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LANE TRANSIT DISTRICT SPECIAL BOARD MEETING

Monday, October 16, 2000
5:30 p.m.

LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd. In Glenwood)

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Bennett _____ Gaydos _____ Hocken _____ Kleger _____

Lauritsen _____ Wylie _____ Vacant (Subdistrict 3) _____

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

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA 04

V. WORK SESSION--Comprehensive Service Redesign Alternatives 05

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

VI. SPECIAL PRESENTATION—2000 Oregon Transportation Conference
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IX. AUDIENCE PARTICIPATION

◆ Each speaker is limited to three (3) minutes.

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- XII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING 86
- A. Joint Meeting on TransPlan
 - B. Comprehensive Annual Financial Report
 - C. Board Committee Assignments
 - D. Springfield Station Site Selection
 - E. Bus Rapid Transit (BRT) Phase 1 Decision
 - F. Board Strategic Planning Work Session
 - G. Comprehensive Service Redesign and FY 2001-2002 Service Recommendations
 - H. TransPlan Draft Plan Approval
 - I. FY 2001-2002 Pricing Plan and Fare Ordinance
 - J. BRT Updates
 - K. Quarterly Performance Reporting/Year-end Performance Report
- XIII. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be make available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, September 20, 2000

Pursuant to notice given to *The Register-Guard* for publication on September 14, 2000, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, September 20, 2000, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Hillary Wylie, President, presiding
Gerry Gaydos
Dave Kleger, Treasurer
Pat Hocken
Virginia Lauritsen
Ken Hamm, General Manager
Susan Hekimoglu, Recording Secretary

Absent: Rob Bennett, Vice President
Vacancy (Subdistrict 3)

CALL TO ORDER: Board President Hillary Wylie called the meeting to order at 5:34 p.m.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA: Ms. Wylie said that there were two resolutions to add to the agenda. One was a resolution honoring retiring Springfield Mayor Maureen Weathers. The other was a resolution attesting the Board's commitment to replacing the LTD fleet over time with more environmentally friendly vehicles.

Ms. Wylie also said that a Board committee needed to be formed to review the materials that would be used to evaluate the performance of the general manager. Ms. Wylie appointed Ms. Hocken, Mr. Bennett, and herself to work closely with Human Resources Manager Dave Dickman to prepare and review those materials for further consideration by the Board. Ms. Hocken thought the Board should have any written materials prior to the actual evaluation at a Board meeting. Ms. Wylie agreed. The evaluation would take place within the next two months.

WORK SESSION – BUS PURCHASE: Fleet Services Manager Ron Berkshire was present to discuss the proposed purchase of Hybrid-Electric buses for the proposed downtown shuttle service. At the June 2000 meeting, the Board had directed staff to prepare a proposal to purchase six hybrid-electric buses for the shuttle service. Mr. Berkshire reported that in the hybrid-electric market, there was one manufacturer that stood out well above all others. Advanced Vehicle Systems, Inc., (AVS) was the largest

manufacturer of electric transit buses in the United States. Staff believed that the AVS 22-foot hybrid-electric bus was the best vehicle for the downtown shuttle service. It was a 7-year, medium-duty bus that operated on battery with the assistance of the micro turbine engine. The bus operated on battery to 40 percent battery charge. The turbine engine would become operational only to charge the battery back to 60 to 70 percent. LTD expected to extend the expected life of the buses by 3 or 4 years. The total cost to purchase six of the buses was \$1.7 million.

Ms. Wylie asked if the buses could be converted as the technology continued to advance. Mr. Berkshire said that the technology would plateau and the buses would remain current for at least three to four years. AVS had designed the buses so they could be upgraded as improvements to the technology were made. Ms. Wylie asked about the life of the turbine engine. Mr. Berkshire said that the turbine had a life expectancy of 44,000 hours.

Ms. Hocken asked about the cost of operation and maintenance. Mr. Berkshire said that the cost of operation would depend on how the buses were driven. Typically, the buses had a 200-mile range between fuel fills. The cost to maintain the hybrid-electric vehicles would be significantly lower than the cost to maintain the current diesel buses.

Mr. Kleger asked if the bus had undergone Altoona testing. Mr. Berkshire said that the bus currently was being tested and the Altoona test report would be completed prior to delivery of the buses to LTD.

Mr. Kleger asked if there was a way to add a second wheelchair bay. Mr. Berkshire said that the bus was 102-inches wide, but a second wheelchair bay would not be possible. The bus was designed with a combination of perimeter seating and standing room. It was designed as a shuttle bus, with the expectation that people would board for very short trips. Mr. Kleger noted that operators would need to remember to let people in wheelchairs know when the next bus would be along.

Mr. Hamm added that AVS currently was developing 30- and 35-foot buses that would use twin turbines that would eliminate the need to charge the battery overnight. Those buses would have additional wheelchair space.

Mr. Kleger asked if the conventional buses could be retrofit with the new hybrid-electric technology. Mr. Berkshire said it was possible and currently was being researched. Mr. Kleger asked if the 22-foot bus was four- or two-wheel drive. Mr. Berkshire said that it was two-wheel with individual wheel drives.

Ms. Lauritsen asked about the cost of the conventional bus versus the cost of the new hybrid-electric bus. Mr. Berkshire said that he did not know the exact cost of a diesel-powered, 22-foot bus, but thought it would cost approximately \$180,000, compared to the cost of a 22-foot hybrid-electric bus, which was \$274,000. Ms. Lauritsen said that LTD would need to realize approximately \$90,000 in operational and maintenance savings on the new vehicles. She asked if that could be done in a five-year period. Mr. Berkshire said that he thought LTD would recover 60 percent of the additional cost, but LTD would pay a

premium to provide a more environmentally friendly bus. Ms. Lauritsen asked staff to spend some time further developing this information for Board members to share with constituents.

Mr. Hamm said that hybrid-electric vehicles were a market that had developed in a limited fashion, and other manufacturers would come on board and the competition would begin, which would drive the prices down. LTD would pay a premium for being on the cutting edge of this technology. He thought LTD would be a responsible, prudent steward of the public trust by taking this first step in its commitment to convert its fleet. This purchase would test the market place, but the continued conversion of the fleet would be contingent upon the costs coming down considerably and/or new funding sources being determined.

Ms. Hocken asked about the seating. Mr. Berkshire said that the 22-foot bus had 22 seats and room for 10 or 11 more to stand. Also, it had only one door for boarding and deboarding.

Mr. Gaydos thought staff should prepare information about what alternatives also had been considered, why this particular technology was chosen, and how long it was projected that this would be the best alternative. He thought it also would be important to acknowledge that this was an experiment, and that it appeared to be the right path at this point, so that LTD could stand solidly behind the decision. Mr. Berkshire said that there was pressure from the community to operate clean, quiet buses. Hybrid-electric technology had come a long way and was here to stay. It was the first step to the fuel-celled buses.

Mr. Berkshire said that during the regular meeting, he would ask the Board to approve the purchase of the hybrid-electric buses for the downtown shuttle. He distributed a brochure from AVS to all Board members.

WORK SESSION – BRT UPDATE: Planning and Development Manager Stefano Viggiano was present to provide information regarding the continued development of the proposed bus rapid transit (BRT) corridor.

Mr. Viggiano said that staff were working with staff from the two cities, Oregon Department of Transportation (ODOT), Lane County, and Lane Regional Air Pollution Authority (LRAPA) on the review of the Preliminary Draft of the Environmental Assessment (EA). It was hoped that the public review of the EA already would be occurring; however, the Federal Transit Administration (FTA), which also was reviewing the preliminary draft, had not yet approved the release of the document for public review.

Tentative meeting dates had been set for early October and November with the partner agencies for the approval of Phase I of the proposed BRT corridor, but the October meetings most likely would be postponed pending the FTA approval of the preliminary EA.

Mr. Viggiano then discussed the cost estimate for the Phase I BRT, which was included in the meeting agenda packet.

Ms. Wylie asked if there was money included in the estimate to purchase Right-of-Way. Mr. Viggiano replied that those costs were included under the heading of Property Acquisition on the spreadsheet.

Mr. Viggiano then discussed the issue of the trees along Franklin Avenue. Core tests had been performed on the trees, and it was determined that the trees were, in fact, more than 50 years old, which gave them an historical status under Eugene's Historic Tree Ordinance. Staff were working with Eugene and the BRT design engineers to identify alternatives to address the historic status issue and to explore alternate designs that would not require removal of those trees. Staff would provide further information to the Board in November. The possible removal of the trees could require a vote of the citizens of Eugene.

Ms. Wylie asked when was the earliest the issue could appear in an election. Mr. Viggiano said that it could appear as early as March 2001, or it could be delayed to the May 2001 election. LTD would be required to pay a portion of the election costs.

Ms. Hocken stated that earlier in the day, she had attended a meeting of LTD staff and Glenwood representatives to discuss the two Glenwood alternatives. She thought it had been a good discussion, and ODOT had provided very good information about access management and their approach to lane size, etc. Staff would review the information gathered at the meeting and another meeting would be scheduled to further discuss the options.

WORK SESSION – EUGENE/SPRINGFIELD METROPOLITAN PARTNERSHIP MEMBERSHIP: Mr. Hamm said that the Board had asked him to look into a possible membership for LTD. Mr. Hamm met with Assistant Executive Director Al Burns and learned that the organization was a partnership between other governments, local businesses, and individuals. The mission of the organization was to provide for economic development to foster business investment in the community. Mr. Hamm believed that LTD always had a role in economic development, and it would be prudent to join. The cost to join would be \$2,000 annually with a 3-year commitment. During the regular meeting, Mr. Hamm would ask the Board to officially approve the membership.

AUGUST 2000 EMPLOYEE OF THE MONTH: Fleet Services Specialist/Office Manager Doris Dioszeghy had been selected as the August 2000 Employee of the Month. Ms. Dioszeghy had been employed with the District since July 1988. In addition to her regular duties, Ms. Dioszeghy had participated on many employee committees and assisted with the annual United Way campaign. Her co-workers in Fleet Services nominated her for this award because they appreciated the exceptional work she did and her caring and positive attitude.

Fleet Services Manager Ron Berkshire introduced Ms. Dioszeghy to the Board. Ms. Dioszeghy received a certificate, a monetary reward, and a lapel pin.

Ms. Dioszeghy thanked the Board members and all the people who were involved in her nomination and selection.

SEPTEMBER 2000 EMPLOYEE OF THE MONTH: Bus Operator Troy Emerson was selected as the September 2000 Employee of the Month. Mr. Emerson began his employment with LTD in November 1998. He had earned an award for Correct Schedule Operation. Mr. Emerson was nominated for Employee of the Month by a guest who was very pleased with the service that Troy provided during a recent bus ride. Mr. Emerson had stopped prior to reaching the designated bus stop to board an elderly gentleman who was trying to make his way to the bus stop. The nominating guest had said that it was reassuring to see an operator take the time to pull over and alleviate some of the hardships of another human being. This act epitomized the true meaning of customer service and should not go unobserved by LTD.

Transit Operations Manager Mark Johnson introduced Mr. Emerson to the Board. Mr. Emerson was presented with a certificate, a monetary reward, and a lapel pin.

Mr. Emerson said that he was very honored to have been selected as Employee of the Month and to have been given the opportunity to serve the public in this way.

OCTOBER 2000 EMPLOYEE OF THE MONTH: Assistant General Manager Mark Pangborn introduced Guest Services Supervisor Angie Sifuentez, who had been selected as the October 2000 Employee of the Month. Ms. Sifuentez had been employed with LTD since December 1974. She began her employment as a communications clerk and was promoted to the position of marketing representative in October 1982. In January 1996, she was promoted to her current position. During the course of her career with LTD, Ms. Sifuentez had received numerous awards, including September 1989 Employee of the Month and 1989 Employee of the Year. Ms. Sifuentez was actively involved in community activities and boards, including her current positions as a Downtown Eugene, Inc., board member and as a member of the City of Eugene Police Commission. She was nominated for this award by staff members at the Guest Services Center who appreciated her positive attitude and dedication to her staff. They admired her ability to work well under pressure, provide guidance during times of "trial and tribulation," and her ability to motivate her staff in a positive manner.

Ms. Wylie presented Ms. Sifuentez with a certificate, a monetary award, and a lapel pin.

Ms. Sifuentez said that she was flattered to have been nominated by her staff at the Guest Services Center and to have been selected. She also said that she was very flattered that she got to work for Lane Transit District because it gave her the opportunity to work in the community doing things she enjoyed on behalf of the District as well as to contribute to the community.

AUDIENCE PARTICIPATION: There were no members of the audience who wished to address the Board.

CONSENT CALENDAR: Mr. Kleger moved that the Board adopt the following resolution: "It is hereby resolved that the Consent Calendar for September 20, 2000, is approved as presented." Ms. Lauritsen seconded the motion, which carried unanimously by

**MOTION
VOTE**

acclamation. The September 20, 2000, Consent Calendar consisted of the minutes of the June 21, 2000, regular Board meeting; the minutes of the July 19, 2000, canceled Board meeting; the minutes of the August 9, 2000, special Board meeting; the August 16, 2000, canceled Board meeting; approval of the FY 2000-01 Disadvantaged Business Enterprise (DBE) Program; the appointment of two members to the Special Transportation Fund Advisory Committee; and a resolution designating the general manager as LTD's Registered Agent.

MOTION **AUTHORIZATION OF HYBRID-ELECTRIC BUS PURCHASE:** This agenda item was discussed during the earlier work session. There being no further discussion, Mr. Kleger moved the following resolution: "It is hereby resolved that the LTD Board of Directors authorizes the general manager to contract to purchase six (6) new hybrid-electric buses from Advanced Vehicle Systems, Inc." Ms. Hocken seconded the motion, which passed unanimously by acclamation.

VOTE

MOTION **CONVERSION OF FLEET:** Mr. Gaydos moved that the Board adopt the resolution committing LTD to a conversion of its fleet to quiet, more environmentally-friendly vehicles, with the conversion triggered by the cost, availability, and reliability of the new technology. Ms. Hocken seconded the motion, which passed unanimously by acclamation.

VOTE

STATE BALLOT MEASURES: Government Relations Manager Linda Lynch said that she had little to add to the Agenda Item Summary included in the agenda packet. The Board had been asked by the Committee for Our Oregon to join other local governments and be included in campaign literature opposing Ballot Measures 91, 93, and 8. The campaign strategy was to have as many community members and organizations as possible endorse the Committee's opposition to the three measures. Ms. Lynch added that the campaign most likely also would appreciate individual endorsements from Board members.

Ms. Lauritsen asked if the LTD Board had ever formally endorsed or opposed a campaign in the past. Ms. Lynch said that it had not. Mr. Pangborn added that past boards had been asked to take a position on ballot measures, but typically those were directly related to LTD. Ms. Lynch added that it was very similar to taking a position on pending legislation.

Ms. Wylie asked who was sponsoring the three ballot measures. Ms. Lynch said that Measures 91 and 93 were proposed by Bill Sizemore and the Oregon Taxpayers United. Measure 8 was proposed by Don McIntyre. The Committee for Our Oregon, which was seeking endorsements opposing the measures consisted of representatives from both urban and rural Oregon; both business and labor; Republicans, Democrats, and Independents; and seniors and young families with kids in school. There was a long list of organizations that already endorsed the committee's efforts to oppose the ballot measures, including the Oregon Association of Convention and Visitors' Bureau, the Oregon PTA, the Oregon School Boards Association, Willamette Industries, the Oregon Business Council, and others.

Ms. Wylie asked if the issue of the Board taking a formal position had been reviewed by legal counsel. Ms. Lynch said that the Board could choose to take or to not take a formal

position; however, staff could not use public time to campaign on political issues. Ms. Lynch would use non-work time to report the Board's action to the committee. Ms. Lynch had not asked legal counsel about these particular measures.

Ms. Hocken said that it was clear that the passage of any of the three measures would have some adverse effects on the state money that could be available for funding any of the District's initiatives, such as elderly and disabled transportation. She thought there would be a direct cause of harm to the District if either Measure 8 or Measure 91 was passed. It also was her understanding that the election in Cottage Grove to join LTD could be overturned if Ballot Measure 93 passed. A provision of Ballot Measure 93 was that any measure passed in the previous two years would need to pass by the same margin that Ballot Measure 93 passed in this election to be held valid. She thought that was a very poor way to operate governments by undoing decisions that were made two years previously. There potentially were very damaging consequences to LTD by any of the three measures, and she did not think it would be inappropriate for the Board to oppose them. She thought that legal counsel ought to review the Board's position before a commitment was made.

Mr. Kleger said that he agreed with Ms. Hocken's comments. All of the measures appeared to have been drawn in a way to prevent public policy from being developed and carried out in response to the will of the majority. He supported the Board taking a position as being officially opposed.

Mr. Hamm likened this activity to school board activities. The school board had the right to take a stand on issues, where the staff could not lobby on school district time or with school district resources. There were no plans to bring all measures up for Board consideration; however, these were important measures for the Board to react to. From his perspective, these measures would have an impact on LTD and the people who utilized its services, and it was the responsibility of the Board to take a position.

Ms. Hocken said that another issue was that the law-making function in Oregon had been getting murkier, and historically, LTD had spent a lot of money lobbying the legislature. However, more and more legislation, including constitutional legislation, was being made through the initiative process to the point that laws were no longer being made by the legislature, but by the people. She agreed that the Board should not get involved with every issue, but only the ones that had a direct relationship to LTD's mission, and she thought it was part of the stewardship of the District to state, for public record, its position on such measures. There was no proposal to spend District money on the opposition to these measures.

MOTION

Ms. Hocken then moved the following resolution: "It is hereby resolved that the Board of Directors of Lane Transit District opposes state ballot measures 91, 93, and 8 as having severe and/or unknown negative impacts on transportation services for the elderly and disabled, on funding of the social and physical infrastructure of the State of Oregon, and on the ability of the District to provide service where it is wanted, provided the District's legal counsel believes this to be a legal action of the LTD Board." Mr. Gaydos seconded the motion, which carried unanimously by acclamation.

VOTE

DESIGNATION OF GENERAL MANAGER PRO TEMPORE: Mr. Hamm said that he was asking the Board to name the Assistant General Manager as the General Manager Pro Tempore during the absence of the general manager. And, during the odd times that both the general manager and the assistant general manager were away from the office, the resolution also gave the general manager the responsibility of appointing another person to act as General Manager Pro Tempore. Currently, during times of absence of the general manager, a quorum of the Board would need to meet to name a General Manager Pro Tempore.

**MOTION
VOTE**

Ms. Lauritsen moved that the Board adopt the Resolution Designating General Manager Pro Tempore included in the agenda packet. Mr. Kleger seconded the motion, which passed unanimously by acclamation.

**MOTION
VOTE**

EUGENE/SPRINGFIELD METRO PARTNERSHIP MEMBERSHIP: Mr. Kleger moved that the Board authorize the general manager to secure an LTD membership in the Eugene/Springfield Metropolitan Partnership, Inc. Ms. Lauritsen seconded the motion, which passed unanimously by acclamation.

**MOTION
VOTE**

MAYOR MAUREEN WEATHERS RETIREMENT: Ms. Wylie reported that she, Mr. Kleger, and Ms. Lauritsen had attended a retirement party for Mayor Weathers. She felt it was important for the Board to formally thank Mayor Weathers for her years of service to the Springfield Community. The resolution would be printed on quality paper, signed, framed, and sent to Mayor Weathers. Mr. Kleger moved that the Board adopt the resolution thanking Ms. Weathers for her public service and inviting her to be an honored guest on the inaugural run of bus rapid transit between the City of Eugene and the City of Springfield in September 2002. Mr. Gaydos seconded the motion, which carried unanimously by acclamation.

BOARD MEMBER REPORTS: 1) MPC. Ms. Hocken reported that there were some transportation issues discussed. As a region, MPC had prepared for Lane County Commissioner Bobby Green to participate in an ODOT Region II Priority Setting meeting, which would be held toward the end of September. Representatives from all local jurisdictions would review the entire list of projects that had been submitted in the 2002-2005 State Transportation Improvement Projects (STIP) grant request. Capital Grants Administrator Lisa Gardner said that a letter signed by Eugene, Springfield, and Lane County and addressed to ODOT was prepared for mailing. It addressed the lack of adequate time given to respond to ODOT processes and issues. Ms. Hocken noted that she had added LTD to the list of letter writers. Ms. Wylie signed the letter on behalf of LTD. Ms. Hocken said that she also had stated her concern about the voting process at the joint TransPlan meetings. It had been somewhat awkward to be required to vote on issues in TransPlan that did not affect LTD.

2) Statewide Livability Forum. Ms. Lauritsen reported that the next meeting would be held on November 7, 2000.

3) BRT Steering Committee. Ms. Hocken thought that all issues were covered during the earlier work session discussion.

4) Springfield Station Steering Committee. The Committee continued to wait for a response from the FTA on the Environmental Assessment. Mr. Viggiano said that FTA staff had informally approved the EA, but LTD staff wanted to wait for the formal approval before seeking approval from the Springfield City Council. Ms. Hocken had asked in June about the delays from the FTA, and she had been told that staff believed it was appropriate to work through the process and allow the FTA enough time. She asked if that still was the case, or was it time to contact some elected officials to assist with getting the process moving. Mr. Hamm said that at a recent Oregon Transit Association (OTA) meeting, a number of Oregon transit properties had expressed the same problems and concerns. A collective letter would be prepared from the OTA and ODOT that would be sent to FTA about these problems. LTD had some grant deadlines pending, and Mr. Hamm was attempting to contact the FTA Region 10 Director. Ms. Gardner said that there were two grants pending with a deadline of September 30. Environmental Assessments for both the Springfield Station and BRT were pending as well. There appeared to be no information flowing back from the FTA, and Mr. Hamm would discuss these issues with the Region 10 Director.

5) Eugene Downtown Visioning: Mr. Bennett was not present to report on this activity.

GENERAL MANAGER'S REPORT: Mr. Hamm said that the slogan that came out of the recent contract negotiation process was "Building a Team Spirit." A banner was hung in the Board room that had been signed by Board members, employees, and Amalgamated Transit Union (ATU) officials. During fall operator training, Mr. Hamm and Mr. Pangborn were talking with employees about team spirit, what it meant, and about taking it to a new level at LTD. The four areas of focus include safety, courtesy (guest service), efficiency, and LTD's image.

Mr. Hamm also reported on a recent trip he and Mr. Viggiano had taken with Eugene City staff and Councilor Scott Meisner to Pittsburgh to see a version of BRT growth planning activities, amenities, and improvements. Councilor Meisner had mentioned that there were some mixed messages about LTD's BRT plans. One was about the use of alternatively-fueled vehicles. Mr. Hamm had discussed the Board's commitment to more environmentally friendly transit buses, and reported that a resolution would be adopted at the September meeting demonstrating the Board's commitment in this area.

Mr. Viggiano added that the building of the Pittsburgh system had included some amenities that were above and beyond the direct transit improvements, such as new pedestrian crossing overpasses, etc. The City of Eugene could be expecting LTD to do similar types of extra improvements, and it always had been LTD's position to provide some additional improvements. The City could request additional improvements that currently were not in the plan. There were some operational issues with on-street bus lanes and design solutions that had been implemented.

Mr. Hamm said that there was a belief that the trees that had been planted on Franklin were not the variety that could accomplish what originally was desired, which was to provide a canopy or umbrella-type foliage. It was thought that there could be some solutions in that area that the City would assist LTD with.

All-in-all, Mr. Hamm thought that the meetings had gone well and had built on the relationship between LTD and the City.

JULY FINANCIAL STATEMENTS: Finance Manager Diane Hellekson said that at the October Board meeting, a report of the first full quarter financials would be submitted to the Board. Fare revenues were soft for the first two months of the fiscal year, and ridership had remained flat. Staff were monitoring performance, and would provide a full report at the October Board meeting.

Ms. Hellekson reported that fuel prices were higher than budgeted. If the prices did not decline, the variance to the budget could be sizable.

In addition, with the delay in FTA processing of grant applications, LTD currently had spent more than \$800,000 in grant funds that were tied up in the grant application process. By the time the process was complete, LTD could lose approximately \$30,000 in lost interest earnings because those funds had been fronted from reserves.

Mr. Kleger said that when people were offered non-competitive pay, the agency would not save any money. He had a feeling that this was underlying the problems at FTA.

Ms. Wylie said that she was concerned about the gas prices, and she asked staff to keep information about the impact of the increased prices as a footnote to the monthly Board financial reports.

TRANSPLAN UPDATE: Mr. Viggiano reported that the Springfield and Eugene City Councils had met to discuss some of the land use and nodal development issues. The draft recommendations from that work session were distributed to Board members.

Mr. Viggiano reported that the third joint work session would be held on October 18, which was the date of the regular LTD Board meeting. A Special LTD Board meeting would be held on Monday, October 16, at 5:30 p.m.

Ms. Wylie asked Mr. Viggiano to talk with TransPlan staff prior to the next work session to determine if there would be a way to avoid registering a vote on issues that the LTD Board had not yet had a chance to discuss or to take a position on. Mr. Viggiano said that he had discussed the issue with TransPlan staff following the MPC meeting, and he indicated that he would find a way to address the issue. It was thought that the electronic voting process would provide an option to defer or indicate no preference.

Ms. Gardner added that the voting issue was discussed at the joint meeting between the City Councils. She thought it should be clarified that the voting issue was not only about

issues that might not impact LTD, but more about issues that the LTD Board had not yet discussed or taken a position on. She thought it was important to make that clarification to address confusion on that issue.

The purpose of the joint Eugene and Springfield meeting was to discuss the nodal development issues in the draft TransPlan. If the two City Councils could reach consensus, the issue would be brought back to the joint TransPlan work session. Ms. Gardner discussed the recommended changes that were highlighted in the draft recommendation document.

COMPREHENSIVE SERVICE REDESIGN (CSR) UPDATE: Mr. Vobora said that staff would present three CSR scenarios to the Board at the October Board meeting, and staff were seeking input from the Board about the level of detail staff should present.

Mr. Kleger said that each time LTD undertook the CSR process, it was difficult to maintain an optimistic outlook. He realized that LTD could not satisfy everyone, and he praised staff for the work that was done to design service.

Ms. Hocken said that she would like to see more detail in the presentation in October, and Mr. Kleger agreed.

Mr. Vobora said that the official public hearings would be held during the December 2000 and January 2001 Board meetings.

Ms. Wylie said that she would like to see an executive summary of the public input received to date. Mr. Vobora said that most comments were from current riders. Staff would continue to receive comments from non-riders through the group pass participant outreach. Currently, the input was placed into three categories: those who thought it was great, those who liked it, and those who were unhappy about the proposed service for one reason or another.

Ms. Hocken asked how the public was reacting to the new fall schedule and the elimination of transfers. Mr. Vobora said that few comments had been received, but the bus operators and most customers were happy with the changes. The new shuttle route from the Fairgrounds to Sacred Heart was very successful, and the Thurston Station Park & Ride regularly was full.

Ms. Hocken mentioned the football shuttles. There had been some reports in the paper about the controversy between the UO and Wistec about getting a place for the post-game football buses. She hoped that the community was aware that the issue was between the UO and Wistec, and not LTD. LTD would board at any location that UO and Wistec selected. Mr. Vobora said that LTD had provided an analysis of the different options.

Mr. Hamm noted that nearly 7,000 people rode the bus to the sold-out Nevada Game, which was a ridership record for the football shuttles.

SPRINGFIELD STATION UPDATE: Mr. Viggiano said that he had nothing to add. Ms. Wylie asked if a new committee would be formed for the design and build portion of the station. Mr. Viggiano did not think that the Site Selection Committee would meet again, and he thought it was the Board's decision to appoint a community advisory committee. Ms. Wylie said that she had heard from several of the Springfield Station Committee members who expressed interest in serving on a design-build committee. She thought that after the Environmental Statement was received, the Board should have a better idea of what type of committee might be needed.

MONTHLY STAFF REPORT: There was nothing further to add to the agenda packet summary.

ADJOURNMENT: There was no discussion regarding the remaining agenda items, and Ms. Wylie adjourned the meeting at 7:52 p.m.

Board Secretary

AGENDA ITEM SUMMARY

2

DATE OF MEETING: October 16, 2000

ITEM TITLE: SEPTEMBER AND AUGUST FINANCIAL STATEMENTS

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: None

BACKGROUND: Financial results for the second and third months of the fiscal year are summarized in the attached reports. Total General Fund revenue was \$6,403 below budget through September, primarily due to a shortfall in passenger fares. The year-to-date negative fare variance totals approximately \$103,000 and corresponds with negligible year-to-year ridership growth. Strong interest earnings helped to reduce the overall impact of passenger fare performance.

Although other revenue line items show negative year-to-date variances, none represents a source of concern at this time. Miscellaneous revenue was budgeted in even monthly increments, but generally is received in lump sums. Revenues from all three tax programs are expected to meet budget expectations for the fiscal year.

Administration personnel costs are according to plan for the first three months of the fiscal year. Amalgamated Transit Union employee costs are also in line with budget year-to-date. The retroactive portions of the new contract provisions were posted to the General Fund in August, and the prospective features were implemented after the contract was formally signed in August. The contract target of 6.3 percent increase was versus last year's budget for ATU personnel cost. The monthly financial report compares current year-to-date with last year's actual. For this reason, ATU employee costs have increased 8.1 percent, but still are within budget expectations. Since the contract provisions are phased in throughout the year with another wage adjustment on January 1, 2001, and the new contract assumed some changes in the way that work is assigned in Transit Operations that have not yet been implemented, personnel costs will continue to be watched closely in the coming months.

Fuel prices remain high. The most recent diesel purchase was at \$1.26 per gallon, down very slightly from last month, but still well above the \$.83

per gallon included in this year's budget. Prices are volatile, however, and have decreased in recent weeks before climbing again. If there is no downward trend in the coming months, the General Fund could see a negative year-end variance in excess of \$100,000. Because of the quantities purchased year-to-date, however, this expense item is not over budget for the first quarter of the fiscal year. No other expense item represents a source of concern at this time. Not including transfers to the Capital Fund (which were funded by previously-established operating reserves), the General Fund took in about \$15,000 more than it spent in the first three months of the current year.

The Special Transportation Fund and Capital Fund are as expected through September. The delayed grant contract with the Federal Transit Administration (FTA) was approved in September, and a catch-up draw down was made in time to meet the end of federal fiscal year deadline. FTA has conveyed, through LTD's general manager, that it recognizes the need for better customer service in the future.

It should be noted for the Capital Fund, however, that the current-year capital budget includes \$6.9 million from discretionary federal grant funds, none of which was earmarked for a new Springfield Station. An additional \$5 million for the Springfield project was part of the United Front request, which was included in the FY 2001-2002 year of the current Capital Improvement Plan (CIP). LTD recently was informed that the total discretionary appropriation from the United Front appeal will be \$1 million. Because there was a contingency plan for the current-year capital budget in the event that discretionary funding was approved at a lower than requested level, immediate plans are not jeopardized by the amount of the appropriation. However, the Finance Committee will be considering, and staff now are considering, the longer-term ramifications and reporting back to the Board during the budget development process, which includes the update of both the CIP and the Long-range Financial Plan.

The Finance Committee met on October 4, 2000, to consider BRT vehicle selection and financing, and revisions to LTD's investment policy. The committee's vehicle discussion will be incorporated into the Board meeting on October 16, 2000. Additional research is underway on investment policy. The Finance Committee is scheduled to meet again on November 8, 2000, to discuss investment policy, budget development issues, and any impact of voter initiative measures should one or more of the tax measures on the November 7 ballot pass.

The independent audit of the fiscal year ending June 30, 2000, has been completed, and the Comprehensive Annual Financial Report (CAFR) is in production. The audit results and FY 1999-2000 CAFR will be presented to the Board at the November meeting.

ATTACHMENTS: Attached are the following financial reports for September and August for Board review:

1. Operating Financial Report - comparison to prior year
2. Monthly Financial Report Comments
3. Comparative Balance Sheets
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Fund
4. Income Statements
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Fund

PROPOSED MOTION: None

2000 Oregon Transportation Conference
Transportation Partners Awards
Nomination

Name of Nominee: **Ed Necker**
Nominee's Job Title: **RideSource & Special Transportation Advisory Committee Volunteer**
Nominee's Address: **173 E. Hatton Avenue, Eugene OR 97404**
Organization: **RideSource and Lane Transit District**

Award Category: *Outstanding Volunteer of the Year*

Narrative Summary:

Ed Necker has been a volunteer for the RideSource program and served as a community representative of Lane County's Special Transportation Fund Advisory Committee since 1996. Ed's story is quite compelling and his efforts inspirational.

I (Terry Parker) first met Ed through the mail after asking RideSource riders to share their experiences, to 'tell their story', about the importance of accessible transportation services. When asked if he might be interested in serving on our advisory committee Ed was quite enthusiastic and expressed an interest in wanting to help out in other ways; to do something useful in his life. Ed was then living in a grouped facility with other individuals who had experienced head injuries. He was a RideSource rider and used the service to go to his parents' home in order to provide a break for his father who provided full-time care for Ed's mother. Although he felt as if he couldn't do much he knew that he could at least be there so that his dad could spend some time away.

Ed is a regular at committee meetings and volunteers at the RideSource office handling calls. Although somewhat nervous and hesitant at first Ed learned to use Lane Transit District' fixed-route service independently and "graduated" from RideSource. As a guest speaker he offered encouragement to our first group of trainees transitioning from RideSource to using LTD. Ed has become one of our most active advocates. He is the first to get letters off to legislators and to spend long hours wheeling through the halls of the State capital.

Ed has dedicated many hours in support of transportation for elders and people with disabilities. He has taught by example what it is to move beyond perceived limitations. Ed always has a smile, a story or quip. He is a character. His life has not always been easy and at times, he will say, downright rough. Ed is a remarkable person and an outstanding volunteer.

**Terry Parker
Lane Council of Governments
(541) 682-4380**

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: AMERICAN PUBLIC TRANSPORTATION ASSOCIATION ADWHEEL AWARD

PREPARED BY: Andy Vobora, Service Planning & Marketing Manager

ACTION REQUESTED: None

BACKGROUND: Oregon's Yield to Bus law was enacted in 1997 and became effective throughout Eugene-Springfield in 1999. The yield law enables all vehicle operators to drive more safely. The red flashing light lets drivers know the bus is ready to merge and allows more efficient operation of the bus system, as buses are allowed to move more freely back into traffic.

LTD's yield law informational campaign recently earned first prize in the public information campaign category at the American Public Transportation Association National Conference in San Francisco. The "Adwheel" Award was presented to General Manager Ken Hamm, who received the award on behalf of LTD and the local advertising agency of Cappelli, Miles, Wiltz, and Kelly. The campaign featured print and radio ads encouraging motorists to *Let the Bus Back In!*

At the Board meeting, staff will present the award for the Board's information.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None

BACKGROUND: This agenda item provides a formal opportunity for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Executive Secretary

ACTION REQUESTED: None

BACKGROUND: Board members have been appointed to the Metropolitan Policy Committee (MPC), and on occasion are appointed to other local or regional committees. Board members also will 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:

- a **Metropolitan Policy Committee:** MPC meetings are held on the second Thursday of each month. At the Board meeting, LTD's MPC representative Pat Hocken and Hillary Wylie can provide a brief report on the October 12, 2000, MPC meetings.
- b **Statewide Livability Forum:** Board member Virginia Lauritsen has taken Pat Hocken's place on the statewide committee called the Livability Forum, as one of 12 participants from the Eugene/Springfield area. This committee has been meeting once every six months. At the October 16 Board meeting, Ms. Lauritsen will report to the Board on Forum activities.
- c **BRT Steering Committee / Public Design Workshops / Walkabout Input:** Board members Pat Hocken, Rob Bennett, and Hillary Wylie are participating on LTD's BRT Steering Committee with members of local units of government and community representatives. The Steering Committee last met on October 3 and generally meets on the first Tuesday of the month. The next BRT Steering Committee meeting is scheduled for November 7, 2000, from 4:30 p.m. to 6:00 p.m., somewhat earlier in the evening than usual because of Election Day events. At the October 16 Board meeting, Committee Chair Rob Bennett and the other LTD Board

representatives can respond to any questions the Board may have about this committee's activities.

- d **Springfield Station Steering Committee:** LTD Board members Dave Kleger, Ginny Lauritsen, and Hillary Wylie participated on this committee with representatives of other local units of government and the community, to consider sites for a new Springfield Station. Former Board member Mary Murphy chaired the committee. The Committee held what is believed to be its final meeting on June 1. Whether the committee meets again depends on the results of the environmental assessment of the preferred site. The committee's site recommendation may be forwarded to the LTD Board in November, following discussion by the Springfield City Council.

- e **Eugene Downtown Visioning:** Board member Rob Bennett participated on a committee to develop a vision for the area including downtown Eugene to the Willamette River to Interstate 5. The committee has finished its work and is waiting for its final report to be published. On October 16, Mr. Bennett can update the Board about this committee's work.

- f **Board Finance Committee:** The Board Finance Committee (Chair Pat Hocken and members Gerry Gaydos and Virginia Lauritsen) met on October 4, 2000, and is scheduled to meet again on November 8. At the October 16 Board meeting, Ms. Hocken can provide an update for the full Board, and a staff presentation on BRT vehicles later in the meeting will incorporate the Committee's October 4 discussion.

ATTACHMENT: None

PROPOSED MOTION: None

JANUARY 2001 – BOARD ACTIVITIES

(Dates of full-Board activities are shaded.)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 NEW YEAR'S DAY	2 5:30 p.m. BRT Steering Committee	3	4	5	6 <i>Men's basketball Oregon State at UO</i>
7	8	9	10	11 11:30 a.m. MPC Meeting <i>Men's basketball UO at California</i>	12	13 <i>Men's basketball UO at Stanford</i>
14	15 <i>Martin Luther King Day (Holiday for some Board members?)</i>	16 5:30 p.m. Board Work Session (tentative)	17 <i>Tentative: BRT Review Mtg – Eugene City Council</i> 5:30 p.m. Regular Board Meeting	18 <i>Men's basketball Washington at UO</i>	19 BOARD STRATEGIC PLANNING RETREAT	20 BOARD RETREAT <i>Men's basketball Washington State at UO</i>
21	22	23	24	25 <i>Men's basketball UO at USC</i>	26	27 APTA General Managers' Seminar, Phoenix <i>Men's basketball UO at UCLA</i>
28 APTA GENERAL	29 MANAGERS'	30 SEMINAR,	31 PHOENIX, AZ			

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

ATTACHMENTS: The attached correspondence is included for the Board's information:

- Letter from J.T. Burnett, with response from Board President Hillary Wylie

At the October 16, 2000, meeting, staff will respond to any questions the Board members may have about this correspondence.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: BRT PILOT CORRIDOR GOALS AND PERFORMANCE OBJECTIVES

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: Approve Revision of BRT Goals and Performance Objectives

BACKGROUND The Board adopted the BRT Pilot Corridor Goals and Performance Objectives in May 1999. During the recent discussions of TransPlan, Eugene City Councilor David Kelly asked that the document be revised to include objectives related to the neighborhood connector service. A revised draft document that adds two objectives (under Goal 1 and Goal 4) is attached. There is also a minor change in the first bullet under Goal 1 to change a term to make it consistent with the BRT policy in TransPlan. The changes are indicated in legislative format.

ATTACHMENT: Revised BRT Pilot Corridor Goals and Performance Objectives

PROPOSED MOTION: I move the following resolution: It is hereby resolved that the Lane Transit District Board of Directors adopts the BRT pilot Corridor Goals and Performance Objectives as revised.



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Bus Rapid Transit Pilot Corridor Goals and Performance Objectives

Bus Rapid Transit Overview

Bus rapid transit (BRT) is a concept to use buses to emulate the positive service characteristics and image of a rail system. The system is intended as a cost-effective major upgrade in transit service that is appropriate for the size and characteristics of the Eugene/Springfield community, works well with the community's other transportation and land use strategies, and will provide increasingly important benefits into the future.

The system is composed of high-frequency, fast bus service along the major corridors, and small-bus neighborhood service that connects with the corridor service at neighborhood activity centers. The BRT corridor service, as proposed, eventually would be implemented on many major arterials within the community. An east-west alignment, extending from east Springfield to west Eugene, has been selected as a pilot corridor.

Bus Rapid Transit Design Elements

Corridor Service

- ❑ Use exclusive bus lanes or bus guideways.
- ❑ Provide transit signal priority at signalized intersections.
- ❑ Use wider stop spacing (approximately every half-mile).
- ❑ Improve stops and stations and provide a higher level of passenger amenities.
- ❑ Use prepaid fares.
- ❑ Provide 10-minute service during the daytime on weekdays.
- ❑ Use vehicles for the pilot corridor service that convey a "rail-like" image, are environmentally friendly, and facilitate fast and efficient passenger boarding and deboarding.

Neighborhood Service

- ❑ Provide convenient neighborhood service that connects with the corridor service at neighborhood activity centers

- Use vehicles for the neighborhood connector service that are no more than 30 feet in length, are environmentally friendly, and meet accessibility requirements for varied boarding situations.
- Continue to provide direct access to major activity centers (such as downtown Eugene) from nearby neighborhoods.
- Consider a connecting shuttle route to facilitate access from the BRT service to major destinations within the greater Eugene Downtown “neighborhood.”

Goals and Performance Objectives

Goal 1: Improve bus travel times, service reliability, rider comfort and convenience, and the image of the service in order to achieve an increase in the transit market share of trips along the BRT pilot corridor.

- Increase peak-hour, peak-direction transit mode split (the percentage of trips taken by transit) along the pilot corridor by at least 40 percent within five years (e.g., from 10 percent to 14 percent of all person trips along the corridor), and by an additional 10 percent during the following five years.
- Reduce peak-hour bus travel time along the corridor by at least 20 percent within five years and by an additional 10 percent within the following five years, compared with running times that would have occurred without BRT.
- Show no significant increase in bus travel times from year to year.
- Improve bus travel times to at least match car travel times along the pilot corridor within 10 years of BRT implementation.
- Provide convenient neighborhood connector service that links neighborhood residents with the BRT line and nearby activity centers.
- Reduce vehicle emissions along the pilot corridor compared with levels that would have occurred without BRT.
- Achieve 99 percent on-time performance for BRT service along the pilot corridor.
- Improve LTD approval ratings of “excellent” in community surveys by at least 10 percent within five years of BRT implementation.

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Goal 2: Reduce the operating cost for transit service along the pilot corridor.

- Reduce the annual direct operating cost for service along the corridor by at least 10 percent during the first five years and by 15 percent thereafter, compared with costs that would have been required for an equivalent level of non-BRT service.

Goal 3: Increase the person-carrying capacity of the corridor.

- Increase the carrying capacity of the corridor by 30 percent with the implementation of BRT.
- Develop a system that will facilitate future conversion to rail or other higher-capacity transit mode, if and when such a change becomes feasible.

Goal 4: Design the BRT service to support planned land use patterns.

- Provide convenient service to land use nodes along the pilot corridor, both those currently identified and those planned for the future.
- Provide neighborhood connector service to link nearby residential, commercial, and employment areas with the BRT corridor service.
- Provide convenient access to major activity centers along the pilot corridor, such as downtown Eugene, downtown Springfield, and the University of Oregon.

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Goal 5: Where feasible, incorporate “non-transit” enhancements as part of the BRT project, including improvements in traffic safety, traffic flow, bicycle and pedestrian facilities, and aesthetics.

- Consider improvements to bicycle facilities along the pilot corridor.
- Provide secure bicycle parking at all BRT stops.
- Consider the addition of sidewalks adjacent to the BRT service where they now do not exist.
- Work with state and traffic engineers to identify possible improvements to traffic safety and traffic flow along the pilot corridor.
- Add landscaping along the BRT line, where appropriate.
- Consider including fiber optics or other communication and utility upgrades as part of the pilot corridor construction.

Implementation Guidelines

In meeting the project goals, the design for the pilot corridor should carefully consider the following guidelines:

- Minimize costs.
- Minimize right-of-way acquisition.
- Do not create unacceptable pedestrian, bicycle, or traffic safety situations.
- Minimize adverse impact to businesses along the pilot corridor.
- Minimize adverse impacts on residences along the pilot corridor.

- Do not create substandard traffic congestion where it otherwise would have not occurred.
- Minimize loss of parking.
- Minimize impact on movement of freight.
- Do not reduce needed auto capacity along the pilot corridor.
- Do not decrease access for persons with disabilities.

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AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: BRT UPDATE

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: **Environmental Assessment/Phase 1 Approval:** The approval process for the BRT Phase 1 has been delayed pending the release of the public draft of the Environmental Assessment. Review comments from the Federal Transit Administration (FTA) have now been received. However, the FTA regional office wishes to review the document again prior to its release as a public document. Since the review time has proven to be rather unpredictable, it is difficult to predict exactly when the public draft will be released, and, thus, difficult to schedule the review meetings. The following dates should be considered tentative (the November 6th date with the Eugene Planning Commission is particularly vulnerable).

- Springfield Planning Commission: November 21, 2000
- Springfield City Council: December 11, 2000

- Eugene Planning Commission: November 6, 2000
- Eugene Planning Commission: November 20, 2000
- Eugene City Council: November 29, 2000
- Eugene City Council: January 17, 2001 (if needed)

- Board of County Commissioners: To be determined

- Oregon Transportation Commission (update only): February 2001

Glenwood Alignment: The Glenwood Advisory Committee met on September 20, 2000, to discuss Glenwood alignment options. The group considered and discussed the options, but did not reach any conclusions. Another meeting of the group will be scheduled for later this month. Following the first meeting of the Committee, Springfield City Councilor Tammy Fitch sent a letter to LTD recommending a "mixed-traffic" alternative for Glenwood. Staff will be developing a proposal that responds to the request, while still trying to meet the District's goals for the project.

Trees on Franklin: It has been determined that the trees in the Franklin Boulevard median are, in fact, more than 50 years old. It is still not known whether this project would trigger an application of the historic tree ordinance. The BRT Steering Committee met on October 3, 2000, to discuss options for the Franklin/UO segment and their possible impact on historic trees. No decisions were made, and the Committee will meet again next month to look at additional information and reconsider the issue.

BRT Consortium Meeting: A meeting of members of the Federal Transit Administration's BRT Consortium was held in San Francisco on September 26 and 27, 2000. Three Consortium cities, Charlotte, Honolulu, and Los Angeles, are pursuing an incremental implementation of BRT and have started with limited-stop service, combined with some level of transit priority. In each case, more extensive BRT applications are planned. It was encouraging to hear that all three systems have experienced significant ridership growth in response to decreases in bus travel time.

ATTACHMENT: Letter from Springfield City Councilor Tammy Fitch

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 9, 2000

ITEM TITLE: BRT VEHICLE UPDATE

PREPARED BY: Ron Berkshire, Fleet Services Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: Staff have been working to identify vehicles that meet the design elements for the pilot corridor service, scheduled to be implemented in the fall of 2002. This has proven to be challenging because of the relative short timeline for delivery and unique combination of design elements: a “rail-like” image, environmentally friendly, that facilitates fast and efficient passenger boarding and deboarding. In addition to design there are a number of critical operational issues that will determine the success of BRT. These include operating costs, reliability, vendor dependability, product support, maintenance accessibility, training costs, tooling, and equipment costs.

Staff have been working with the complexities of all the criteria and the issues surrounding vehicle selection and are prepared to review and discuss them with the Board at the October 16 meeting.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jo Sullivan, Executive Assistant

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 16, 2000:

1. Approval of minutes: September 20, 2000, regular Board meeting

ATTACHMENTS: 1. Minutes of the October 16, 2000, regular Board meeting

PROPOSED MOTION: I move that the Board adopt the following resolution: It is hereby resolved that the Consent Calendar for October 16, 2000, is approved as presented.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** October 16, 2000
- ITEM TITLE:** WORK SESSION—COMPREHENSIVE SERVICE REDESIGN ALTERNATIVES
- PREPARED BY:** Andy Vobora, Service Planning & Marketing Manager
- ACTION REQUESTED:** Provide final direction on the redesign of service for implementation in fall 2001
- BACKGROUND:** As part of the comprehensive service redesign process, the Board asked staff to develop three service plan scenarios. The attached information includes a short summary of the three scenarios. Also included are maps that reflect the service coverage and frequency as part of each scenario. (Colored maps are included separately for Board members to make it easier to differentiate between routes.) Additionally, a version of each scenario has been mapped displaying the location of LTD reduced fare riders to illustrate the potential impacts on this customer group, as well as a version showing a one-third mile buffer around each proposed route. The buffered version provides an idea of how much coverage can be achieved with the new routes and which neighborhoods will be most significantly impacted.
- RESULTS OF RECOMMENDED ACTION:** Following Board discussion and direction, staff will prepare refinements to the service package proposal. This proposal will be presented to the public at an open house to be scheduled in November. A final package will be presented to the Board at the December 2000 Board meeting, at which time the first public hearing will take place. A second public hearing and plan adoption will occur at a Board meeting in January 2001.
- ATTACHMENTS:**
- (1) Staff Report: Comprehensive Service Redesign Scenarios
 - (2) CSR scenario maps
- PROPOSED MOTION:** None



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COMPREHENSIVE SERVICE REDESIGN ALTERNATIVES

Prepared by Andy Vobora, Service Planning & Marketing Manager
October 16, 2000

BACKGROUND

As part of the comprehensive service redesign process, the Board asked staff to develop three service plan scenarios. The following information includes a short summary of the three scenarios. Also included are maps that reflect the service coverage and frequency as part of each scenario. Additionally, a version of each scenario has been mapped displaying the location of LTD reduced fare riders to illustrate the potential impacts on this customer group, as well as a version showing a one-third-mile buffer around each proposed route. The buffered version provides an idea of how much coverage can be achieved with the new routes and which neighborhoods will be most significantly impacted.

Scenario 1

Scenario 1 includes the full build-out of routes as reviewed by the public throughout the redesign process. This scenario addresses the operational issue of running time, while providing a high level of frequency along major corridors. Additionally, new cross-town connections are made through route linking.

Highlights:

- ❑ Establishes direct connection from Coburg Road to Gateway Street
- ❑ Reduces the number of routes serving West 18th Avenue, while maintaining a high level of frequency
- ❑ Establishes high-frequency shuttle between UO, 5th Street, and Valley River Center
- ❑ Creates an addition and a loss in coverage, plus neighborhood connections, in the Bethel area
- ❑ Eliminates service duplication between the UO and downtown Eugene by terminating routes 23 and 81 at the UO Station
- ❑ Eliminates service coverage in the City View and Crest Drive neighborhoods; maintains school service to Crest Drive
- ❑ Creates loop service in Springfield to provide better connections to shopping areas
- ❑ Eliminates service on Hayden Bridge Road, Game Farm Road, and 21st Street in Springfield
- ❑ Increases frequency to McKenzie-Willamette Hospital
- ❑ Provides new neighborhood coverage north of Main Street in Springfield
- ❑ Provides consistent fifteen-minute frequency along River Road north to Irvington Drive
- ❑ Establishes new neighborhood coverage in the north River Road area

- ❑ Changes neighborhood coverage in the south River Road area
- ❑ Changes neighborhood circulator service within the Ferry Street Bridge area

The total service increase for Scenario 1 will be approximately 14 percent.

Scenario 2

Scenario 2 maintains a high level of service coverage while sacrificing frequency and span of service on some routes. Operational issues in terms of running times are addressed through route design; however, there is the potential that lower frequency will change ridership patterns, which may create new running time issues.

Highlights (*italicized type indicates differences from Scenario 1*):

- ❑ Establishes direct connection from Coburg Road to Gateway Street
- ❑ Reduces the number of routes serving West 18th Avenue; *reduces mid-day service frequency on route 36*
- ❑ Establishes a shuttle between UO, 5th Street, and Valley River Center, *but reduces frequency to three times per hour from six times per hour*
- ❑ Creates an addition and a loss in coverage, plus neighborhood connections, in the Bethel area; *reduces frequency on route 41 and span of service on routes 40 and 42*
- ❑ Eliminates service duplication between the UO and downtown Eugene by terminating routes 23 and 81 at the UO Station
- ❑ Eliminates service coverage in the City View and Crest Drive neighborhoods; maintains school service to Crest Drive.
- ❑ Creates loop service in Springfield to provide better connections to shopping areas
- ❑ Increases frequency to McKenzie-Willamette Hospital
- ❑ Provides new neighborhood coverage north of Main Street in Springfield
- ❑ Eliminates service on Hayden Bridge Road, Game Farm Road, and 21st Street in Springfield
- ❑ Provides consistent fifteen-minute frequency along River Road north to Irvington Drive; *reduces mid-day frequency along the corridor to three times per hour as route 52 frequency is reduced to once per hour*
- ❑ Establishes new neighborhood coverage in the north River Road area
- ❑ Changes neighborhood coverage in the south River Road area
- ❑ Changes neighborhood circulator service within the Ferry Street Bridge area
- ❑ *Reduces mid-day frequency to one time per hour on routes 27 and 33*
- ❑ *Does not implement proposed additions to evening service on routes 28, 79, and 85*

The total service increase for Scenario 2 will be approximately 5 percent.

Scenario 3

Scenario 3 reallocates service from coverage and restores frequency and span of service lost in Scenario 2. Operational issues are addressed and new cross-town connections are maintained as in previous scenarios.

Highlights (underlined type indicates differences from Scenarios 1 and 2):

- ❑ Establishes direct connection from Coburg Road to Gateway Street
- ❑ Reduces the number of routes serving West 18th Avenue; mid-day service frequency is maintained on route 36
- ❑ Establishes a shuttle between UO, 5th Street, and Valley River Center; frequency of six times per hour in the peak
- ❑ Creates an addition and a loss in coverage, plus neighborhood connections, in the Bethel area; frequency is restored on route 41 and span of service is restored on routes 40 and 42.
- ❑ Eliminates service duplication between the UO and downtown Eugene by terminating routes 23 and 81 at the UO Station
- ❑ Eliminates service coverage in the City View and Crest Drive neighborhoods; maintains school service to Crest Drive
- ❑ Creates loop service in Springfield to provide better connections to shopping areas
- ❑ Increases frequency to McKenzie-Willamette Hospital
- ❑ Eliminates service on Hayden Bridge Road, Game Farm Road, and 21st Street in Springfield
- ❑ Eliminates neighborhood route 15 in Springfield
- ❑ Provides consistent fifteen-minute frequency along River Road north to Irvington Drive; maintains mid-day frequency along the corridor at four times per hour
- ❑ Significantly reduces neighborhood coverage in the River Road area as route 53 (current route 50) is eliminated
- ❑ Eliminates neighborhood circulator service within the Ferry Street Bridge area as route 60 is cut
- ❑ Reduces mid-day frequency to one time per hour on routes 27 and 33
- ❑ Does not implement proposed additions to evening service on routes 28, 79, and 85

The total service increase for Scenario 3 will be approximately 5 percent.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 17, 2000

ITEM TITLE: RECOGNITION OF ED NECKER, WINNER OF THE TRANSPORTATION PARTNERS AWARD, 2000 OREGON TRANSPORTATION CONFERENCE

PREPARED BY: Terry Parker, Lane Council of Governments

ACTION REQUESTED: None

BACKGROUND: Ed Necker was selected as one of two recipients of the "2000 Oregon Transportation Conference Transportation Partners" Outstanding Volunteer of the Year awards. Because Mr. Necker was unable to attend the Oregon Transportation Conference to receive his award, the Lane Transit District Board will be presenting the award to him at this Board meeting.

Ed Necker has served as a community representative of Lane County's Special Transportation Fund Advisory Committee since 1996. He also volunteers at the RideSource office handling calls. Originally a RideSource rider himself, Ed is now an LTD guest. Although somewhat nervous and hesitant at first, Ed learned to use Lane Transit District's fixed-route service independently and "graduated" from RideSource. As a guest speaker, he offered encouragement to the first group of trainees transitioning from RideSource to using LTD. Ed has become one of the Special Transportation Fund Advisory Committee's most active volunteer advocates. He is the first to get letters off to legislators and to spend long hours wheeling through the halls of the State capitol.

Ed has dedicated many hours in support of transportation for the elderly and people with disabilities. He has taught by example what it is to move beyond perceived limitations. His efforts are inspirational, and he always has a smile, or a story or quip to share. Ed is a remarkable person and an outstanding volunteer.

AWARD: Ed will be present at the October 16 Board meeting to be introduced to the Board and receive his award.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: NOVEMBER 2000 EMPLOYEE OF THE MONTH

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None

BACKGROUND: **NOVEMBER 2000 EMPLOYEE OF THE MONTH:** Bus Operator Marcie Pope has been selected as the November 2000 Employee of the Month. She originally was hired by the District for the position of coin counter in July 1990, and became a bus operator in July 1992. She has earned awards for seven years of correct schedule operation and three years of safe driving. She has been a temporary supervisor for two years, and for the past five years has volunteered to be a transportation coordinator (TC) for the Oregon Country Fair, Lane County Fair, Joy Ride, men's and women's University of Oregon basketball games, and UO football games. She was nominated for Employee of the Month by all of the operators working the September 14 football game, for her wonderful sense of team spirit and the extra effort she always puts forward to make LTD a very special place to work.

When asked what makes Marcie a good employee, System Supervisor Gene Shaw mentioned her willingness to help out wherever she can and her service "above and beyond" as a TC for football service. She has been given the responsibility for TC assignments and arranging their work schedules, and has done everything that has been asked for her and more. In addition, she organizes operator potlucks, decorates the lounge, and is responsible for the clean-up. He offered his congratulations for a job well done.

Field Supervisor Gary Taylor added that Marcie always has volunteered to help with any and all LTD special events, as well as donating her time to the United Way campaign and assisting with LTD picnics. She takes special pride in decorating the operators' lounge with a different theme for each football game, makes sure the potluck is set up so that all the employees have a wonderful time eating and enjoying the game between pre- and post-game service, and then ensures that the lounge and kitchen are clean afterward. He described her as a real team player with LTD.

Our congratulations to Marcie on her selection!

AWARD: Marcie will attend the October 16 meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

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

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None at this time

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

- A. **Joint Meeting on TransPlan:** A third discussion of TransPlan by the Eugene and Springfield City Councils, the Lane County Board of Commissioners, and the LTD Board of Directors will be held on Wednesday, October 18, 2000, at the Eugene Hilton. The participants will meet for dinner at 5 p.m., and the joint meeting will begin at 6 p.m.
- B. **Comprehensive Annual Financial Report:** The CAFR will be presented to the Board for acceptance at the November 15, 2000, meeting.
- C. **Board Committee Assignments:** With the resignation of Dean Kortge and the appointment of a replacement Board member, Board committee assignments will need to be reconsidered, possibly as early as the November 15, 2000, regular meeting.
- D. **Springfield Station Site Selection:** After the environmental assessment is available, the Board will be asked to make a decision regarding the site for the new Springfield Station. Staff hope that this decision can be made at the November 15, 2000, regular meeting.
- E. **Bus Rapid Transit Phase 1 Decision:** It is anticipated that a Board decision regarding Phase 1 of the bus rapid transit project will need to be made during the fall or winter of 2000.
- F. **Board Strategic Planning Work Session:** Staff will work with the Board to schedule a two-day strategic planning work session for January 2001.
- G. **Comprehensive Service Redesign and FY 2001-2002 Service Recommendations:** In December 2000 and January 2001, the

Board will be asked to hold public hearings on service recommendations that result from the 2000 comprehensive service redesign. Action likely will be requested on these recommendations at the February 21, 2001, or March 21, 2001, Board meeting.

- H. **TransPlan Draft Plan Approval**: It is anticipated that approval of the Draft TransPlan could occur in December 2000.
- I. **FY 2001-2002 Pricing Plan and Fare Ordinance**: A public hearing and approval of the recommended FY 2001-2002 pricing plan will be scheduled for the February 21, 2001, regular Board meeting. The first reading of the amended fare ordinance will be scheduled for March 21, 2001, and the second reading and adoption will be scheduled for the April 18, 2001, regular Board meeting.
- J. **BRT Updates**: Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the bus rapid transit project.
- K. **Quarterly Performance Reporting**: Staff will provide quarterly performance reports for the Board's information in February, May, August, and November each year.

M



G.M. NEWSLETTER

Ken Hamm, General Manager

Vol. 1, Oct. 2000

New Board Member

The Governor's Office has informed us that the Governor has appointed Robert Melnick, Dean of the School of Architecture and Allied Arts at the University of Oregon, to the vacant position on the LTD Board of Directors. This appointment is subject to confirmation by the State Senate. The confirmation hearing is scheduled for November 8, with a full vote of the Senate on November 16.

Dean Melnick wrote in his letter of application that he is committed to environmental issues and believes that BRT will help improve our environment while providing an expanded and more efficient public transit system. He also expressed the importance of the continuance of a strong relationship between the University and LTD.

Dean Melnick's experience includes being at the UO since 1987. He has won planning awards, including one from the American Society of Landscape Architects for planning and analysis on Doris Ranch. He was also appointed by Secretary of Interior Bruce Babbitt to the Board of the National Center for Preservation Technology and Training, a unit of the National Park System.

More Good News

Current LTD Board members Hillary Wylie and Virginia Lauritsen both were re-appointed to new four-year terms. Congratulations!

APTA Annual Conference

Board President Hillary Wylie and staff members Linda Lynch, Stefano Viggiano, Mark Johnson, and Ken Hamm attended the American Public Transportation Association (APTA) conference in San Francisco September 24-28. Programs on management, technology, legislation, coalition building, marketing, procurement, growth management, and much more were included in the five days of programs. LTD team members met with other BRT consortium members, networked with other practitioners, and toured other transportation facilities.

Oregon Transportation Conference

LTD management staff members Linda Lynch, Mark Pangborn, Rob Montgomery, Ken Hamm, and Connie Williams attended the state conference in Portland. There were sessions on management, industry disciplines, technology, and state legislation.

BRT Strategy

It is time to go to a vote on BRT. Staff are scheduling BRT review meetings with the respective City planning commissions and working out processes with the County and State. I believe that a vote on the trees on Franklin Avenue will be necessary to secure right-of-way for BRT. There are still issues with Glenwood and a recommendation from Springfield City Councilor Tammy Fitch to work out with Springfield. It is doable, but the staff needs the Board's final position on these pieces at this Board meeting.

GM Review

A committee of the Board president, vice president, and past president has been formed to select a process to evaluate the general manager's performance after his first six months. As soon as the process has been determined, Board members will be asked to participate in it.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: SCHEDULE BOARD STRATEGIC PLANNING WORK SESSION

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: That the Board select the dates for a two-day strategic planning work session in January 2001

BACKGROUND: The Board generally participates in a two-day strategic planning work session during the fall or winter of each year. With Dean Kortge's resignation and the full schedule of District activities this fall, it was determined that it would be beneficial to hold this year's Board "retreat" in January 2001. Attached are calendars for October 2000 through February 2001 for the Board's information. Staff ask that the Board members select a date in early to mid-January, and determine whether they would prefer to meet in town or at an out-of-town location. Staff will begin making arrangements for the work session, and will work with the Board to set the agenda.

ATTACHMENTS: Board Activity Calendars, October 2000 through February 2001

PROPOSED MOTION: None



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MONTHLY STAFF REPORT

October 16, 2000

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

FEDERAL

At this writing, Congress is set to adjourn October 13 or 14, a week later than was originally intended by the leadership. The Transportation Appropriations measure has been passed and sent to the President, and he is expected to sign it. The measure contains a \$1 million earmark for Lane Transit District, far less than the District had hoped. The District's interests were well represented, however, by staff to Senator Gordon Smith, and the only conclusion that can be drawn is that without members on Appropriations Committees, Oregon is just not well placed to receive discretionary funds, no matter the merit of the request.

Another conclusion that might be drawn from the fact that the demand on discretionary funds in the Bus and Bus Facilities program is so many times greater than the eventual appropriations is that the District should investigate other sources of funding. In the coming weeks, staff will research how to qualify for funding from other transit categories for the bus rapid transit project.

Planning for the 2001 "united front" is underway. Requests have been made to coordinate the lobbying trip to Washington, DC, with national association legislative conferences in early March, a practice the group has tried to avoid in recent years. The Congressional schedule for 2001 will not be developed until after the November elections; therefore, exact dates cannot yet be determined. Staff will work to produce the documentation booklet early in 2001.

STATE

Attention continues to be paid to state ballot measures and their impact on municipal governments. Receiving little campaign attention are the following:

Measure 2: This measure allows the public to petition for review of any administrative rule by gathering 10,000 valid signatures. Rules are repealed or do not go into effect unless the legislature acts to approve them. The Governor can veto any legislation approving a rule, but cannot act to approve a rule unless the legislature acts. Potential

problems are legislative overload that could prevent the legislature from dealing with issues such as transportation funding and potential roll-back of existing rules on everything from land use, access management, zoning, air pollution control, weight-mile taxation, etc.

Measure 7: This measure requires state and local governments to reimburse property owners for any reduction in value of property resulting from governmental law, rule, ordinance, resolution, goal, or other enforceable enactment of government. The direct impact on the District may be small because LTD does not regulate the use of property, but Board ordinances that had the effect of reducing the use or value of property might be challenged as compensable under the initiative. Such actions could include siting of the BRT project or passenger boarding facilities, for example. The measure could significantly impact implementation of TransPlan to the extent that requirements for nodal development, pedestrian connections, parking requirements, etc., could require reimbursement under this measure. The Legislative fiscal staff estimates a financial impact of \$5.2 billion per year to state and local governments.

Measures 92 and 98: These Constitutional amendments are linked in campaign advertising because they are very similar. Measure 92 requires annual written permission from employees for payroll deductions if any portion of the money is used for a political purpose, defined as a contribution to candidates, ballot measures, or political parties, and lobbying any elected official. Measure 98 prohibits public bodies from collecting payroll deductions that could be used for political purposes, even if the public body is reimbursed for the cost of doing so. This would prohibit collecting union dues through payroll deduction even at the request of employees. Because both measures are vaguely worded, there is fear that they could apply to all deferred compensation programs, charitable deductions (United Way, for example, lobbies the Legislature), and perhaps even participation in the District's group pass programs. Oregon law has provisions to allow union members to opt out of political contributions. Measure 98 is a rewrite of 1998's Measure 59, which was rejected by Oregon voters.

SERVICE PLANNING & MARKETING

Andy Vobora, Service Planning & Marketing Manager

SPECIAL EVENT SERVICES

Football shuttles have averaged 6,300 pre-game riders, which is slightly above last season. Some problems at the first game caused the loss of new riders who tried the bus. Since then,

police support has been excellent and the post-game service has effectively moved the crowds in one hour or less.

Lane County Fair Service Statistics

One-way ridership on the shuttle service decreased 9 percent from 1999. Since parking at the Lane County Fairgrounds continues to be free for fairgoers, it is possible to conclude that the downturn in weekly bus ridership is due to the Fair’s continuing promotion of its free parking and mentioning LTD as another option instead of the ‘preferred’ option. This year’s system ridership percentage comparison was up 16 percent for the week, for a net gain of 10 percent over last year. The largest ridership increase occurred on Sunday, when Willie Nelson performed at the Fair.

Ridership Comparison of 2000 Weekly Counts (Table 1)

							LTD System Service Total*		
	Tue: 8/15	Wed: 8/16	Thu: 8/17	Fri: 8/18	Sat: 8/19	Sun: 8/20	System Total*	Incr. from prev. week	
	27,989	29,262	27,328	26,395	17,526	13,423	141,923	30.3%	
* Does not include LCF shuttles									
							<u>System Total*</u>		
	est. 8/8/00	8/09/00	8/10/00	8/11/00	8/12/00	8/13/00			
Prev Wk-->	22,833	22,168	22,746	21,393	11,961	7,791	108,892		

Service Daily Ridership Change From 1999 (Table 2)

		TUE	WED	THUR	FRI	SAT	SUN	SHUTTLE TOTAL RIDERSHIP
2000 shuttle	Daily Totals	3,892	6,279	4,365	4,076	3,721	2,935	25,268
1999 shuttle		3,864	6,695	5,602	4,352	3,993	3,343	27,849
% chg from '99		.72%	-6.2%	-22.1%	-6.3%	-6.8	-12.2%	-9.2% (b)
2000 system	Daily Totals	27,989	29,262	27,328	26,395	17,526	13,423	141,923
1999 system		25,212	25,452	24,113	23,623	14,679	8,695	121,774
% chg from '99		11.0%	15.0%	13.3%	11.7%	19.4%	54.3%	16.5% (a)

Fair attendance decreased 1 percent from last year. This marks the second year that the attendance has dropped, although it was much more significant last year (12 percent). Fortunately, more fairgoers decided to ride the shuttle service, shown by the 1 percent increase in the modal split (fair attendance / shuttle ridership).

Attendance and Shuttle Modal Split Comparisons

	1999 Fair Attendance	2000 Fair Attendance	Attendance % change from '99	1999 Modal Split with shuttle service	2000 Modal Split with shuttle service
Service Totals	178,694	176,893	-1%	6%	7%

University of Oregon Basketball Service

UO basketball service planning is underway. Service will be provided to a total of 31 men’s and women’s games during the 2000/01 season.

YOUTH PASS SALES

Early reports on youth pass sales indicate lower-than-hoped-for sales. An analysis of the combination of youth three-month passes, along with the monthly passes is being conducted. As October sales information becomes available, staff will have the first opportunity to evaluate a month when all the students are back in school and whether a greater number of youth are using the pass during the school year.

LCC TERM PASS

Early sales figures show that LCC term pass sales are going very well, with more than 2,000 passes sold. This is encouraging because sales typically continue to be strong through the month of October.

FALL BID SERVICE

A number of bus routes are experiencing overload and “white-line” load issues. Staff are working to evaluate whether these are one-time occurrences or situations associated with the day of the week and time of the day. The new 75X shuttle service, which was purchased by Sacred Heart, has been extremely successful. The Park & Ride at the Lane County Fairgrounds regularly is carrying 150 or more people. Additionally, other LTD Park & Ride lots are showing greater use.

COMPUTER SCHEDULING SYSTEM INSTALLATION

Work continues! New bus stop information pieces are now being produced by the program; however, implementation is behind schedule due to additional mapping work that needs to be completed in the software program. Information stickers were placed in the cases, notifying guests that updated information was on its way and to refer to the new Rider's Digest.

STUFF THE BUS

LTD will partner with radio station KDUK, Bi-Mart, and Food for Lane County in the Stuff the Bus holiday food and toy drive. This annual event has resulted in thousands of pounds of food and toys being gathered for distribution to local families. An LTD bus will be parked at local Bi-Mart stores during November 2, 3, 4, and 5. A KDUK crew will be on the bus all weekend, broadcasting live in an attempt to encourage people to participate.

LOW-INCOME FARE PROGRAM

The District's low-income fare program provides qualified non-profit agencies an opportunity to purchase a finite amount of fare instruments at a 50 percent discount. The cap has been \$115 per month, per agency. This amount recently was raised to compensate for the increase in token prices this past September. The new amount is \$130 per month. Participating agencies are being notified about the increase.

TRANSIT OPERATIONS

Mark Johnson, Transit Operations Manager

BUS ROADEO FINALS

LTD Bus Operator Mike Gutierrez placed 26th out of 77 seasoned competitors when he traveled to San Francisco for this year's national competition. We are very proud of his effort and the excellent way he represented LTD.

OPERATIONS RETREAT

The Operations Department staff's annual retreat has been scheduled for November 2 and 3. We will be identifying hurdles and processes as we transition through the technological changes

and implement the final items of the new bargaining unit contract. The goal is to face these next two big projects with a strong Operations team effort.

PACIFIC PROGRAM

Transit Operations Manager Mark Johnson participated in the 2000 Pacific Program for State and Local Government and Non-Profit Executives, which was held October 7-13 in Bend.

HUMAN RESOURCES

David Dickman, Human Resources Manager

There is no Human Resources report this month.

AGENDA ITEM SUMMARY

DATE OF MEETING: October 16, 2000

ITEM TITLE: PREPARATION FOR OCTOBER 18 JOINT OFFICIALS MEETING ON
TRANSPLAN

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: Reach consensus on various TransPlan issues

BACKGROUND: The third joint work session of TransPlan adopting officials (the LTD Board, the Eugene and Springfield City Councils, and the Board of County Commissioners) is scheduled for October 18, 2000. The Board will be receiving a separate packet with background information for that meeting.

The Board has requested that LTD be provided the opportunity to "opt out" of a TransPlan issue if that issue is determined not to be of significant relevance to LTD. That option will be provided to LTD and the other adopting agencies. Staff recommend that the Board decide at this meeting the issues on which the Board would use the "opt out" option. Attached is a document that lists the seven currently unresolved issues (from the first two joint sessions), as well as issues to be discussed on October 18. For each issue, the Board should determine its position, or whether it wishes to "opt out" of the decision.

The other primary agenda item for the October 18, 2000, work session is agreement by the four adopting agencies on alternative performance measures to propose to the Land Conservation and Development Department to demonstrate compliance with the State Transportation Planning Rule. There are three transit measures on the list. Staff recommend that the "percentage of households with access to 10-minute transit service" be proposed. This measure supports the bus rapid transit project and the development of more intensive land uses near high-frequency transit service. The other two transit measures can be tracked, though they would not be proposed as part of the alternative performance measures packet.

At the Metropolitan Policy Committee (MPC) meeting on October 12, 2000, MPC decided to appoint two subcommittees to address the unresolved issues. One subcommittee would work on finance issues, and the other would work on roadway issues. If additional issues related to land use or

transportation demand management are left unresolved after the October 18th joint work session, either the focus of the two planned subcommittees would be expanded to include these issues or a third subcommittee would be formed. The MPC directed that current MPC appointees serve on the subcommittees, which means that Hillary Wylie and Pat Hocken each would serve on one subcommittee.

ATTACHMENT: Listing of unresolved TransPlan issues

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