



# Lane Transit District Board Agenda Packet

## Strategic Planning Committee

Tuesday, August 06, 2024

5:30 – 7:00 p.m.

The meeting will be held in-person, remotely or via broadcasting.

**Address:** 3500 E. 17<sup>th</sup> Avenue, Eugene OR 97401

**Zoom:** Stream live via link: [August 06, 2024](#)

**Broadcasting:** Watch live on channel 21 or via link: <https://metrotv.ompnetwork.org/>

### AGENDA ITEM

- 5:30 – 5:35      **I. CALL TO ORDER & ROLL CALL:** Alma Hesus (Chair), Tiffany Edwards (Vice Chair), Vidal Francis (ODOT), Greg Evans (Eugene City Councilor), Beth Blackwell (Springfield City Councilor), Heather Buch (Lane County Commissioner), Claire Syrett, Brian Martsfield, Scooter Milne (LCC), Tina Thorson (CONSOR), Rob Zako (BEST), Gino Grimaldi (Board member), Pete Knox (Board member)
  
- 5:35- 5:40      **II. ADJUSTMENTS TO THE AGENDA**
  
- 5:40 – 5:45      **III. PUBLIC COMMENT** – Public comment may be provided in writing to [clerk@ltd.org](mailto:clerk@ltd.org), via Zoom, or in-person at the meeting.
  
- 5:45 – 7:00      **IV. BUSINESS UPDATES, DISCUSSIONS, AND PRESENTATIONS**
  - a. STIF Discretionary Projects.....Dave Roth, Director of Mobility Planning and Policy
  - b. Business Performance Results.....Aimee Reichert, Chief Performance Officer
  - c. Anti-Trafficking Initiatives.....Sarah Koski, Community Resource Liaison
  
- 7:00              **V. ADJOURNMENT**

*The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD’s Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).*



## Lane Transit District Agenda Item Summary (AIS)

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**Presented By:** Dave Roth

**Title:** Director of Mobility Planning and Policy

**Action:** Information Only

**Agenda Item Summary:**

Provide LTD staff with feedback on proposed approach to FY25-FY27 Statewide Transportation Improvement Fund (STIF) Discretionary applications.

**Background:** The STIF program was introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon. STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation and administration of public transportation programs. STIF Discretionary and Intercommunity Discretionary funds are awarded to Public Transportation Service Providers to improve public transportation through a competitive grant process. The STIF Discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations. The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan.

**Timeline** LTD has recruited community members to serve on a STIF Committee. STIF Discretionary applications are due September 5<sup>th</sup>, 2024. Awards are expected to be announced in Winter 2024. Staff will bring proposed FY25-FY27 STIF discretionary funds request to the LTD Board for review on August 21, 2024

**What is LTD's Proposal for FY25-FY27 STIF Discretionary and Intercommunity Request**

1 Shopper Shuttle Vehicle Purchase

Diamond Express Operations

Florence Mobility Hub

Revised/Modified South Lane Services (LTD/LCOG Partnership)

Eugene Downtown Circulator Pilot (LTD/City of Eugene Partnership)

**Attachments:** None

**I certify that my Department Chief has reviewed and approved this AIS:**



# Lane Transit District Agenda Item Summary (AIS)

**Presented By:** Aimee Reichert

**Title:** Chief Performance Officer

**Action:** Information Only

**Agenda Item Summary:** The following information includes summary statuses for FY2024 tactical work plans and Key Performance Indicators (KPIs), outlined in Lane Transit District’s [2024-2026 Strategic Business Plan](#).

### Tactical Work Plan Status

	Complete
	On Track
	Watch
	Off Track/Not Started

### FY2024-2026 Work Plans

Increase in revenue service levels by 10% over FY2023 baseline.	
Implement communication process for public engagement.	
Develop a sustainable long-term financial model for Lane Transit District.	
Develop Internal Strengths.	
Improve the perception of security of LTD services by 5%.	
Report LTD outcomes in relation to community priorities.	
Implement strategy to community accountability.	
Implement strategy for achieving Disadvantaged Business Enterprise Goal.	
Transition into the Lane County Mobility Manager by 2025. AKA Reimagine the Ride.	

### Summary

Seven of nine work plans are noted as on track, indicating work tasks are being completed on time and advancing the District towards desired outcomes. Two of nine work plans are noted as watch, indicating there is opportunity to improve timeliness and/or redefine underlying tasks to ensure alignment with desired outcomes. Watch status is a helpful indicator for re-focusing work continuously.



## Lane Transit District Agenda Item Summary (AIS)

### FY2024 Quarterly Key Performance Indicators

Metric	FY24 Q1	FY24 Q2	FY24 Q3	FY24 Q4	Q1 to Q2 Change (%)	Q2 to Q3 Change (%)	Q3 to Q4 Change (%)
<b>On-Time Performance</b>	91.90%	91.60%	91.44%	90.76%	-0.33%	-0.17%	-0.74%
<b>Overall Ridership</b>	1,414,243	1,603,427	1,592,369	1,689,655	+13.38%	-0.69%	+6.11%
<b>Maintenance Cost/Mile</b>	2.36	2.51	2.93	2.48	+6.17%	+16.80%	-15.33%
<b>% Fleet Transitioned to Electric</b>	29.00%	30.00%	30.00%	33.00%	+3.45%	0.00%	+10.00%
<b>Renewable Fuels</b>	1.00	1.00	1.00	1.00	0.00%	0.00%	0.00%
<b>Vehicle Revenue Hours</b>	56,342	56,686	54,348	55,793	+0.61%	-4.12%	+2.66%
<b>Accidents/100,000 Miles</b>	4.12	2.04	3.19	4.05	-50.49%	+56.37%	+26.96%
<b>Active Operators</b>	175	185	188	185	+5.71%	+1.62%	-1.60%
<b>Bus Operator Complaints/100,000 Boarding's</b>	7.67	5.91	7.92	8.29	-22.92%	+33.95%	+4.68%

<https://www.ltd.org/Performance/> choose data exploration to view KPIs through over three years.

### Summary

The overall trends for LTD fiscal year 2024 (July 2023 – June 2024), indicate varied performance. On-Time Performance shows a slight decline throughout the year, dropping from 91.90% in Q1 to 90.76% in Q4. This correlates to an increasing proportion of new operators. Ridership shows a positive trend, increasing from 1,414,243 in Q1 to 1,689,655 in Q4. Maintenance Cost per Mile fluctuates significantly, peaking in Q3 before a notable decrease in Q4. Volatility in maintenance costs stem from underlying repair costs, particularly parts and oil. The percentage of fleet transitioned to electric vehicles is complete, while the use of renewable fuels remains constant, reflecting a positive sustainability trend. Vehicle Revenue Hours (VRH) fluctuate based on service level adjustments. Of note, Q3 to Q4 shows a 2.66% increase in overall hours, despite stable scheduled hours, which indicates increased operational efficiency. Accidents per 100,000 Miles, show significant variability, with a large decrease in Q2 followed by increases in Q3 and Q4. Bus Operator Complaints per 100,000 Boarding's also fluctuate, decreasing in Q2, rising in Q3, and slightly increasing again in Q4. The number of Active Operators is net ten for the year. These trends highlight successes in ridership growth, fleet transition, and operator additions. Maintaining on-time performance, managing accident rates, and monitoring volatility in maintenance costs are all flagged as “watch” trends.

Over the coming months LTD will review 2024-2026 tactical work plans and KPIs, to confirm work still aligns with desired outcomes. Per input from the Strategic Planning Committee, LTD will consider social impact outcomes related to education, recreational opportunities, access to various resources (i.e. library, medical services, groceries, and childcare), customer experience by demographics, and car vs. transit trip times.



## Lane Transit District Agenda Item Summary (AIS)

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**Presented By:** Sarah Koski

**Title:** Community Resource Liaison

**Action:** Information Only

**Agenda Item Summary:** Presentation on Anti-Human trafficking by LTD's Community Resource Liaison, Sarah Koski. As the front-line eyes on communities, Transit Operators have a unique opportunity to recognize suspicious situations and report those suspicions to the appropriate authorities. Training is necessary to inform and empower transit agencies in the fight against human trafficking. LTD is now in the process of preparing, researching and developing our first drafts of anti-trafficking awareness and reporting.

**Attachments:** Anti-Human trafficking PowerPoint presentation

I certify that my Department Chief has reviewed and approved this AIS:





**Lane Transit District**

*Connecting our Community*

**Planning and Progress: Anti-Trafficking Initiatives**  
**August 6, 2024**

Lane Transit District | LTD.org



# Before We Get Started



Breathe & Relax



Take Breaks



Ground Yourself

# What is Trafficking?



The U.S. Department of Justice defines human trafficking as a crime that involves the exploitation of a person for labor, services, or commercial sex.

This includes two primary forms of trafficking: Labor trafficking, which is the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

And sex trafficking, which is the recruitment, harboring, transportation, provision, obtaining, patronizing, or soliciting of a person for commercial sex induced by force, fraud, or coercion, or in which the person induced to perform such act is under 18. This age minimum is important, because it means that any minor engaged in commercial sex is considered a victim of human trafficking. Consent is not possible prior to 18 years of age.



# Why Transit?



As the front line eyes on communities, transit operators have a unique opportunity to recognize suspicious situations and report those suspicions to the appropriate authorities that have an opportunity to intervene and react. Training is necessary to inform and empower transit agencies in the fight against human trafficking.

Traffickers often rely on the transportation industry in every phase of human trafficking: for recruitment, moving and controlling victims, and for delivering victims to buyers who will complete their exploitation through either commercial sex or forced labor ventures. According to the Department of Transportation Advisory Committee on Human Trafficking, transportation-related human trafficking data available in the U.S. confirms that victims are being trafficked by airplanes, buses, subways, trains, taxis, rideshares, cruise ships, and private vehicles.

# Transit and Trafficking: The Intersections



Recruitment



Exploitation



Exit



Recovery

# Why Care?



With modern day slavery, actual chains and locked doors are rarely used. Instead, traffickers use the invisible chains of force, fraud, or coercion to keep their victims compliant. In addition, traffickers come from all types of racial, ethnic, gender, and socio-economic backgrounds. They most likely will not match stereotypes or inaccurate media depictions of pimps. Anyone could be trafficked, but children in foster care, runaway youth, the homeless, immigrants, LGBTQ, or those with a history of abuse are particularly susceptible.



# Transit and Trafficking: The Data



## BUSING ON THE LOOKOUT

In a 2018 Polaris survivor survey:

**42%**

shared that their traffickers used local and/or long distance buses in their exploitation.

**54%**

named access to transportation as a barrier to leaving their trafficking situation.

**26%**

shared that public/mass transportation played a role in at least one exit attempt.

# National Best Practices



## Department of Transportation Advisory Committee on Human Trafficking National Report : Combating Human Trafficking in the Transportation Sector (2019)

- Establish comprehensive strategies and policies, implement employee training and education programs, engage in public awareness and outreach initiatives, measure and share impact, develop partnerships, and support victims and survivors.
- Train their employees by utilizing training programs that are survivor-informed, industry-specific, efficient, accessible, visually captivating, have a call to action, provide support implementation, and are supplemented with public awareness campaign tools.
- Engage in public awareness initiatives that are survivor-informed, uniformly messaged, visually captivating, have a clear call to action, accessible, free, multilingual, and meet state law posting requirements.

# Simply Stated...



Research



Connect



Adopt



Launch



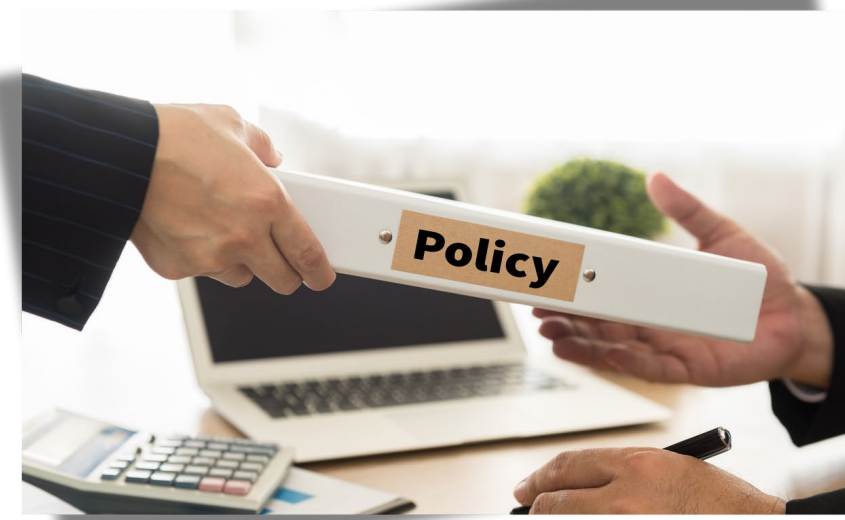
# Simply Stated...



Research



Connect



Adopt



Launch

# Policy Preparation - Part 1



## Research Sampling:

- APTA: <https://www.apta.com/researchtechnicalresources/safetysecurity/humantrafficking/>
- US Department of Transportation: <https://www.transportation.gov/stophumantrafficking>
- Truckers Against Trafficking: [https://truckersagainstrafficking.org/wp-content/uploads/2020/06/BOTLtoolkit\\_transit\\_FINAL.pdf](https://truckersagainstrafficking.org/wp-content/uploads/2020/06/BOTLtoolkit_transit_FINAL.pdf)
- Polaris Project: <https://polarisproject.org/wp-content/uploads/2018/08/A-Roadmap-for-Systems-and-Industries-to-Prevent-and-Disrupt-Human-Trafficking.pdf>

# Simply Stated...



Research



Connect



Adopt



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# Policy Preparation - Part 2



## Connect:

- Lane County Anti-Trafficking Task Force and Lane County CSE (Commercial Sexual Exploitation of Children) Task Force
- APTA's National Vulnerable Populations and Transit Work Group Polly Hanson and Marissa Clark
- Truckers Against Trafficking National Office Jodi Godfrey and Lexi Higgons
- Local Public Safety Focus Group Eugene Police Department, Springfield Police Department, Lane County Sherriff's Office

# Truckers Against Trafficking Support



**HUMAN TRAFFICKING RESPONSE  
PROCEDURE TEMPLATE FOR  
TRANSIT AGENCIES**

[www.truckersagainstrafficking.org/bus-training](http://www.truckersagainstrafficking.org/bus-training)

# Connecting our Community



For a Brighter,  
Healthier,  
Stronger,  
and Safer Future...

Sarah A. Koski  
Community Resource Liaison  
Lane Transit District  
[sarah.koski@ltd.org](mailto:sarah.koski@ltd.org)