



(This packet was printed on recycled paper.)

Public notice was given to *The Register-Guard* for publication on October 4, 2012.

**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION**

**Monday, October 8, 2012
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		
	Evans _____ Dubick _____ Eyster _____ Gillespie _____		
	Kortge _____ Towery _____ Necker _____		
III.	PRELIMINARY REMARKS BY BOARD PRESIDENT	(5 minutes)	
IV.	COMMENTS FROM THE GENERAL MANAGER	(3 minutes)	2
V.	ANNOUNCEMENTS AND ADDITIONS TO AGENDA	(1 minute)	3
VI.	WORK SESSION		
	A. 2013-15 Oregon Legislative Session Anticipated Legislation (10 minutes) [Mary Adams and Doug Barber]		4
	B. American Bus Benchmarking Group (60 minutes) [Mark Johnson, Alex Barron, and Mark Trompet]		7
	C. West Eugene EmX Extension Update (15 minutes) [Tom Schwetz and John Evans]		8
VII.	ITEMS FOR ACTION		
	A. West Eugene EmX Extension LPA Selection (15 minutes) [Tom Schwetz and John Evans]		9
VIII.	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 8, 2012

ITEM TITLE: COMMENTS FROM THE GENERAL MANAGER

PREPARED BY: Ron Kilcoyne, General Manager

ACTION REQUESTED: None

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

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\GM Comments.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 8, 2012

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

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\announcesum.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 8, 2012

ITEM TITLE: 2013-15 OREGON LEGISLATIVE SESSION ANTICIPATED LEGISLATION

PREPARED BY: Mary Adams, Director of Human Resources and Risk Management

ACTION REQUESTED: None

BACKGROUND:

The 2007-09 Oregon Legislature passed HB 2537, a bill that added “any employee of a mass transit district, transportation district, or municipal bus system” to the list of groups that are prohibited to strike; and, therefore, subject to binding interest arbitration as a means to resolve disputes over collective bargaining agreements. This concept had been presented in various forms in many prior legislative sessions, but 2007 was the first time there were enough votes for it to pass.

With the passage of HB 2537, Lane Transit District became subject to binding interest arbitration, as did many other transit properties in Oregon. Since 2007 LTD has settled three collective bargaining agreements without the need to use binding interest arbitration. In fact, no transit property had reached arbitration until 2010, when TriMet participated in arbitration in order to resolve its contract with Amalgamated Transit Union 757.

Staff will discuss a current effort to repeal HB 2537 during the upcoming 2013-15 legislative session.

ATTACHMENT: House Bill 2537, Enrolled

PROPOSED MOTION: None

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\Legislative Session agensum.docx

**Enrolled
House Bill 2537**

Sponsored by COMMITTEE ON BUSINESS AND LABOR

CHAPTER

AN ACT

Relating to public transportation employees; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2007 Act is added to and made a part of ORS 243.650 to 243.782.

SECTION 2. (1) It is unlawful for any employee of a mass transit district, transportation district or municipal bus system to strike or recognize a picket line of a labor organization while in the performance of official duties.

(2) As used in this section:

(a) "Mass transit district" means a mass transit district established under ORS 267.010 to 267.390.

(b) "Transportation district" means a transportation district established under ORS 267.510 to 267.650.

SECTION 3. This 2007 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2007 Act takes effect on its passage.

Passed by House May 15, 2007

.....
Chief Clerk of House

.....
Speaker of House

Passed by Senate June 6, 2007

.....
President of Senate

Received by Governor:

.....M,....., 2007

Approved:

.....M,....., 2007

.....
Governor

Filed in Office of Secretary of State:

.....M,....., 2007

.....
Secretary of State

AGENDA ITEM SUMMARY

DATE OF MEETING: October 8, 2012

ITEM TITLE: AMERICAN BUS BENCHMARKING GROUP

PREPARED BY: Mark Johnson, Director of Transit Operations

ACTION REQUESTED: None. Information only.

BACKGROUND:

LTD joined the American Bus Benchmarking Group (ABBG) nearly two years ago as a charter member. LTD leadership believes that benchmarking is a valuable tool to use to improve efficiency and service. There are three other international benchmarking groups in the transit industry that have been active for several years. They have relied on the data compiled by the members to understand what they do well and where improvements can be made. The overall goal of benchmarking is to improve transit services and efficiencies in all of the participating agencies.

The ABBG currently consists of thirteen transit agencies throughout the United States. Director of Transit Operations Mark Johnson is the LTD representative on the group. The ABBG is managed by Alex Barron and Mark Trompet of the Imperial College in London. They will be at the October meeting to provide the Board with an update on the value of benchmarking and how LTD's participation can lead to improvement in overall performance. They will discuss what benchmarking is and, as importantly, what it is not. They also will be available to answer any questions that the Board may have about the ABBG and LTD's involvement.

ATTACHMENT: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\BenchmarkingAIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 8, 2012

ITEM TITLE: WEST EUGENE EmX EXTENSION UPDATE

PREPARED BY: John Evans, Senior Project Manager

ACTION REQUESTED: None

BACKGROUND:

On September 26, 2012, the Eugene City Council passed a motion (7-1) recommending that LTD proceed with design and construction of the West 6th/7th/West 11th EmX Extension. This action provided the required local support for the project as outlined in an intergovernmental agreement between the City of Eugene and LTD.

On July 13, 2012, after more than a year of comprehensive review and refinement of the technical analysis and documentation, the Federal Transit Administration (FTA) made the formal determination that the Environmental Assessment (EA) of the West Eugene EmX Extension was a complete, objective, and technically sufficient analysis of the potential impacts on the human, economic, and social environment. LTD and FTA published the EA on July 16, 2012. A public review period following the release of the EA ended on September 7, 2012. At the September 19, 2012, Board work session, the Board reviewed and discussed the project status and an overview of the comments received on the EA. LTD and FTA staff are reviewing the public comments received during the review phase and will respond to the comments as part of the project's final environmental documentation.

The FTA's determination of a Finding of No Significant Impact (FONSI) based on the EA is the remaining step in the federal environmental review process. FTA's formal authorization for LTD to begin project development was awarded on January 10, 2012, just prior to naming the project for federal funding in February 2012. LTD applied for FTA Small Starts funding and requested project development authorization in August 2011. With the Board's reaffirmation of the project, LTD can begin the process of programming funds in the region's Metropolitan Transportation Improvement Program. This process will allow the use of federal and state funding for project development, which would follow completion of the federal environmental review process.

ATTACHMENT: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\WEEE Work Session AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: October 8, 2012

ITEM TITLE: WEST EUGENE EmX EXTENSION LPA SELECTION

PREPARED BY: Tom Schwetz, Director of Planning and Development; and John Evans, Senior Project Manager

ACTION REQUESTED: Reaffirm Proceeding with Project Development of the West 6th/7th/West 11th EmX Extension

BACKGROUND:

Refer to October 8, 2012, Board Work Session item on this topic.

ATTACHMENT: None

PROPOSED MOTION: I move the following resolution:

LTD Resolution No. 2012-021: It is hereby resolved that the LTD Board of Directors approves the West 6th/7th/West 11th EmX Extension for project development, including initiation of preliminary design, final design, and construction.

Q:\Reference\Board Packet\2012\10\Work Session 10-8-12\WEEE Reaffirmation Action AIS.docx

Statement on EmX

Mike Eyster – October 7, 2012

I have long been convinced that BRT is a good solution to a number of transit situations. I have NOT always been convinced that it is appropriate for West Eugene. During the past months I have listened to opponents to EmX and considered their arguments. There have been times during the past several months when I thought EmX would be proven to be not a good fit for West Eugene and didn't think I would support it.

However, after considering the points raised by the opponents and the responses to those concerns, I am satisfied that the points raised by the opponents have been addressed, and that EmX will contribute greatly to the quality of our community.

Early in the process we heard that LTD had not notified businesses or property owners, yet, I was in some of those businesses with Mark Pangborn and Stef Viggiano, in the very early days, listening to the concerns of the owners – long before any votes were taken or routes solidified. I participated in a number of public input sessions at the Elks Club on West 11th where staff carefully listened to input from concerned citizens and took that input into account as plans were refined. I know that the route was specifically designed to mitigate or totally eliminate concerns in every case where it was feasible to do so.

We have heard that many parking spaces would be taken from businesses leading to the downfall of the business. LTD did everything in their power to minimize negative parking impacts on businesses. We now know that the impact on parking along the route will be minimal.

I have heard that the EmX route is being advanced in order to ensure that the region gets its share of federal money. Yet I know that the corridors for BRT were established years ago through a public process that articulated regional transportation plans. Transplan was endorsed by all of the major elected jurisdictions in the region. It was developed to ensure a planned strategy to accommodate growth in the area and to ensure that land use and transportation plans would be complementary in the future. West Eugene EmX has never been motivated by a desire to spend federal dollars, although it is unlikely that the project would be possible without federal dollars. The project competed with projects from all over the country and was selected as one of the best, one of the projects worthy of federal support.

I have heard that the route will slow down and congest traffic. However, the studies show that travel time for automobiles and transit BOTH will improve as a result of the project.

I have heard that BRT is extravagant and unnecessary in West Eugene because current transit service is adequate. Yet we know that BRT in West Eugene would connect 52,000 people to 81,500 jobs. We also know that our cost per boarding of our regular service will continue to rise as congestion continues grow and that cost per boarding of EmX is lower than fixed route service and that rather than increasing every

year, as will be the case with fixed route service, the cost per passenger for EmX will stay relatively stable.

I've heard that the District cannot afford EmX. The reality is the District cannot afford NOT to build EmX. If we continue to rely on fixed route service we will get less and less service each year at a higher cost as congestion grows.

I have heard that EmX will hurt business, yet I have heard from business owners who cite EmX as good for their business. I regularly talk with people who tell me about plans to start, expand, or advertise their business based on its proximity to EmX.

I have heard that LTD has been determined all along to implement the West Eugene EmX route and did not evaluate the pros and cons objectively. Yet I know for a fact that when Ron Kilcoyne came here he was at best agnostic about the West Eugene route. Skepticism would probably most accurately describe his attitude toward the route. Ron worked hard to understand the concerns of the opponents to the route, asked a lot of questions, hired additional consultants, and gave careful thought to the advisability of the route. If Ron is anything he is analytical and objective. I can assure you that this project was carefully analyzed, studied and vetted by Ron as a transportation and public planning expert.

In short, I have given careful consideration to the points in opposition to the West Eugene route and although there may be some things I would have had the District do differently, overall this project is in the best interest of the entire region. It supports the regionally adopted Transplan, and it will improve transit services and help to ensure the viability of public transit in our region into the future. It supports the community value that all of our citizens should have access to shopping, their place of work, their medical appointments and recreation. It also invites people like me who have access to an automobile to drive their car less and reduce green house gas emissions, congestion, and reliance on fossil fuels. The decision to build West Eugene EmX is a statement that we care about each other and we care about our community.