services that positively impact modal connectivity, the environment, mobility and access, livability, energy use, and the overall operation of the transportation system.

ATTACHMENT: None.

PROPOSED MOTION: None.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: NOVEMBER EMPLOYEE OF THE MONTH

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

BACKGROUND:

November 2011 Employee of the Month: The November Employee of the Month is Maintenance Supervisor Aaron Melnychuk. He has been with the District since January 1994 and is the recipient of many Maintenance Attendance Awards. Aaron was nominated for this award by a bus operator who was having an ongoing issue with his bus, and Aaron took the initiative to have it resolved. The operator said that Aaron takes time to listen, look, review, and react when it comes to helping drivers with bus difficulties. Aaron was described as professional and knowledgeable. The operator appreciated that Aaron does his job with the greatest respect for fellow employees no matter what the issue.

When asked to comment on Aaron's selection as Employee of the Month, Director of Maintenance George Trauger said:

I have gotten to know Aaron quite well over the past seventeen years. Aaron always has the ability to learn new things, including evolving technologies. When LTD first acquired the new electric buses for the Breeze service, Aaron volunteered to learn how to maintain the Capstone turbine engine. He traveled to Capstone classes in order to become familiar with the technology and maintenance practices. Aaron did an excellent job supporting these engines during their service use.

Aaron became a Maintenance Supervisor in 2006 and has been the third shift Maintenance Supervisor for nearly five years. Aaron continues to have an excellent work ethic, good attendance record, good sense of humor, and is always willing to do whatever it takes to help get the job done. Aaron's consistently positive attitude has helped him stand out over the years as a mechanic, and his coworkers always have good things to say about him. Aaron supervises an excellent crew who also maintain a positive attitude, even though the third shift's hours can be tough to work. The mechanics and inside cleaners who work for Aaron have positive things to say about him as well.

Aaron is always very cordial, helpful, a problem solver, knowledgeable, and professional. He is very deserving of this award, and the recognition of his actions and abilities does not surprise me.

Congratulations to Aaron on being selected as the November 2011 Employee of the Month.

AWARD: Aaron will attend the October 19, 2011, meeting to be introduced to the Board and to receive his award.

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AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: CONSENT CALENDAR

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

ACTION REQUESTED: Approval of Consent Calendar Items

BACKGROUND: Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any items from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for October 19, 2011:

1. Approval of the Minutes of the January 24, 2011, Special Board Meeting/Work Session with Eugene City Council
2. Approval of the Minutes of the May 18, 2011, Regular Board Meeting
3. Budget Committee Nomination: Warren Wong

ATTACHMENTS:

1. Minutes of the January 24, 2011, Special Board Meeting/Work Session with Eugene City Council
2. Minutes of the May 18, 2011, Regular Board Meeting
3. Form nominating Warren Wong to new three-year term on the LTD Budget Committee

PROPOSED MOTION: I move that the Board adopt the following resolution:

LTD Resolution No. 2011-025: It is hereby resolved that the Consent Calendar for October 19, 2011, is approved as presented.

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MINUTES OF SPECIAL BOARD MEETING/WORK SESSION WITH
EUGENE CITY COUNCIL
LANE TRANSIT DISTRICT BOARD OF DIRECTORS

Monday, January 24, 2011

Pursuant to notice given to *The Register-Guard* for publication on January 20, 2011, and distributed to persons on the mailing list of the District; the Eugene City Council and the Lane Transit District Board of Directors held a special meeting/work session on Monday, January 24, 2011, beginning at 5:30 p.m., in the McNutt Room at Eugene City Hall, 777 Pearl Street, Eugene.

Present:

Eugene City Council

Mayor Kitty Piercy
Betty Taylor, President
George Brown
Andrea Ortiz
George Poling
Mike Clark
Alan Zelenka
Pat Farr
Chris Pryor

Lane Transit District Board of Directors:

Mike Eyster, President
Michael Dubick
Greg Evans
Gary Gillespie
Dean Kortge
Doris Towery
Kim Young, Minutes Recorder

Absent:

Ed Necker

CALL TO ORDER AND ROLL CALL: Her Honor Mayor Kitty Piercy called the January 24, 2011, work session of the Eugene City Council to order at 5:30 p.m.

Lane Transit District Board of Directors President Mike Eyster convened the LTD Board meeting and called the roll.

WORK SESSION: WEST EUGENE EmX UPDATE

The Eugene City Council was joined by members of the Lane Transit District (LTD) Board of Directors, LTD General Manager Mark Pangborn, LTD Director of Planning and Development Tom Schwetz, and LTD Senior Project Manager John Evans, who were present to provide information about the West Eugene EmX Extension (WEEE) project and to answer council questions.

Mr. Schwetz and Mr. J. Evans shared a PowerPoint presentation, *West Eugene EmX Extension Update*. The presentation highlighted the policy direction that drove the project, the recommendations of LTD advisory committees and community organizations, mitigation concepts being considered for the route, key performance measures, anticipated capital and operating costs, travel time comparisons, ridership projections, and the Locally Preferred Alternative selection process.

Speaking to the recommendations of the advisory committees and community groups, Mr. Poling, a member of the LTD EmX Steering Committee, reported that he supported forwarding the West 11th/13th alternative as well as the Transportation System Management (TSM) alternative. He was unable to support the Committee's final action since the Committee did not forward TSM as well.

Mr. Pangborn highlighted the information in the presentation that indicated that because of \$8.3 million in federal funding for bus replacements, LTD should be able to maintain its current service level and add the WEEE without incurring deficits or requiring service reductions.

Mayor Piercy suggested that the presentation lacked mention of State and local goals related to carbon emission reductions. She anticipated that carbon levels would “move dramatically” with the full establishment of EmX. Mr. Schwetz responded that LTD had done some analysis of that issue and more would occur through the Environmental Impact Statement. He acknowledged that current methodologies to determine corridor-level greenhouse gas emission savings were not well-developed, but LTD had research that suggested that transit was a strategy to reduce greenhouse gas emissions both at the corridor and regional level. He cited reductions in vehicle miles traveled (VMT) and transit passenger loads as indicators of savings.

Mr. Kortge emphasized Mr. Pangborn’s point about the extra money that LTD received for buses. That funding removed some operating costs and affected the estimates for EmX. He said that the estimates had changed because of such factors.

Mr. Dubick emphasized that reducing VMT, congestion, and greenhouse gas emissions were of importance to the Board, and the Board perceived EmX as a way to achieve those goals.

Mayor Piercy acknowledged that LTD was working to decrease the negative impacts of the route on businesses and residents, but she did not want LTD’s efforts in that regard to work against the goal of achieving a viable public transit system. She was pleased to see that even with mitigation, the buses would run on dedicated lanes on 75 percent of the route, which was an improvement over both the Franklin and Gateway EmX routes.

Ms. Taylor said that she determined from Mr. Pangborn’s comments that the information generated by LTD was corridor-specific, and he did not know for how long the data would still be valid.

Referring to the committee and community recommendations, Mr. Clark noted the West Eugene Collaborative (WEC) position that it was not an option to maintain West 11th Avenue as it was currently configured. The WEC envisioned that the road would be rebuilt as a different sort of thoroughfare and that land uses in the corridor would fundamentally change. Currently, businesses along the corridor were auto-dependent and thus dependent on the current road configuration. Mr. Clark also noted that the Eugene Area Chamber of Commerce had pledged to work to ensure that West 11th Avenue businesses and property owners were not adversely affected by the route. That raised the question of the larger vision for West 11th Avenue and what would happen to those businesses. He acknowledged that the issue was one for the council to resolve.

Mr. Gillespie pointed out that the WEC had stated that it was not an option to maintain the road as a congested retail avenue. He said that there was no intent to eliminate retail uses in the corridor. In response, Mr. Clark pointed out that through the Envision Eugene process, the City had looked at a concept of the future of the corridor, and there was discussion of multi-story businesses close to outside edges of the core, which he interpreted as meaning that existing businesses along West 11th Avenue would change.

Responding to Mr. Clark, Ms. Ortiz said that was not what she heard at all. She believed that LTD was definitely listening to the affected businesses and attempting to address their concerns through mitigation. She never heard anyone say that LTD was trying to eliminate those businesses, change the faces of businesses or replace the existing businesses with multi-story buildings. She believed that people understood that there was value in maintaining existing businesses, although they were not thriving as they once were due to the economy. She thought the EmX route would augment those businesses. Ms. Ortiz shared what she had learned in Cleveland, saying that Cleveland had

established kiosks in association with routes where businesses could deliver products for pick-up by riders.

Mr. Eyster reported that several Board members participated in a listening session facilitated by Eugene Consensus-Building Consultant Bob Chadwick to hear the concerns of the opponents to the West 11th Avenue route. Mr. Eyster acknowledged the risks that business owners face from such projects and reported that a representative of "Our Money Our Transit" had recently spoken about the extent to which LTD staff have gone to mitigate potential damage to businesses. Staff had met individually more than 150 times with owners along the corridor. Mr. Clark expressed appreciation for that.

Mr. Clark asked if the City's vision for West 11th Avenue was one of a denser transit corridor with different businesses than were in place now, or was it to protect and maintain what was there. Mr. Zelenka asked Mr. Clark what his vision was. Mr. Clark indicated that he was inclined to support the No-Build option at the moment because of concerns that the system was too costly at this time and that the process was being rushed through. He also felt it was important to consider how decisions from the Envision Eugene process affected the question. Mr. Clark pointed out that the Council was talking about large-scale community changes, and he wanted to ensure that those changes occurred in the context of a larger vision. He believed that the plan LTD had developed was the plan it was asked to develop, but he was unsure that the Council and community had the appropriate conversation about what West 11th Avenue should be.

Mr. Pryor acknowledged that people felt the impacts of such a project now, while the benefits were realized in the future. It was challenging to have a conversation about the future when living in today, particularly when one was still trying to quantify the benefits of the project. He suggested that the City Council could help by discussing the future of West Eugene and transit's role in that future, and he believed that the work LTD had done in regard to EmX was essential to that conversation. He pointed out the vision of the WEC was not the only vision for the area. Mr. Pryor anticipated that the land-use conversation would happen next.

Mr. Zelenka commended the first phase of the EmX system, calling it a resounding success. He found it convenient and useful and said its ridership was "off the charts," and said that was why other communities were looking to Eugene-Springfield as an example. He believed that the Gateway route would meet or exceed the success of the Franklin route. He was impressed with the many public meetings that LTD staff had held and their receptiveness to changes.

Mr. Zelenka emphasized the importance of articulating the benefits of and need for the system, which he maintained was all about the future. He thought it was particularly important to acquire right-of-way for a future light rail system. He maintained that the benefits of the system were clear. He said the population and jobs in the corridor as well as the transformation he envisioned would occur along West 11th Avenue were all factors supporting the EmX route.

Mr. Zelenka maintained that over time, the entire community, particularly its transportation corridors, would grow denser. He envisioned the EmX system would realize travel time decreases that made it an attractive alternative to the automobile, and that its implementation would result both in reductions in green house gas emissions and in lower operating costs.

Mr. Zelenka went on to state that the system would result in no reduction in transit services, no financial deficits would be created by the system, and that EmX was the most cost-effective of the options examined. He commended the mitigation that LTD staff had done and said that they had listened to the community, no matter what anyone said. He asked how many trees LTD would plant along the new route. Mr. Schwetz indicated that LTD would plant more trees than it removed. Mr. Zelenka spoke enthusiastically about the physical changes that EmX had produced on Franklin

Boulevard and along the Gateway route. He considered the Gateway route much more attractive than it had been before. Mr. Zelenka pointed out that in spite of the dramatic reduction in property acquisition, the proposed route would still run in dedicated rights-of-way 75 percent of the time. He also commended LTD's plans to stage construction.

Mr. Zelenka agreed that the current businesses along West 11th Avenue were important and should be taken into consideration. He suggested there were mitigation mechanisms and funding that could deal with concerns. He pointed out construction would not occur until 2014-15, and he envisioned that the economy would have improved by then.

Mr. Zelenka did not believe any businesses along the other routes had failed because of construction. He determined from Mr. Pangborn that LTD did not have to resort to eminent domain on the other system phases.

Mr. Zelenka suggested that businesses along West 11th Avenue could make eminent domain a self-fulfilling prophecy, or they could negotiate with LTD.

Mr. Poling recalled that a previous City Council had viewed schematics of the corridor that included several mixed-use centers identified along the route, none of which had come to fruition. He observed that in his eight years on the Council, only one of the identified mixed-use centers had been built.

Mr. Poling endorsed the recommendation made by resident Jozef Siekiel-Zdzicnicki that the decision about the West Eugene EmX route be incorporated into the Envision Eugene process.

Mr. Farr suggested that LTD's ridership statistics did not take into account the volunteers that used the bus to reach Food for Lane County.

Mr. Farr suggested to Mr. Clark that the WEC vision for West 11th Avenue was a long-term picture, and EmX was a long-term solution for travel on the road.

Mr. Farr suggested that more people in Bethel would be able to access a system that turned around at WinCo. He asked what process LTD went through to select West 11th Avenue, as opposed to Highway 99, which had more residential neighborhoods. Mr. Pangborn said that the Eugene City Council had selected West 11th Avenue as the next corridor for LTD to pursue.

Mr. Farr referred to the fact that West 11th Avenue also was State Highway 126 and recalled that Highway 126 was to have been relocated to the West Eugene Parkway, a project that the Council terminated. That meant Highway 126 would continue to be on West 11th Avenue. He understood that the EmX system was intended to complement the parkway and asked how Eugene could change the vision for EmX on West 11th Avenue now that Highway 126 would not be relocated. He asked LTD staff to respond to that at a future meeting.

Mr. Farr said that he had heard many business owners along West 11th Avenue complain that they had not been able to provide input earlier in the process.

Mr. Brown asked questions clarifying the location of dedicated lanes along the route. Mr. Pangborn indicated that current maps of the route could be found on LTD's website, and LTD staff would provide paper copies of those maps to the Council. Mr. Eyster added that staff continued to work on route revisions with input from the businesses.

Mr. Clark suggested that the route would better serve neighborhoods, manufacturing, and employment centers that were less retail oriented than a corridor dominated by retail uses. He asked

if a Highway 99 alignment that reached into Bethel would serve more neighborhoods and employment centers. Mr. Dubick suggested that the Council needed to factor in that retail establishments had employees that needed an economical way to reach their places of employment. Mr. Pangborn did not think that people realized how many people live in high-density housing within a short distance of West 11th Avenue. He stated his belief that LTD needed to serve both employment centers and residents where they lived, and that such routes needed to have good connections to other parts of the community.

Ms. Towery suggested that discussion of the transit-dependent population was missing from the conversation. She said that much of the high-density housing mentioned by Mr. Pangborn was low-income housing, and she believed that an EmX route would make it possible for those people to be connected to the community more effectively and efficiently, which would add positively to their quality of life. She said that LTD worked to connect to those individuals who lacked the money to place signs and four-page advertisements in newspapers. She maintained that the West Eugene EmX route was an important corridor for those reasons. Mr. Clark agreed. He emphasized his question was on the merits of the routes relative to one another. He wanted to ensure that the community was receiving the appropriate service with the appropriate tools.

Mr. Gillespie emphasized that LTD was building a system, and each route deserved a systematic approach. As a transit-dependent person, he found EmX important because he did not have to know the schedule, and the most time he would have to wait for a bus during the day was ten minutes. He emphasized the importance of such frequent headways to those shoppers who sought to visit West 11th Avenue on their lunch hours and other short periods of time.

Mr. G. Evans believed that community growth in West Eugene during the last 20 years had changed travel and development patterns and had placed pressure on existing arterials. He believed that transit planning had lagged behind other types of planning, with consequences for LTD travel times on corridors such as River Road. He maintained that West 11th Avenue had changed dramatically over the past few years and it would continue to change. He said that if LTD did not act now, congestion would increase in the corridor because of planned growth in the west and north. He predicted deep trouble in the future. He stated his belief that the previous council was wise to select West 11th Avenue as the next EmX route. He believed that people are avoiding West 11th Avenue for the most part; however there are times they are not be able to avoid such routes to get back and forth. Mr. Evans added that by stating in the final analysis, the only real solution was a transit solution.

Ms. Ortiz emphasized the importance of transit to a healthy viable community.

Mr. Poling referred to the summary of operating costs provided to the Council and LTD's assertion that it was able to offset the operating costs of EmX by delaying the purchase of buses and equipment. Mr. Pangborn clarified the amount involved was \$500,000. Mr. Poling asked how LTD proposed to fund operating costs in the future. Mr. Pangborn said that LTD had projected out to eight years and anticipated that its budget would be balanced. The projected budget shows that the District would not have to cut services while adding the West Eugene service.

Responding to a question from Mr. Farr, Mr. Pangborn clarified that LTD had not selected a No-Build option for Coburg Road; Coburg Road was still a critical link in the EmX system. He said that at the time that Coburg Road had been under discussion, LTD was considering both the Gateway route and the Coburg Road route. As the process went on, more controversy about Coburg Road was raised while the Springfield City Council had indicated that it was ready to move forward with Gateway. Subsequently, LTD began to build the Gateway route and put the Coburg route on hold because it could only build one route at a time.

Mr. Poling clarified that at the time of the decision to postpone Coburg Road, the Eugene City Council had required that 80 percent of the route be in dedicated lanes, and it had been impossible to physically achieve that level of dedication. The Council had then decided to drop the EmX route on Coburg Road.

Mr. Zelenka contrasted the jobs that existed in the West 11th Avenue corridor as opposed to the Highway 99 corridor and suggested that the numbers were not even close. He was puzzled by discussion of the Highway 99 route. He did not think that it was a matter of which route; he said both were needed, as was the Coburg Road route. Mr. Zelenka said that the decision on those routes was made long ago. He hoped that the Highway 99 corridor was constructed next. He did not want to start all over again given the time it took to reach this point. He feared further delay would delay construction by a decade. Mr. Zelenka questioned if the Highway 99 extension would be constructed at all if the West 11th Avenue option were stopped.

Mr. Eyster recalled that the TransPlan had called for a regional transportation system, and all of the EmX corridors were identified in the TransPlan. He maintained that it was a question of when EmX would be implemented, not if EmX would be implemented, and in what order the corridors would be built. ~~He did not want to hear further discussion of reordering the routes.~~¹ He said that the City Council had come to the LTD Board in 2006 to request that it proceed with the West Eugene route. It was now 2011, and he did not think now was the time to rethink the corridor selection. Mr. Eyster concluded by stating that the system was based on community values.

Mayor Piercy stressed the importance of the local elected and appointed officials acting with one voice to secure the needed federal funding to construct the WEEE. She recalled discussion of LTD proceeding with EmX on both Highway 99 and River Road to ramp up construction of the system. She acknowledged that it would be a challenge. Mayor Piercy suggested that the Gateway phase represented a step forward because then EmX would begin to look more like a whole system. She believed the West 11th Avenue extension would really help the system function as such.

Mr. Poling stated that he did not interpret the Council's questions as suggesting a need to stop what was occurring now, but rather as seeking clarification of why the system was moving forward in the order that it was.

ADJOURNMENT: Mr. Eyster adjourned the LTD Board of Directors at 7:23 p.m. Mayor Piercy adjourned the work session at 7:23 p.m.

LANE TRANSIT DISTRICT

ATTEST



Dean Kortge
Board Secretary



Jeanne Schapper
Administrative Services Manager/
Clerk of the Board

Date Approved as Amended: October 19, 2011

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¹ Approved as amended. See Minutes of October 19, 2011, Board Meeting.

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING/WORK SESSION/EXECUTIVE SESSION

Wednesday, May 18, 2011

Pursuant to notice given to *The Register-Guard* for publication on May 12, 2011, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held an executive session, regular Board meeting, and work session on Wednesday, May 18, 2011, beginning at 5:00 p.m., in the LTD Conference Room at 3500 East 17th Avenue, Eugene.

Present: Mike Eyster, President
Greg Evans, Vice President
Dean Kortge, Secretary
Ed Necker, Treasurer
Doris Towery
Michael Dubick
Gary Gillespie
Mark Pangborn, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

CALL TO ORDER/ROLL CALL: Mr. Eyster convened the meeting and called roll at 5:03 p.m. All Board members were present. Ms. Towery and Mr. Evans joined the meeting via conference call.

MOTION EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(a): Mr. Kortge moved that the Board meet in Executive Session pursuant to ORS 192.660(2)(a), to consider the employment of a public officer. Mr. Gillespie provided the second.

VOTE The motion was approved as follows:
AYES: Dubick, Eyster, Gillespie, Kortge, Necker, Evans, Towery (7)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

The Board entered Executive Session at 5:05 p.m.

RETURN TO REGULAR (OPEN) SESSION: The Board returned to regular session at 5:23 p.m., at which time the Board President called a brief recess. Ms. Towery and Mr. Evans left the meeting at this time. The Board meeting moved to the LTD Board room, and the Board President reconvened the meeting at 5:31 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Eyster noted that Ed Necker would be recognized at the Honoring Older Americans event on May 19, 2011. Mr. Eyster commented that he had received input from many community members on the West Eugene EmX Extension (WEEE) project, and some people had suggested that the Board should reconsider the project. He said that the project was a lengthy one, with many benchmarks and decision points along the

way. Mr. Eyster asked that the Board discuss the importance of supporting each decision and staying on course during the WEEE project work session later on in the meeting.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: Mr. Pangborn announced that LTD had received a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association for the 15th consecutive year. He commended the Finance Department staff for their performance. Mr. Pangborn added that Clerk of the Board Jeanne Schapper and Facilities Project Manager Joe McCormick had graduated from the Eugene-Springfield Chamber of Commerce Leadership program, and that Marketing Representative Cosette Rees was elected the incoming president of the Springfield Chamber of Commerce Board of Directors.

BOARD CALENDARS: Mr. Pangborn reviewed activities on the Board calendars.

WORK SESSION

West Eugene EmX: Director of Planning and Development Tom Schwetz spoke about the development of transit systems in other communities. He then spoke about the importance of commitment to the vision of a transit system through the lengthy project cycles that were necessary to realize the benefits of that vision. He said that the Brookings Institute had conducted a study of the importance of transit to connecting people to jobs and how investment in transit could address a number of economic issues and enhance a community's quality of life.

LTD Senior Project Manager John Evans said that a Locally Preferred Alternative concept had been selected, and the next steps in the project included completing the Environmental Assessment and finalizing the Alternatives Analysis report in accordance with Federal Transit Administration (FTA) requirements. He added that a Small Starts grant application also would be developed for submission in late Summer or early Fall 2011.

Director of Service Planning, Accessibility, and Marketing Andy Vobora stated that a major outreach effort to businesses along the West Eugene corridor would be conducted over the next several months. To address any concerns that business owners might have, staff would be updating them on the current design, alignment, and options available to modify the design. Mr. Vobora distributed two route network maps that consultants were using to analyze the system in order to determine the best configuration of services for users. He said that the analysis would be included in the Small Starts grant application.

Mr. Vobora also distributed a one-page analysis of the elasticity of fuel price increases and the effect on the level of transit ridership. He said that LTD was experiencing a spike in ridership and that

April 2011 was the third highest month for boardings in the history of the District. Other transit districts were seeing similar increases in ridership; and the question at the local, state, and federal levels was funding transit to expand capacity in order to absorb the growing demand for service.

Mr. Necker observed that the District might need to review pass pricing if the demand significantly increased.

Ms. Rees said that the District was partnering with the City of Eugene to establish an outreach team to address the issues and concerns of businesses, residents, and property owners along

the corridor. She said that the team would include City planners and outreach specialists who could provide facts on access, parking, landscaping, and non-conforming uses to mitigate misinformation and fears about impacts that currently existed. She said that the partnership with the City also would demonstrate a united approach to the project. The goal was to have conversations with the 1,200 stakeholders along the route in order to develop relationships and encourage people to recognize the District as a resource.

Ms. Rees said that the conversations also would help the District to refine its design as technical issues were addressed. She said that a business assistance program, which was based on TriMet's model, was being developed. The program would offer businesses along the corridor a variety of services through a network of resources within the community. It also would encourage businesses to regard transit as a means to access new markets for their products and services. She said that all other outreach efforts would continue. She asked Board members to give some thought as to how they may want to be involved in outreach efforts.

Mr. Eyster asked if there was the staff capacity to cover the 1,200 addresses. Ms. Rees said initial visits would consist of dropping off materials, collecting information, and scheduling future visits at each address; with the purpose of making the outreach team known, accessible, and available. She said that the goal was to listen, be responsive to concerns, and keep the dialogue open.

Mr. Pangborn said that some business owners along the corridor had filed a lawsuit against the City of Eugene asserting that the corridor was a thoroughfare, requiring a general vote of the populace. He said that the District was not part of the lawsuit but was being consulted by the City as it prepared its response to the suit.

Mr. Kortge described a recent experience riding EmX. He was amazed at the large number of riders and was impressed with how many young mothers were using the system. He commended the service and said it was very easy to use.

Mr. Eyster said that the Metropolitan Policy Committee (MPC) had reviewed a work plan and would vote on it at its next meeting. He had encouraged MPC members to incorporate lessons that had been learned during the WEEE process into future planning activities. He said that the MPC was open to the suggestion. Mr. Schwetz added that LTD staff were taking the lead in preparing a proposal for the Lane Council of Governments to consider.

Point2point 2010 Annual Report: Point2point Solutions Program Manager Theresa Brand provided the Point2point Solutions annual report. She said that the Program had expanded from an initial focus on commute trips and congestion issues to address non-commute trips and greater outreach to the general public and school communities. She noted that the program was supported by federal and state funds, as well as contributions from local government, and LTD. She described program services to the region's traveling public, public agencies, employers, universities, and K-12 students. New initiatives under development included car sharing, Smart Trips marketing focused on the Gateway EmX corridor, and a bike locker reservation system.

In response to questions from the Board, Ms. Brand said that the Emergency Ride Home program had fairly low usage, with about a dozen rides provided last year; and there was no cost to either the employer or the employee. She said that the cost of the Van Pool program was partially subsidized through federal funds, and the remaining cost was shared by participants.

Ms. Brand stated that the Business Energy Tax Credits (BETC) program provided about \$1.2 million in funding for Point2point Solutions, and those funds could be lost if the BETC was discontinued.

Legislative Update: This item was deferred to the end of the meeting.

EMPLOYEES OF THE MONTHS: The Board recognized Bus Operator Cheryl Googe-Paup as May 2011 Employee of the Month and Human Resources Technician Steve Rayack as the June 2011 Employee of the Month.

Mr. Eyster thanked Ms. Googe-Paup and Mr. Rayack for their dedication to LTD's mission and presented certificates of appreciation, checks, and pins commemorating the awards. Ms. Googe-Paup expressed appreciation for the acknowledgement of her service and said that she had made many lifelong friends among LTD's passengers. Mr. Rayack thanked the Board for his award. He said that the two constants of his 27 years of service with the District were the ongoing changes to operations and services to the community and the desire of employees to be involved and engaged.

AUDIENCE PARTICIPATION

Josef Siekiel-Zdzienicki, 1025 Taylor Street, Eugene, said that the District's ridership performance report indicated an increase in general ridership, but a loss in mobility-assisted ridership. He did not see that the difference was taken up in RideSource and hoped that the issue would be examined. He had recently taken EmX to RiverBend and said that there were very few riders after the University area stops. He felt that the schedule was misleading with regard to 10-minute service because in order to continue along the route there was a 20-minute wait at Gateway. He said that information should be better communicated to riders.

Bob Macherione, 1994 Brewer, Eugene, said that he had been involved with the West Eugene EmX Extension project for the past year. He felt the planned outreach project should have begun three years ago. He hoped that the Board and the District would remain open to input as the project moved forward. He objected to characterization of the information being provided to the group opposed to the West Eugene corridor as "less than accurate" and hoped that the tone of future reports to the Board would be less negative. He said that his concern with the WEEE project was that no destination had been identified. He felt that better boarding data was required and both the route and direction should be revisited.

Ralph Lee, 3905 East 15th Avenue, Eugene, said that he was a disabled rider who frequently used EmX, and he appreciated the service and the drivers. He said that his disability was not apparent, but it prevented him from using the smaller seats at the front and rear of the bus. The seating reserved for the aged and disabled was regularly filled with young people and parents with large strollers. He said that those people often refused to vacate the reserved seats, and drivers were concerned about what to do when an elderly or disabled rider needed a seat. He asked the Board to provide some guidance to drivers.

Mr. Gillespie asked if Mr. Lee had requested a rider to move out of a reserved seat. Mr. Lee said that those requests were met with mixed results.

Mr. Vobora said that the District's *Courtesy is Contagious* campaign addressed those types of concerns and that the new buses would have a disabled symbol woven into the fabric of the

reserved seats to clarify their priority use by elderly and disabled riders. He agreed that it was a challenge for drivers to enforce seating issues. He said that the District also was working on ways to manage the large items that riders brought on board.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar:** Mr. Kortge moved adoption of LTD Resolution No. 2011-011: It is hereby resolved that the Consent Calendar for May 18, 2011, is approved as presented. Mr. Necker provided the second. The Consent Calendar consisted of the minutes of the October 12, 2010, Special Board meeting; February 8, 2011, Joint Public Hearing with Eugene City Council, Metropolitan Policy Committee, and LTD Board of Directors; February 16, 2011, Regular Board meeting; April 20, 2011, Canceled Board meeting; April 28, 2011, Special Board meeting/Executive Session; and April 29, 2011, Special Board meeting/Executive Session.

VOTE The Consent Calendar was approved as follows:
 AYES: Dubick, Eyster, Gillespie, Kortge, Necker (5)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Evans, Towery (2)

Appointment of General Legal Counsel to the LTD Board of Directors: Mr., Kortge reported that the Finance Committee reviewed responses to the request for proposals for legal counsel and selected two firms to interview. Those firms were the existing legal counsel at Arnold Gallagher Percell Roberts & Potter, P.C. and Thorp, Purdy, Jewett, Urness, and Wilkinson, P.C. (Thorp Purdy). He said that following the interviews, it was the unanimous recommendation of the Finance Committee to appoint Thorp Purdy as the LTD legal counsel.

MOTION Mr. Kortge moved approval of LTD Resolution No. 2011-012: Resolved, that the LTD Board of Directors hereby approves the appointment of the law firm of Thorp, Purdy, Jewett, Urness, and Wilkinson, P.C., as legal counsel to the LTD Board of Directors for a contract term of three years, with an option for a two-year contract extension.

Responding to a question from Mr. Gillespie, Mr. Kortge said that Thorp Purdy was a local business. He said the Board and staff were pleased with the existing counsel's work, and it was a difficult decision to recommend a change. He said that the Committee was very impressed with Thorp Purdy's extensive experience in public agency work, their favorable rate structure, and their detailed responses to interview questions.

Mr. Dubick said he did not perceive a need to change legal counsel when the RFP process began, but he also was impressed with Thorp Purdy's qualifications.

Mr. Gillespie said that he hoped the District would monitor and compare legal costs under the new contract with those of the previous legal counsel. Mr. Kortge said that it would be difficult to compare annual costs because of the diversity of legal issues that could arise during a year and the variations in associated expenses. He felt that neither firm overbilled their clients, and occasionally changing legal counsel was appropriate.

Purchasing Manager Jeanette Bailor said that the Committee had discussed the low rates proposed by Thorp Purdy and the need to familiarize themselves with District issues. She added

that the firm did not intend to bill for the hours spent getting up to speed on certain issues, and that would be monitored during the first year of the contract.

Mr. Kortge said Thorp Purdy had already prepared a memorandum on the court ruling on open meetings and distributed it to clients. He said that the firm did not charge individual clients for the time spent researching the issue.

Mr. Pangborn suggested that the new general manager could be asked to report to the Board on how well the firm was performing at the end of the first year.

Mr. Necker said he initially favored the existing firm, but changed his mind after Thorp Purdy's presentation.

Mr. Eyster asked if the Board felt that there would be value in asking the legal counsel to attend a full Board meeting.

Mr. Necker pointed out that Thorp Purdy would review all meeting agendas and minutes thoroughly. Mr. Kortge saw no need for legal counsel to attend Board meetings, but a presentation on legal issues related to open meetings might be useful.

VOTE

The resolution was approved as follows:

AYES: Dubick, Eyster, Gillespie, Kortge, Necker (5)

NAYS: None

ABSTENTIONS: None

EXCUSED: Evans, Towery (2)

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Mr. Gillespie reported that the next meeting of the Transportation Community Resource Group would be held on June 1, 2011. He said that there was discussion at the last meeting about meeting times that conflicted with City Council meetings, and the June 1 meeting time would avoid that problem. He also reported that the Metropolitan Planning Organization's (MPO) Citizen Advisory Committee (CAC) would meet on May 19, 2011. He said that the April 21 MPO CAC meeting included orientation of new members, a discussion of expanding committee membership, and a review of upcoming planning documents.

Mr. Eyster asked if there had been any discussion of using the CAC as an advisory body to LTD. Mr. Vobora said the CAC had provided input to the District in the past and would be available on a situational basis as the need arose.

Mr. Gillespie asked if an LTD staff member had been assigned as liaison to the CAC. Mr. Eyster said that Ms. Brand would attend meetings until a replacement for previous staff member Transit Planner Mary Archer was identified.

Director of Human Resources and Risk Management Mary Adams said the Human Resources Committee met jointly with the Finance Committee on April 26, 2011, to discuss pension issues. Another meeting would be held after the Board's June meeting to discuss pension matters.

Mr. Dubick reported that the Lane Council of Governments (LCOG) received a report on the hiring of consultants to develop a communications plan to help local governments become aware

of the full array of services available to them through LCOG. He said the Lane Area Commission on Transportation met on May 12 and received a presentation on the State Transportation Improvement Program and appointed four additional stakeholder members: Ryan Papé, Eugene Organ, George Greer, and Gary McNeil. He said other stakeholder representation could be added if the need arose.

Mr. Eyster said that the Metropolitan Policy Committee focused on its work plan during the May 12 meeting.

Monthly Financial Report: Director of Finance & Information Technology Diane Hellekson said that the District was ten months into its fiscal year, and there were no new issues. She said that the Board had been actively involved in discussions of strategic and financial planning, and none of those assumptions had changed. Payroll taxes were close to the projected level in the budget, and fuel costs continued to present concerns, with prices rising in each of the months of the fiscal year. She anticipated prices to level off, or slightly decline, during the summer. She said that the new budget would be issued at the end of the week, and she looked forward to discussing it with the Board.

Legislative Update: Mr. Vobora said that there had been little change at the federal level, with still no consensus regarding the terms of a new six-year transportation bill.

Ms. Adams reported that there was a high level of activity in Salem as the legislative session moved toward closure. She said that many bills died in committee, which reduced the number of policy bills remaining active. She said most of the budget work remained to be done and that would be an arduous process. Legislative leadership had identified June 1 as the deadline for action on measures without financial impact; June 5 or 6 as the deadline for the Ways and Means process; and June 16 as the target for end of session. She said that the legislature was currently on 48-hour notice for hearings on bills, but that would soon go to 24-hour notice.

Ms. Adams added that measures of interest to LTD included the sunset of Business Energy Tax Credits (BETC) in the spring of 2012 and an amendment to House Bill 2414 to include transit in the list of programs for which BETC would be added back. She said narrowing group pass eligibility to those most in need was being discussed as a means for making the program more viable during budget discussions. She said that the legislature was still considering the senior medical tax deduction concept and use of funds for senior and disabled services.

Mr. Pangborn said that another issue of concern was the request for bonding authority from lottery funds for the West Eugene EmX Extension. He said that there were many competing requests, and the local legislative delegation was supportive of LTD.

West Eugene EmX: Mr. Eyster referred to his remarks at the beginning of the meeting regarding the importance of maintaining a commitment to decisions as they were made over the course of the project. He emphasized that the Board would be open to input during the investigation and information gathering process between decision points; but once a decision was made at each point, there should be a commitment to proceed.

Mr. Dubick said that the Board should do the best job it possibly could with the information available to it.

Mr. Necker agreed that the Board should stay the course and proceed with confidence. He noted that a number of other entities, including the Eugene City Council and MPC, also had made the decision to move to the next step in the process.

Mr. Kortge pointed out that the decision to build the WEEE had not yet been made; the decision at this point was to move forward with the process. He wanted to see operational data before a Build/No Build decision was made, and he observed that having grant funds for the project was not a sufficient reason to build the project. He said that discussions should focus on the merits of the project.

Mr. Eyster said he was proposing that the Board support each decision that was made until the next decision point was reached.

Mr. Gillespie stated that he was completely supportive of the project, although disappointed with the Locally Preferred Alternative selection. He would have preferred a less complicated route, but was pleased that an alternative had been selected. He felt that if federal funds were available, the District should find an appropriate way to spend them as returning them could jeopardize future funding requests. He encouraged the Board to continue thinking of what would come next for the system – beyond the 6th/7th Avenue corridor.

ADJOURNMENT

Mr. Eyster adjourned the meeting at 7:40 p.m.

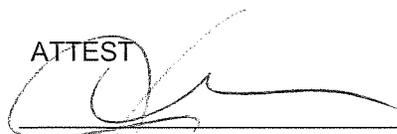
LANE TRANSIT DISTRICT



Dean Kortge
Board Secretary

Date Approved: October 19, 2011

ATTEST



Jeanne Schapper
Administrative Services Manager/
Clerk of the Board



Lane Transit District
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**CONSENT CALENDAR ITEM:
BUDGET COMMITTEE NOMINATION**

October 19, 2011

Background:

The LTD Budget Committee is composed of the seven members of LTD's Board of Directors and seven community members who are nominated and approved by the Board and serve for three-year terms. The non-Board Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

Board member Mike Eyster is nominating Warren Wong to a new three-year term. This new term will expire on January 1, 2015.

The nomination form for Mr. Wong is attached. Also attached is a list of Budget Committee members showing the term expiration date for each, as well as the nominating Board member.

Attachments:

1. List of 2011-12 Budget Committee Members
2. Nomination Form for Warren Wong

Recommended Action:

The Board is asked to approve this nomination in the Consent Calendar presented for approval by the Board at the October 19 Board meeting.

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**LANE TRANSIT DISTRICT
BUDGET COMMITTEE MEMBERS**

(FY 2011-2012 Budget)

Note: Budget Committee members are not required to live in the same subdistrict as the nominating Board member.

SUBDISTRICT	NOMINATING BOARD MEMBER	BUDGET COMMITTEE MEMBER	TERM EXPIRES
1	Doris Towery	Dwight Collins	1/02/13
2	Michael Eyster	Warren Wong	1/01/15
3	Michael Dubick	Donald Nordin	1/01/15
4	Ed Necker	Kay Metzger	1/01/12
5	Gary Gillespie	Edward Gerdes	1/01/13
6	Greg Evans	Jon Hinds	1/01/14
7	Dean Kortge	Peter Davidson	1/01/14

A Board member whose name is in italics has been appointed since the last Budget Committee nomination in that subdistrict, and would make the next appointment in that subdistrict.



**LANE TRANSIT DISTRICT
NOMINATION FOR BUDGET COMMITTEE**

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336

Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body. . . . (5) The appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members' terms ends each year.

Board Member: Mike Eyster

Date of Nomination: October 19, 2011

Term of Budget Committee Appointment: January 1, 2012 January 1, 2015
Effective Date Term Expiration Date

Approved by Board: October 19, 2011
Date

NOMINEE'S NAME: WARREN WONG

Home Address: 3303 Stoney Ridge Rd., Eugene 97405

Telephone Number: (541) 345-4009

Business Address: N/A

Telephone Number: _____

PREFERRED MAILING/DELIVERY ADDRESS: home

Occupation: Retired

Brief statement of nominee's background that is relevant to budget committee appointment:
Mr. Wong has a background of 27 years staffing various budget committees. He holds a Bachelor's degree in Economics, with a MBA in Finance and Accounting. Following graduate school, he taught Finance and Accounting for two years at Washington State University. He served two years as a House Appropriations Committee Research Analyst for the Washington State Legislature, and five years as Fiscal Officer for the Washington Department of Social and Health Services Juvenile Rehabilitation Division. For 20 years he held the position of Executive Manager, Administrative Services for the City of Eugene. His duties for the City included Finance, Budget, and Budget Committee support. He recently retired after seven years as the Managing Director of the Lane County Fair Board.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: BOARD MEMBER REPORTS

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

ACTION REQUESTED: None

BACKGROUND:

Board members have been appointed to Board committees and to the Metropolitan Policy Committee (MPC), the Lane Council of Governments (LCOG) Board of Directors, and, on occasion, to other local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

MEETINGS HELD:

Board members may take this opportunity to report briefly on any one-on-one meetings they have held with local officials or other meetings that they have attended on behalf of LTD.

1. **EmX Steering Committee:** The EmX Steering Committee generally meets quarterly and is composed of Chair Greg Evans, Board Members Doris Towery and Gary Gillespie, members of local units of government, and community representatives. At the September 20 meeting, the Committee was provided with an update on Gateway EmX and Franklin EmX service. Leon Skiles, the lead consultant in preparing the FTA Small Starts grant application for construction of the West Eugene EmX Extension project, presented the results of the most recent analysis of the project. This analysis was prepared for submittal as part of the grant application. Committee Members Bobby Lee and Dave Jewett's resignations from the Committee also were discussed, in addition to the departure of ODOT representative Sonny Chickering who was replaced by ODOT Area Manager Lisa Nell.
2. **Metropolitan Planning Organization's Citizen Advisory Committee:** Board Member Gary Gillespie serves on the Citizen Advisory Committee (CAC) for the Metropolitan Planning Organization (MPO). The Committee is composed of interested citizens and representatives of groups within the MPO area and is scheduled to meet on the third Thursday of each month. At the September 22 meeting, LCOG staff presented the Draft Regional Transportation Plan (RTP) update. The Committee was asked to review, discuss, and provide initial comment on the Draft Plan in preparation for making recommendations to the Metropolitan Policy Committee (MPC) at its October 13 meeting. The Committee recommended new policy language to be brought to the MPC. The Committee also would dedicate its October 20 meeting to review and discuss the RTP. LCOG staff also presented a Greenhouse Gas update and information regarding the ODOT Flexible Funds Program.
3. **Lane Council of Governments (LCOG) Board of Directors:** LTD Board Member Mike Dubick represents LTD on the LCOG Board of Directors as a non-voting member, with Board member Doris Towery serving as the alternate. The LCOG Board meets every other month. At the September 22 meeting, three main items discussed included Senior and Disabled Services

(S&DS) Funding status, the S&DS Executive Director's Retirement and Employment Agreement, and the *Rivers to Ridges* Regional Parks and Open Space Vision.

4. **LTD Pension Trusts:** LTD's two pension plans (one for ATU-represented employees and one for administrative employees) are each governed by a board of trustees. LTD Board Member Dean Kortge serves as a trustee for both plans. At the October 11 meeting, trustees received financial reports and learned that the unfunded liabilities in both plans are likely to increase with the next actuarial evaluations. The administrative plan evaluation is in preparation now using data from June 30, 2011. The ATU plan will next be evaluated using January 1, 2012, data.
5. **Lane Area Commission on Transportation (LaneACT):** In 2009 the Oregon State Legislature directed Lane County to develop an Area Commission on Transportation (ACT). Commission membership includes representatives from Lane County, cities within the county, Lane Council of Governments, and LTD. Board Member Michael Dubick serves as LTD's representative on this commission, which meets on the second Wednesday of the month. At the October 12 meeting, ODOT staff gave presentations regarding Least Cost Planning and Tolling Policies and the Oregon Highway Plan Mobility Standards. Committee members also were provided with an update on identifying Statewide Transportation Improvement Program projects. A final agenda item included a request from LCOG to authorize the Port of Coos Bay proposed letter of support, which supports the Port's request for grant funding from the TIGER III program to make additional structural and mechanical repairs to the rail bridge. Full restoration of rail service to the entire Coos Bay line will help regional industry cut costs and increase employment.
6. **Metropolitan Policy Committee (MPC):** Board Members Mike Eyster and Greg Evans are LTD's MPC representatives, with Mike Dubick serving as an alternate. MPC meetings generally are held on the second Thursday of each month. At the October 13 meeting, the Metropolitan Planning Organization Citizen Advisory Committee (MPO CAC) asked the MPC to appoint a liaison to the CAC. Additionally, the CAC requested that the MPC provide feedback to LTD staff regarding the CAC's recommendation regarding the Student Transit Pass Program. LCOG requested that the MPC provide feedback to staff regarding the Draft RTP and approve letters of support for ODOT Flexible Funds Program Funding applications.

OTHER ACTIVITIES:

1. **American Public Transportation Association (APTA) Board of Directors Executive Committee:** Board Member Greg Evans serves on this committee. The Executive Committee held its annual business meeting in Washington, D.C., on September 21, and included the election of officers. On October 1 in New Orleans, the Committee held its orientation for new members of the APTA Board of Directors. Former APTA President Bill Millar has retired, and Michael Melaniphy is the new APTA president and CEO. His biography can be viewed at: [Michael Melaniphy bio](#)

NO MEETINGS HELD:

1. **LTD Board Human Resources Committee:** The Board Human Resources Committee is composed of Chair Mike Dubick and Board Members Dean Kortge and Gary Gillespie. The meeting scheduled for September 27 was canceled for lack of a quorum. The next meeting is tentatively scheduled for November 8.
2. **Springfield Stakeholder Advisory Committee:** Board President Mike Eyster represents the District on the Stakeholder Advisory Committee for the development of the Springfield Transportation System Plan (TSP). Committee members consist of citizens and representatives from organizations

with a distinct interest in the future of transportation in Springfield. The Committee plans to meet five times over an 18-month period. The next meeting will occur later this fall.

3. **Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP)**: The TCRG includes community members who have an interest in transportation issues in the City of Eugene. Board Member Ed Necker represents LTD on the TCRG, and Board Member Gary Gillespie represents the MPO's Citizen Advisory Committee on the TCRG for the development of the Eugene Transportation System Plan. The next meeting has not yet been scheduled.
4. **LTD Board Finance Committee**: The Board Finance Committee is composed of Chair Dean Kortge and Board Members Mike Dubick and Ed Necker. The next meeting has not yet been scheduled.
5. **LTD Board Service Committee**: The Board Service Committee is composed of Chair Greg Evans and Board Members Ed Necker and Doris Towery. The next meeting has not yet been scheduled.

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AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: DRIVE LESS CONNECT ONLINE RIDESHARE DATABASE LAUNCHES IN OREGON

PREPARED BY: Theresa Brand, Transportation Options Manager and Tracy Ellis, Rideshare Program Coordinator

ACTION REQUESTED: None. Information only.

BACKGROUND:

The Oregon Department of Transportation (ODOT), in partnership with statewide Transportation Options Coordinators, initiated a statewide Rideshare database called Drive Less Connect. ODOT has partnered with Washington Department of Transportation (WSDOT) to connect Oregon to the new statewide Rideshare database launched by WSDOT last year. This innovative program development is the result of a multi-year planning effort and involvement by Transportation Options Group of Oregon, along with ODOT Transportation Options staff.

An initial soft launch was initiated in September within Lane County through Point2point Solutions. The official statewide launch is scheduled to take place at the end of October. There will be extensive media coverage when the statewide Drive Less Connect Program launches. This effort will build on the successful Drive Less Save More campaign that was initiated in 2009.

ATTACHMENT: None.

PROPOSED MOTION: None.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: EmX BUSINESS PARTNERSHIP

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

ACTION REQUESTED: None. Information Only.

BACKGROUND:

Lane Transit District intern Calvin Brawner has been working on a project to help promote businesses adjacent to EmX stations. Attached are two examples of station graphics that have been placed at the Agate and Walnut EmX Stations.

It is likely that many people don't realize how many businesses are so close to the Agate. A map showing 5-, 10-, and 15-minute walking distances to nearby businesses has been placed in the Agate Station display case. This map shows how easy it is to access these businesses. Some businesses have chosen to offer discounts, and riders may access these discounts using their smart phone and a Quick Response (QR) code application. A quick scan of the QR code offers the rider a link to the discount offer.

At the Walnut Station the display highlights an offer at the nearby Dutch Bros coffee kiosk. Dutch Bros is offering a discount on coffee purchases, which should prove quite appealing to riders as they can quickly grab a cup of coffee and then hop on the next EmX bus.

This use of station displays opens up new partnership opportunities along the EmX route. Staff are looking forward to seeing how customers respond to these first efforts and then will be using this experience to expand the program.

ATTACHMENTS:

- 1) Agate Station Display with Ads
- 2) Walnut Station Display

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2011\10\Reg Mtg 10-19-11\EmX Station Displays.docx

Around Agate Station

a walking guide

restaurants

- 📍 Campus Chicken Shack
- 📍 Evergreen Indian Cuisine
- 📍 Espresso Milano Coffee
- 📍 Mekala's Thai Cuisine
- 📍 Track Town Pizza
- 📍 House of Chen
- 📍 Wendy's
- 📍 Cafe Seoul
- 📍 Subway
- 📍 Market of Choice
- 📍 Empire Buffet

even more restaurants
SW Fairmount Neighborhood

- 📍 Agate Alley Bistro
- 📍 Studio One Cafe
- 📍 McMenamins E 19th St
- 📍 Prince Pücklers
- 📍 Eugene City Bakery
- 📍 Tom's Market & Deli
- 📍 Ume Grill Food Cart
- 📍 Beppe and Gianni's

accommodations

- 📍 Best Western
New Oregon
- 📍 Best Western
Green Tree
- 📍 University Inn
- 📍 Days Inn
- 📍 Secret Garden B+B

Agate Station 
 you are here



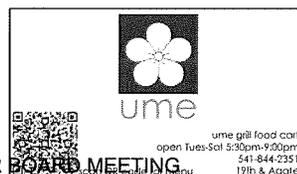
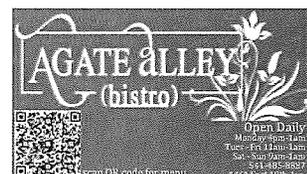
points of interest

- 📍 John E Jaqua Center
- 📍 Ford Alumni Center
- 📍 Matthew Knight Arena
- 📍 Erb Memorial Union
- 📍 Historic Hayward Field
- 📍 Knight Law School
- 📍 Natural History Museum
- 📍 UO Fine Arts Studios
- 📍 Ruth Bascom River Path
- 📍 Frohnmayer Footbridge
- 📍 Maude Kerns Art Center
- 📍 Pre's Trail
- 📍 Autzen Stadium
- 📍 PK Park
- 📍 Science Factory
- 📍 Cuthbert Amphitheater

retail + services

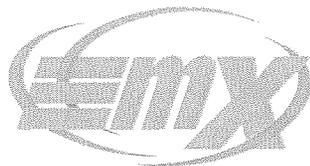
- 📍 Hirons Drug
- 📍 Euro-Asian Automotive
- 📍 Stadium Automotive
- 📍 Eugene Animal Hospital
- 📍 Hair Ink Salon
- 📍 Sun Automotive

check out these businesses
 with a QR code reader app





RIDE



RECEIVE \$1 OFF

at Walnut Station Dutch Brothers

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: TRANSPORTATION RESEARCH PROJECTS

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

ACTION REQUESTED: None. Information only.

BACKGROUND:

Two significant research projects will be conducted in the coming months. First, LTD will administer a rider survey, also known as an Origin and Destination (O & D) survey. Conducted over an eight-day period, this survey gathers information about how riders get to and from the bus stop, where they start and end their trip, demographic information, ratings of system performance, and ratings of desired changes. The O & D data helps LTD service planners, but it also provides critical information to the Lane Council of Governments (LCOG). LCOG uses the O & D information to refine the regional travel demand model, allowing modelers to better calibrate their tool to actual riding habits of transit users. The O & D Survey is conducted every four years and is funded through an LTD general fund allocation.

The second transportation survey will be conducted in November and is a project of LCOG and the University of Oregon (UO) Department of Campus Planning. The project will include an online travel diary survey of the students, faculty, and staff at the UO. As the regional Metropolitan Planning Organization for the Eugene-Springfield area, LCOG maintains and updates the regional travel demand model. These statistical models are calibrated using responses to surveys about where, when, and by what mode people travel to particular destinations throughout the day. This project aims to improve the understanding of the travel behaviors of the UO population, which will enable a more accurate model to be built for regional transportation planning and transit corridor planning. Dr. Michael Greenwald, senior transportation planner at LCOG, is the Project Manager. The survey is funded by the Federal Transit Administration and the Oregon Department of Transportation.

ATTACHMENT: None.

PROPOSED MOTION: None.

Q:\Reference\Board Packet\2011\10\Reg Mtg 10-19-11\research update.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: SEPTEMBER FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND:

Financial results for the first three months of the FY 2011-12 fiscal year are summarized in the attached reports.

Passenger fares are 12.3 percent lower for the first three months of the new year over the same period last year. The decline is due to the loss of the student transit pass program. Because September was free to former holders of the student transit passes, there was no opportunity to recoup the loss of state funds. Passenger boardings for the rolling twelve-month period, which ended September 30, decreased 0.4 percent compared to the previous period. September 2011 boardings were 0.5 percent above September 2010. Since both months had the same number of weekdays, the results are comparable.

Payroll tax revenues are down 1 percent versus last year. Since September is not a quarterly disbursement month, it is not possible to interpret if year-to-date results are indicative of what LTD can expect for all of FY 2011-12. The next quarterly disbursement will occur during the first week of November for payroll taxes collected for the quarter ending September 30.

There are usually no self-employment tax receipts expected until after the first of January for the calendar year that will end December 31. Self-employment tax payments are due at the same time as state income tax returns, usually on April 15. Year-to-date receipts of \$49,500 are likely collections for prior tax years. It is not material that collections to date from this source are below those of last year.

State-in-lieu receipts are up 15.2 percent over the same quarter last year. The University of Oregon accounts for the majority of receipts from this resource.

Interest rates of return remain at historic lows. The Local Government Investment Pool is still 0.5 percent, as has been true for the last several months.

Total personnel services expenditures, the largest category of operating expense, show a 2 percent decrease versus the previous year. The reduction is the result of positions eliminated in FY 2010-11.

Because of retirement incentives and the accrued leave payouts that occur when employees terminate, the savings from the positions reductions fall in the current fiscal year, not the year in which the reductions occurred. The most recent contract covering employees represented by the Amalgamated Transit Union 757 expired on June 30, 2011. Negotiations on a new contract began last spring and continue with the most recent session held on October 11, at which time management and the union representatives agreed to seek mediation.

Materials and services results vary widely from department to department. Total materials and services are 34 percent higher for the first three months of this year as compared to last primarily due to a major software upgrade.

Fuel prices rose in August. The current-year budget assumes \$3.75 per gallon. The year-to-date average price per gallon through September was \$3.20. The year-to-date high was \$3.31 per gallon on September 8, 2011. The low price of \$3.07 occurred on August 5, 2011.

The General Fund is stable through September, but payroll tax receipts will be a critical indicator of LTD's financial health in the months to come. The next quarterly distribution of payroll tax receipts is expected in early November. The lack of a collective bargaining agreement also creates uncertainty.

Year-to-date expenditure results for the Accessible Services Fund and Medicaid Fund are as anticipated by the FY 2011-12 budget. State funds in support of accessible services for the first quarter have been delayed but are expected soon.

Capital Projects Fund activity has been spread over finalizing some features of the Gateway EmX project, planning for the West Eugene EmX Extension, acquiring new 40-foot vehicles, and investing in passenger boarding improvements. Project expenditures are consistent with FY 2011-12 budget expectations.

In November or December (depending on meeting schedules), Board members will receive the FY 2010-11 Comprehensive Annual Financial Report (CAFR). Field work for the annual independent audit of last fiscal year was completed on September 9. Results will be reported to the Board at a future meeting.

ATTACHMENTS:

Attached are the following financial reports for September for Board review:

1. Operating Financial Report - comparison to prior year
2. Comparative Balance Sheets
 - a. General Fund
 - b. Accessible Services Fund
 - c. Medicaid Fund
 - d. Capital Projects Fund

3. Income Statements
 - a. General Fund
 - b. Accessible Services Fund
 - c. Medicaid Fund
 - d. Capital Projects Fund

PROPOSED MOTION: None.

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Lane Transit District
Operating Financial Report
For the Fiscal Period Ending 9/30/2011 With Comparisons to Prior Year to Date
Current Year: 2011-2012
Unaudited

	Prior YTD 10-11	Adopted Budget	YTD Actual	% Budget	% Over Last Year
Revenues & Other Sources					
Passenger Fares	1,101,032	4,732,100	965,784	20.4%	-12.3%
Group Pass	505,052	2,377,200	451,200	19.0%	-10.7%
Advertising	68,000	275,500	69,000	25.0%	1.5%
Special Service	76,422	448,300	81,760	18.2%	7.0%
Miscellaneous	30,555	145,400	46,582	32.0%	52.5%
Total Operating	1,781,061	7,978,500	1,614,326	20.2%	-9.4%
Payroll Tax (cash basis)	5,403,865	22,573,900	5,351,355	23.7%	-1.0%
Self-employment Tax (cash basis)	68,715	1,522,200	49,503	3.3%	-28.0%
State-in-Lieu (accrual basis)	363,121	1,668,000	418,341	25.1%	15.2%
Operating Grants	1,182,702	4,780,500	696,714	14.6%	-41.1%
Total Taxes & Grants	7,018,403	30,544,600	6,515,913	21.3%	-7.2%
Interest Income	13,794	60,000	15,128	25.2%	9.7%
Sale of Assets	9,704	10,000	-	0.0%	-100.0%
Total Revenues & Other Sources	8,822,962	38,593,100	8,145,367	21.1%	-7.7%
Expenditures & Other Uses					
Personnel Services					
Administration	2,071,015	8,484,000	2,061,955	24.3%	-0.4%
Administration - Contra Payroll	(286,723)	(970,000)	(290,465)	29.9%	1.3%
Administration - Net	1,784,292	7,514,000	1,771,490	23.6%	-0.7%
Contract	4,479,410	18,315,900	4,365,978	23.8%	-2.5%
Total Personnel Services	6,263,702	25,829,900	6,137,468	23.8%	-2.0%
Materials & Services					
General Administration	49,835	171,500	37,410	21.8%	-24.9%
Government Relations	69,345	128,900	66,522	51.6%	-4.1%
Finance	43,698	173,300	47,074	27.2%	7.7%
Information Technologies	188,682	707,600	366,702	51.8%	94.3%
Human Resources	26,043	322,800	46,348	14.4%	78.0%
Service Planning	866	7,000	802	11.5%	-7.4%
Marketing	105,551	365,300	82,858	22.7%	-21.5%
Graphics	3,283	10,600	2,496	23.5%	-24.0%
Accessible Services	1,451	14,600	-	0.0%	-100.0%
Planning & Development	4,751	15,900	3,372	21.2%	-29.0%
point2point Solutions	85,080	482,700	60,238	12.5%	-29.2%
Facilities Services	203,536	1,145,100	244,620	21.4%	20.2%
Transit Operations	132,696	673,800	129,682	19.2%	-2.3%
Customer Service Center	1,514	25,100	5,231	20.8%	245.5%
Maintenance	793,010	4,844,000	827,592	17.1%	4.4%
Insurance / Liability Costs	380,481	1,312,700	304,310	23.2%	-20.0%
Accessible Services Transfer	196,123	1,915,100	719,605	37.6%	266.9%
Capital Transfer	-	3,062,900	-	0.0%	N/A
Total Materials & Services	2,285,945	15,378,900	2,944,862	19.1%	28.8%
Total Expenditures & Other Uses	8,549,647	41,208,800	9,082,330	22.0%	6.2%
Excess (Deficiency) of Revenues Over Expenditures	273,315	(2,615,700)	(936,963)		-442.8%
Net to Fund	273,315	(2,615,700)	(936,963)		-442.8%

**Lane Transit District
General Fund
Comparative Balance Sheets
September 30, 2011 and June 30, 2011
Unaudited**

	Current Balance	Balance 06/30/11 Unaudited
ASSETS		
Cash & Investments	\$ 13,354,721	\$ 13,405,048
Receivables	2,333,678	4,283,060
Accrued Payroll Taxes Receivable	5,228,600	5,240,169
Due from Other Governments	418,341	474,212
Due from Other Funds	843,008	-
Inventory of Parts and Supplies	1,312,721	1,368,341
Prepaid Expenses	478,916	662,955
Deposits	88,316	88,316
Property, Plant and Equipment Net of Accumulated Depreciation	113,197,848	113,197,848
Total Assets	<u>\$ 137,256,149</u>	<u>\$ 138,719,949</u>
LIABILITIES		
Accounts Payable	\$ 218,548	\$ 541,030
Accrued Payroll Related Payable	755,112	931,980
Unearned Revenue	104,245	112,102
Liability Claims/Other Payable	863,094	882,724
CAL/Sick Accrual	3,284,894	3,284,894
Net OPEB Obligation	1,902,048	1,902,048
Total Liabilities	<u>7,127,941</u>	<u>7,654,778</u>
FUND BALANCE		
Investment in Fixed Assets	18,315,791	18,315,791
Contributed Capital	94,882,057	94,882,057
Fund Balance Restricted to Assets	113,197,848	113,197,848
Fund Balance	17,867,323	23,817,415
Excess (Deficiency) of Revenues Over Expenditures	(936,963)	(5,950,092)
Ending Fund Balance	16,930,360	17,867,323
Total Reserves & Fund Balances	130,128,208	131,065,171
Total Liabilities & Fund Balance	<u>\$ 137,256,149</u>	<u>\$ 138,719,949</u>

**Lane Transit District
 Accessible Services Fund
 Comparative Balance Sheets
 September 30, 2011 and June 30, 2010
 Unaudited**

	Current Balance	Balance 6/30/2011 Unaudited
ASSETS		
Cash & Investments	\$ 285,925	\$ -
Receivables	3,500	5,937
Grants Receivable	32,032	645,586
Total Assets	<u>\$ 321,457</u>	<u>651,523</u>
LIABILITIES		
Accounts Payable	\$ 130,910	164,591
Due to Other Funds	-	152,614
Oakridge Program Reserves	32,544	30,005
Unearned Revenue	-	-
Total Liabilities	<u>163,454</u>	<u>347,210</u>
RESERVES & BALANCES		
Fund Balance	304,313	298,795
Excess (Deficiency) of Revenues Over Expenditures	(146,310)	5,518
Ending Fund Balance	<u>158,003</u>	<u>304,313</u>
Total Liabilities & Fund Balances	<u>\$ 321,457</u>	<u>651,523</u>

**Lane Transit District
Medicaid Fund
Comparative Balance Sheets
September 30, 2011 and June 30, 2011
Unaudited**

	Current Balance	Balance 6/30/2011 Unaudited
ASSETS		
Cash & Investments	\$ 216,571	\$ 242,259
Receivables	461,152	375,008
Grants Receivable	-	31,406
Total Assets	\$ 677,723	\$ 648,673
LIABILITIES		
Accounts Payable	\$ 46,821	\$ 64,950
Medicaid Medical Reserves	461,336	431,922
Total Liabilities	508,157	496,872
RESERVES & BALANCES		
Fund Balance	151,801	150,270
Excess (Deficiency) of Revenues Over Expenditures	17,765	1,531
Ending Fund Balance	169,566	151,801
Total Liabilities & Fund Balances	\$ 677,723	\$ 648,673

Lane Transit District
 Capital Projects Fund
 Comparative Balance Sheets
 September 30, 2011 and June 30, 2011
 Unaudited

	Current Balance	Balance 06/30/11 Unaudited
ASSETS		
Cash & Investments	\$ -	\$ 93,499
Accounts Receivable	-	436
Grants Receivable	1,714,000	1,601,427
Prepaid Expenses	-	564
Total Assets	<u>\$ 1,714,000</u>	<u>\$ 1,695,926</u>
LIABILITIES		
Accounts Payable	\$ 1,275,092	\$ 585,559
Retainage Payable	110,595	83,550
Due to Other Funds	843,008	-
Unearned Revenue	1,675,678	74,094
Total Liabilities	<u>3,904,373</u>	<u>743,203</u>
RESERVES & BALANCES		
Fund Balance	952,723	81,594
Excess (Deficiency) of Revenues Over Expenditures	<u>(3,143,096)</u>	<u>871,129</u>
Ending Fund Balance	<u>(2,190,373)</u>	<u>952,723</u>
Total Liabilities & Fund Balances	<u>\$ 1,714,000</u>	<u>\$ 1,695,926</u>



**Lane Transit District
General Fund
Schedule of Resources and Requirements
For the Period 9/1/2011 - 9/30/2011
Unaudited**

	Annual Budget	Current Month			Year to Date		
		Budget	Actual	Variance	Budget	Actual	Variance
Resources							
Beginning Working Capital	10,304,200	-	-	-	10,304,200	10,422,027	117,827
Passenger Fares	4,732,100	425,340	300,048	(125,292)	1,129,420	965,784	(163,636)
Group Pass	2,377,200	122,000	108,507	(13,493)	512,000	451,200	(60,800)
Advertising	275,500	22,960	23,000	40	68,880	69,000	120
Special Service	448,300	96,000	1,192	(94,808)	131,500	81,760	(49,740)
Miscellaneous	145,400	6,740	20,285	13,545	36,420	46,582	10,162
Payroll Tax (cash basis)	22,573,900	210,000	35,177	(174,823)	5,510,000	5,351,355	(158,645)
Self-employment Tax (cash basis)	1,522,200	26,000	26,889	889	68,000	49,503	(18,497)
State-in-Lieu (accrual basis)	1,668,000	360,000	418,341	58,341	360,000	418,341	58,341
Operating Grants	4,780,500	397,130	3,200	(393,930)	1,191,390	696,714	(494,676)
Interest Income	60,000	5,000	5,296	296	15,000	15,128	128
Proceeds From Sale of Assets	10,000	-	-	-	-	-	-
Total General Fund Resources	48,897,300	1,671,170	941,935	(729,235)	19,326,810	18,567,394	(759,416)
Requirements							
General Administration	636,200	53,060	43,168	9,892	159,180	182,281	(23,101)
Government Relations	128,900	5,530	2,500	3,030	74,090	66,522	7,568
Finance	1,112,400	100,860	91,146	9,714	290,580	282,877	7,703
Information Technologies	1,203,800	100,350	41,301	59,049	301,050	433,213	(132,163)
Human Resources	965,700	80,500	60,063	20,437	241,500	206,418	35,082
Service Planning	451,300	37,410	31,904	5,506	112,230	100,678	11,552
Marketing	638,300	76,040	48,161	27,879	171,870	151,877	19,993
Graphics	153,100	12,770	8,669	4,101	38,310	31,073	7,237
Accessible Services	113,800	9,825	5,587	4,238	27,425	24,893	2,532
Planning & Development	344,500	28,730	21,006	7,724	86,190	56,171	30,019
<i>point2point Solutions</i>	953,600	79,510	45,737	33,773	238,530	154,170	84,360
Facilities Services	1,748,700	145,810	110,929	34,881	437,430	395,915	41,515
Transit Operations	17,238,900	1,437,240	1,378,750	58,490	4,311,120	4,081,118	230,002
Customer Service Center	482,500	80,900	40,006	40,894	242,700	114,528	128,172
Maintenance	8,746,400	688,250	505,518	182,732	2,064,750	1,776,681	288,069
Insurance / Liability Costs	1,312,700	109,420	102,723	6,697	328,260	304,310	23,950
Total Operating Requirements	36,230,800	3,046,205	2,537,168	509,037	9,125,215	8,362,725	762,490
Accessible Services Transfer	1,915,100	159,590	190,672	(31,082)	478,770	719,605	(240,835)
Capital Projects Transfer	3,062,900	-	-	-	-	-	-
Reserve-Operating Contingency	1,000,000	-	-	-	-	-	-
Reserve-Self-insurance and Risk	1,000,000	-	-	-	-	-	-
Reserve-Working Capital	5,688,500	-	-	-	-	-	-
Total Non-Operating Requirements	12,666,500	159,590	190,672	(31,082)	478,770	719,605	(240,835)
Total General Fund Requirements	48,897,300	3,205,795	2,727,840	477,955	9,603,985	9,082,330	521,655
Resources Less Requirements	-				9,722,825	9,485,064	

Lane Transit District
Accessible Services Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
For the Period 9/1/2011 - 9/30/2011
Unaudited

				Percent of Year	25.0%
	Adopted Budget	YTD Actual	Current Month Actual	Variance	YTD % of Budget
Revenues & Other Sources					
State Special Transp Funds - In District	424,300	-	-	(424,300)	0.0%
State Special Transp Funds - Out of District	105,300	-	-	(105,300)	0.0%
State Special Transp Funds - Administration	-	-	-	-	NA
Federal Grants - 5310	1,145,300	-	-	(1,145,300)	0.0%
Federal Grants - 5311	142,100	-	-	(142,100)	0.0%
Federal Grants - 5316 JARC	15,000	1,523	-	(13,477)	10.2%
Federal Grants - 5317 New Freedom	180,000	15,588	-	(164,412)	8.7%
Other Federal Grants	704,100	-	-	(704,100)	0.0%
Business Energy Tax Credit Revenue	900,000	-	-	(900,000)	0.0%
Farebox	294,700	74,033	26,794	(220,667)	25.1%
Local Grants	92,800	23,175	-	(69,625)	25.0%
Miscellaneous	-	200	50	200	NA
Transfer from General Fund	1,915,100	719,605	190,671	(1,195,495)	37.6%
Total Revenues	<u>5,918,700</u>	<u>834,124</u>	<u>217,515</u>	<u>(5,084,576)</u>	14.1%
Expenditures & Other Uses					
Eugene-Springfield Based Services					
ADA RideSource	4,909,300	813,251	218,632	4,096,049	16.6%
Mental Health & Homeless	79,000	10,982	-	68,018	13.9%
Travel Training & Host	124,300	20,172	14	104,128	16.2%
Job Access/Reverse Commute (JARC)	-	-	-	-	NA
Total Eugene-Springfield Based Services	<u>5,112,600</u>	<u>844,405</u>	<u>218,646</u>	<u>4,268,195</u>	16.5%
Rural Lane County Services					
South Lane	85,300	8,029	2,416	77,271	9.4%
Florence	161,700	43,253	16,916	118,447	26.7%
Oakridge	193,700	26,188	10	167,512	13.5%
Total Rural Lane County Services	<u>440,700</u>	<u>77,470</u>	<u>19,342</u>	<u>363,230</u>	17.6%
Mobility Management	205,000	21,389	-	183,611	10.4%
Lane County Coordination	153,000	37,170	21,931	115,830	24.3%
Transfer to Capital Fund	31,000	-	-	31,000	0.0%
Contingency	244,500	-	-	244,500	0.0%
Total Accessible Services Expenditures	<u>6,186,800</u>	<u>980,434</u>	<u>259,919</u>	<u>5,206,366</u>	15.8%
Unreserved Fund Balance					
Change to Fund Balance	(268,100)	(146,310)			
Beginning Balance	268,100	304,313			
Ending Balance	<u>\$ -</u>	<u>\$ 158,003</u>			

Lane Transit District
Medicaid Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
For the Period 9/1/2011 - 9/30/2011
Unaudited

	Adopted Budget	YTD Actual	Current Month Actual	Variance	Percent of Year 25.0%	YTD % of Budget
Revenues & Other Sources						
Medicaid	4,505,200	1,027,629	332,444	(3,477,571)		22.8%
Medicaid Non-Medical	320,300	82,230	-	(238,070)		25.7%
State Discretionary Funds	79,500	-	-	(79,500)		0.0%
Total Revenues	<u>4,905,000</u>	<u>1,109,859</u>	<u>332,444</u>	<u>(3,795,141)</u>		22.6%
Expenditures & Other Uses						
Medicaid Medical Service	3,600,000	844,529	273,293	2,755,471		23.5%
Medicaid Non-Medical Service	368,000	118,377	3,246	249,623		32.2%
RideSource Call Center Administration	600,000	86,635	-	513,365		14.4%
Mobility Management	92,000	11,016	-	-		
Lane Transit District Administration	245,000	31,537	418	213,463		12.9%
Contingency	150,300	-	-	150,300		0.0%
Total Medicaid Fund Expenditures	<u>5,055,300</u>	<u>1,092,094</u>	<u>276,957</u>	<u>3,882,222</u>		21.6%
Unreserved Fund Balance						
Change to Fund Balance	(150,300)	17,765				
Beginning Balance	150,300	151,801				
Ending Balance	<u>-</u>	<u>169,566</u>				



Lane Transit District
Capital Projects Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
For the Period 9/1/2011 - 9/30/2011
Unaudited

	Adopted Budget	YTD Actual	Current Month Actual	Variance	Percent of Year 25.0%	YTD % of Budget
Revenues & Other Sources						
Federal Grant Income						
Formula Funds (Section 5307)	4,921,000	607,670	1,965	(4,313,330)		12.3%
American Recovery & Reinvestment Act (ARRA)	64,700	126,143	-	61,443		195.0%
Discretionary Funds	20,595,300	1,015,658	873	(19,579,642)		4.9%
Other Funds	2,040,700	-	-	(2,040,700)		0.0%
Total Federal Grants	<u>27,621,700</u>	<u>1,749,471</u>	<u>2,838</u>	<u>(25,872,229)</u>		6.3%
Connect Oregon	-	6,240	6,240	6,240		N/A
Other State Grant Income	2,696,700	-	-	(2,696,700)		0.0%
Other Local Funds	-	-	-	-		N/A
Miscellaneous Income	-	-	-	-		N/A
Transfer from General Fund	3,031,900	-	-	(3,031,900)		0.0%
Transfer from Accessible Services Fund	31,000	-	-	(31,000)		0.0%
Total Resources	<u>33,381,300</u>	<u>1,755,711</u>	<u>9,078</u>	<u>(31,625,589)</u>		5.3%
Expenditures						
Grant Paid Capital						
EmX						
Gateway EmX Extension	2,100,000	1,011,210	208,089	1,088,790		48.2%
West Eugene EmX Extension	5,000,000	277,307	34,866	4,722,693		5.5%
Total EmX	<u>7,100,000</u>	<u>1,288,517</u>	<u>242,955</u>	<u>5,811,483</u>		18.1%
Revenue Rolling Stock	13,908,800	2,809,990	2,243,086	11,098,810		20.2%
PBI/Facilities	8,504,000	715,467	52,965	7,788,533		8.4%
Software & Hardware	1,251,500	61,585	22,971	1,189,915		4.9%
Intelligent Transportation Systems	625,000	277	215	624,723		0.0%
Transit Security Projects	927,700	15,525	278	912,175		1.7%
Bus Related Equipment	200,000	-	-	200,000		0.0%
Miscellaneous Equipment	222,500	5,494	2,298	217,006		2.5%
Communications	297,300	10	10	297,290		0.0%
Shop Equipment	87,500	1,181	1,181	86,319		1.3%
Support Vehicles	75,000	-	-	75,000		0.0%
Accessible Services Vehicles	182,000	761	303	181,239		0.4%
Budgeted for Capital Contingency/Reserves	945,700	-	-	945,700		0.0%
Total Expenditures	<u>34,327,000</u>	<u>4,898,807</u>	<u>2,566,262</u>	<u>29,428,193</u>		14.3%
Unreserved Fund Balance						
Change to Fund Balance	(945,700)	(3,143,096)				
Beginning Fund Balance	945,700	952,722				
Ending Fund Balance	<u>-</u>	<u>(2,190,374)</u>				

AGENDA ITEM SUMMARY

DATE: October 19, 2011

ITEM TITLE: SEPTEMBER 2011 GRANT REPORT

PREPARED BY: Todd Lipkin, Finance Manager

ACTION REQUESTED: None

BACKGROUND:

The Monthly Grant Report for activity through September 30, 2011, follows this summary. It contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) ConnectOregon grants that have a remaining balance or have had activity within the last six months. All grant totals are reported in total project dollars, so they include both the grant-funded amount and any applicable local match. Due to the timing of this report, all of the invoices for the report month have not been received. Any additional invoices charged to this report month will be reflected in the Grant Totals expenditure amounts next month.

The FTA has solicited applications for numerous grant opportunities during the last two months. Lane Transit District has submitted seven applications under various programs. These are competitive grant opportunities, and each opportunity has its own evaluation criteria that will be considered when awarding grants. The grant awards for all of these applications are expected to be announced and published in the Federal Register by the end of 2011. The seven applications are as follows:

EmX Corridor Alternatives Analysis

- Alternatives Analysis – EmX Corridor Development – Main Street-McVay. This application is for \$1,380,000 in 5339 Alternatives Analysis funds to evaluate all reasonable modal and multimodal alternatives and general alignment alternatives to address the transportation needs along this corridor. The corridor follows two state highways traveling west from LTD's Thurston Station through downtown Springfield traveling south to Lane Community College, at a total of 7.6 miles.
- Alternatives Analysis – EmX Corridor Development – Northwest Eugene. This application is for \$1,380,000 in 5339 Alternatives Analysis funds to evaluate all reasonable modal and multimodal alternatives and general alignment alternatives to address the transportation needs along this corridor. The corridor follows two major arterial roadways, traveling northwest from LTD's proposed West Eugene EmX Extension on West 6th/7th Avenue through either the River Road neighborhood along River Road, or along Highway 99 through the Trainsong and Bethel-Danebo neighborhoods, at a total of approximately 4.5 miles in each direction.

Bus Replacement

As with the 2009 discretionary application cycle, Lane Transit District is applying for numerous funding sources to fund the next cycle of bus replacements. In 2010 LTD was successful in receiving Clean Fuels, State of Good Repair, and Transit Investment in Greenhouse Gas and Energy Reduction

(TIGGER) funds to purchase 24 replacement buses. During this round of grant opportunities, LTD is applying for the replacement of 15 buses. Given the funding amounts available in each opportunity, the District is unlikely to be successful in funding the entire purchase from one source. Therefore, the full 15 buses have been applied for in all three opportunities with the hope of receiving enough funds between the three to fully fund the purchase.

- Clean Fuels – Replacement Hybrid-Electric Buses. This application is for \$8,850,000 in Clean Fuels funding for the purchase of 15 replacement hybrid-electric buses. This grant will replace buses that are 14–16 years old.
- State of Good Repair – Replacement Hybrid-Electric Buses. This application is for \$8,850,000 in State of Good Repair funding for the purchase of 15 replacement hybrid-electric buses. This grant will replace buses that are 14–16 years old.
- Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) – Incremental Cost of Hybrid Propulsion. This application is for \$2,457,560 in TIGGER funding for the incremental cost of hybrid propulsion for the purchase of 15 replacement hybrid-electric buses. This grant will leverage the funds applied for under the Clean Fuels and State of Good Repair grant applications.

Livability Initiative – Gateway Park & Ride

This application is for \$1,284,000 in Federal funds for the Gateway Park & Ride. In 2010 Lane Transit District was awarded \$2 million for the construction of the Gateway Park & Ride. The land is currently owned by the Oregon Department of Transportation (ODOT) and land acquisition costs could push the project cost past the current projection of \$4.2 million. However, LTD is currently working with ODOT and the City of Springfield to determine the scope of the project. LTD is considering applying for *ConnectOregon* IV funds to complete the funding package for this project.

Veterans Transportation and Community Living Initiative (VTCLI)

This application is for \$1,088,000 for RideSource Call Center Systems improvements. The VTCLI makes funds available to finance the costs of implementing, expanding, or increasing access to local One-Call/One-Click Transportation Resource centers. This application requests funds for the upgrade of the software and telephone systems at the Call Center.

ATTACHMENT: Monthly Grant Report

PROPOSED MOTION: None

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Monthly Grant Report
Activity Through 09/30/2011

24930 ODOT - ODOT State Connect Oregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
Veneta Transit Center	52.00	820,000.00	744,137.16	75,862.84

OR-03-0122 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	1,555,073.75	1,555,073.75	-
14.01.10 Guideway	-	4,300,805.32	3,398,470.97	902,334.35
14.02.20 Stations & Stops	-	743,703.39	843,447.42	(99,744.03)
14.04.40 Sitework & Special Conditions	-	11,241,013.34	10,781,343.83	459,669.51
14.05.50 Systems	123,951.00	2,229,930.78	1,627,658.07	602,272.71
14.06.60 ROW, Land, Existing Improvements	-	1,929,027.42	1,467,476.42	461,551.00
14.08.80 Professional Services	-	7,721,200.00	8,151,728.47	(430,528.47)
14.09.90 Unallocated Contingency	-	1,088,113.00	-	1,088,113.00
	123,951.00	30,808,867.00	27,825,198.93	2,983,668.07

OR-04-0026 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.06 Hybrid Electric 40 ft Buses	-	893,600.00	-	893,600.00
11.12.06 Hybrid Electric Articulated Buses	-	3,410,724.00	3,410,255.62	468.38
	-	4,304,324.00	3,410,255.62	894,068.38

OR-04-0030 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Paratransit replacement vehicles	-	700,000.00	700,000.00	-
11.13.04 Paratransit expansion vehicles	-	140,000.00	140,000.00	-
11.32.20 Misc Passenger Boarding Improvements	-	410,000.00	-	410,000.00
	-	1,250,000.00	840,000.00	410,000.00

OR-04-0035 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid Electric 40' Buses	2,218.00	6,024,096.00	451,127.33	5,572,968.67

OR-37-X016 - FTA 5316 Job Access/Reverse Commute	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	504,570.00	141,904.40	362,665.60
11.80.00 Program Administration	-	18,090.00	18,090.00	-
30.09.01 Employment Transportation Options	-	363,232.00	363,231.70	0.30
	-	885,892.00	523,226.10	362,665.90

OR-57-X001 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	98,354.00	98,354.00	-
11.80.00 New Freedom Program Administration	-	11,798.00	11,798.00	-
30.09.01 EmX Travel Training	-	40,000.00	40,000.00	-
30.09.01 Mental Health & Homeless	-	8,000.00	8,000.00	-
30.09.01 Mobility Management	-	164,364.00	164,364.00	-
	-	322,516.00	322,516.00	-



Monthly Grant Report
Activity Through 09/30/2011

OR-58-0001 - FTA 5308 Clean Fuels	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.01 40' Hybrid Electric Low Floor Buses	-	4,000,331.00	-	4,000,331.00
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OR-77-0001 - FTA TIGGER TIGGER	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.01 Hybrid bus incremental costs	250,000.00	3,000,000.00	375,000.00	2,625,000.00
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OR-90-X151 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.40 Bus Related	-	250,000.00	250,000.00	-
11.13.06 EmX Vehicles	-	1,130,000.00	1,130,000.00	-
11.33.20 Passenger Boarding Improvements	-	50,000.00	50,000.00	-
11.42.07 Hardware	-	550,000.00	550,000.00	-
11.42.11 Support Vehicles	-	150,000.00	132,673.94	17,326.06
11.93.02 Shelters	-	54,239.00	54,239.00	-
	-	2,184,239.00	2,166,912.94	17,326.06

OR-90-X152 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.01 40' Gillig Low Floor Bus	-	2,787,360.00	2,787,360.00	-
11.12.01 Finance & Int. Costs Gillig Bus Purch	-	186,499.00	186,498.55	0.45
11.13.01 40' Gillig Low Floor Bus	-	1,000,850.00	1,000,849.78	0.22
11.23.01 Extend EmX Lanes	-	201,520.00	201,520.52	(0.52)
11.32.02 River Road Station Land	-	2,261,504.00	2,261,504.46	(0.46)
11.32.06 Franklin EmX Fare Machines	-	350,000.00	350,000.00	-
11.42.07 Hardware	-	1,460,900.00	936,420.03	524,479.97
11.42.08 Software	2,456.00	480,000.00	182,595.92	297,404.08
11.42.09 Bus Security Cameras	-	60,224.00	60,224.59	(0.59)
11.42.09 Security Improvements	-	300,000.00	116,213.35	183,786.65
11.42.20 Miscellaneous equipment	-	175,000.00	35,651.55	139,348.45
11.43.03 Improvements	15,542.00	400,000.00	39,419.82	360,580.18
11.43.03 Maintenance Facility Remodel	-	1,475,289.00	1,475,288.81	0.19
11.62.20 Communications Equipment	-	50,000.00	30,318.40	19,681.60
11.71.12 Vanpools	3,200.00	163,400.00	110,012.57	53,387.43
11.7A.00 FY 12 Preventive Maintenance	-	1,281,250.00	483,902.43	797,347.57
11.7A.00 Preventive Maintenance	-	5,718,750.00	5,718,750.00	-
11.92.08 Bus Stop Signage	-	122,411.00	-	122,411.00
11.93.02 Shelters	-	56,080.00	34,471.34	21,608.66
	21,198.00	18,531,037.00	16,011,002.12	2,520,034.88

OR-95-X013 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.06 Hybrid Electric Articulated Buses	-	707,380.00	707,380.00	-
11.33.20 Passenger Boarding Improvements	-	222,891.00	195,638.12	27,252.88
11.72.11 Rideshare	-	450,498.00	450,498.00	-
	-	1,380,769.00	1,353,516.12	27,252.88

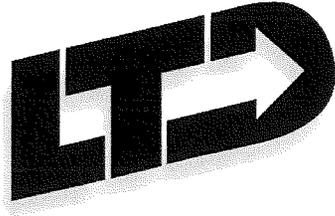


Monthly Grant Report
Activity Through 09/30/2011

OR-95-X019 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.06 EmX Hybrid Electric Articulated Bus	-	49,785.00	49,784.68	0.32
11.12.06 Hybrid Electric Articulated Buses	-	1,598,403.00	1,598,403.00	-
11.72.11 Rideshare	60.00	1,277,320.00	1,277,320.00	-
11.72.11 RTOP	-	22,289.00	16,690.08	5,598.92
11.72.11 Safe Routes to School	2,500.00	27,861.00	11,573.87	16,287.13
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
	2,560.00	3,532,885.00	3,510,998.63	21,886.37

OR-95-X030 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 U of O Station Construction	741.00	2,340,354.00	1,046,068.08	1,294,285.92

OR-96-X006 - FTA 5307 ARRA	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.42.09 Security Camera Replacement	-	64,678.00	-	64,678.00
11.44.03 Maintenance Facility Remodel	-	3,136,892.00	3,136,892.00	-
11.7A.00 Preventive Maintenance	-	3,201,569.00	3,201,569.00	-
	-	6,403,139.00	6,338,461.00	64,678.00



MONTHLY DEPARTMENT REPORTS

October 19, 2011

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

PROJECT DEVELOPMENT

John Evans, Senior Project Manager

West Eugene EmX Extension (WEEE):

Staff are busy with two processes occurring simultaneously: the Federal Transit Administration (FTA) Small Starts funding application/Project Development request, and completion of the Environmental Assessment (EA) on the project. Once the EA is approved by FTA, it will be released to the public.

It is expected that FTA will complete its final review and authorize the EA to be published for public review by the end of this year. Before the EA is published, staff will provide extensive public notice about upcoming public events, and a 45-day comment period will be scheduled. LTD will respond to all comments on the analysis made during the public review period in a report for FTA review. Based on the analysis and comments, FTA will determine if the analysis is sufficient and if it will issue a Finding of No Significant Impact.

The Small Starts and Project Development submittals were delivered in September. The FTA is currently reviewing these materials and is working with staff and consultants to address any items needing additional clarification or detail.

In addition to ongoing property owner meetings and project information sessions with community members, WEEE staff have developed and distributed a project update newsletter to approximately 16,000 addresses along the project corridor. The newsletter provides information about the current status of the project, encourages attendance at two planned open houses, and also provides a brief Q&A section on project issues. The project's open houses are intended to provide all interested persons with the latest information on what staff are learning about the benefits of the proposed project and how to be involved in the upcoming review process.

The open houses will be held at the Eugene Public Library on:

Monday, October 24: 10:30 a.m. – 1:30 p.m.

Tuesday, October 25: 4:00 p.m. – 6:30 p.m.

POINT2POINT SOLUTIONS

Theresa Brand, Program Manager

Program Management:

Point2point sponsored a safety outreach booth at the City of Eugene Prevention Convention on October 1. Staff promoted the Eye to Eye Campaign to the participants who were predominantly adults and small children. This campaign is designed to remind individual bicyclists, pedestrians, and motorists to look each other eye to eye as they are getting around in the area. Reflective lights and stickers were handed out this fall. The Eye to Eye Campaign runs through December and has been made possible by a small sponsorship from Oregon Department of Transportation (ODOT).

Program Manager Theresa Brand and Rideshare Program Coordinator Tracy Ellis (formerly Tracy Smith) attended the State Transportation Options Group of Oregon (TOGO) meeting in Bend on September 8. The State Transportation Options Division held its quarterly meeting directly afterwards. Ms. Ellis currently serves on the TOGO Board of Directors.

Staff initiated and completed a hiring process for the Smart Trips intern position. This part-time position will assist Smart Trips Coordinator Claire Otwell with the Gateway Smart Trips Program slated to begin in January 2012.

Staff continue to work on the Regional Transportation Options Plan. The work included interviews with key stakeholders to assess transportation options in a variety of community service areas including social services, recreation, and health services. All information will be used to update the draft plan, which is due out in late 2011.

Staff have developed two recommended grant proposals for Round two of Oregon's Flex Fund Grant Program. The new projects include a Bike Sharing Feasibility Study (at the request of the City of Eugene) and a Regional Smart Trips Program request that includes projects in both the City of Eugene and City of Springfield. There is regional support for both grant requests and letters of support will be requested from the LTD Board, MPC Board, Cities of Eugene and Springfield, ODOT – Region 2, the University of Oregon, and Lane Community College.

School Solutions:

Thirteen schools representing more than 5,300 students have requested Point2point Solutions' stipends to conduct events in honor of the International Walk and Bike to School Day in early October.

Transit Passes Purchased by Schools: Given the loss of the Student Transit Pass Program, several schools and school districts have purchased Group Pass Programs that will allow approximately 3,740 students to ride on LTD buses during the school year. Purchases include three high schools and one specialized education program in the Springfield School District; three charter schools; three private schools; four specialized education programs in the Eugene 4J District; and two specialized education programs provided by Lane ESD. In addition, Eugene 4J is purchasing LTD passes for low-income students that live more than 1.5 miles from their neighborhood schools.

Transit Passes Purchased by Students: Eugene 4J, Springfield, and Bethel School Districts are selling LTD passes at their high schools for the convenience of students who want to ride the bus and who are not eligible for free passes.

Work Solutions:

There have been 16 Schools and School Programs that have joined the Group Bus Pass Program representing more than 4,100 students, and one School Program joined the Commuter Club Voucher Program.

	School/School Program	# of Students
1.	4J Community Living Program	25
2.	4J Life Skills Network Program	41
3.	4J PathFinder Program	20
4.	4J Transition/Connections	47
5.	Creative Minds	50
6.	Lane Educations Service District-Life Skills Program	141
7.	Lane Education Service Migrant Education Program	0
8.	Looking Glass Riverfront School	80
9.	Network Charter School	80
10.	North West Youth Corps	80
11.	Springfield Academy of Arts and Academics	238
12.	Springfield Public Schools	3112
	Thurston High School	0
	Springfield High School	0
	Gateway High School	0
	Community Transition Program	0
13.	Willamette Leadership Academy	170
14.	Wellsprings Friends School	60

A vanpool from Eugene to the Westfir Forest Station started in September. This brings the total number of vanpools that either originate or end in Eugene-Springfield to eight.

On-the-go Solutions:

Drive Less Connect powered by *Drive Less Save More*, the statewide multi-modal rideshare database and trip calendar, launched on September 6. Point2point Solutions has received an ODOT grant to conduct an incentive program to transition users from the current Rideshare database to the new one.

There are 236 active users in the database and 3,308 trips have already been recorded for a savings of 77,489 miles and 54,732 pounds of CO₂.

Drive Less Save More will be launching a statewide media campaign in October.

Union Pacific worked on the railroad tracks south of the Springfield Station from October 3 through October 6. There was a detour for all users of the Booth Kelly overflow Park & Ride lot, and Point2point Solutions staff posted detour information on more than 150 cars over a two-day period.

Education and Outreach:

Point2point Solutions staffed a booth at Royal Caribbean Cruise Lines Employee Benefit Fair. More than 260 employees visited the booth.

FACILITIES PROJECTS

Joe McCormack, Facilities Manager

Gateway EmX:

The real-time dynamic message signs have arrived at the District. Given staff workloads, the process to assemble and have the signs installed is taking longer than anticipated. More than forty signs will be prepared for installation during the next month.

University of Oregon Transit Station:

The station began service on September 18. A dedication event was held on September 27 that recognized the partners for both the UO Station project and the City's street reconstruction projects on 13th and Alder. Currently the station is essentially in the punch list stage of construction; the most significant item yet to be completed is installation of the final lighting fixtures. Light fixtures for the most part are assembled on the east coast and are made to order, thus the long lead times. It is anticipated that the project will be 100 percent complete by the end of October.

Glenwood Administrative Building:

A new chiller was installed in early October, which replaced the building's 21-year-old original chiller unit. The chiller provides chilled water to the office building HVAC system. The old unit failed several times during the past few years and has put the integrity of the District's Information Technology infrastructure at risk during the hottest times of the year. The new chiller will be more efficient and, of course, more reliable. The total cost of this replacement was \$111,000. In addition, the environmental controls for the office building use very dated and inefficient technology by today's standards. There is a plan to replace the pneumatic control system with direct digital controls later this fiscal year, which is estimated to cost about \$100,000. Both of these projects are being funded with federal dollars and are accounted for in the District's Capital Improvement Plan.

**SERVICE PLANNING, ACCESSIBILITY,
AND MARKETING**

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

Bid Implementation:

While the bid was implemented on September 18, a second wave of monitoring and adjusting came with the start of classes at the University of Oregon (UO) and Lane Community College (LCC). With enrollment up at both institutions, the buses were packed during the first couple of weeks of class. Service Planning staff worked with Operations staff to make available a tripper

bus to operate between the Eugene Station and LCC. The need for this bus was tapering off by the end of the first week; but LCC and LTD staff will continue monitoring the situation, and a discussion of added service for LCC will occur on October 18.

A few updates of station information trickled in and updates to bus announcements were being finalized during the second week of class.

Graphics staff have suggested a new printing material that may save a lot of time and money in the processing of bus stop information. The material, if successful, holds up better to sunlight and outdoor conditions and doesn't need to be laminated like the current paper stock used.

Snow and Ice Plan:

Service Planner Heather Lindsay led a staff team review of the District's inclement weather plan. This plan includes specific information about how routes are affected by snow and ice, key contacts for connecting to schools and other institutions, staffing for additional help in Customer Service, snow removal at stations, and a media plan for keeping the general public aware of how LTD operates. The Plan is distributed to the media, schools, and other key institutions, and is posted on the web. The *Rider's Digest* and web route schedules indicate which routes are affected by snow and ice conditions.

Outreach:

Marketing Representative Cosette Rees and Project Communications Coordinator Lisa VanWinkle, have been joined by intern Calvin Brawner and the three continue to work on West Eugene outreach activities. Plans for communicating the open houses have been made and will be executed with ample notice to the general public, including a newsletter mailing to over 12,000 addresses along the corridor.

Department Director Andy Vobora and General Manager Ron Kilcoyne are attending a variety of orientation meetings. Additionally, media interviews have occurred and will continue to occur during the coming months. Coming activities include on-air programming with KLCC and KPNW radio stations. Other community relations opportunities include a tour of UO game-day operations during the November 19 home game.

Staff continue to participate in a variety of community and civic efforts, and LTD will have a booth at the Eugene Chamber Business Expo on October 20. The event takes place at the Lane Events Center and runs from 4:00 p.m. to 7:00 p.m. Board members are welcome to join staff at the booth.

Paid media included UO football ads this past month. Plans for the coming month include the UO shuttles, the West Eugene open houses, and an advertisement in the Race for the Cure Register Guard insert on October 23.

Earned media stories included coverage of the UO station opening, ODOT's review of the West Eugene traffic analysis, UO shuttle service for the October 6 weekday football game, LTD's pension plan changes for administrative staff, and interviews with a representative of the Gainesville, Florida, group that came to see EmX.

Research:

Service Planner Ken Augustson has successfully worked with CJI Consulting and LCOG staff to develop the English and Spanish versions of the LTD Rider Survey. Surveys will be distributed

and collected from Riders in mid-October, and the analysis should be available in January or February 2012. With a target of more than 8,000 completed surveys, the amount of information received will be very helpful and will come with a high degree of confidence. All routes in the system are being sampled.

Succession Planning:

Key Service Planning, Accessibility, and Marketing (SPAM) staff will be retiring during the next 12 to 24 months. In preparation for these departures, SPAM is implementing development plans for those staff interested in competing for the positions. During the past month, Cosette Rees has completed an ENO Foundation mid-management training program, and Service Planner Heather Lindsay has completed the Chinook Institute for Civic Leadership Program.

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Accessible Services responded to FTA’s grant solicitation under the Veterans Transportation and Community Living Initiative. Grants must:

- Support the creation or expansion of community-based "one-call" transportation centers and mobility management strategies to include veteran and military family-directed resources; and
- Target outreach efforts to the military and veteran communities through veterans service organizations and military family support organizations

LTD’s project would replace outdated systems within the RideSource Call Center.

Program Manager Terry Parker presided over the fall meeting of Easter Seals ProjectACTION National Steering Committee (NSC) held in conjunction with the American Public Transit Association’s (APTA) Annual Meeting. NSC members attended APTA committee meetings on the Americans with Disabilities Act, older adult transportation, mobility management, and access.

TRANSIT OPERATIONS

Mark Johnson, Director of Transit Operations

Training:

Fall training for bus operators has been taking place for a few weeks now, and the comments have been positive. All bus operators participate in eight hours of training once a year to receive updated information and to improve their skills.

The District is in the process of hiring eight new bus operators who also will be in training beginning in November. These new bus operators are being hired because of a loss of many former Operators due to attrition.

In addition to Bus Operator training, the Transit Operations Department has been working with the Operations supervisors to improve their leadership skills and prepare them for the next steps in

their careers. With this goal in mind, Operations Supervisor Rick Thompson recently attended the Pacific Program, and Operations Supervisor Ralph Dinnel attended the Cascade Program.

Staff Replacement:

Transit Operations has been in a hiring mode recently due to staff promotions and to staff who have left the District. The administrative assistant and three Operations supervisors have been replaced, in addition to the eight new bus operators.

MAINTENANCE

George Trauger, Director of Maintenance

Fourteen of the 15 new hybrid 40-foot buses of the first initial order were delivered to LTD by September 30. The last bus was on display in New Orleans at the American Public Transportation Association Expo during the week of October 2. This last bus is scheduled to return to the manufacturer at the end of the Expo, undergo a quality inspection and cleaning at Gillig Manufacturing, and then be delivered to LTD sometime in mid-October.

Maintenance supervisors have been on site at the Gillig manufacturing plant in Hayward, California, during the bus build. The supervisors perform the bus build inspection that monitors the process, they perform quality assurance inspections throughout the build process, and they ensure vehicle component specification compliance. They also conduct final vehicle pre-delivery inspections on each bus.

Each bus must now undergo a post-delivery inspection to determine needed minor repairs, and any corrections will be performed. Installation of a camera security system, other related components, and application of the LTD stripping and logos will be completed prior to being placed into revenue service. All of the new buses are expected to be ready for revenue service sometime during November. The next nine buses are on schedule to go into production during the month of January 2012.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

FINANCE

Todd Lipkin, Finance Manager

Payroll Processing:

- Forty-eight (48) payroll checks and 540 payroll direct deposits totaling \$862,239 were made in September 2011 (two pay dates).
- One final paycheck for a departing employee was processed.

Accounts Payable:

- Two hundred seventy-one (271) vendor paper and electronic checks totaling \$4,570,540 were processed during the month of September 2011. This included a payment of \$1,120,360 to Gillig Corporation for two of the fifteen 40-foot hybrid-electric buses that are being/have been delivered in September and October.

Accounts Receivable:

- Thirteen (13) cash fare deposits totaling \$152,255 were processed in September 2011.
- Thirty-five (35) nonprofit agency orders were processed in September 2011.
- Fifty-six (56) RideSource ticket book orders for 259 ticket books were processed in September 2011.

ACCOUNTING/INTERNAL AUDIT

Carol James, Chief Accountant/Internal Auditor

Accounting:

- Auditors from Grove, Mueller, and Swank, PC, were on site September 6-9.
- Staff completed the process of closing out the fiscal year that ended June 30, 2011, and began the process for the generation of the Comprehensive Annual Financial Report (CAFR) for the year.

Internal Audit:

- No activity to report.

PURCHASING

Jeanette Bailor, Purchasing Manager

- A contract has been awarded to a local firm for a survey of asbestos at the building that LTD owns at 310 Garfield in Eugene. When the survey is complete, staff will request proposals for abatement.
- Proposals were received and contracts awarded for onboard video surveillance and for a mobile access router.
- Bids were received and a contract awarded for bus stop signs for the system.
- A request for bids was issued for bearings, with proposals due October 20.
- A request for proposals is being prepared for software for RideSource scheduling.
- Staff are working on requests for proposals for agents of record for property, liability, and health insurance.

HUMAN RESOURCES AND RISK MANAGEMENT

Mary Adams, Director of Human Resources and Risk Management

Labor Contract Negotiations:

Discussions continue toward an agreement between LTD and ATU Local 757. The recent labor contract expired on June 30, 2011. Bargaining teams met on October 11 to discuss options. The next regular negotiations session is tentatively set for November 8.

Health Care:

The Joint Insurance Committee met on September 19 to approve a recommendation from Insurance Broker Gordon Groshon. This recommendation is to renew the health care plan with PacificSource at a premium renewal rate of 5 percent and would be effective from January 1, 2012, through December 31, 2012. This quote from PacificSource was contingent on LTD's agreement not to put the health care plan out for bid.

Other Activities:

Human Resources staff worked with consultant Martha Bueche to design and conduct a workshop for senior leadership on change management. The executive team focused on adopting and implementing the new performance coaching tool as an example of addressing a pending change. Several next steps were identified.

The Lane Transit District and Amalgamated Transit Union Local 757 and the Lane Transit District Salaried Employees' Retirement Plan trustees met on October 11 for their quarterly meetings. Investment managers from RV Kuhns presented quarterly investment performance data, and the plan status was reviewed.

HUMAN RESOURCES/TRAINING

David Collier, Senior Human Resources Analyst

Recruitment:

- The IT Systems Engineer and IT Technician II positions both remain open until filled.
- Operations hired Sharon Boyd as the Administrative Services Assistant. She began work on September 26.
- Point2point Solutions hired Sharon Wade Ellis as the Smart Trips Intern. Sharon began work on October 3 and will remain with the District through the school year.
- Interviews are in progress for the bus operator positions. Eight positions are expected to be filled by November 7.
- Set up for the Operations temporary supervisors testing process is in progress.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Ron Kilcoyne, General Manager

ACTION REQUESTED: None.

BACKGROUND:

In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information.

ATTACHMENTS: August and September 2011 Performance Reports
August 2011 RideSource Activity and Productivity Report

PROPOSED MOTION: None.

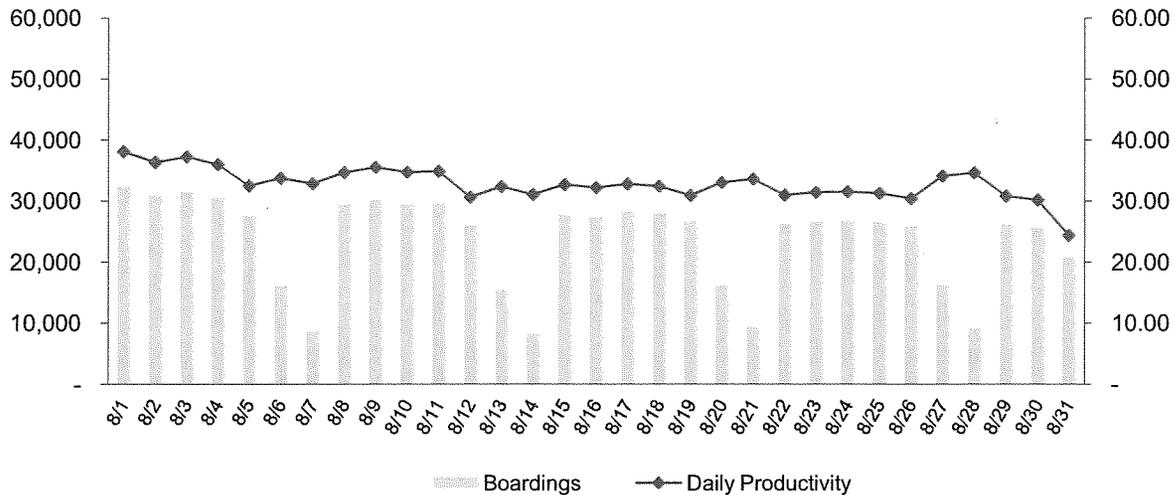
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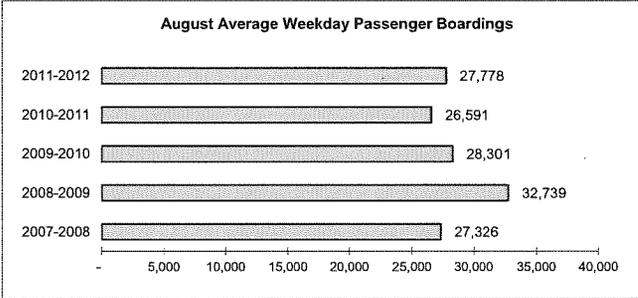
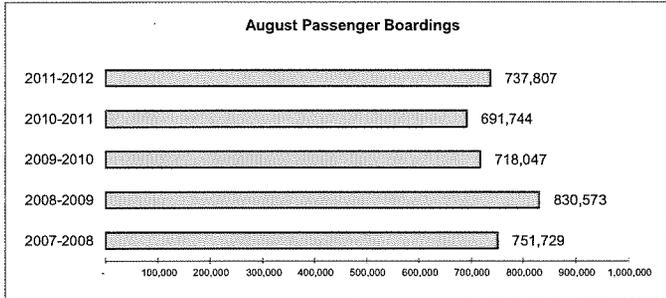
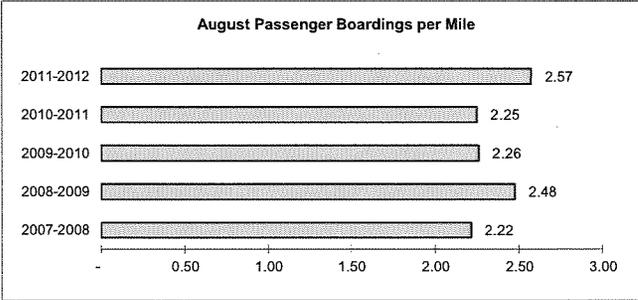
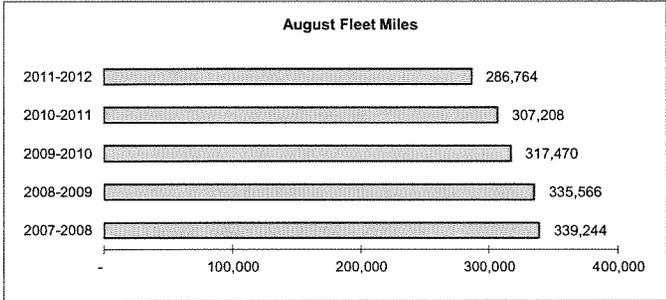
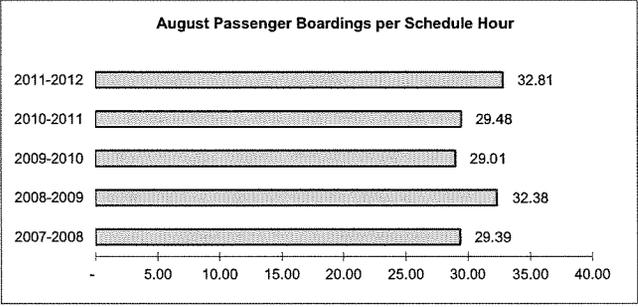
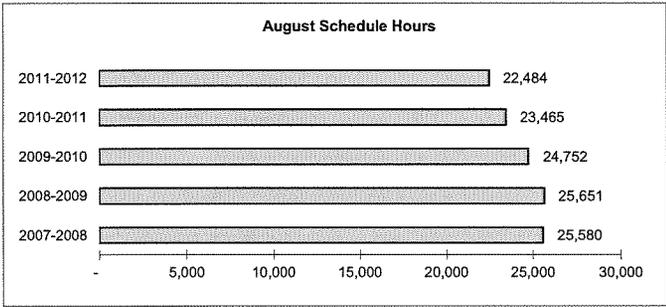
LANE TRANSIT DISTRICT
August 2011 Performance Report
13-October-2011

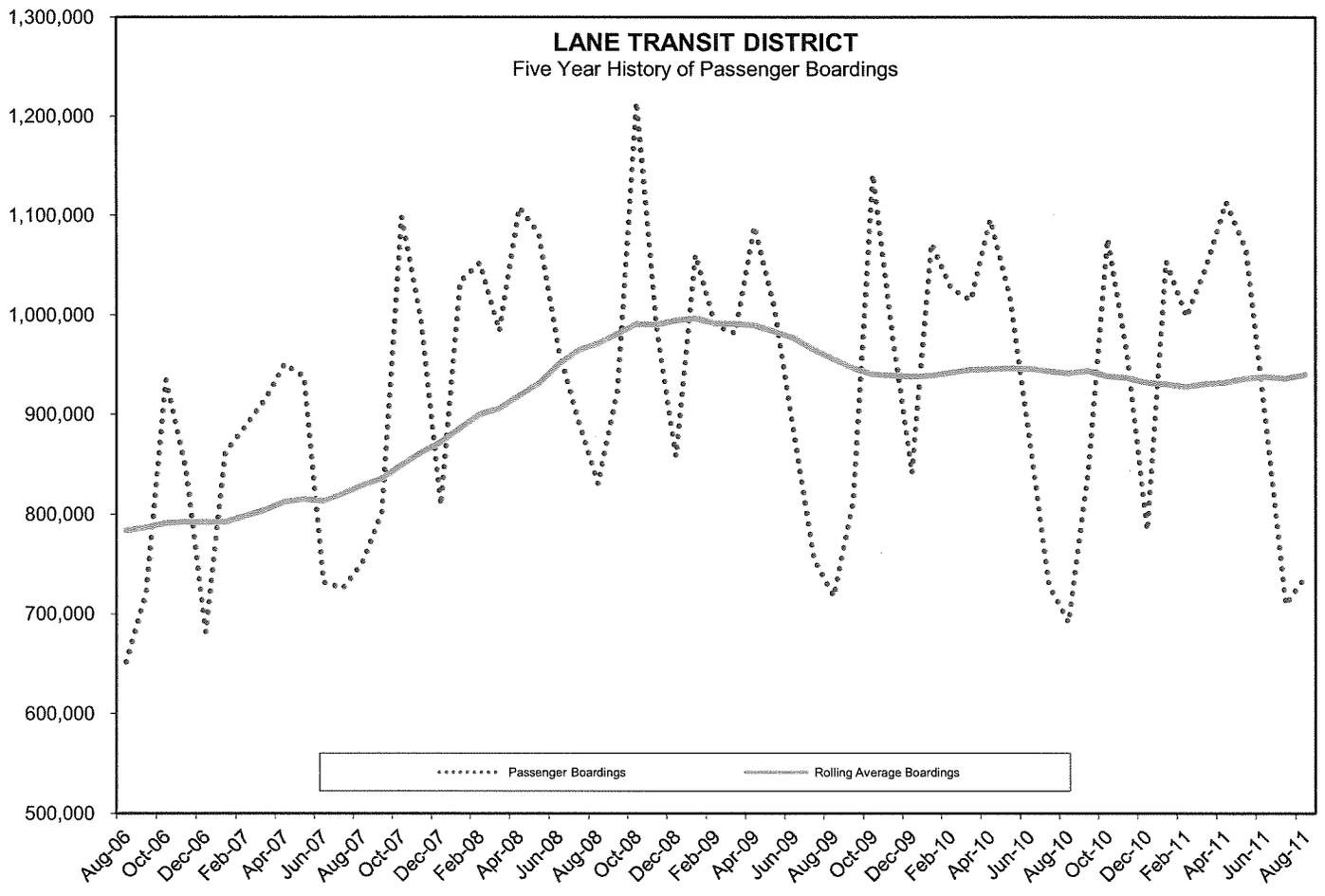
Performance Measure	Current Month	Prior Year's Month	% Change	Current Y-T-D	Previous Y-T-D	% Change	Current 12 Month	Prior 12 Month	% Change
Fixed Route Service									
Passenger Boardings	737,807	691,744	+ 6.7%	1,447,351	1,420,219	+ 1.9%	11,280,760	11,296,312	- 0.1%
Mobility Assisted Riders	11,169	11,039	+ 1.2%	20,830	22,421	- 7.1%	110,242	127,279	- 13.4%
<u>Average Passenger Boardings:</u>									
Weekday	27,778	26,591	+ 4.5%	28,527	27,565	+ 3.5%	38,421	38,459	- 0.1%
Saturday	15,953	15,429	+ 3.4%	16,073	15,488	+ 3.8%	18,320	18,193	+ 0.7%
Sunday	8,775	9,005	- 2.6%	8,695	8,989	- 3.3%	9,878	10,099	- 2.2%
Monthly Scheduled Hours	22,484	23,465	- 4.2%	43,111	46,663	- 7.6%	273,082	307,561	- 11.2%
Boardings Per Schedule Hour	32.8	29.5	+ 11.3%	33.57	30.44	+ 10.3%	41.31	36.73	+ 12.5%
Weekly Schedule Hours	4,985	5,336	- 6.6%	4,978	5,333	- 6.6%	5,325	6,017	- 11.5%
Weekdays	23	22		43	43		257	255	
Saturdays	4	4		9	10		50	53	
Sundays	4	5		9	9		52	55	
Passenger Revenues & Sales									
Total Passenger Revenues	\$515,860	\$531,922	- 3.0%	\$1,008,429	\$1,059,354	- 4.8%	7,342,054	7,237,344	+ 1.4%
Average Passenger Fare	\$0.699	\$0.769	- 9.1%	\$0.70	\$0.75	- 6.6%	\$0.65	\$0.64	+ 1.6%
Farebox Revenue	\$185,082	\$173,222	+ 6.8%	\$352,735	\$341,824	+ 3.2%	\$1,866,894	\$1,815,801	+ 2.8%
Adult Pass	2,061	2,222	- 7.2%	3,998	4,409	- 9.3%	26,609	26,732	- 0.5%
Youth Pass	228	327	- 30.3%	454	632	- 28.2%	1,770	2,226	- 20.5%
Reduced Fare Pass	1,147	1,005	+ 14.1%	2,210	2,142	+ 3.2%	12,841	13,079	- 1.8%
Adult 3 Month Pass	50	45	+ 11.1%	106	114	- 7.0%	829	756	+ 9.7%
Youth 3 Month Pass	10	3	+ 233.3%	24	3	+ 700.0%	88	64	+ 37.5%
Reduced Fare 3 Month Pass	42	35	+ 20.0%	92	92	+ 0.0%	692	929	- 25.5%
Regular Tokens	497	715	- 30.5%	965	1,711	- 43.6%	5,947	17,556	- 66.1%
Reduced Fare Tokens	12	10	+ 20.0%	39	33	+ 18.2%	133	96	+ 38.5%
Fleet Services									
Fleet Miles	286,764	307,208	- 6.7%	562,593	607,576	- 7.4%	3,542,570	3,998,834	- 11.4%
Average Passenger Boardings/Mile	2.57	2.25	+ 14.3%	2.57	2.34	+ 10.1%	3.18	2.82	+ 12.7%
Fuel Cost	\$269,464	\$179,687	+ 50.0%	\$527,506	\$354,290	+ 48.9%	\$3,060,913	\$2,258,454	+ 35.5%
Fuel Cost Per Mile	\$0.940	\$0.585	+ 60.7%	\$0.938	\$0.583	+ 60.8%	\$0.864	\$0.565	+ 53.0%
Repair Costs	\$224,221	\$186,524	+ 20.2%	\$415,405	\$384,457	+ 8.0%	\$2,540,572	\$2,447,623	+ 3.8%
Total Repair Cost Per Mile	\$0.782	\$0.607	+ 28.8%	\$0.738	\$0.633	+ 16.7%	\$0.717	\$0.612	+ 17.2%
Preventive Maintenance Costs	\$25,741	\$30,139	- 14.6%	\$62,308	\$62,927	- 1.0%	\$369,664	\$398,210	- 7.2%
Total PM Cost Per Mile	\$0.090	\$0.098	- 8.5%	\$0.111	\$0.104	+ 6.9%	\$0.104	\$0.100	+ 4.8%
Mechanical Road Calls	73	102	- 28.4%	143	183	- 21.9%	970	1,129	- 14.1%
Miles/Mech. Road Call	3,928	3,012	+ 30.4%	3,934	3,320	+ 18.5%	3,652	3,542	+ 3.1%
Special Mobility Service									
Data unavailable at time of printing									
SMS Rides	16,444	15,014	+ 9.5%	31,099	30,471	+ 2.1%	181,986	174,238	+ 4.4%
SMS Ride Refusals	-	-	+ 0.0%	-	2	- 100.0%	2	3	- 33.3%
RideSource	8,154	6,965	+ 17.1%	15,318	13,682	+ 12.0%	86,547	85,499	+ 1.2%
RideSource Refusals	-	-	+ 0.0%	-	-	#DIV/0!	2	1	+ 100.0%

Daily Ridership Recap August 2011

Date	Day	Service	Boardings	Mobility		Daily Productivity
				Assisted Boardings	Scheduled Hours	
8/1/2011	Monday	Weekday	32,278	449	846.40	38.14
8/2/2011	Tuesday	Weekday	30,786	368	846.40	36.37
8/3/2011	Wednesday	Weekday	31,542	448	846.40	37.27
8/4/2011	Thursday	Weekday	30,460	433	846.40	35.99
8/5/2011	Friday	Weekday	27,538	423	846.40	32.54
8/6/2011	Saturday	Saturday	16,042	316	475.10	33.77
8/7/2011	Sunday	Sunday	8,602	197	261.90	32.84
8/8/2011	Monday	Weekday	29,380	383	846.40	34.71
8/9/2011	Tuesday	Weekday	30,086	462	846.40	35.55
8/10/2011	Wednesday	Weekday	29,425	385	846.40	34.76
8/11/2011	Thursday	Weekday	29,552	380	846.40	34.91
8/12/2011	Friday	Weekday	25,955	437	846.40	30.67
8/13/2011	Saturday	Saturday	15,387	349	475.10	32.39
8/14/2011	Sunday	Sunday	8,139	170	261.90	31.08
8/15/2011	Monday	Weekday	27,698	442	846.40	32.72
8/16/2011	Tuesday	Weekday	27,266	380	846.40	32.21
8/17/2011	Wednesday	Weekday	28,246	417	860.10	32.84
8/18/2011	Thursday	Weekday	27,926	439	860.10	32.47
8/19/2011	Friday	Weekday	26,615	438	860.10	30.94
8/20/2011	Saturday	Saturday	16,158	272	488.70	33.06
8/21/2011	Sunday	Sunday	9,280	184	275.90	33.64
8/22/2011	Monday	Weekday	26,235	370	846.40	31.00
8/23/2011	Tuesday	Weekday	26,613	389	846.40	31.44
8/24/2011	Wednesday	Weekday	26,698	392	846.40	31.54
8/25/2011	Thursday	Weekday	26,509	386	846.40	31.32
8/26/2011	Friday	Weekday	25,750	485	846.40	30.42
8/27/2011	Saturday	Saturday	16,225	255	475.10	34.15
8/28/2011	Sunday	Sunday	9,078	124	261.90	34.66
8/29/2011	Monday	Weekday	26,125	370	846.40	30.87
8/30/2011	Tuesday	Weekday	25,531	342	846.40	30.16
8/31/2011	Wednesday	Weekday	20,682	284	846.40	24.44
Totals			737,807	11,169	22,484	32.81

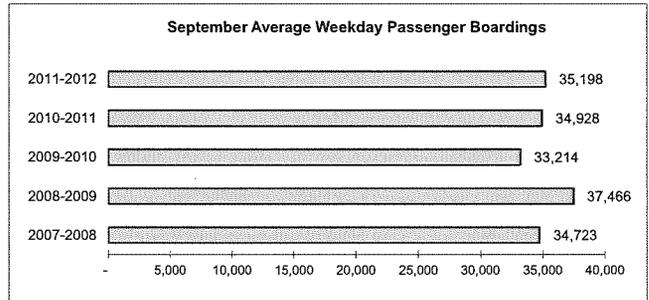
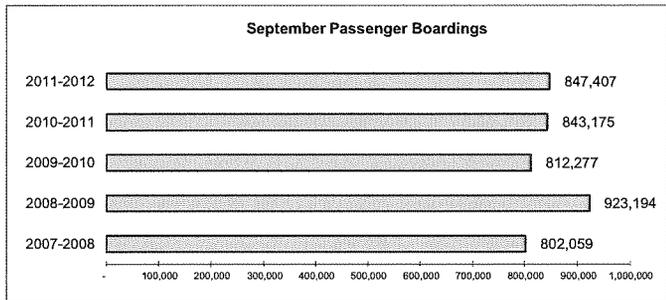
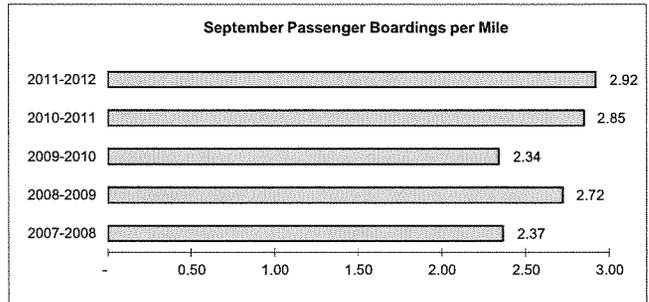
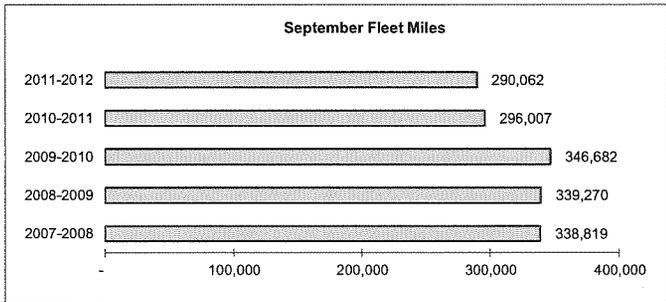
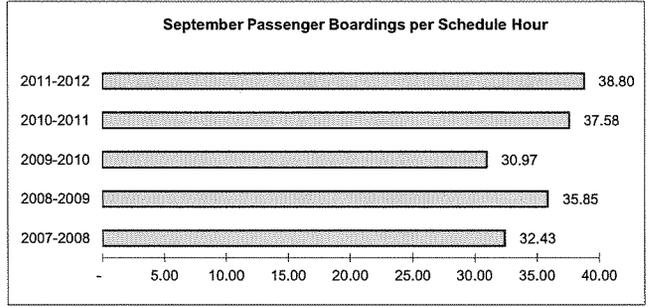
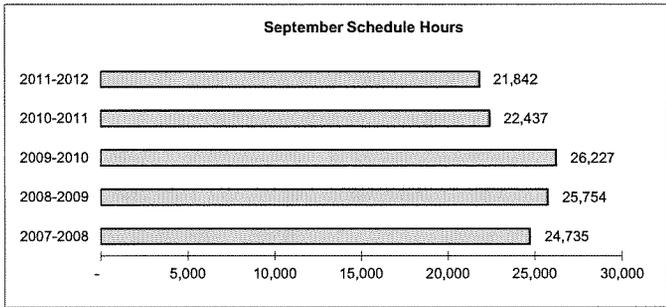






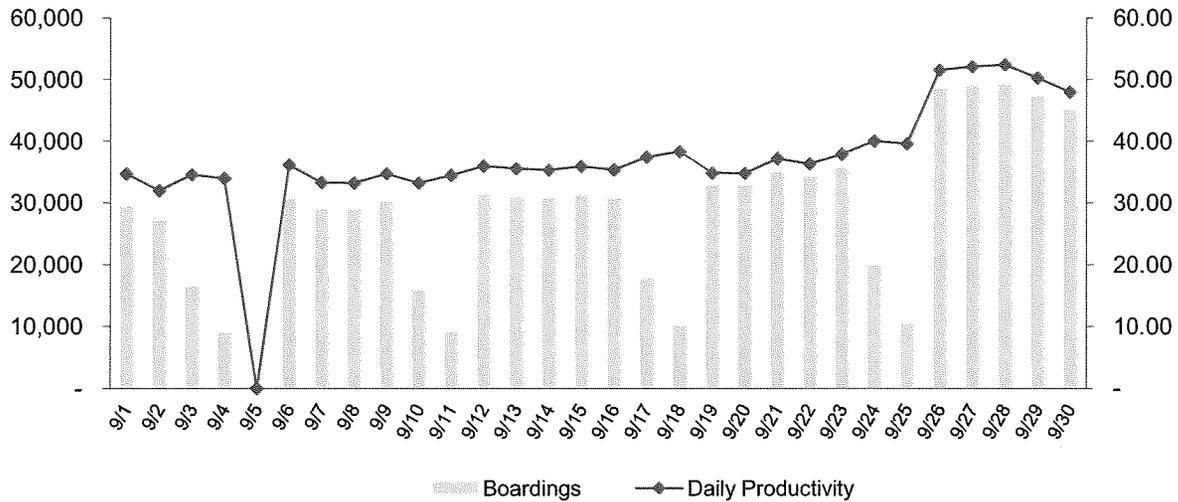
LANE TRANSIT DISTRICT
September 2011 Performance Report
13-October-2011

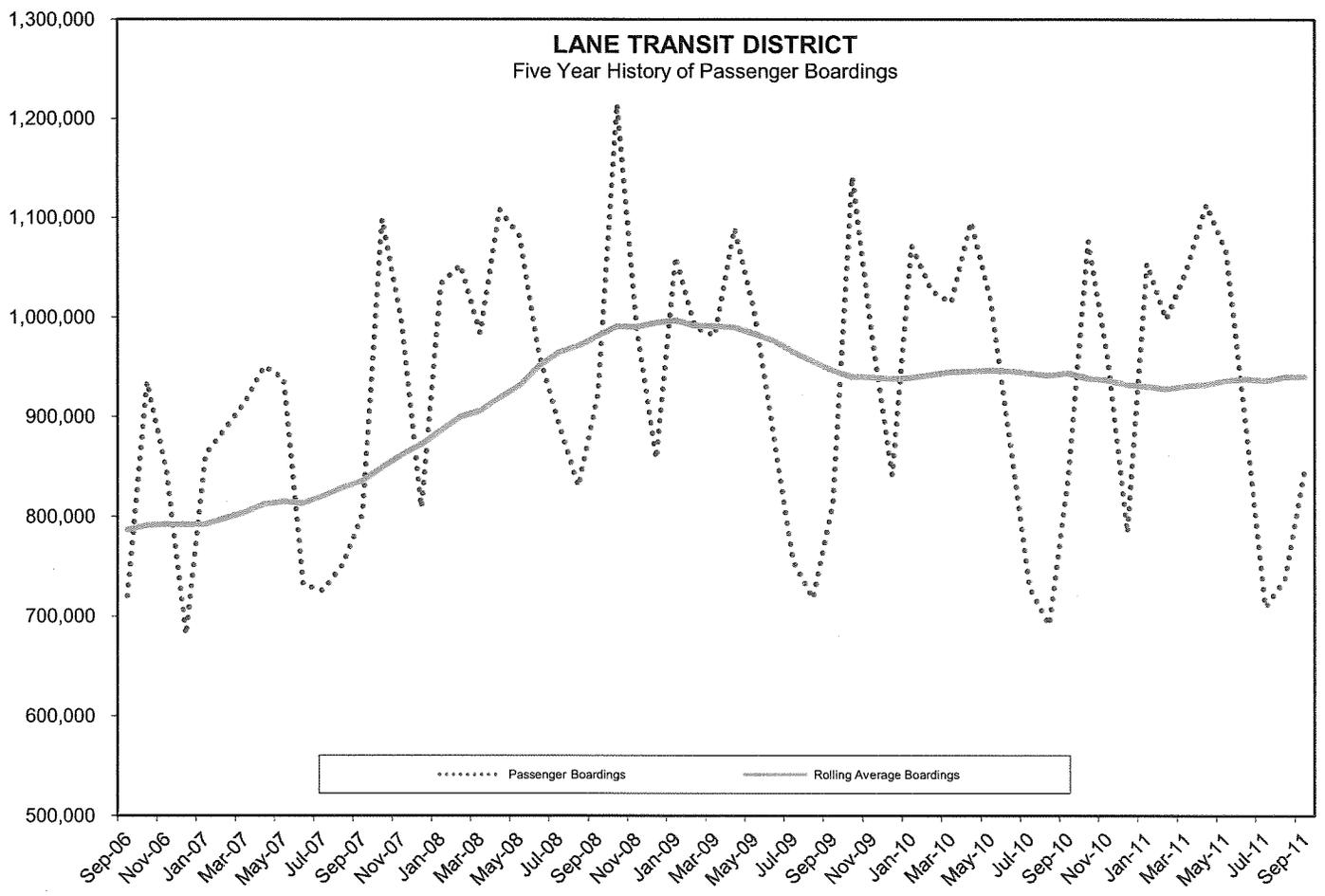
Performance Measure	Current Month	Prior Year's Month	% Change	Current Y-T-D	Previous Y-T-D	% Change	Current 12 Month	Prior 12 Month	% Change
Fixed Route Service									
Passenger Boardings	847,407	843,175	+ 0.5%	2,294,758	2,263,394	+ 1.4%	11,284,992	11,327,210	- 0.4%
Mobility Assisted Riders	10,575	10,644	- 0.6%	31,405	33,065	- 5.0%	110,173	126,546	- 12.9%
<u>Average Passenger Boardings:</u>									
Weekday	35,198	34,928	+ 0.8%	30,750	30,019	+ 2.4%	38,443	38,601	- 0.4%
Saturday	17,481	16,824	+ 3.9%	16,542	15,933	+ 3.8%	18,375	18,212	+ 0.9%
Sunday	9,580	10,599	- 9.6%	8,990	9,525	- 5.6%	9,793	10,176	- 3.8%
Monthly Scheduled Hours	21,842	22,437	- 2.7%	64,953	69,100	- 6.0%	272,487	304,446	- 10.5%
Boardings Per Schedule Hour	38.8	37.6	+ 3.2%	35.33	32.76	+ 7.9%	41.41	37.21	+ 11.3%
Weekly Schedule Hours	5,236	5,379	- 2.7%	5,064	5,348	- 5.3%	5,313	5,950	- 10.7%
Weekdays	21	21		64	64		257	255	
Saturdays	4	4		13	14		50	53	
Sundays	4	4		13	13		52	54	
Passenger Revenues & Sales									
Total Passenger Revenues	\$408,555	\$546,730	- 25.3%	\$1,416,984	\$1,606,084	- 11.8%	7,203,879	7,274,527	- 1.0%
Average Passenger Fare	\$0.482	\$0.648	- 25.6%	\$0.62	\$0.71	- 13.0%	\$0.64	\$0.64	- 0.6%
Farebox Revenue	\$166,245	\$156,327	+ 6.3%	\$518,980	\$498,151	+ 4.2%	\$1,876,812	\$1,819,731	+ 3.1%
Adult Pass	2,063	2,138	- 3.5%	6,061	6,547	- 7.4%	26,534	26,798	- 1.0%
Youth Pass	261	150	+ 74.0%	715	782	- 8.6%	1,881	2,191	- 14.1%
Reduced Fare Pass	1,186	1,096	+ 8.2%	3,396	3,238	+ 4.9%	12,931	13,102	- 1.3%
Adult 3 Month Pass	80	79	+ 1.3%	186	193	- 3.6%	830	762	+ 8.9%
Youth 3 Month Pass	112	12	+ 833.3%	136	15	+ 806.7%	188	60	+ 213.3%
Reduced Fare 3 Month Pass	79	79	+ 0.0%	171	171	+ 0.0%	692	865	- 20.0%
Regular Tokens	420	815	- 48.5%	1,385	2,526	- 45.2%	5,552	15,132	- 63.3%
Reduced Fare Tokens	7	6	+ 16.7%	46	39	+ 17.9%	134	94	+ 42.6%
Fleet Services									
Fleet Miles	290,062	296,007	- 2.0%	852,655	903,583	- 5.6%	3,536,625	3,948,159	- 10.4%
Average Passenger Boardings/Mile	2.92	2.85	+ 2.6%	2.69	2.50	+ 7.4%	3.19	2.87	+ 11.2%
Fuel Cost	\$284,866	\$204,681	+ 39.2%	\$812,372	\$558,971	+ 45.3%	\$3,141,098	\$2,270,786	+ 38.3%
Fuel Cost Per Mile	\$0.982	\$0.691	+ 42.0%	\$0.953	\$0.619	+ 54.0%	\$0.888	\$0.575	+ 54.4%
Repair Costs	\$205,389	\$200,918	+ 2.2%	\$620,794	\$585,375	+ 6.1%	\$2,545,043	\$2,439,566	+ 4.3%
Total Repair Cost Per Mile	\$0.708	\$0.679	+ 4.3%	\$0.728	\$0.648	+ 12.4%	\$0.720	\$0.618	+ 16.5%
Preventive Maintenance Costs	\$26,432	\$24,666	+ 7.2%	\$88,740	\$87,593	+ 1.3%	\$371,430	\$393,900	- 5.7%
Total PM Cost Per Mile	\$0.091	\$0.083	+ 9.4%	\$0.104	\$0.097	+ 7.4%	\$0.105	\$0.100	+ 5.3%
Mechanical Road Calls	73	63	+ 15.9%	216	246	- 12.2%	980	1,117	- 12.3%
Miles/Mech. Road Call	3,973	4,699	- 15.4%	3,947	3,673	+ 7.5%	3,609	3,535	+ 2.1%
Special Mobility Service									
Data unavailable at time of printing									
SMS Rides	16,827	15,203	+ 10.7%	47,926	45,674	+ 4.9%	183,610	175,793	+ 4.4%
SMS Ride Refusals	-	-	+ 0.0%	-	2	- 100.0%	2	3	- 33.3%
RideSource	7,416	6,574	+ 12.8%	22,734	20,256	+ 12.2%	87,389	84,871	+ 3.0%
RideSource Refusals	-	-	+ 0.0%	-	-	#DIV/0!	2	1	+ 100.0%



Daily Ridership Recap September 2011

Date	Day	Service	Boardings	Mobility		Daily Productivity
				Assisted Boardings	Scheduled Hours	
9/1/2011	Thursday	Weekday	29,405	491	846.40	34.74
9/2/2011	Friday	Weekday	27,114	480	846.40	32.03
9/3/2011	Saturday	Saturday	16,447	306	475.10	34.62
9/4/2011	Sunday	Sunday	8,911	190	261.90	34.02
9/5/2011	Monday	Closed	-	-	-	-
9/6/2011	Tuesday	Weekday	30,647	468	846.40	36.21
9/7/2011	Wednesday	Weekday	28,943	409	867.60	33.36
9/8/2011	Thursday	Weekday	28,863	382	867.60	33.27
9/9/2011	Friday	Weekday	30,154	410	867.60	34.76
9/10/2011	Saturday	Saturday	15,796	234	475.10	33.25
9/11/2011	Sunday	Sunday	9,043	141	261.90	34.53
9/12/2011	Monday	Weekday	31,228	417	867.60	35.99
9/13/2011	Tuesday	Weekday	30,877	383	867.60	35.59
9/14/2011	Wednesday	Weekday	30,681	458	867.60	35.36
9/15/2011	Thursday	Weekday	31,199	450	867.60	35.96
9/16/2011	Friday	Weekday	30,713	505	867.60	35.40
9/17/2011	Saturday	Saturday	17,800	236	475.10	37.47
9/18/2011	Sunday	Sunday	10,015	173	261.20	38.34
9/19/2011	Monday	Weekday	32,775	421	939.40	34.89
9/20/2011	Tuesday	Weekday	32,758	386	939.40	34.87
9/21/2011	Wednesday	Weekday	34,973	448	939.40	37.23
9/22/2011	Thursday	Weekday	34,175	348	939.40	36.38
9/23/2011	Friday	Weekday	35,629	391	939.40	37.93
9/24/2011	Saturday	Saturday	19,880	302	496.40	40.05
9/25/2011	Sunday	Sunday	10,351	108	261.20	39.63
9/26/2011	Monday	Weekday	48,443	346	939.40	51.57
9/27/2011	Tuesday	Weekday	48,973	381	939.40	52.13
9/28/2011	Wednesday	Weekday	49,248	450	939.40	52.42
9/29/2011	Thursday	Weekday	47,255	390	939.40	50.30
9/30/2011	Friday	Weekday	45,111	471	939.40	48.02
Totals			847,407	10,575	21,842	38.80





Special Mobility Services: RideSource Activity and Productivity Information

<u>8/31/2011-REVISED</u>	<u>Current Month</u>	<u>Prior Year's Month</u>	<u>% Change</u>	<u>Current YTD</u>	<u>Previous YTD</u>	<u>% Change</u>	<u>Current 12 Month</u>	<u>Prior 12 Month</u>	<u>% Change</u>
RideSource Ridership	16,482	15,014	9.8%	31,137	30,471	2.2%	185,333	176,835	4.8%
RideSource(All Modes)	12,945	12,642	2.4%	25,025	25,165	-0.6%	152,077	146,150	4.1%
Shopper	520	429	21.2%	926	867	6.8%	5,263	5,221	0.8%
Escort Volunteers-Metro	1,358	831	63.4%	2,397	1,766	35.7%	12,237	9,840	24.4%
Escort Volunteers-Rural	1,659	1,112	49.2%	2,789	2,673	4.3%	15,756	15,624	0.8%
RideSource Cost per Ride	\$ 21.05	\$ 22.09	-4.7%	\$ 21.93	\$ 22.06	-0.6%	\$ 21.36	\$ 20.86	2.4%
RideSource(All Modes)	\$ 25.43	\$ 25.00	1.7%	\$ 25.92	\$ 25.41	2.0%	\$ 24.73	\$ 24.05	2.8%
RideSource Shopper	\$ 14.92	\$ 16.34	-8.7%	\$ 15.95	\$ 16.17	-1.3%	\$ 15.79	\$ 14.63	8.0%
RideSource Escort	\$ 3.28	\$ 4.46	-26.4%	\$ 3.75	\$ 4.19	-10.6%	\$ 4.13	\$ 3.80	8.4%
Ride Reservations	13,562	13,054	3.9%	26,127	26,317	-0.7%	160,513	154,446	3.9%
Cancelled Number	1,132	1,125	0.6%	2,181	2,494	-12.6%	15,259	15,033	1.5%
Cancelled % of Total	8.35%	8.62%		8.35%	9.48%		9.51%	9.73%	
No-Show Number	149	121	23.1%	287	254	13.0%	1,776	1,616	9.9%
No-Show % of Total	1.10%	0.93%		1.10%	0.97%		1.11%	1.05%	
Ride Refusals Number	0	0	#DIV/0!	0	2	-100.0%	2	3	-33.3%
Ride Refusals % of Total	0.00%	0.00%		0.00%	0.01%		0.00%	0.00%	
Service Hours	7,354	6,655	10.5%	14,028	13,467	4.2%	83,079	77,882	6.7%
Agency Staff	7,089	6,424	10.4%	13,587	12,956	4.9%	80,705	74,606	8.2%
Agency SMS Volunteer	265	231	14.7%	441	511	-13.7%	2,374	3,276	-27.5%
Avg. Trips/Service Hr.	1.83	1.96	-6.6%	1.85	1.93	-4.1%	1.89	1.94	-2.6%
RideSource System Miles	95,058	92,146	3.2%	182,490	186,657	-2.2%	1,091,236	1,059,732	3.0%
Avg. Miles/Trip	7.06	7.05	0.1%	7.03	7.17	-1.9%	6.94	7.00	-0.9%
Miles/Vehicle Hour	12.93	13.85	-6.6%	13.01	13.86	-6.1%	13.13	13.61	-3.5%

Special Mobility Services: RideSource Activity and Productivity Information

<u>8/31/2011-REVISED</u>	<u>Current Month</u>	<u>Prior Year's Month</u>	<u>% Change</u>	<u>Current YTD</u>	<u>Previous YTD</u>	<u>% Change</u>	<u>Current 12 Month</u>	<u>Prior 12 Month</u>	<u>% Change</u>
On-Time Performance %	86.8%	84.6%	2.7%	87.3%	83.8%	4.2%	86.2%	83.4%	3.3%
Sample	11,718	11,341		22,643	22,600		137,651	131,238	
On-Time	10,175	9,593		19,758	18,933		118,612	109,458	

- RideSource (All Modes) includes all rides except Shopper & Escort
- Escort Volunteers-Metro includes in-district volunteer rides and SMS volunteer escort rides.
- Escort Volunteers-Rural is out of district volunteer rides.

- RideSource System Miles includes miles by volunteers in agency vehicles.

- On-Time Performance reflects a 100% sample of all rides with scheduled pickup times, plus will-call rides. The standard is +/- 10 minutes for scheduled pickups and within 30 minutes of will-call request.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

ITEM TITLE: EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(h)

PREPARED BY: Ron Kilcoyne, General Manager

ACTION REQUESTED: That the Board meet in Executive Session pursuant to ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

ATTACHMENT: None

PROPOSED MOTION: I move that the Board meet in Executive Session pursuant to ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Q:\Reference\Board Packet\2011\10\Reg Mtg 10-19-11\EXECSUM litigation.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 19, 2011

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

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

ACTION REQUESTED: None

BACKGROUND:

The action or information items listed below will be included on the agenda for future Board meetings:

- A. **Labor Negotiations:** Labor contract negotiations continue with the most recent meeting held on October 11. The Board will receive an update at the November 16 Board meeting.
- B. **General Manager Evaluation:** An executive session is scheduled to be held during the November 16 Board meeting in order review and evaluate the employment-related performance of LTD's general manager.
- C. **EmX Next Steps:** At the November 16 Board meeting, staff will ask the Board to discuss future service scenarios and look ahead to the next corridor
- D. **Accessible Services Report:** At the November 16 Board meeting, Accessible Services staff will provide an update to the Board on the RideSource Call Center operations and Out-of-Area service; LTD's Non-profit Program; and contracted services, including Alternative Work Concepts, Senior and Disabled Services, and Special Mobility Services.
- E. **West Eugene EmX Extension:** Staff will provide a detailed project update to the Board in conjunction with the release of the public draft Environmental Assessment (EA) by FTA, which is expected by December. At the December Board meeting, staff will discuss results from the EA analysis including transportation, property, and environmental effects; operation and maintenance costs; and the status of efforts related to the business outreach program and citizen involvement.
- F. **Lane Coordinated Human Services Transportation Plan:** The Lane Coordinated Human Services Transportation plan is in the process of being updated. It will be ready for a public hearing and Board approval at the December Board meeting.
- G. **2012 Legislative Session:** At a Board meeting later in the fall, staff will provide to the Board an overview of funding requests and discuss strategy for the 2012 Legislative Session.
- H. **LTD Subdistrict Boundaries:** The adjustments to political districts due to the changes in population taken from the 2010 Census are nearly complete. The Oregon Secretary of State is finalizing LTD's subdistrict boundaries. If complete, a public hearing will be held later this fall followed by adoption of the new boundaries. The new boundaries would be in place for ten years after adoption.
- I. **Data Center Construction:** Partnering with the University of Oregon on construction of a new Information Technology Data Center is not viable given the UO is not likely to pursue this facility

for a number of years. Later this fall LTD staff will ask for Board approval to move forward with the CIP project using a Construction Management/General Contractor (CM/GC) method of construction.

- J. **Independent Audit Report and Comprehensive Annual Financial Report (CAFR)**: The annual audit findings and the CAFR will be presented to the Board before the end of the calendar year.
- K. **Board Strategic Planning Work Session**: The Board's next strategic planning work session is being scheduled for January 2012. The Budget Committee also will be invited to participate.
- L. **Origin and Destination Survey Results**: The 2011 LTD Rider Survey, also known as the Origin and Destination survey, will be finalized in early 2012. The consultant and staff will provide a review of the results in a Board work session in January or February 2012.
- M. **2012 Fare Analysis and Pricing Recommendation**: Staff will begin a review of the annual pricing plan with a discussion with the Finance Committee later this year. The process will continue with recommendations coming to the Board in Spring 2012.
- N. **FY 2009-10 Annual Performance Report**: In conjunction with an update on progress related to the Long-Range Transit Plan, staff will provide a FY 2009-10 Performance Report for presentation at a future Board meeting.

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LTD Board Meeting_October 19, 2011



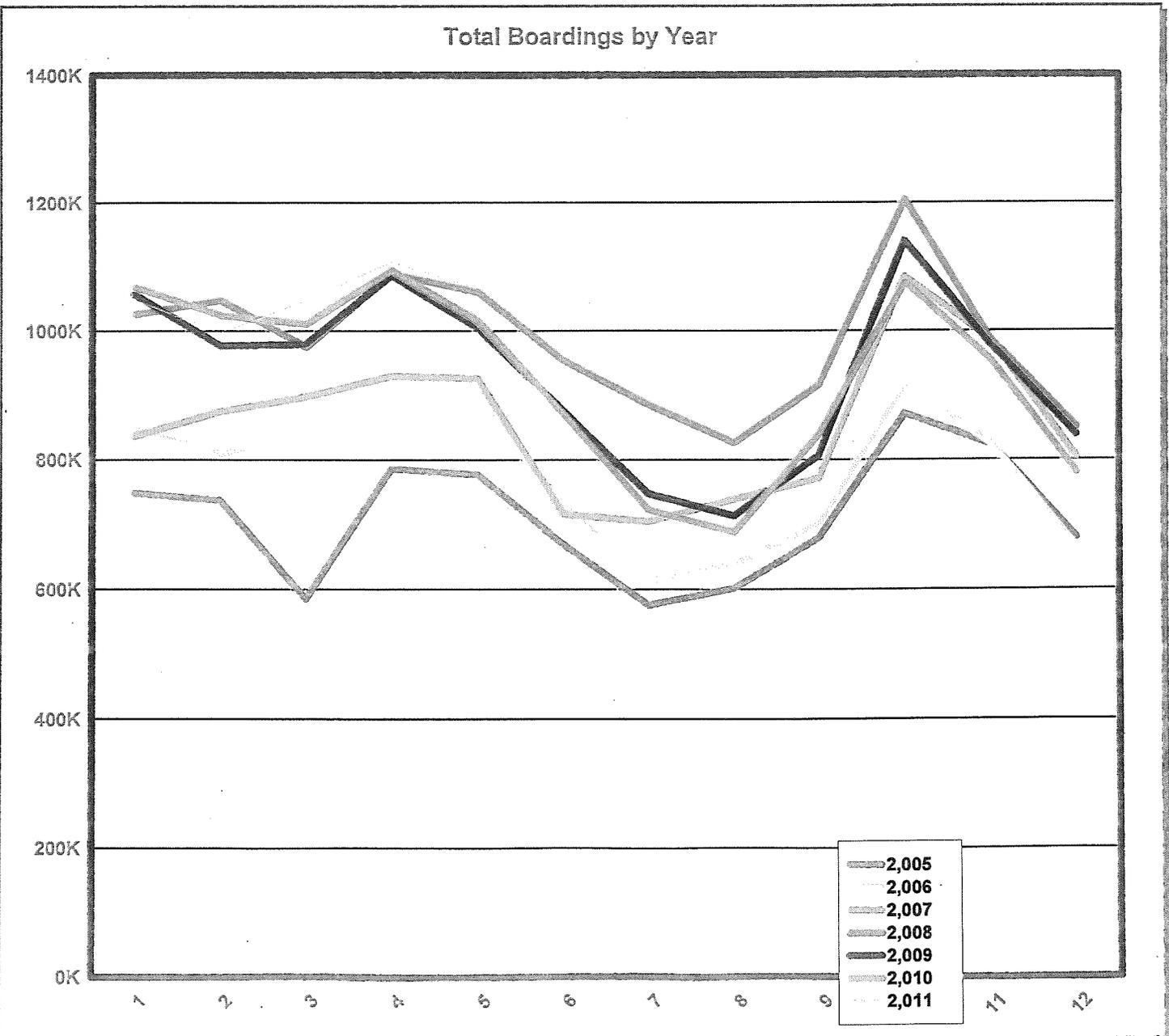
Boardings by Route, Month and Year 2005 - 2011

Boardings by Month and Year

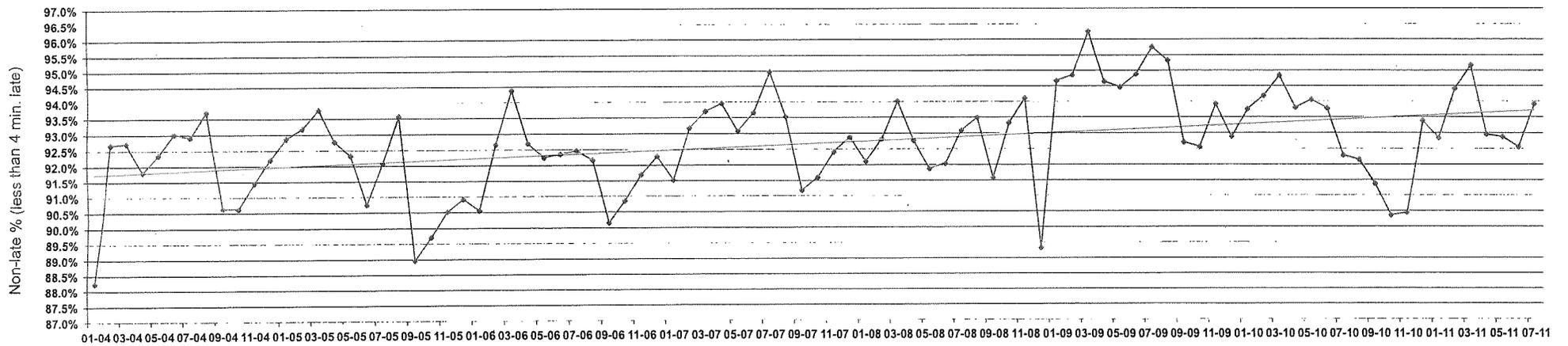
	1	2	3	4	5	6	7	8	9	10	11	12	Total
2005	748,824	737,749	585,575	786,526	777,805	670,209	576,484	602,150	679,390	871,320	823,854	680,083	8,539,969
2006	846,459	809,575	830,180	843,446	892,733	730,134	613,076	637,096	703,368	918,463	824,792	664,172	9,313,494
2007	836,653	875,015	898,066	930,325	926,515	716,765	705,158	739,363	771,800	1,054,189	987,491	803,970	10,275,310
2008	1,025,230	1,047,687	975,266	1,089,135	1,050,472	954,036	885,366	826,509	916,142	1,209,074	985,324	850,769	11,822,230
2009	1,057,016	977,098	979,751	1,086,681	1,005,016	876,406	748,315	713,757	806,928	1,139,858	979,208	839,141	11,209,155
2010	1,068,279	1,024,606	1,010,885	1,094,773	1,019,198	871,907	722,834	688,214	839,653	1,075,567	954,171	780,115	11,147,182
2011	1,048,894	997,571	1,047,282	1,108,447	1,065,356	893,112	711,473	737,807	847,268				5,267,550

Count of Weekday Service Days by Month and Year

	1	2	3	4	5	6	7	8	9	10	11	12	Total
2005	21	20	23	21	21	22	20	23	21	21	21	21	255
2006	21	20	23	20	22	22	22	25	20	22	21	20	258
2007	22	20	22	21	22	21	21	23	19	23	21	20	255
2008	22	21	21	22	21	21	22	21	21	23	19	22	256
2009	21	20	22	22	20	22	23	21	21	22	20	22	256
2010	20	20	23	22	20	22	21	22	21	21	20	23	255
2011	21	20	23	21	21	22	20	23					



LTD On time Performance 2004 - 2011

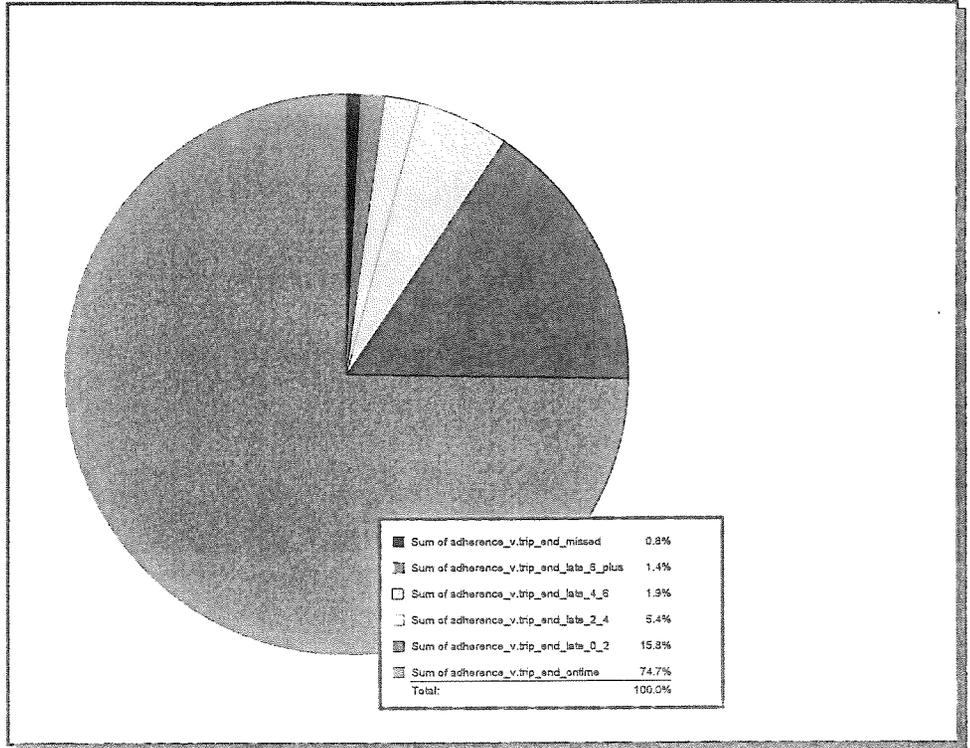




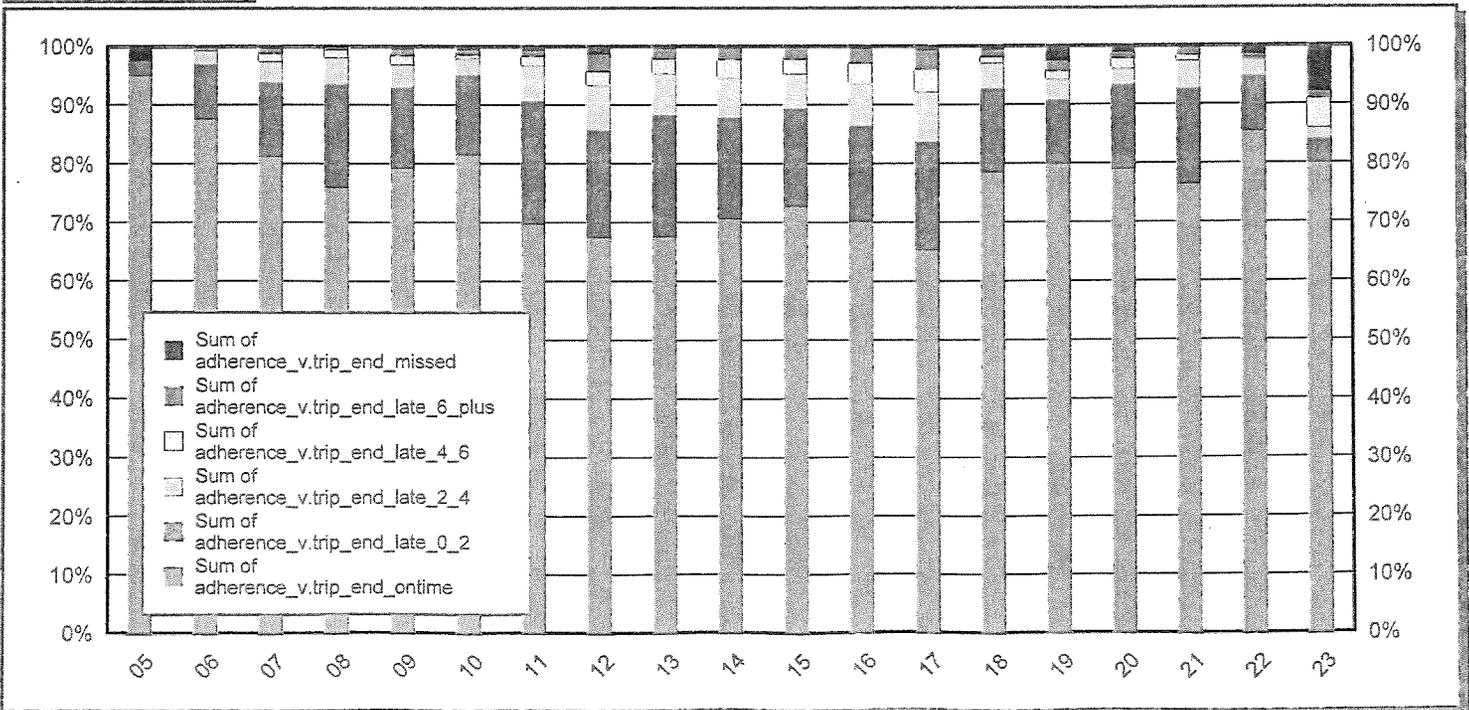
TIM - Trip End Performance
04/04/2011 - 04/29/2011. Service: "Weekday"

Count of Missed, Late 6+, Late 4 - 6, Late 2 - 4, Late 0 - 2, Ontime or Early by Station and Service Type

Station	Weekday	Total
es_t	11	11
	37	37
	61	61
	181	181
	446	446
	1,002	1,002
eugsta	57	57
	171	171
	188	188
	508	508
	1,439	1,439
	7,550	7,550
ccsta	7	7
	9	9
	11	11
	65	65
	355	355
	1,589	1,589
ss_sta	47	47
	29	29
	39	39
	95	95
	287	287
	2,721	2,721
uosta	16	16
	38	38
	90	90
	220	220
	591	591
	1,563	1,563
Xgatoa	40	40
	14	14
	14	14
	68	68
	216	216
	1,381	1,381
	178	178
	298	298
403	403	
	1,137	1,137
	3,334	3,334
	15,806	15,806



Totals by Hour (Trip-end)



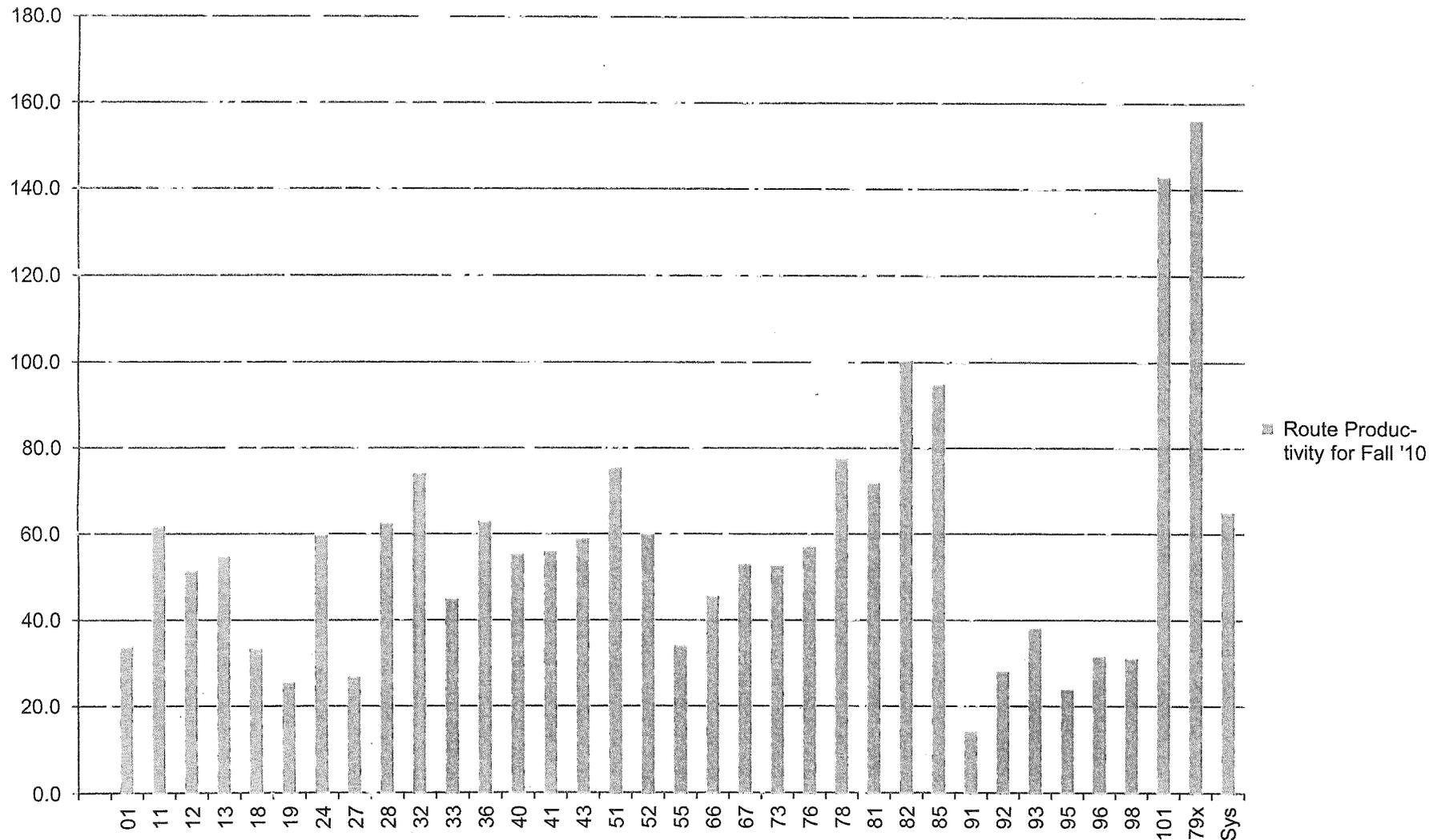
Weekday Ridership and Service Statistics --> Route Category = All Routes by Productivity

Data Sample Time Period: 09/2/07 - 10/31/10

Route Type	Route	Name	# of Round Trips	Route Productivity for Fall '07	Route Productivity for Fall '08	Route Productivity for Fall '09	Route Productivity for Fall '10	Schedule Hours for Fall '10	Avg. Brdngs / Fall '10 Round Trip
college commuter	79x	UO / Kinsrow	51.0	155.6	206.2	142.5	156.2	27.8	63.6
EmX	101	EmX	86.5		132.9	121.8	143.0	61.8	76.2
college commuter	82	LCC / Pearl	50.0	72.7	93.9	98.1	100.5	39.7	59.5
urban	85	LCC / Springfield	25.0	47.3	59.3	77.8	95.0	13.1	37.2
college commuter	78	UO / Oak Patch	9.5	49.7	63.1	61.9	77.8	9.2	56.5
urban	51	Santa Clara	25.5	56.0	59.6	61.2	75.7	34.1	76.0
express	32	West 1st Avenue	2.0	62.0	68.4	38.5	74.2	1.2	34.0
urban	81	LCC / Harris	28.0	53.1	65.5	66.9	72.0	23.8	45.8
urban	36	West 18th Avenue	31.0	51.0	57.1	55.5	63.0	34.5	52.4
urban	28	Hilyard	30.0	40.9	43.7	39.8	62.7	27.8	40.1
urban	11	Thurston	74.5	59.3	65.6	60.1	61.8	85.4	52.9
urban	52	Irving	17.0	52.6	54.3	53.1	60.2	22.7	60.1
urban	24	Donald	32.5	55.4	57.1	52.3	59.8	27.9	38.2
urban	43	W 11th / Barger	32.0	50.7	53.5	50.4	59.0	44.2	60.8
college commuter	76	UO / Westmoreland	18.0	44.4	49.1	51.6	57.2	18.4	43.7
urban	41	Barger / W 11th	33.0	56.4	55.9	53.8	56.2	42.3	53.8
urban	40	Echo Hollow	32.0	57.3	57.3	50.0	55.4	42.7	52.4
urban	13	Centennial	31.0	51.3	52.3	54.5	54.9	48.8	64.5
urban	67	Coburg Rd. / VRC	31.5	44.6	45.0	43.1	53.2	35.2	44.4
urban	73	UO / Willamette	20.0	42.4	47.4	46.0	52.7	19.1	37.7
urban	12	Gateway	40.5	60.1	51.5	50.7	51.5	85.2	80.9
urban	66	VRC / Coburg Rd.	36.0	51.7	52.0	49.3	45.7	44.4	42.1
connector	33	Jefferson	21.0	45.8	50.4	41.5	45.0	11.7	18.7
rural	93	Veneta	8.0	22.5	30.5	29.4	38.2	11.6	41.5
connector	55	River Rd Connector	18.0	32.0	36.4	32.2	34.3	11.8	16.7
connector	01	Campbell Center	11.0	28.6	29.3	34.0	33.8	4.9	11.3
connector	18	Mohawk / Fairview	13.0	28.4	31.6	32.0	33.4	11.3	21.6
rural	96	Coburg	4.0	23.5	25.7	32.8	31.7	4.0	23.8
rural	98	Cottage Grove	9.0	25.3	35.2	32.8	31.1	22.2	57.3
rural	92	Lowell / LCC	4.5	20.6	26.1	25.7	28.1	10.2	45.1
connector	27	Fairmount	13.0	27.3	27.2	28.4	26.9	13.6	21.0
connector	19	Fairview / Mohawk	14.0	24.9	20.5	23.8	25.5	12.2	16.6
rural	95	Junction City	6.0	23.2	23.2	21.1	23.9	9.8	29.0
rural	91	McKenzie Bridge	4.0	15.4	14.1	13.8	14.1	15.8	39.0

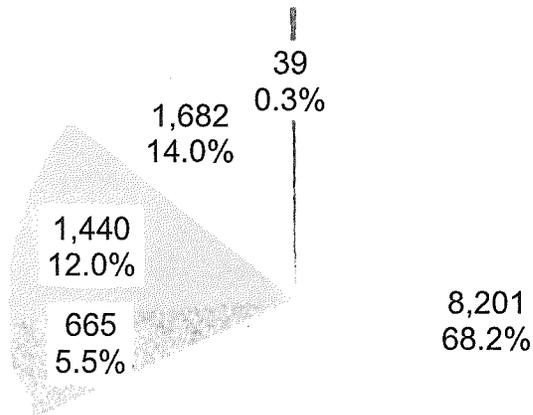
Substandard route Rural route substandard if average < 30 boardings per round-trip)
 Excluding college commuter routes, all others substandard if < 67% of category avg.
 College commuter routes are substandard if < 50% of category avg.

LTD Route Productivity for Fall 2010 Boardings per Revenue Hour



LTD System_Productivity Vs. Coverage October 2009

**LTD System Weekday Mileage
Productivity (Textured Slices) vs. Coverage (Solid
Slices)**



Productivity Miles for Urban Bus

Productivity Miles for EmX

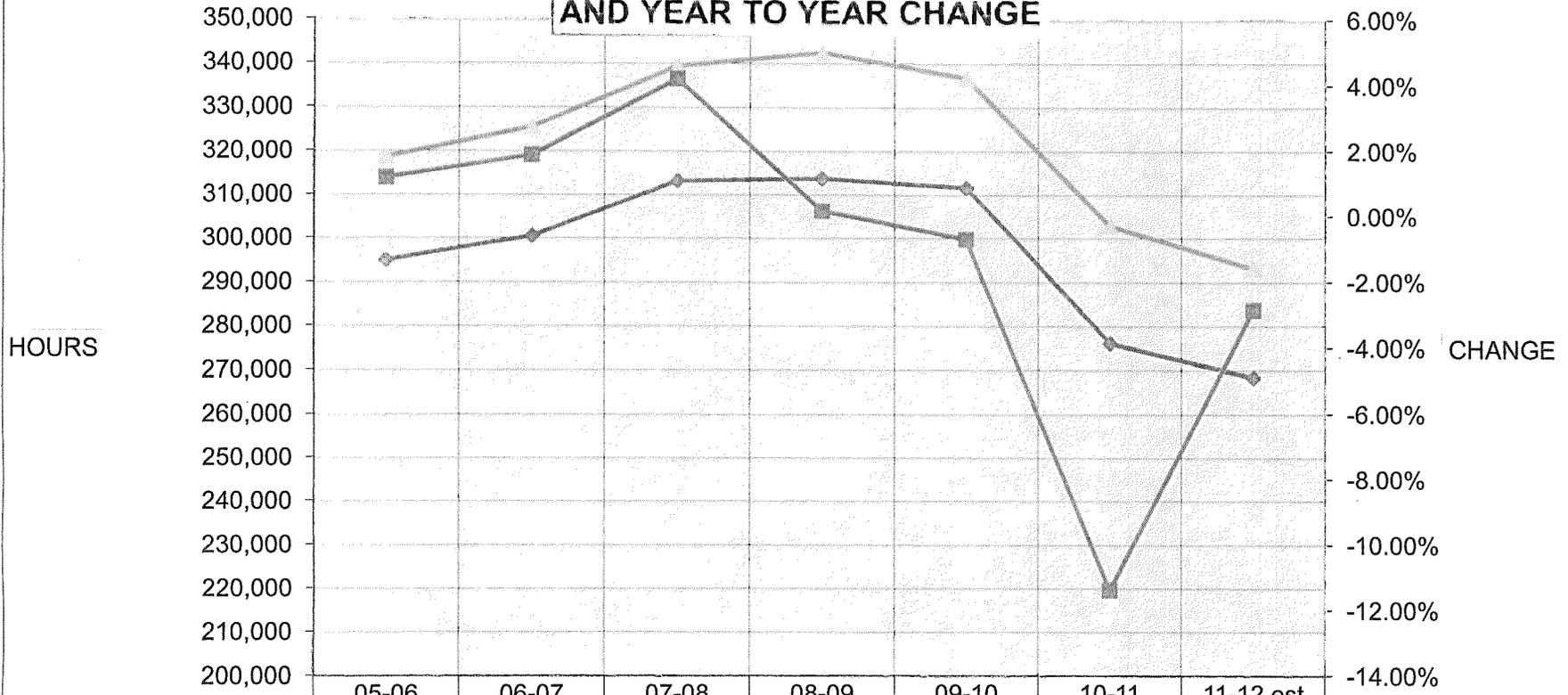
Coverage Miles for Urban Bus

Coverage Miles for Rural Routes

Coverage Miles for K-12 Routes

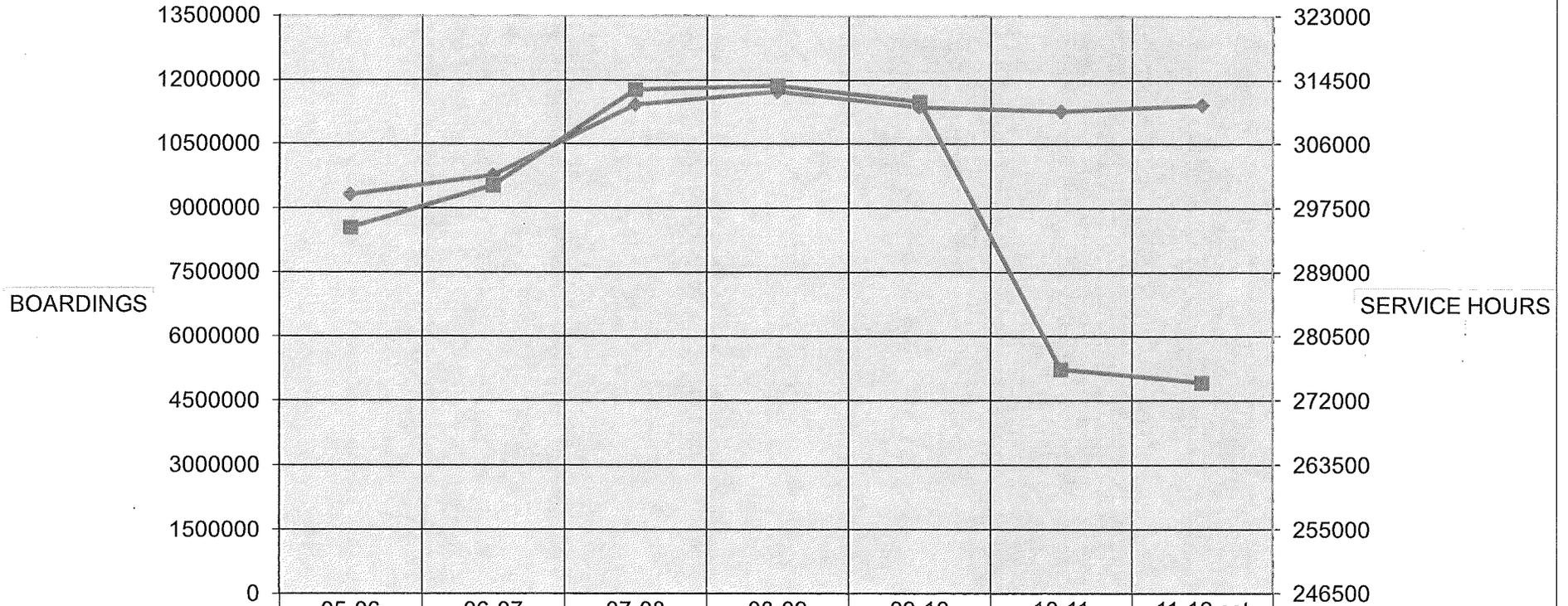
descrip- tion	Mileage	Pct.	descrip- tion	Mileage	Pct.	Unique Route Miles (out- bound + in- bound)
Productivity Miles for Urban Bus	8,201	68.2%				314.6
Productivity Miles for EmX	665	5.5%	All Productivity Miles	8,866	73.7%	7.7
Coverage Miles for Urban Bus	1,440	12.0%				66.3
Coverage Miles for Rural Routes	1,682	14.0%				287.4
Coverage Miles for K-12 Routes	39	0.3%	All Coverage Miles	3,161	26.3%	39.4
Total Daily Weekday Miles	12,027			12,027		715.5

SERVICE HOURS AND YEAR TO YEAR CHANGE

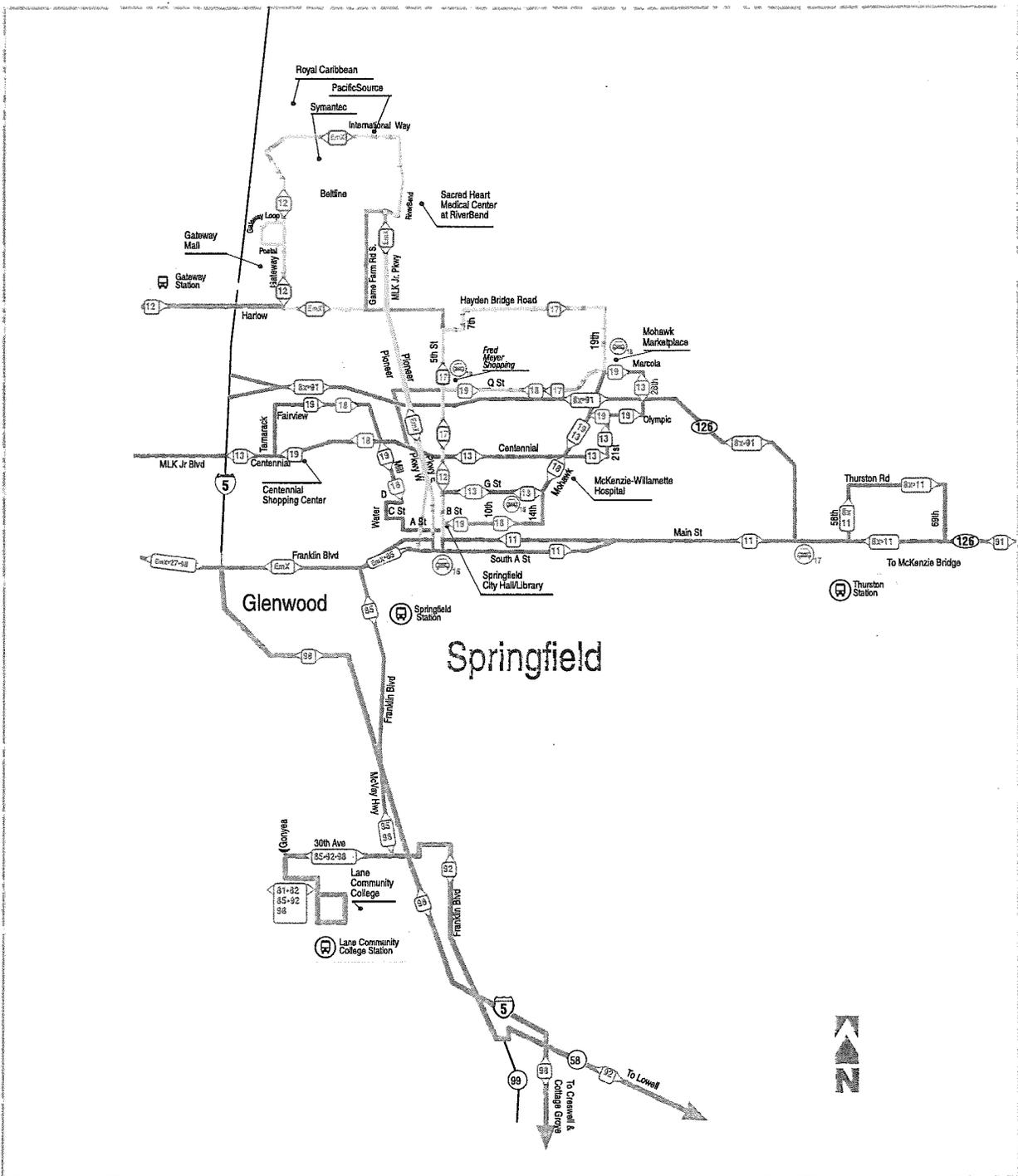


	05-06	06-07	07-08	08-09	09-10	10-11	11-12 est
Sch hours	294,942	300,531	313,207	313,752	311,596	276,156	268,326
Pay hours	318,740	325,567	339,429	342,543	336,720	302,838	293,125
Year to Year Change	1.20%	1.90%	4.22%	0.17%	-0.69%	-11.37%	-2.84%

BOARDINGS AND SERVICE HOURS



	05-06	06-07	07-08	08-09	09-10	10-11	11-12 est
◆ Boardings	9309528	9757984	11406316	11718189	11349579	11253628	11401142
■ Sch hours	294941.7333	300531.3	313207	313752	311596	276156	274416.88



2010 Service Reduction/Redesign Proposal

Updated February 2010

Springfield Area

Symbols	
	Deleted routes
	Existing routes (no change)
	New routing
	Park & Ride
	Transit Station - Location to transfer between routes

2010 Annual Route Review_Springfield Service Change Effect at Selected Locations

Place/ Location	Route	Bus Stop(s)	April 2010 Boardings	April 2011 Boardings	Percentage Change
Gateway Station <i>Gateway & Harlow</i>	#12	01508	6,591	5,079	
	#12	01509	2,896	1,597	
	EmX	09927	---	5,338	
	EmX	09928	---	2,171	
		Total	9,487	14,185	
		# of weekdays	20	20	
	Avg. WK	474	709	49.5%	
Mohawk Marketplace <i>19th & Marcola Road</i>	#17	00141	---	363	
	#18	01710	233	553	
	#19	01713	465	---	
		Total	698	916	
		# of weekdays	20	20	
		Avg. WK	35	46	
RiverBend Hospital <i>MLK Parkwy & Cardinal</i>	#12	01770	283	---	
	#12	01771	533	---	
	#12	01772	607	---	
	#12	01773	680	---	
	EmX	09918	---	1,915	
	EmX	09919	---	597	
		Total	2,103	2,512	
		# of weekdays	20	20	
	Avg. WK	105	126	19.4%	
Springfield Station <i>South A & Pioneer Pkwy E</i>	EmX_ib_2010	02508	29,242	---	
	EmX_ib_2011	02507	---	29,843	
	EmX_ob_2011	02506	---	10,325	
	#11_2010	02506	26,327	---	
	#11_2011	02505	---	28,227	
	#12	02501	7,489	---	
	#13	02502	4,960	---	
	#17	02502	---	3,237	
	#18/#19	02503	3,448	5,259	
	#85_2010	02505	6,312	---	
	#85_2011	02504	---	7,852	
	#91_2010	02504	78	---	
	#91_2011	02508	---	89	
		Total	77,856	84,832	
		# of weekdays	20	20	
	Avg. WK	3,893	4,242	9.0%	
WinCo Complex <i>Olympic & 18th</i>	#13/#19	00061	1,579	---	
	#13/#18	00062	868	---	
	#13	00061	---	1,849	
	#18	00062	---	792	
		Total	2,447	2,641	
		# of weekdays	20	20	
	Avg. WK	122	132	7.9%	
Totals		Avg. WK	4,630	5,254	13.5%

Effect of 2010 Annual Route Review on LTD Ridership

Geographic Area/ Corridor	Urban Routes	April 2010 Boardings	April 2011 Boardings	Percentage Change	Service Pct. Change
<i>Eugene/Springfield</i> Franklin EmX	Franklin EmX	149,947	179,339	19.6%	n/a
	TOTAL	149,947	179,339	19.6%	n/a
<i>Springfield/ Gateway EmX/ Main Street/ Centennial/ Mohawk Blvd./ 5th Street</i>	Gateway EmX	n/a	61,184	n/a	5.6%
	#8x_Thurston Station	2,233	n/a	n/a	-0.2%
	#11_Thurston	101,501	106,087	4.5%	0.6%
	#12_Gateway	83,955	36,983	-55.9%	-4.3%
	#13_Centennial	48,708	37,514	-23.0%	-1.2%
	#17_5th Street/Hayden Bridge	n/a	10,363	n/a	see Spfld redesign
	#18_Mohawk	7,904	14,272	80.6%	-1.2%
	#19_Fairview	4,788	904	-81.1%	-0.5%
TOTAL	249,089	267,307	7.3%	2.6%	
<i>LCC Basin/ Pearl/Harris/ McVay Hwy.</i>	#81_LCC/Harris	26,806	26,541	-1.0%	-0.2%
	#82_LCC/Pearl	57,165	59,671	4.4%	0.0%
	#85_LCC/Springfield	15,540	18,413	18.5%	0.0%
	TOTAL	99,511	104,625	5.1%	-0.2%
<i>SE Eugene/ Willamette/ Hilyard-Patterson E & W Amazon</i>	#24_Donald	25,687	31,366	22.1%	0.2%
	#25_Amazon	13,448	n/a	n/a	-2.2%
	#27_Fairmount	8,702	6,749	-22.4%	-0.4%
	#28_Hilyard	16,801	26,309	56.6%	0.6%
	#426_Brae Burn	932	n/a	n/a	-0.1%
	#73_UO/Willamette	24,882	14,447	-41.9%	-1.4%
TOTAL	90,452	78,871	-12.8%	-3.3%	
<i>West Eugene W. 18th Ave. W.11th Ave./ Barger/Hwy. 99</i>	#30_Bertelsen	37,634	n/a	n/a	-3.6%
	#32_West 1st Avenue	1,625	1,645	1.2%	-0.1%
	#33_Jefferson	8,666	9,878	14.0%	-0.1%
	#36_West 18th Avenue	27,088	40,230	48.5%	0.6%
	#40_Echo Hollow	40,864	41,081	0.5%	0.0%
	#41_Barger/West 11th	44,669	48,626	8.9%	0.1%
	#43_West 11th/Barger	39,904	49,855	24.9%	0.3%
	#422_Crest Drive	742	n/a	n/a	-0.1%
	#435_City View	828	n/a	n/a	-0.1%
	#76_UO/Warren	13,209	17,342	31.3%	0.3%
	#78_UO/Seneca Station	10,250	12,753	24.4%	-0.1%
TOTAL	225,479	221,410	-1.8%	-2.8%	
<i>River Road River Road</i>	#3x_River Road Station	1,236	n/a	n/a	-0.3%
	#451_Spring Creek	1,400	n/a	n/a	-0.1%
	#51_Santa Clara	46,403	46,955	1.2%	-1.1%
	#52_Irving	28,989	26,740	-7.8%	-0.6%
	#55_River Road Connector	7,796	5,514	-29.3%	-0.5%
TOTAL	85,824	79,209	-7.7%	-2.7%	
<i>Ferry Street Bridge VRC/Coburg Road/ Country Club Road</i>	Breeze	37,683	n/a	n/a	-4.7%
	#1_Campbell Center	2,907	2,305	-20.7%	0.0%
	#60_Cal Young	1,069	n/a	n/a	-0.3%
	#66_VRC/Coburg Road	32,965	40,117	21.7%	0.7%
	#67_Coburg Road/VRC	27,329	35,349	29.3%	-0.1%
TOTAL	101,953	75,466	-26.0%	-4.5%	
<i>Kinsrow/Commons MLK Jr. Boulevard</i>	#79x_UO_Kinsrow	64,090	64,396	0.5%	0.0%
	TOTAL	64,090	64,396	0.5%	0.0%

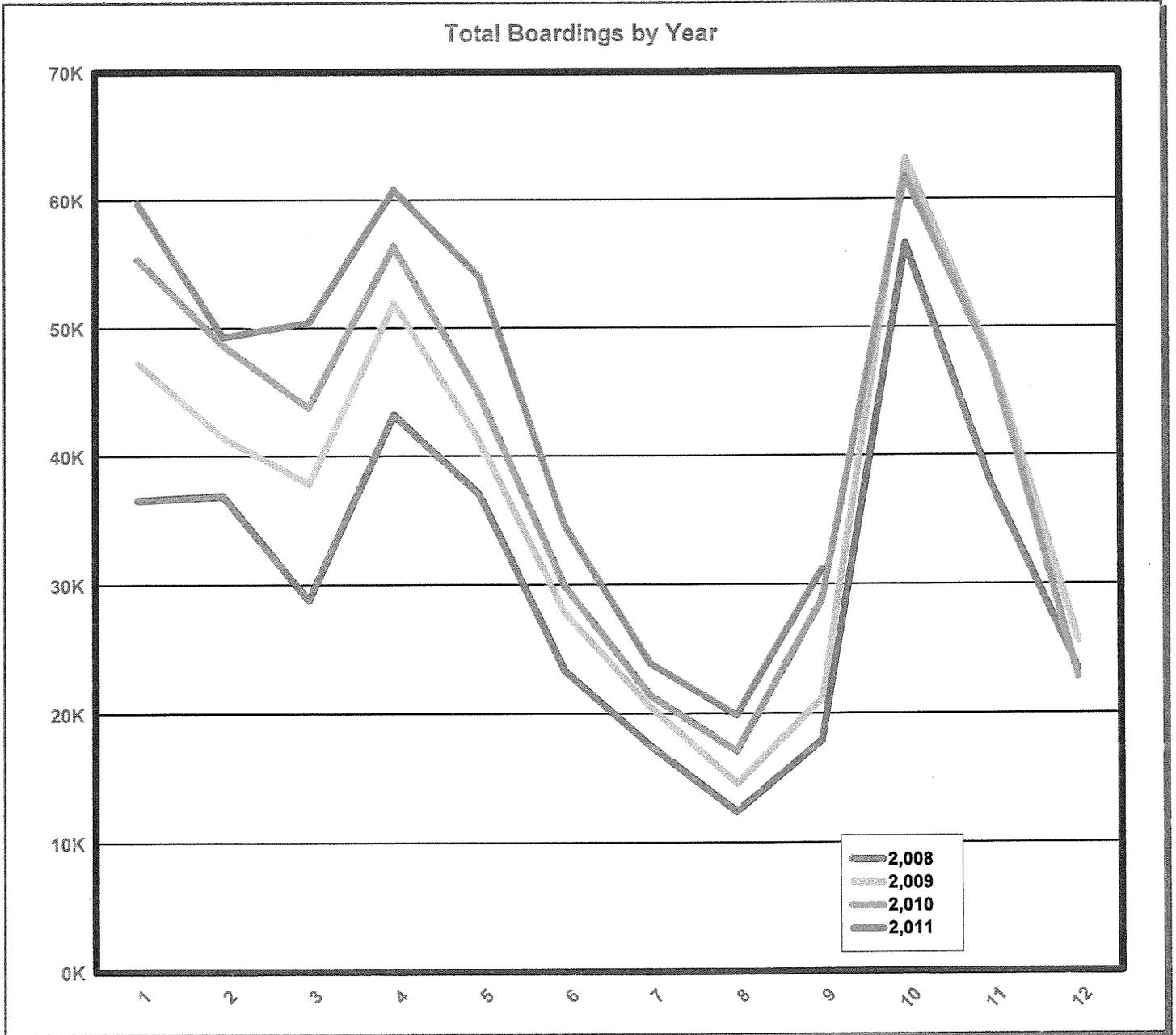
System Urban TOTAL	1,066,345	1,070,623	0.4%	-11.0%
			<i>rural + holiday cuts</i>	-1.0%
			TOTAL	-12.0%



Boardings by Route, Month and Year
2008 - 2011. Route: "82"

Boardings by Month and Year													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
2008	36,593	36,929	28,837	43,283	37,056	23,314	17,552	12,415	17,962	56,569	37,697	23,468	371,675
2009	47,258	41,409	37,859	52,006	41,132	27,742	20,517	14,582	21,193	63,210	47,650	25,666	440,224
2010	55,398	48,685	43,803	56,422	44,813	29,884	21,427	17,112	28,861	61,793	47,271	22,849	478,318
2011	59,731	49,327	50,474	60,820	54,056	34,555	23,891	19,881	31,225	-	-	-	383,960

Count of Weekday Service Days by Month and Year													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
2008	22	21	21	22	21	21	22	21	21	23	19	22	256
2009	21	20	22	22	20	22	23	21	21	22	20	22	256
2010	20	20	23	22	20	22	21	22	21	21	20	23	255
2011	21	20	23	21	21	22	20	23	21	21	20	22	255

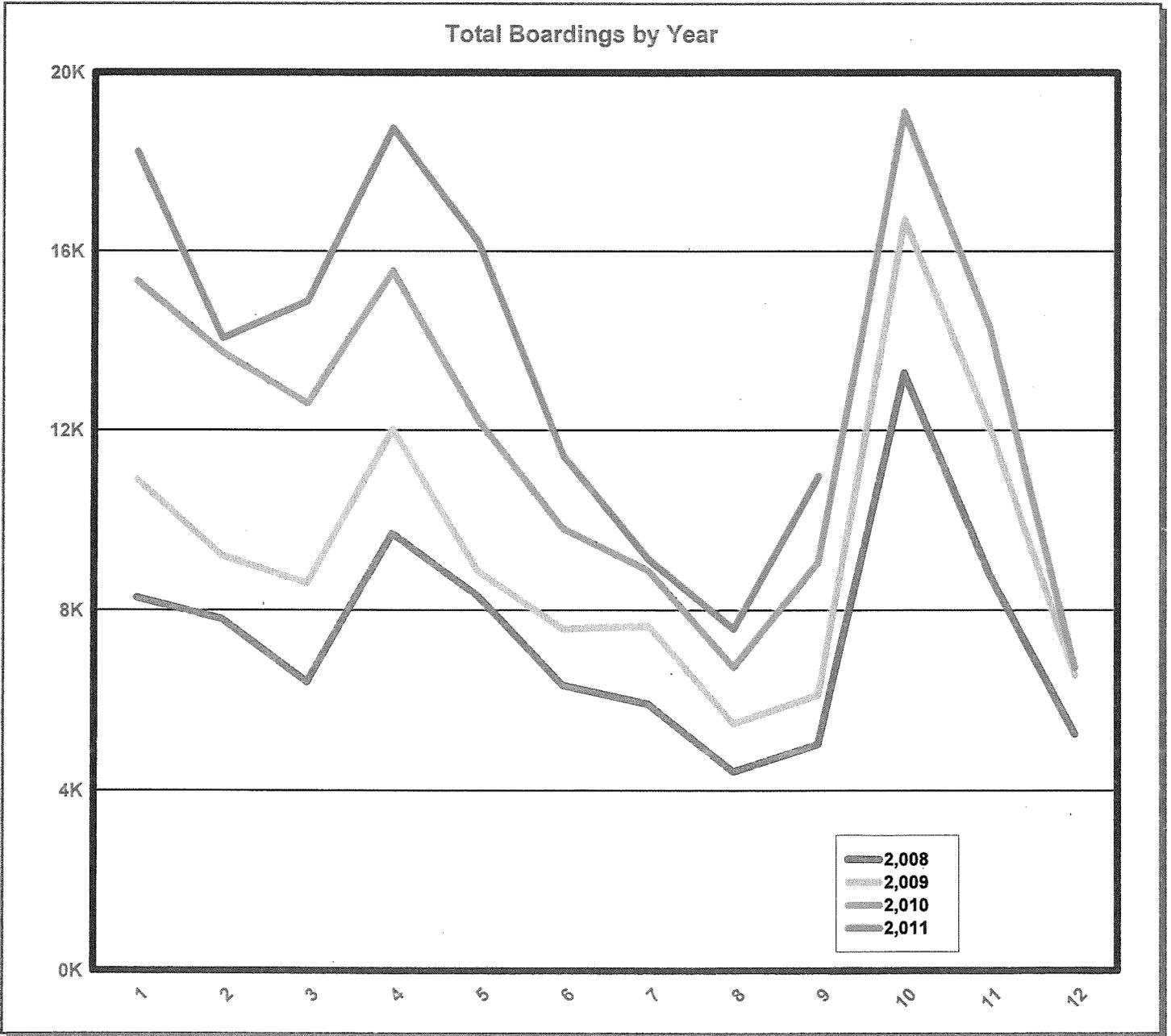




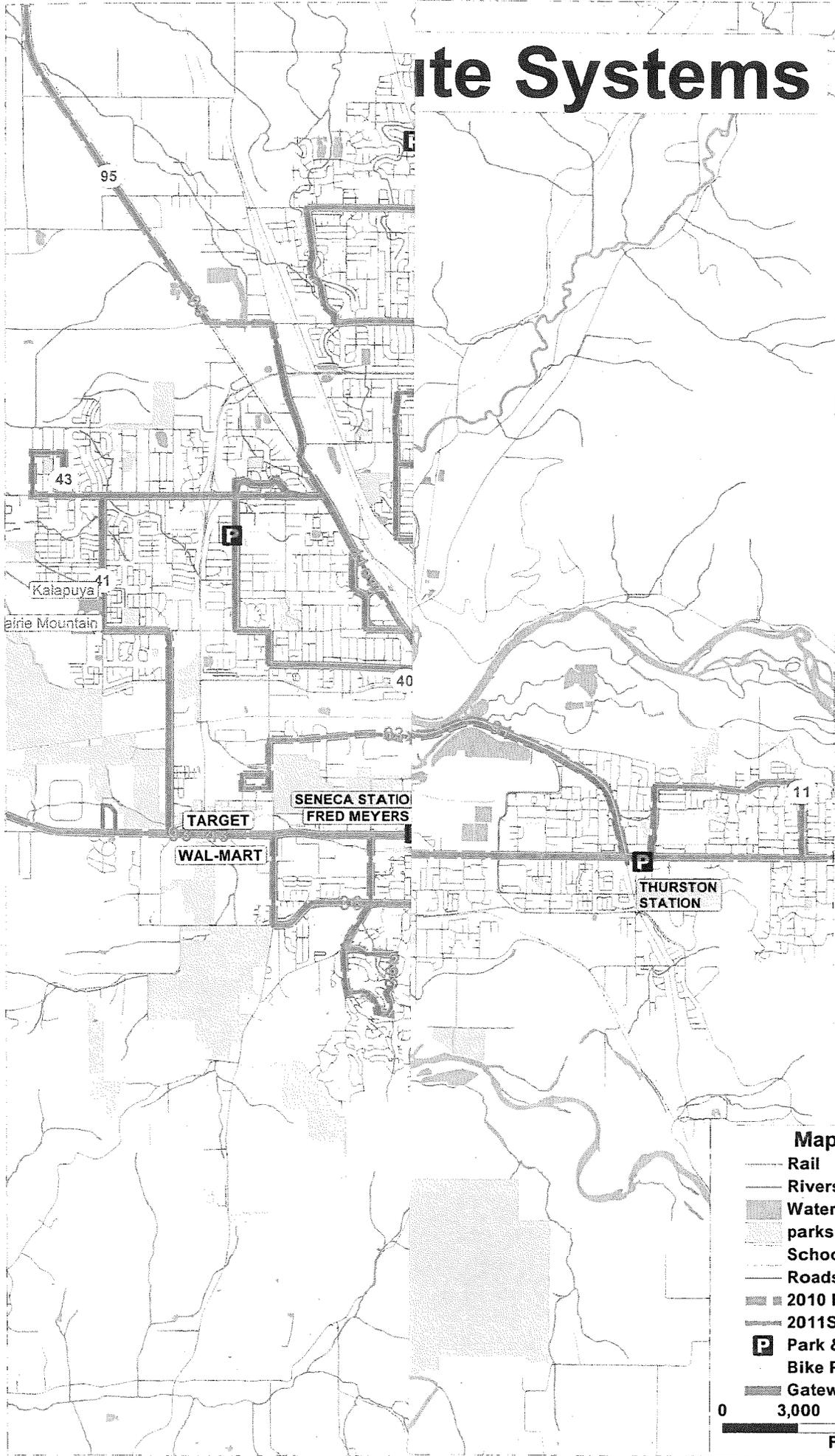
Boardings by Route, Month and Year
2008 - 2011. Route: "85"

Boardings by Month and Year													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
2008	8,290	7,817	6,415	9,713	8,327	6,343	5,930	4,432	5,045	13,291	8,806	5,265	89,674
2009	10,909	9,211	8,607	12,025	8,867	7,587	7,655	5,490	6,126	16,725	12,099	6,569	111,870
2010	15,335	13,743	12,599	15,564	12,233	9,820	8,891	6,747	9,080	19,130	14,318	6,732	144,192
2011	18,236	14,064	14,894	18,765	16,207	11,447	9,138	7,591	10,992	-	-	-	121,334

Count of Weekday Service Days by Month and Year													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
2008	22	21	21	22	21	21	22	21	21	23	19	22	256
2009	21	20	22	22	20	22	23	21	21	22	20	22	256
2010	20	20	23	22	20	22	21	22	21	21	20	23	255
2011	21	20	23	21	21	22	20	23	21	21	20	22	255

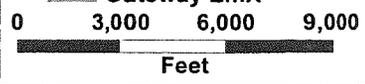


ite Systems



Map layers

- Rail
- Rivers and Streams
- Water Bodies
- parks
- School Property
- Roads and Streets
- 2010 Route System
- 2011 System System
- Park & Ride's
- Bike Paths
- Gateway EmX



AUDIENCE PARTICIPATION SIGN-UP SHEET—LTD BOARD MEETING

Date October 19, 2011

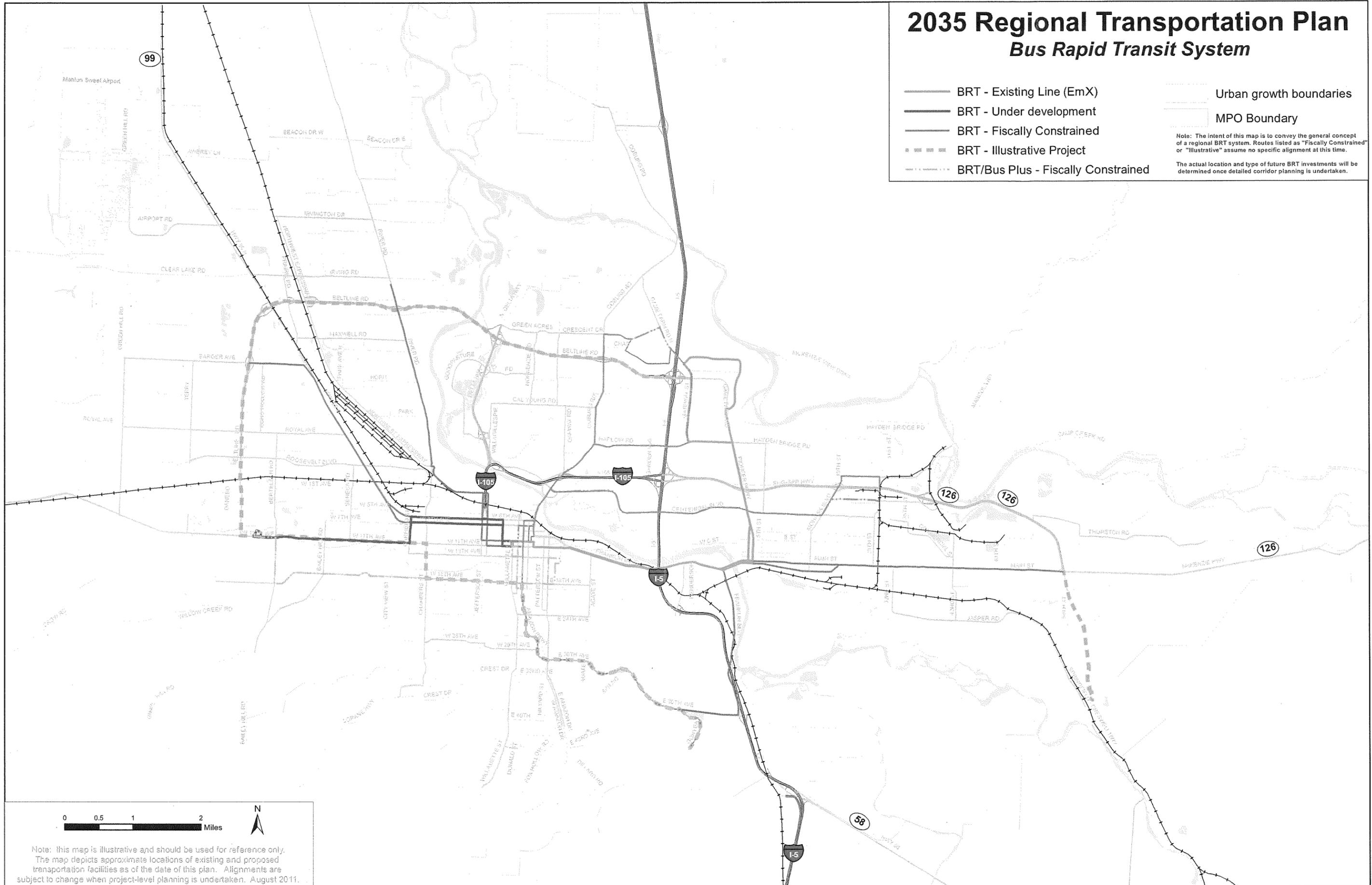
PUBLIC RECORD

Don't know — Mike D.

NAME	ADDRESS (Street Address, City, Zip Code)	GROUP / REPRESENTING	TOPIC
Bob Macherum			
Steve Davis			

2035 Regional Transportation Plan Bus Rapid Transit System

-  BRT - Existing Line (EmX)
 -  BRT - Under development
 -  BRT - Fiscally Constrained
 -  BRT - Illustrative Project
 -  BRT/Bus Plus - Fiscally Constrained
-  Urban growth boundaries
 -  MPO Boundary
- Note: The intent of this map is to convey the general concept of a regional BRT system. Routes listed as "Fiscally Constrained" or "Illustrative" assume no specific alignment at this time.
- The actual location and type of future BRT investments will be determined once detailed corridor planning is undertaken.



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. August 2011.

AUDIENCE PARTICIPATION SIGN-UP SHEET—LTD BOARD MEETING

Date November 16, 2011

PUBLIC RECORD

NAME	ADDRESS (Street Address, City, Zip Code)	GROUP / REPRESENTING	TOPIC
James Simmons	312 S 5 2ND PL	SBCF	HEALTH PLAN
Bob Macpherson	1994. BROWN AVENUE 97101	OMOT	
Steve Davis	4450 Blanton HT/A	self	RideSour
Kim Davis	" "	"	