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Public notice was given to *The Register-Guard* for publication on August 5, 2004.

LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, August 11, 2004
5:30 p.m.

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

A G E N D A

| | <u>Page No.</u> |
|--|-----------------|
| I. CALL TO ORDER | |
| II. ROLL CALL | |
| Gant _____ Gaydos _____ Hocken _____ Kleger _____ | |
| Lauritsen _____ Wylie _____ Ban _____ | |
| <u>The following agenda items will begin at 5:30 p.m.</u> | |
| III. PRELIMINARY REMARKS BY BOARD PRESIDENT | |
| IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA | 04 |
| V. BOARD CALENDARS (5 minutes) | 05 |
| VI. WORK SESSION | |
| A. Executive (Non-Public) Session Pursuant To ORS 192.660(1)(d), labor negotiations (45 minutes) | 06 |
| B. EmX Vehicle Cost (15 minutes) | 07 |
| <u>The following agenda items will begin at 6:30 p.m.</u> | |
| VII. EMPLOYEES OF THE MONTH –August and September 2004 | 18 |
| VIII. AUDIENCE PARTICIPATION | |
| ♦ Each speaker is limited to three (3) minutes. | |

IX. ITEMS FOR ACTION AT THIS MEETING

- | | | |
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| A. | Consent Calendar (1 minute) | 20 |
| | 1. Minutes of June 14, 2004 Board Work Session (Page 21) | |
| | 2. Minutes of June 16, 2004, Regular Board Meeting (Page 27) | |
| | 3. Minutes of July 12, 2004, Canceled Special Meeting (Page 35) | |
| | 4. Minutes of the July 12, 2004, Joint Meeting with Springfield City Council (Page 36) | |
| | 5. Minutes of July 21, 2004, Canceled Regular Meeting (Page 42) | |
| B. | Pioneer Parkway EmX Corridor—Martin Luther King Jr. Parkway Construction (30 minutes) | 43 |
| C. | Resolution Appointing Trustees for LTD ATU Pension Trust And LTD Salaried Employees' Retirement Plan (5 minutes) | 45 |

X. ITEMS FOR INFORMATION AT THIS MEETING

- | | | |
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| A. | Current Activities | |
| | 1. Board Member Reports (respond if questions) | 48 |
| | (a) <u>Meetings Held or Attended</u> | |
| | (1) Metropolitan Policy Committee – July 8 | |
| | (2) MPO Summit – July 23 | |
| | (3) MPC Subcommittee on Public Involvement – Aug. 3 | |
| | (4) Eugene Chamber Local Government Affairs Committee – August 6 | |
| | (b) <u>No Meetings/No Report</u> | |
| | (1) BRT Steering Committee | |
| | (2) Region 2050 Policy Advisory Board | |
| | (3) Springfield Station Design Review Committee | |
| | (4) Statewide Livability Forum | |
| | 2. General Manager's Report (respond if questions) | 51 |
| | 3. Health Care Data Follow-up (respond if questions) | 53 |
| | 4. TriMet Payroll Tax Increase (respond if questions) | 57 |
| | 5. Monthly Financial Report—June 2004 (respond if questions) | 60 |
| | 6. EmX Bus Rapid Transit Update (respond if questions) | 61 |

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| 7. Correspondence | 62 |
| B. Monthly Department Reports (respond if questions) | 64 |
| C. Monthly Performance and Labor Trends Reports (respond if questions) | 73 |
| D. News Articles about BRT throughout the Nation (respond if questions) | 84 |
| XI. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING | 99 |
| A. Origin and Destination Study Report | |
| B. Executive Sessions on Labor Negotiations | |
| C. Work Session on Reduced Fare Program and Non-Profit Agency Program | |
| D. Information on LTD Purchasing Policy | |
| E. Annual Strategic Planning Work Session | |
| F. BRT and Springfield Station Updates | |
| XII. ADJOURNMENT | |

Alternative formats of printed material and or a sign language interpreter will be made 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).

AGENDA ITEM SUMMARY

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DATE OF MEETING: August 11, 2004

ITEM TITLE: JUNE FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND: Preliminary financial results for FY 2003-04 were mailed to Board of Director members on July 30, 2004. Due to the fiscal year end closing process, no additional financial information is available at this time. The Board typically receives both the July and August monthly financial reports at the regular meeting in September each year.

Since the preliminary June 2004 report was prepared, some additional information about the payroll tax case appeal has become available. The time required for resolution is estimated at fourteen to eighteen months, but could take longer.

Staff will be available at the August 11 meeting to respond to questions about the preliminary June 2004 report or the tax court case.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: HEALTH CARE DATA FOLLOW-UP

PREPARED BY: Mary Neidig, Director of Human Resources

ACTION REQUESTED: None – Informational Only

BACKGROUND: At the Board's June 16, 2004, meeting, staff presented data comparing LTD employees' benefits with those of other local employers and transit districts. A question was asked about how LTD's unrepresented employees' benefits compare with other transit district unrepresented employees. Attached is this additional comparison, along with a comparison of how LTD unrepresented employees compare with a local employer, and how represented employees compare with other districts, previously presented at the June 16 meeting.

ATTACHMENT: Data comparison sheets.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: RESOLUTION APPOINTING TRUSTEES FOR LTD ATU PENSION TRUST AND THE LTD SALARIED EMPLOYEE'S RETIREMENT PLAN

PREPARED BY: Mary Neidig, Director of Human Resources

ACTION REQUESTED: Approve Trustee Appointment by Resolution

BACKGROUND: The Lane Transit District and Amalgamated Transit Union Pension Trust and the Lane Transit District Salaried Employees' Retirement Plan both provide that the LTD Board of Directors shall appoint the Trustees and their successors. Historically the president of the Board of Directors has been appointed Trustee. Both plans currently require that the Board take action each time an individual ceases to serve. The attached resolution will appoint the new LTD President of the Board of Directors as trustee to both trusts. It also will allow trustees to continue to serve as trustees until a replacement is appointed. This resolution also designates trustees by position rather than an individual's name. This will eliminate the need to adopt new resolutions each time there is a change in the positions of Board president, general manager, and assistant general manager.

RESULTS OF RECOMMENDED ACTION: The vacant Trustee position will be filled.

ATTACHMENT: LTD Resolution No. 2004-026

PROPOSED MOTION: I move approval of Resolution No. 2004-026, A Resolution Appointing Trustees for the LTD ATU Pension Trust and the LTD Salaried Employees' Retirement Plan.

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Deleted: The vacant position of the President of the Board of Directors will be filled. ¶

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Deleted: I move approval of Resolution No. 2004-____, appointing the new LTD President of the Board of Directors as trustee to LTD pension trusts as represented in the resolution, and allowing trustees to continue to serve as trustees until a replacement is appointed.

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AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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: August 11, 2004

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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:

MEETINGS HELD

1. **Metropolitan Policy Committee:** MPC meetings are held on the second Thursday of each month. Board members Gerry Gaydos and Susan Ban are LTD's MPC representatives. Ms. Ban attended the July 8, 2004, meeting. At that meeting, the MPC agenda included the following MPO items:
 - a. Results from Walkable Community Workshops. Jeff Kreuger from the Lane Council of Governments gave a presentation summarizing the Walkable Communities Workshops, and providing details of the Workshop Report.
 - b. Environmental Justice Baseline Report. LCOG staff provided background on the Federal Executive Order on Environmental Justice (EJ) and provided an overview on the compliance requirements for EJ. In order to comply with the environmental justice requirement, LCOG has prepared baseline data using 2000 Census data for use in future planning analysis. An overview of the data results was provided.
 - c. Coordination of Metro-Area Transportation Projects – FY 2004-2006. There are several transportation projects within the MPO area scheduled for construction during the next three years. These projects include major facilities, some which are being constructed adjacent to other projects, and within the same right-of-way (Springfield's sewer trunk line extension along Franklin, ODOT's overlay of Franklin, and LTD's BRT Phase 1 project). Agency staff have been meeting to coordinate project information, including the dissemination of information to the public. At the MPC meeting, staff

provided an overview of the key coordination strategies and major projects scheduled for the next three years.

- d. **Planning for Second MPO Summit.** Based on discussion at the first MPO Summit held on June 4th in Portland, a second MPO Summit is being planned for the fall of 2004 in Eugene. As part of the planning for the second summit, a proposed agenda was to be developed at the next statewide meeting of MPO staff scheduled for July 23. LCOG staff solicited input from MPC on agenda priorities, to be forwarded to the MPO Statewide committee at their July 23, 2004 meeting.

The MPC meeting for August was cancelled. The next MPC meeting is scheduled for September 9, 2004.

2. **MPO Summit:** Planning has begun for the second MPO Summit, which will be held in the Eugene-Springfield Metro Area. MPO staff from around the state met on July 23, 2004, to prepare an agenda for the next meeting. This agenda will be forwarded to MPC for discussion and approval at their September 9, 2004, meeting.
3. **MPC Subcommittee on Public Involvement:** Board member Gerry Gaydos was named by MPC to serve on a Public Involvement Subcommittee of MPC. The charge for the subcommittee is to determine the recruitment process and bylaws for a new Citizen Advisory Committee. The subcommittee held its first meeting on August 3, 2004. The subcommittee will meet again on August 12, 2004.
4. **Eugene Chamber Local Government Affairs Committee:** Board members Susan Ban and Gerry Gaydos were scheduled to meet with the Eugene Chamber Local Government Affairs Committee on Friday, August 06, 2004. They can provide a brief verbal update at the August 11 Board meeting.

NO MEETINGS/NO REPORT

1. **BRT Steering Committee:** Board members Gerry Gaydos, Pat Hocken, and Hillary Wylie are participating on LTD's BRT Steering Committee with members of local units of government and community representatives. The Committee has decided to meet on a quarterly basis. The next meeting will be September 7, 2004.
2. **Region 2050 Policy Advisory Board:** Susan Ban is the Board's representative on the Region 2050 Policy Advisory Board (Policy Board). The next meeting is scheduled for September 22, 2004.
3. **Springfield Station Design Review Committee:** Board members Dave Kleger, Virginia Lauritsen, and Hillary Wylie participate on the Springfield Station Design Review Committee with local community representatives. The Committee no longer meets on a regular basis,

but future meetings could be called to discuss specific issues concerning the station.

4. **Statewide Livability Forum**: Board member Virginia Lauritsen is participating on a statewide committee called the Livability Forum, as one of 12 participants from the Eugene/Springfield area. The committee has been meeting once every six months. There is no report this month.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

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

- ◆ August 19, 2004, letter from LTD guest Virginia R. Currens, regarding over-80 pass program

At the September 15, 2004, meeting, staff will respond to any questions the Board members may have about this correspondence.

PROPOSED MOTION: None

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
MONDAY, JUNE 14, 2004

Pursuant to notice given to *The Register-Guard* for publication on June 10, 2004, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Monday, June 14, 2004, beginning at 5:30 p.m., in the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, Vice President, presiding
Dave Kleger
Pat Hocken, Secretary
Virginia Lauritsen, Treasurer
David Gant
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Susan Ban
Hillary Wylie, President

CALL TO ORDER – Mr. Gaydos called the meeting to order at 5:45 p.m.

ROLL CALL – Mr. Hamm called the roll. Mr. Gant was not yet present.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Gaydos welcomed those present.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – There were no additions or announcements.

WORK SESSION

A. Prepare for Joint Meeting with Springfield City Council – Mr. Hamm presented a tentative agenda developed by staff for the July 12, 2004, joint meeting with the Springfield City Council. He asked for comments and suggestions for discussion topics.

Ms. Lauritsen inquired about the status of the MLK Parkway right-of-way. Mr. Hamm replied that an agreement for an 86-foot right-of-way had been reached between the Lane County Board of Commissioners and still had to be formally adopted by the Springfield City Council. He said that the issue could be included as a discussion topic for the joint meeting.

Ms. Lauritsen commented that the tentative agenda was primarily “feel good” and asked if there were business issues that should be discussed. Mr. Hamm said that the main purpose of the meeting was to continue the partnership with the Council, which had been very supportive of LTD

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initiatives. He said that the MLK Parkway and Pioneer Parkway right-of-way and the incremental EmX topics addressed business issues.

Mr. Kleger suggested that the agenda include a briefing on the Springfield Station public safety plan. Mr. Hamm replied that he had asked Director of Transit Operations Mark Johnson to coordinate with the Springfield Police Department on public safety for the station and agreed it would be helpful to inform Councilors of the activities.

Ms. Hocken suggested that new route structures in Springfield that would result from relocation of the station should be discussed. She noted the difficulties LTD had encountered in acquiring the 86-foot right-of-way and asked if a general discussion of how LTD and Springfield staff could work together more closely might be appropriate. Mr. Hamm related that he had begun monthly meetings with Springfield City Manager Mike Kelly and Assistant City Manager Cynthia Pappas, as well as members of the engineering staff. He said a meeting to bring staff together to "brainstorm" ways to improve collaboration was being planned.

Mr. Gaydos commented that County Commissioner Peter Sorenson encouraged collaboration and mutual assistance among local jurisdictions and LTD in developing the EmX system.

Mr. Gant arrived at 5:50 p.m.

Ms. Lauritsen asked for additional clarification on the acquisition of the 86-foot right-of-way. Mr. Hamm replied that County Commissioner Bill Dwyer was instrumental in negotiating an arrangement that met the needs and addressed the concerns of the County, Springfield, and LTD. He said that specific concerns were related to the roundabout proposed at Hayden Bridge and Pioneer Parkway East and potential restrictions on access to the mobile home park on Game Farm Road.

Ms. Hocken stated that she would not be able to attend the joint meeting and asked if Board members would be assigned to address specific topics at the meeting similar to the process used for the joint meeting with Eugene. Mr. Hamm said that the format was subject to the Board's preference.

Mr. Gaydos said he thought the format of the Eugene meeting was helpful and provided Board members an opportunity to make preliminary remarks prior to the discussion. Mr. Hamm said he would consult with the Springfield city manager and staff on an appropriate format for the joint meeting.

B. Board Working Agreements – Mr. Gaydos directed the Board's attention to the *Board of Directors Working Agreement Draft: May 8, 2004* in the agenda packet and asked for comments. Following a discussion, the following amendments were accepted by consensus:

The Board Job Description:

- ~~4. Support decisions of the majority after encouraging~~ *Encourage* the right of individual members to express opposing viewpoints and vote their convictions. ~~Do not work to undermine Board decisions in an indirect way.~~

Orientation of New Board Members:

1. Assure timely orientation of new Board members. This is a shared responsibility of staff and the Board president.

Role of the President:

1. Recognize the role of the president to ~~speak for and about the Board and to describe the Board's process and positions~~ *state the Board's adopted positions and to describe the Board's process in arriving at those decisions.*

C. Incremental EmX Development – Director of Development Services Stefano Viggiano presented an overview of Board direction regarding incremental development of future EmX corridors. He said that the understanding was that the Board directed staff to proceed with the Franklin and Pioneer Parkway corridors with a full EmX treatment. He referred to four key questions in the agenda packet relating to incremental development:

1. What level of improvements should be considered as steps for incremental EmX development?
2. Which corridor(s) should be considered at this time for incremental EmX development?
3. How are these improvements "branded"?
4. How does incremental development fit into the Capital Improvements Program (CIP)?

Mr. Viggiano reviewed charts indicating the cost and cumulative travel time savings for various EmX development elements such as signal priority, increased stop spacing, level boarding and off-board fare collection, median stations, queue-jumpers, and exclusive right-of-way, and explained how the cumulative travel time savings were calculated. He indicated that the cost of full bus rapid transit (BRT) development was \$5 million per mile.

Mr. Hamm pointed out that an improvement such as signal priority on a fixed route also would result in a travel timesavings and increased efficiency for the fixed-route system at a modest cost.

Ms. Lauritsen asked how reliable the cost and time savings figures were. Mr. Viggiano replied that the data were based on Franklin Corridor estimates and the experience of other transit districts. Mr. Hamm added that the industry was beginning to see paybacks substantially greater than predicted where BRT had been implemented.

Mr. Gant observed that queue-jumpers represented less than half the cost of EmX development, but more than half the benefit in terms of travel timesavings, and said he would like to see them used in all of the corridors. Mr. Viggiano agreed that queue-jumpers were effective; however, at some point congestion would become so severe that queue-jump lanes would need to be extended and became virtually exclusive lanes.

Mr. Gant said that queue-jumpers could introduce more people to the BRT concept more quickly and build consensus and support for a BRT system. He thanked staff for the helpful data.

Mr. Gaydos commented that BRT was an iteration of current service and as the BRT developed it delivered the same services in a more efficient manner and was the right direction for LTD to go.

Mr. Kleger remarked that many of the BRT strategies had a limited useful lifespan without an exclusive right-of-way. Mr. Viggiano said that queue-jump lanes were a good example of that. Mr. Hamm added that current services would be improved by incremental improvements implemented as interim strategies.

Mr. Kleger agreed with Mr. Hamm's remarks, but cautioned that LTD should not get into a position where a great deal of money was spent on "lesser measures" that would wear out before a right-of-way was obtained.

Mr. Viggiano said that possible options for the first key question could include identifying an element or elements for implementation wherever possible throughout the system or selecting several elements for implementation in a corridor, with the remaining elements to be implemented later.

Ms. Hocken said she was not certain that one option would fit all situations.

Mr. Kleger agreed with Ms. Hocken and said the approach would need to be designed by corridor because of the unique characteristics of each one, and corridors should be assessed annually to determine what development elements were practical. He said that signal prioritization should be done system-wide as quickly as possible.

Mr. Gant said his assumption was that the Franklin and Pioneer Parkway corridors would be built and other corridors would not be developed at the present time. Mr. Gaydos said that incremental development could help LTD take advantage of future opportunities to expand BRT. Mr. Hamm remarked that erosion of the fixed-route system was a major concern and improvements were necessary to enhance its competitiveness and maintain service in the face of increasing congestion.

Mr. Viggiano referred the Board to information in the agenda packet relating to a possible approach to incremental development for two potential EmX corridors, Coburg Road in Eugene and Main Street in Springfield, and asked the Board for feedback on the second key question.

Mr. Gaydos observed that the Oregon Department of Transportation was implementing a project on Main Street that could be compatible with incremental EmX development if done collaboratively.

Ms. Hocken asked if the proposed termination of the route at the Thurston station would provide for a neighborhood feeder route. Mr. Viggiano said that there would be a neighborhood feeder route that also could serve future development in the area.

Referring to the issue of branding, Mr. Kleger said that it would be a mistake to take an EmX-identified vehicle beyond an exclusive right-of-way area without a commitment to eventual exclusive right-of-way because BRT represented a delay-prevention strategy. He said it was important to have the option to get out of traffic when necessary to avoid stretching the EmX schedules the way conventional schedules were stretched. He said he had no preference regarding the order or timing of incremental development as long as it was productive and prevented further delays. He raised the issue that the design and cost of median stations would be affected by what vehicles were used.

Mr. Gant stated he felt it was important to have a BRT vehicle in operation between Eugene and Springfield to promote recognition of and build support for a BRT system.

Ms. Hocken said that improvements such as signal priority and stop spacing did not warrant branding or other special designation, but once elements such as level boarding and median stations were implemented, the identity went beyond fixed-route service. Mr. Hamm suggested that median stations were the "trigger point" for EmX identification.

Ms. Hocken asked what impact level boarding and off-board fare collection would have on the system. Mr. Viggiano explained that fare collection methods could be mixed throughout the system and machines at platforms would accept cash or tokens and provide riders with proof of payment. He said that some type of fare enforcement would be required.

Mr. Gaydos asked how many EmX vehicles would be required to operate the entire corridor if LTD went forward with it in the next two years. Mr. Viggiano replied that staff estimated that 11 vehicles would be necessary to operate the Franklin Corridor, the Pioneer Parkway Corridor, and Main Street to Thurston.

Mr. Kleger asked if there was any fare collection advantage to having an occasional curbside raised platform combined with sidewalk-level boarding points. Mr. Viggiano said there could be some advantage at the heaviest use stops; however, combining fare collection techniques and fare enforcement could become too complicated.

Mr. Kleger said that raised boarding for timesaving purposes could be implemented without off-board fare collection initially, with easy installation planned for a later date.

Mr. Viggiano asked for clarification from the Board on whether the issue of a Main Street route should be raised with the Springfield City Council.

Mr. Gaydos determined that it was the consensus of the Board to remove the discussion of a Main Street corridor from the agenda and retain corridor selection as an internal dialogue at present.

Ms. Hocken reminded the Board that the Eugene City Council was on record as wanting at least 80 percent exclusive right-of-way on any BRT corridor. She also noted that timing on the Main Street corridor was important because of the ODOT project and the need to assure that it did not make BRT more difficult.

Mr. Viggiano said that it appeared that more information was required before the Board could make a determination about how incremental development fit into the Capital Improvements Program (CIP). He said that there were some funds available for signal priority and LTD could move forward with that where appropriate, but the other improvements would require significant investments that could not be accommodated within the current CIP.

Mr. Kleger suggested that the 8th Avenue and Chambers Street intersection often had a lengthy queue and might be a good location to start signal prioritization.

D. Franklin EmX Schedule, Vehicle, and Budget – Assistant General Manager Mark Pangborn reported that a draft memorandum of understanding for a vehicle purchase price of \$900,000 was in New Flyer's possession and LTD had indicated it wanted a final agreement by June 16, 2004. He said the next step would be a cost analysis conducted by an independent consultant to verify that the vehicle costs were appropriate. He said that once the cost analysis was satisfactorily complet-

ed, LTD would sign a contract for five vehicles. He said the design vehicle would go into production in November 2004 and be available for testing when completed, at which point LTD would need to decide whether to conduct testing at Cleveland or ship the vehicle to LTD's facility. He said that following LTD's testing, the vehicle would go to Altoona for stress testing in accordance with federal requirements. He said if no major design flaws or failures were detected, LTD's vehicles would go into production in April 2006 with delivery between that date and August 2006.

Mr. Pangborn related that the federal reauthorization legislation included \$4 million earmarked for BRT vehicle purchase with a 20 percent local match requirement; however, status of the legislation was uncertain and if the legislation was not enacted until next year, a backup funding strategy of debt financing could be used. He said that major expenditures would not be necessary until April 2006, at which point he hoped that the federal legislation would have been enacted.

Referring to the corridor construction budget, Mr. Pangborn indicated that Wildish Construction estimated the cost at \$17 million, which was \$1.1 million greater than the amount budgeted in accordance with project design engineers Parsons Brinckerhoff's estimate. He said the difference did not include the potential costs of inflation for 2005, which was estimated at 5 or 6 percent. He indicated that the goal for 2004 was to complete improvements on South A Street in Springfield in order to open the Springfield Station in September and Main Street improvements would be completed in the summer of 2005. He said that it would not be necessary to acquire property for the exclusive right-of-way on Main Street because it was within the existing right-of-way. He said that LTD had an agreement with the City of Springfield to remove the parking in the right-of-way when the exclusive lane was developed. He indicated that undergrounding utilities and widening Franklin Boulevard at Agate Street would proceed in 2004 once a building permit was received from the Oregon Department of Transportation (ODOT). He said that property acquisition from the University of Oregon in Glenwood and at the Williams Bakery site was on hold, pending further discussion of the impact of a new sports arena at the Williams Bakery location and whether the three median stations planned in Glenwood should be less expensive curbside stations.

Mr. Pangborn said that staff would work with the Board during the fall and winter to identify cost-saving design alternatives and produce new construction estimates. He announced that an EmX groundbreaking ceremony would occur on July 1, 2004, with Congressman DeFazio and Senator Wyden in attendance.

E. Overview of National and International BRT Projects – Mr. Viggiano presented a selection of slides from a recent BRT conference that depicted a variety of BRT station and vehicle design options, fare collection methods, and comparisons of time savings, cost, and ridership.

ADJOURNMENT – The meeting adjourned at 7:50 p.m.

Board Secretary

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

WEDNESDAY, JUNE 16, 2004

Pursuant to notice given to *The Register-Guard* for publication on June 10, 2004, 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, June 16, 2004, beginning at 5:30 p.m., in the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene.

Present: Pat Hocken, Secretary, presiding
Susan Ban
Virginia Lauritsen, Treasurer
Dave Kleger
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: David Gant
Gerry Gaydos, Vice President
Hillary Wylie, President

MOTION CALL TO ORDER – Ms. Ban moved to appoint Ms. Hocken to chair the meeting in the absence of the President and Vice President. Mr. Kleger provided the second.

VOTE The motion to appoint Ms. Hocken to chair the meeting was approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

Ms. Hocken called the meeting to order.

ROLL CALL – Mr. Hamm called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Ms. Hocken noted that invitations had been received for the groundbreakings for the RideSource facility and the bus rapid transit (BRT), or EmX, Franklin Corridor.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – Ms. Lauritsen cordially invited everyone to the Light of Liberty 4th of July celebration at Island Park in Springfield sponsored by the Springfield Utility Board (SUB). She said that proceeds would be contributed to SUB's Project Care to assist low income families with utility bills during the winter months.

BOARD CALENDARS – Ms. Hocken reviewed the calendars and noted that the BRT groundbreaking was on July 1, 2004, and the joint meeting with the Springfield City Council was scheduled for July 12, 2004. Mr. Hamm pointed out that some of the one-on-one meetings with Eugene City

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Councilors were not on the calendar. Mr. Kleger said he was meeting with Councilor Betty Taylor on June 21, 2004. Ms. Hocken said she was meeting with Councilor Nancy Nathanson on June 21, 2004.

Mr. Hamm said that if one-on-one meetings with Springfield City Council members were necessary following the joint meeting, those would be scheduled.

WORK SESSION

A. Security Program – Director of Transit Operations Mark Johnson provided an informational overview of the LTD security program. He said that the budget for the program was \$325,000 annually and growing. He said the mission of the program was to create a safe and secure environment that invited a feeling of well-being for employees, guests, and citizens of the community. He listed several goals of the security program:

- Reduce crime and fear of crime throughout the LTD system
- Increase community involvement and create ownership in the system by developing a sense of transit community
- Increase organizational awareness and responsibility for system security
- Develop planning and fiscal support for system security
- Train and empower employees to respond appropriately to security incidents

Mr. Johnson indicated that the system focused on prevention through a variety of strategies:

- Digital recording on all buses and in all stations
- Environmental design features
- Use of contracted security, Downtown Eugene, Inc. (DEI) guides, police officers, and LTD supervisors
- Denial program
- Ordinance 36
- Training of front-line employees
- Policies and procedures
- Co-locating a Eugene Police Department (EPD) substation in an LTD station
- Working with problem guests

In response to a question from Ms. Lauritsen, Mr. Johnson said that Ordinance 36 had been effective. He said that other elements of the security program were a policy committee composed of senior staff; a security committee composed of front-line employees, who met monthly; a system for incident reporting and tracking; critical incident debriefing; and use-of-force evaluation.

Mr. Johnson provided the following statistical information on security contract hours and security statistics:

| | |
|---|----------------|
| <u>Contract hours (including new Springfield Station)</u> | |
| Wackenhut officers | 160 hours/week |
| DEI guides | 48 hours/week |

EPD foot patrol 40 hours/week
 EPD community service officer 40 hours/week

Security Statistics (May 2003 – May 2004)

Police assists 670
 Exclusions 275
 Ordinance 36 violations 4,123
 Arrests 200
 Intoxicated persons 412
 Medical and First Aid 86
 Customer service assistance 5,236

In response to comments from Mr. Kleger, Mr. Johnson said that some targeting enforcement of youth and reduced fare identifications was done to determine the extent of the problem and educate the public about use of ID cards. He indicated that a Threat and Vulnerability Analysis had been conducted by a consultant to evaluate the system and assure that it was optimized. Included in the analysis were training materials, policies and procedures, physical and technological operations, and operator interviews. He said that LTD was reviewing the consultant’s recommendations to determine the fiscal impact and feasibility of implementing some of them.

Ms. Lauritsen asked if LTD was subject to Homeland Security requirements. Mr. Johnson replied that LTD was covered by Homeland Security and he was exploring the possibility of obtaining Homeland Security funding for some of the system improvements.

B. Continued Benefits Presentation – Ms. Hocken requested that this item be moved to Item G under Items For Action. There were no objections. Director of Human Resources and Risk Management Mary Neidig introduced Linda Woods and David Collier, members of the Human Resources staff.

EMPLOYEE OF THE MONTH – Facilities Services Manager Charlie Simmons introduced Construction Development Specialist Jim Ball, the July 2004 Employee of the Month. He said that Mr. Ball was nominated by five co-workers, and cited his many accomplishments in support of LTD facilities development.

Mr. Ball thanked LTD staff and the Board for his recognition and expressed his appreciation for being a part of the unique LTD team.

AUDIENCE PARTICIPATION – There was no one wishing to speak.

ITEMS FOR ACTION AT THIS MEETING

A. Consent Calendar – Ms. Ban asked that the word “hospital” be struck from the term “basic hospital services” where it appeared twice in the second full paragraph on page 4 of the May 10, 2004, meeting minutes.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-021: It is hereby resolved that the Consent Calendar for June 16, 2004, is approved as corrected. Ms. Lauritsen provided the second.

VOTE The Consent Calendar was approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

B. Surface Transportation Program (STP) Fund Federal Grant Application – Director of Finance & Information Technology Diane Hellekson explained that the grant request in the amount of \$1,049,840 would provide funds for the EmX Pioneer Parkway Corridor preliminary engineering efforts and the Transportation Demand Management (TDM) program. She requested that the Board conduct a public hearing and approve the grant application.

Public Hearing: Ms. Hocken opened the public hearing. There being no one wishing to testify, Ms. Hocken closed the hearing.

MOTION Ms. Lauritsen moved approval of LTD Resolution No. 2004-023: It is hereby resolved that the LTD Board of Directors approves the proposed STP funds federal grant application for \$1,049,840 in federal funds and authorizes the general manager to submit this application to the Federal Transit Administration for approval. Mr. Kleger provided the second.

VOTE The motion was approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

C. Accessible Services Fund Budget Adjustment – Ms. Hellekson explained that the adjustment was required because a pass-through contract was not included in the FY 2003-04 appropriation request. She said the \$228,800 for the contract was less than the 10 percent of fund limit imposed on boards for purposes of approving budget changes without calling the Budget Committee back into session, and the adjustment represented no net gain or loss.

MOTION Ms. Ban moved approval of LTD Resolution No. 2004-024, increasing the FY 2003-04 Accessible Services Fund budget by \$228,800 as represented in the Resolution. Mr. Kleger provided the second.

VOTE The motion was approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

D. Fiscal Year 2004-05 Budget Adoption – Ms. Hellekson reminded the Board of some major budget assumptions: on the revenue side it was assumed that LTD would win the payroll tax court case and a gradual improvement in the local economy would occur, and, on the expense side, it

was assumed that LTD would be able to control personal services growth effectively and the fuel cost trend would improve. She said there was no debt in the budget.

Public Hearing: Ms. Hocken opened the public hearing. There being no one wishing to testify, Ms. Hocken closed the hearing.

MOTION Mr. Kleger moved approval of LTD Resolution No. 2004-025, adopting the LTD Fiscal Year 2004-05 budget and appropriating \$66,266,570 as represented in the Resolution. Ms. Ban provided the second.

VOTE The motion was approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

E. Board Officer Elections – Ms. Hocken stated that Board President Hillary Wylie had asked her to participate with Ms. Wylie as the Board’s Nominating Committee. Ms. Hocken proposed the following slate of candidates for LTD Board officers, for a two-year term beginning July 1, 2004:

NOMINATION President Gerry Gaydos
 Vice President Susan Ban
 Secretary David Gant
 Treasurer Dave Kleger

Mr. Kleger noted that his term on the Board would expire in 18 months.

VOTE The nominations were approved as follows:
AYES: Ban, Hocken, Kleger, Lauritsen
NAYS: None
ABSTENTIONS: None
EXCUSED: Gant, Gaydos, Wylie

F. Public Hearings at LTD Board Meetings – Assistant General Manager Mark Pangborn said the purpose was to establish a procedure for designating a location other than LTD administrative offices for public hearings where a large number of people were anticipated to attend. He said that staff were proposing Harris Hall at Lane County and the Eugene City Council Chambers as preferred alternate sites.

Ms. Ban commented that if the Eugene City Council Chambers were used as a public hearing site, hearing locations should be alternated with the Springfield City Council Chambers. Mr. Pangborn said that staff would identify available facilities.

G. Employee Benefits – Ms. Neidig explained that the briefing was a continuation of a briefing on LTD employee benefits from the May 19, 2004, meeting. She said the earlier briefing addressed health care and retirement benefits and her presentation would explain all other benefits in the package. She distributed materials that compared LTD employee benefits to those of other employers in the categories of leave and voluntary benefits. She reviewed the comparisons of LTD

holidays and vacation, sick, and bereavement leave with other transit districts for represented employees and the City of Eugene for unrepresented employees.

Ms. Ban asked if LTD compensated employees for accrued sick leave at termination. Ms. Neidig replied that some amount of sick leave could be cashed out and some could be moved into a medical savings account upon retirement. She noted that for unrepresented employees, vacation and sick leave were combined into consolidated annual leave (CAL).

Ms. Ban asked if employees could carry leave forward into the next year. Ms. Neidig said that for represented employees a maximum of 40 hours could be carried forward; employees were encouraged to take vacation leave in blocks of at least a week.

Ms. Hocken encouraged staff to gather data on benefits for unrepresented employees from other transit districts for comparison purposes.

Ms. Neidig described the voluntary benefits available to employees, including flexible savings accounts, voluntary life insurance, voluntary short-term disability, deferred compensation, pre-paid legal services, and the Oregon College Savings Plan. In response to a question from Ms. Hocken, she said that Manley Services administered the flexible savings account program.

Ms. Ban asked if holidays and leave were included in labor negotiations. Ms. Neidig said that both typically are included in labor negotiations.

ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Board Member Reports

a. Meetings Held or attended

- (1) **Metropolitan Policy Committee** – There were no questions.
- (2) **Region 2050 Policy Advisory Board** – There were no questions.
- (3) **MPO Summit** – Ms. Ban announced that it was likely that another Metropolitan Planning Organization (MPO) summit would be held in the fall and hosted in the Eugene/Springfield area.
- (4) **BRT Steering Committee** – There were no questions.
- (5) **Joint Meeting with County Commissioners** – There were no questions.

2. General Manager's Report – Mr. Hamm asked Purchasing Manager Jeanette Bailor, who played a large role in negotiations with New Flyer, to report on the status of the BRT vehicle purchase.

Ms. Bailor announced that LTD had signed a memorandum of understanding with New Flyer for the purchase of BRT vehicles. She said that Cleveland Transit also was in agreement with New Flyer. She said that the LTD consultant and a team from Cleveland would visit New Flyer the following week to conduct the cost analysis, upon which the memorandum of understanding was contingent. She said a final report from the consultant was due on July 1, 2004. She commended LTD staff, Cleveland Transit, and New Flyer for a successful team effort.

Ms. Hocken asked what would happen if the cost analysis determined that the vehicle price was not appropriate. Ms. Bailor replied that if those questions arose, that likely would occur during the onsite review at New Flyer's facility and any differences would be resolved at that time. She said she was confident that the price of the vehicle would be confirmed, based on the invoices and quotations from suppliers that she had seen; however, any differences would need to be resolved before the contract was signed.

Mr. Hamm called the Board's attention to a number of functions listed in his report and encouraged the Board to participate in them. He indicated that the July 21, 2004, Board meeting might be canceled unless business developed that required the Board's attention.

Mr. Hamm referred to a discussion at the last work session about the postponement of some construction on the Franklin Corridor until the summer of 2005 construction season. He said that if LTD proceeded with a lane in each direction, it would require a portion of University of Oregon property and discussion of the acquisition also had been postponed. He suggested that those discussions should resume because it had become clear that right-of-way should be acquired as soon as possible and not delayed. He asked for direction from the Board.

It was the consensus of the Board that staff should proceed with negotiations to acquire the right-of-way.

3. Follow-up on EmX Work Session – Director of Development Services Stefano Viggiano provided information on the impact of traffic congestion on transit travel time and the cost for the Franklin EmX Corridor when both capital and operating costs were considered, in response to the Board's requests during April and May, 2004, work sessions.

4. Monthly Financial Report – Ms. Hellekson noted that eleven-twelfths of the budget year had been completed and she expected to complete the fiscal year on budget. She said that the assumption that LTD would prevail in the payroll tax court case had proved valid and fuel costs were starting to decrease. She announced that LTD had received its eighth consecutive Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association.

5. BRT (EmX) Update – Mr. Pangborn indicated that the bulk of the update had been covered earlier in the agenda. He reminded the board that the groundbreaking was at 9:30 a.m. on July 1, 2004. Ms. Hocken asked if there was parking available in the area or if shuttles would be provided. Mr. Pangborn replied that there was ample parking at Oregon Hall, along 13th Avenue, and at Williams Bakery.

B. Monthly Department Reports – Government Relations Manager Linda Lynch reported that \$750,000 had been added to the transportation authorization bill after it had been conferenced. She said that LTD had \$6 million in the completed bill after it had been to conference committee and then the bill was rolled into an omnibus bill. She said at the conference committee for the omnibus bill \$750,000 was added for LTD, but was in a section of the bill that was not funded. She said that final action was still pending, but she did not expect to see the \$750,000 appropriated. She said that the projects to be supported by those funds likely would be funded from LTD's local allocation of transportation funds.

Mr. Hamm asked if the \$750,000 was for the RideSource facility. Ms. Lynch replied that the funds were generic and could have been used for any bus or bus facility program and were targeted for the RideSource facility.

Ms. Hellekson said that construction of the RideSource facility would be addressed by trimming the project costs through deferring some features until a later date and reprogramming other capital funds to avoid delaying the project.

Continuing, Ms. Lynch reminded the Board that in its last session, the Legislature mandated the expenditure of some federal funds controlled by the State for urban bus fleets. She said LTD expected to receive \$240,000 upon approval by the Oregon Transportation Commission.

Mr. Hamm said that the argument had been made successfully that transit was part of the transportation system and should be eligible for road and highway funds to address aging fleets.

C. Monthly Performance Reports – There were no questions or comments.

D. Monthly Labor Trends Reports – There were no questions or comments.

ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- Joint Meeting with Springfield City Council
- Executive Sessions on Labor Negotiations
- Origin and Destination Study Report
- Work Session on Reduced Fare Program and Non-Profit Agency Program
- Information on LTD Purchasing Policy
- Annual Strategic Planning Work Session
- BRT and Springfield Station Updates

Ms. Ban asked if the annual strategic planning retreat would be scheduled in September or after the first of the year when new members had joined the Board. Mr. Hamm said that a retreat after the first of the year would be preferable in order to include the new members.

ADJOURNMENT – The meeting adjourned at 7:45 p.m.

Board Secretary

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MINUTES OF THE JOINT MEETING OF
THE LTD BOARD OF DIRECTORS AND
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY, JULY 12, 2004

The City of Springfield council met in a work session in the Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday, July 12, 2004 at 6:30 p.m., with Mayor Leiken presiding.

ATTENDANCE

Present were Mayor Leiken and Councilors Ballew, Woodrow, Lundberg, Ralston and Fitch. Also present were City Manager Mike Kelly, Assistant City Manager Cynthia Pappas, City Attorney Joe Leahy, City Attorney Meg Kieran, City Recorder Amy Sowa and members of the staff.

1. Joint City Council and Lane Transit District (LTD) Work Session.

The Springfield City Council and LTD Board members took a tour of the new LTD South A Station from 5:30 – 6:15 p.m. They arrived back at city hall at 6:15 p.m. for a light dinner.

The work session followed at 6:30 pm. The City Council and LTD Board conduct a joint session every two years or when needed. The previous joint meeting was held on June 17, 2002. At that meeting BRT Phase 1, the Pioneer Parkway Corridor and the Springfield Station were discussed. The purpose of the joint meeting on July 12 is to provide updates on the Springfield Station, the Franklin EmX project, and the Pioneer Parkway EmX plan. The meeting included a tour of the Springfield Station project. LTD staff will present current information about the Franklin EmX project with emphasis on the South A and Glenwood improvements that are scheduled for 2004-06. LTD is targeting 2006 as the official opening of the Franklin EmX line. LTD staff is also working on the Pioneer Parkway EmX Environmental Impact Statement (EIS). In the coming year city staff will be reviewing and analyzing the EIS reports that will most likely contain impact and mitigation measures along Gateway and Harlow roads. City staff will be interested in how the Pioneer Parkway EmX line is planned for the Gateway/Beltline intersection, RiverBend street system, and the Martin Luther King Jr. Parkway.

LTD Vice-President Susan Ban introduced the Lane Transit District Board members who were present. They were members Hillary Wylie and Dave Kleger.

Mayor Leiken said it has been nearly two years since the last joint meeting with the City Council and LTD Board. He thanked LTD Board members for joining the council at city hall for this meeting. He said he enjoyed the tour of the South A Station. It has been fun to watch the station grow and to see how far it has come. Mayor Leiken gave a special thanks to Charlie Simmons, Facilities Services Manager from LTD. He noted this was the first newly built project in nearly thirty years in the downtown area. He turned the meeting over to Ms. Ban.

Ms. Ban asked if there were any other questions and comments regarding the South A Station. She also thanked council on behalf of the board for hosting the joint meeting. Councilor Woodrow said the station is coming along great and looks very nice. Mr. Kelly said driving by the site, you get a feel for it, but you don't get the depth until you actually go

onto the property. It is much larger than it looks from the road. There will be even more to it once the Park-N-Ride is developed. It is a very nice amenity to the downtown area. Mayor Leiken said this has been a good cooperation between the city and LTD, especially on the funding aspect on this project. The agencies have worked together in United Front to work with our congressional delegation to bring this project to completion. Ms. Ban said it has been a great partnership and hopes to continue to have future partnerships.

Councilor Fitch asked for an update on the leasing of the building. Mr. Simmons said they have had one proposal and other parties that were interested, but they do not have a proposal they can take forward to the board. They are working hard to find stable and quality businesses. He said city staff helped to brainstorm ideas of possible businesses. Mr. Kleger said LTD was not sure they were going to be able to get the Park-N-Ride when they first started. The city's help was considerable in that area.

Ms. Wylie thanked LTD staff for their efforts in helping with the Park-N-Ride. Councilor Lundberg said it is an asset that the station has a park-like setting and that should be known to the public. It is a nice place to be and has more potential than it appears. She is hopeful that people take the time to come down and see it in its entirety. It fits with what the city is trying to accomplish, particularly around the MillRace, in bringing the natural environment into our urban setting.

Mr. Kleger asked if there was a date for an opening ceremony. Mr. Simmons said they were working to find a date when Senator Smith could attend. September 18 could be a date for a grand opening for the public.

Ms. Ban said the first item on their agenda was the Franklin EmX. Mr. Kleger said this project has been very complicated involving the two cities, the state, and the transit district. It took a long time to get to this point and has not been simple. At this point, LTD is beginning utilities relocation on both sides of the line. Springfield Utility Board (SUB) will be moving its utilities on the stretch of the corridor between the new station and the bridge in about two weeks. That project will go forward as quickly as possible because LTD needs the lane along the south side of South A to make the station work properly in September. That relocation will involve both counter lines and the water line relocation. The water line relocation needed to occur anyway and this will allow it to be done at the same time to reduce the interference to the general public. There has been great cooperation with Springfield staff and leadership. LTD will be doing development work for the next two construction seasons and will go into operation of the Franklin EmX corridor in the fall of 2006. The vehicle has been selected and a Memorandum of Understanding between LTD and the manufacturer, New Flyer, has been signed. They are in the process of price negotiations at this time. There is a list of things in the agenda packet of the things LTD has achieved and some of the things they have not yet achieved.

Mr. Kleger discussed some of the issues with the vehicle. They are keeping their options as open as possible for future accessories. He discussed doors on each side of the vehicle which allows them to have a smaller footprint for the lines.

Councilor Ralston said there are seven properties that need to be acquired for the Franklin corridor. It is noted that agreement has been reached with five of the properties. He asked about the status with the other two properties. Mr. Kleger said the two could be taken by eminent domain if no other solution can be found. It is unfortunate that it needs to be done at all, but is necessary to get the bus lanes out of the stream of traffic. LTD is actively in negotiations with the property owners and is making some progress.

Councilor Ralston asked which two properties are affected. He was interested to know because he is often confronted by citizens regarding these situations. Mark Pangborn, Assistant General Manager from LTD, pointed out the properties affected on South A Street. One is Coen Motorcycle Shop and the other is a vacant property. LTD would buy just a small portion of each property to allow room for their lane, from three to six feet wide.

Councilor Fitch said the Franklin corridor was a compromise with the concerns of Glenwood residents and businesses. There is a need to get traffic through that area, but as the area redevelops, things could change drastically. Not forcing the exclusive right-of-way at this time was the best move allowing for that transition. Mr. Kleger said the critical thing is to get there at some point.

Discussion was held regarding exclusive right-of-way. Councilor Ralston said he is opposed to dedicated right-of-way for ridership.

Mayor Leiken commended the LTD Board for their efforts which allowed everyone to come to an agreement. LTD is looking at a vision, but there is a reality right now. It is worth looking to the future. He discussed the growth that is going to occur. Mr. Kleger said over the last ten years, they have had routes through parts of town with the heaviest development. That has caused as much as a twenty percent running time loss, which has cost LTD a great deal of money. Congestion has been the vast majority of the problems brought on by the construction and development in these areas. Other fixes lose their effectiveness over time if the buses cannot get out of the stream of traffic. As the bus system gets slower, so does the rest of traffic.

Mr. Hamm added that one of the priorities of the LTD Board is to enhance the corridor for all forms of traffic, not just the bus. They believe the exclusive lane takes the buses out of traffic and frees the curbside lanes to allow other traffic to move more smoothly. In many locations, the right-of-ways were established for whatever was developing there at the time. Today there are different demands on that utility and it needs to be expanded. The LTD Board doesn't like using eminent domain any more than anyone else. At the same time, looking to the future, there may not be the possibility as permanent structures are put in place or the cost is too high to accomplish gaining right-of-way. He noted the cities of Seattle and Wenatchee which are paying those types of prices now. The community has looked at ways to move traffic. LTD hopes that over time traffic counts in auto lanes and transit lanes will show improvement. It is a vision which is often hard to sell.

Ms. Ban said this is a vision they hope serves the community for twenty to thirty years. The board has given staff direction to look for opportunities now that will protect the

community's interest in efficient transportation. Ms. Ban said the next item was on Pioneer Parkway.

Mr. Hamm thanked council, Mr. Kelly and city staff. Although they don't always agree, he and staff are always able to pick up the phone to discuss these issues. He said they appreciate that relationship and want to build on that. He discussed some of the highlights of the Pioneer Parkway. LTD went through the public process, formed stakeholders' committees for different sections of the corridor and over time a preferred design and alignment was selected. LTD has a requirement by the Federal Transit Administration to go through an alternatives analysis. The analysis takes about two years to complete. That Environmental Impact Study (EIS) should be completed early in 2006. In the meantime, they are trying to find ways to secure funding for the Pioneer Parkway. The transportation bill is not yet authorized, but LTD is positioned to do their best to fund that corridor. That is the major priority for LTD Board and staff. They are looking to participate with public and private partners in terms of using in-kind services and right-of-way commitment to match the Federal dollars. He discussed the importance of going back to Washington DC as a united front to focus on those priorities.

Mr. Hamm said LTD would not proceed with anything without a majority vote from each jurisdiction to proceed. In 2006, when the EIS is complete, LTD will be back before the Springfield City Council and Lane County Board of Commissioners for approval. Nothing is set in stone at this point or funded yet. He reminded the council that LTD was looking at this corridor before PeaceHealth started to look at the RiverBend site. That enhanced the concept of what the Pioneer Parkway corridor and the Gateway connection might add to the City of Springfield and the transit system.

Mr. Hamm said that as LTD builds the Pioneer Parkway or any other corridor, they look well in advance at how this impacts their current fixed route system. It is not a separate system, rather an enhancement to their system in the major traveled corridors. They will structure their system to enhance it even more. LTD will continue to work with city staff to find the best solution. He believes this will be a successful operation and benefit the community long-term.

Councilor Fitch asked about funding. MLK Parkway is due to begin construction in 2005. She discussed the council passing a resolution in concurrence with Lane County including the additional right-of-way. She asked if Lane County would loan LTD the money to acquire the additional right-of-way and the associated costs. Mr. Hamm said he may have misspoken regarding this particular funding. LTD has local funding to some degree that they have set aside for years towards these projects. The board has authorized the expense of money to buy right-of-way and all the costs involved. They have also secured federal approval, because of the timing of the city's project, to allow some funding for this project. Mr. Kleger said the board has approved to reschedule other capital needs to free up local resources so they don't lose time on this project.

Ms. Wylie discussed the great opportunity in the redevelopment of the parkway allowing LTD to plan the transit along with development. That is how it needs to happen and this has been a great opportunity.

Mayor Leiken asked about funding from the congressional standpoint. He asked if everything was programmed in the T21 and if continued support from our congressional delegation was needed. He asked how the city could assist. Linda Lynch, Government Relations Manager from LTD, addressed the question. Ms. Lynch said both the House and Senate have passed their bills to reauthorize T21 and are in conference. The House version has named projects, but the Senate version does not. Senate projects will be added into the House bill. The conference committee has met three times, but has yet to agree on the first question, which is the level of funding that would guide the bill. We are at the end of the first year, what would be the first year of the next bill, which is usually a six year bill. There are several Eugene and Springfield projects already named in the House version. LTD asked to be named in part of the transit project, which would give them process authority to move forward. It then has to go to congress to be funded. She would not expect to lose their position in the House bill because there is no dollar amount attached, although there will be in subsequent years. She feels confident they will come out with the Pioneer Parkway authorized project.

Councilor Ballew said the only reason she voted for the additional ten feet was to move the project forward. The city can't wait for LTD, and will move ahead without them if needed. Councilor Fitch said it is good to see this opportunity happen.

Ms. Ban said there will be more opportunities to work as partners in the future. Ms. Wylie said going together to Washington DC with the United Front has been very beneficial and has brought the Springfield Council closer to the LTD Board members. Their working relationship is better since starting these partnerships.

Mr. Kleger said eight years ago he spoke before the Springfield Council about doing something with the Springfield Station. He has not worked in any other public process where people worked so hard and were so creative and disciplined as they were in the site selection and the steering committee for this station. It has been a delight to work with Springfield on the station project.

Councilor Ralston referred to page 10 of Attachment B included in the agenda packet and asked about the power lines. Discussion was held regarding the power lines.

Councilor Fitch discussed the citizen input that helped to determine the route that goes around Pioneer Parkway and over to the Gateway Mall. Ms. Wylie said the Park-N-Ride at the South A Station will be very beneficial for people wanting to go to the theater at the Gateway Mall.

Mr. Hamm said the staff and board of LTD are committed to the Springfield Station site as far as security and maintenance of that station. They want tenants that are long lasting and will provide quality service to the riders and citizens. If LTD fails in the city's expectations regarding security, he asked that they let LTD know. They have a plan on security for this

site and will continue to grow that. There is a lot of potential with the MillRace and the downtown redevelopment. Mr. Kleger said LTD's security staff said the Springfield Police do a great job working with their security.

Councilor Ballew asked about the current station on 5th and B Streets and if the improvements belong to LTD. Mr. Simmons said LTD was currently working with city staff regarding what the old station could be. They have presented a site plan to staff and will have further discussions. There is not much space there; it is a wide sidewalk with a twenty-five year old structure on it. It could be put back to the original condition, but there may be other visions. Mr. Hamm said it is similar to making improvements to adjacent property and then returning it to its original condition. They are still looking at a possible bus stop at or near that site to serve those going to the Library or City Hall.

Councilor Ballew asked if they would continue to use the small buses. Mr. Hamm said once they get the BRT running, they will look at alternatives for using the smaller buses in some circumstances, such as connector streets.

Ms. Wylie discussed her vision of having a historic rubber tired trolley make a route from the new station around to City Hall, the Historic District, the Senior Center and back to the station.

Mayor Leiken asked Springfield Public Works Director Dan Brown about the back of the property of the new LTD station abutting the MillRace project. He asked if it was part of Phase Two of the MillRace. He asked about the funding. Mr. Brown said the city is working on that, but the funding is not yet available. City Attorney Joe Leahy said there is a clause in our land use agreement with LTD on the siting of that station that they are to work with the City of Springfield in terms of making that work in that area. It envisions some reasonable financial assistance, although it doesn't say an amount.

Mayor Leiken thanked the LTD Board for the tour and for attending the work session.

Amy Sowa
City Recorder

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Monday, July 12, 2004

A brief special meeting of the Board of Directors of the Lane Transit District scheduled for Monday, July 12, 2004, at 5 p.m., was canceled for lack of a quorum. The agenda item was postponed until the next Board meeting.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, July 21, 2004

The regular meeting of the Board of Directors of the Lane Transit District scheduled for Wednesday, July 21, 2004, at 5:30 p.m., was canceled for lack of agenda items requiring action.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: NEWS ARTICLES ABOUT BRT PROJECTS THROUGHOUT THE NATION

PREPARED BY: Mark Pangborn, BRT Project Manager

ACTION REQUESTED: None, information only

BACKGROUND: This month's Board packet includes a number of articles about bus rapid transit (BRT) initiatives throughout the nation. Staff have begun collecting articles about what other transit properties are doing concerning BRT as a way to keep abreast of how BRT is evolving. We are interested in establishing communications with other properties designing similar kinds of BRT systems.

These articles are included in the packet for information purposes only. Both staff and the Board have heard comments from the community about BRT being too new to attempt here in Eugene or applying only to larger communities. As these articles illustrate, BRT is being explored throughout the nation in communities both small and large. Staff hope that these articles will provide additional insight to the Board on acceptance of BRT as a new and viable alternative to standard fixed-route service or rail-based service.

ATTACHMENT: See news articles

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: EmX BUS RAPID TRANSIT (BRT) UPDATE

PREPARED BY: Graham Carey, BRT Project Engineer, Development Services

ACTION REQUESTED: None. Information only.

Deleted: February

BACKGROUND: **EmX Franklin Corridor:** Permits to begin EmX construction in downtown Springfield have been issued. Utilities on South A Street have been relocated and the contractor (Wildish) has begun construction. Staff still are awaiting the permits for the undergrounding of utilities on Franklin Boulevard in Eugene.

UFS continues to work directly with each of the two remaining properties in downtown Springfield to finalize the property acquisitions. Staff will be updating the Board regularly on the progress of all property acquisitions within the four-mile EmX route.

LTD has settled with Wildish Corporation on the guaranteed maximum price (GMP) for construction costs on the entire corridor. The GMP is broken into two pieces: construction costs for 2004 and costs for 2005-06. The GMP for 2005-06 includes a reopening clause that allows Wildish to document cost increases beyond what was included in the original GMP.

Franklin Corridor EmX Groundbreaking: A groundbreaking for the Franklin Corridor EmX project was held on July 1, 2004, at 10 a.m. The groundbreaking occurred on the grass area in front of Williams Bakery. Congressman Peter DeFazio and Senator Ron Wyden, together with community leaders, attended the event.

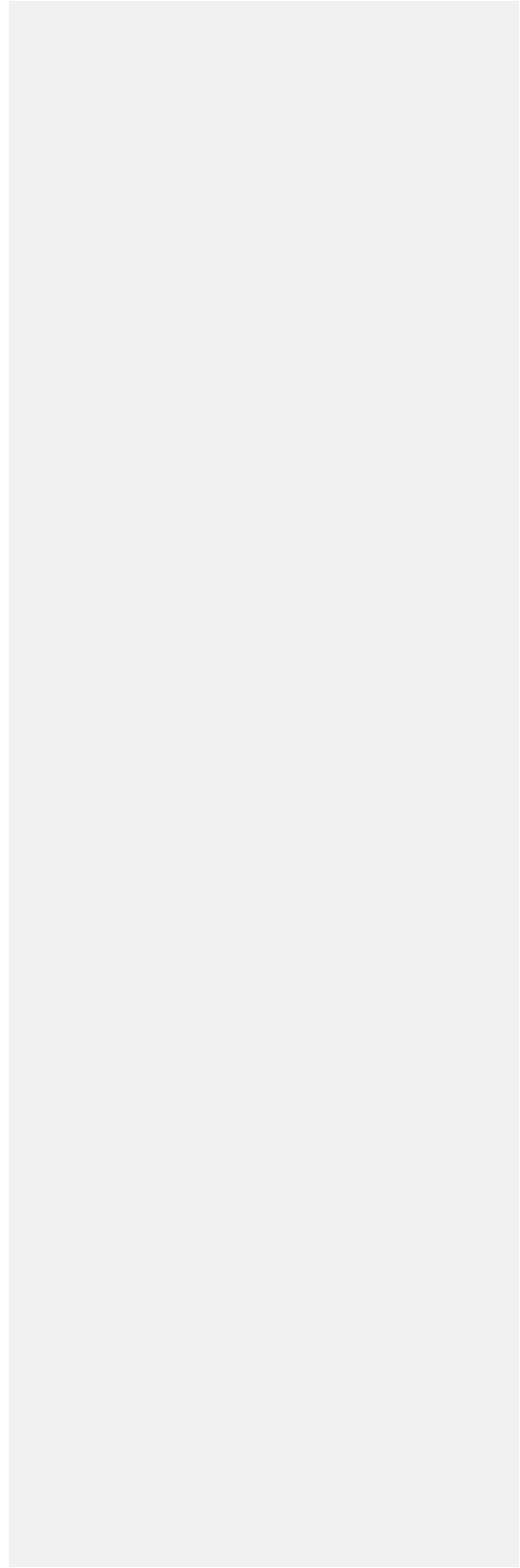
EmX Vehicle: Staff will provide an update as part of the regular meeting presentations.

Pioneer Parkway Corridor: Staff will provide an update as part of the regular meeting presentations.

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ATTACHMENTS: None

PROPOSED MOTION: None



AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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

BACKGROUND: At the Board's November 2003 strategic planning work session, the Board asked to have time early on each month's agenda to discuss a schedule of coming meetings, events, and activities. Board members are asked to coordinate the enclosed calendars with their personal calendars and then bring the LTD calendars to the Board meeting for discussion.

At the August 11 meeting, Board members and staff will work together to schedule Board member and staff attendance at specific events, meetings, and activities.

ATTACHMENT: Board calendars are included as a separate document for Board members only.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: Approval of Consent Calendar Items

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

The Consent Calendar for August 11, 2004:

1. Approval of minutes: June 14, 2004, Board work session
2. Approval of minutes: June 16, 2004, regular Board meeting
3. Approval of minutes: July 12, 2004, canceled special Board meeting
4. Approval of minutes: July 12, 2004, joint meeting of LTD Board and Springfield City Council
5. Approval of minutes: July 21, 2004, canceled regular Board meeting

ATTACHMENTS:

1. Minutes of the June 14, 2004, Board work session
2. Minutes of the June 16, 2004, regular Board meeting
3. Minutes of the July 12, 2004, canceled special Board meeting
4. Minutes of the July 12, 2004, joint meeting with Springfield City Council
5. Minutes of the July 21, 2004, canceled regular Board meeting

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

LTD Resolution No. 2004-027: It is hereby resolved that the Consent Calendar for August 11, 2004, is approved as presented.



Lane Transit District
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MONTHLY DEPARTMENT REPORTS

August 11, 2004

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

Congress is in recess for the party political conventions. The conference committee (all 72 members) to enact a measure to reauthorize the transportation program has met five times. The dynamics of their conversations have not changed, and the topic remains the funding level. The Senate passed a bill authorizing \$318 billion in transportation programs over six years; the House-passed measure authorized \$275 billion but includes a provision to "re-open" the bill in two years if more money becomes available. The White House has moved from its position of vetoing anything over \$256 billion to \$269 billion, but no agreement has been reached. The underlying questions are whether an inadequate bill is better than no bill, whether an inadequate bill with a re-opener is palatable, or whether Members of Congress want a bill badly enough to override a veto right before the election. Both bills passed their chambers by veto-proof margins.

No agreements about funding of projects can be reached until the funding level is decided.

Lane Transit District has entered into a contract with The Ulum Group for lobbying services at the state legislature for the coming year. Doug Barber, vice-president for government relations of The Ulum Group, will represent LTD at the legislature. Doug's lobbying and public affairs experience will provide LTD with a great voice at the legislature. Lane County area legislators know him and are used to working with him on other issues. A large benefit that comes with contracting for this service is that Doug has contacts with more legislators than someone representing a single interest portfolio.

Six initiatives have qualified for the November ballot, plus two legislatively-referred measures. The two that would impact Lane Transit District to one degree or another are the one that abolishes the State Accident Insurance Fund (SAIF) and the rewrite of the 2000 Measure 7, requiring governments to compensate property owners when regulations reduce the value of their land. This measure (37) is statutory, while the measure in 2000 was constitutional. This means it will be easier for the legislature to "fix," should that be necessary, after Measure 7 was deemed totally unworkable as well as unconstitutional. SAIF has been the workers'

compensation insurance carrier for LTD for over twenty years. When put out to bid, SAIF has consistently bid as much as 20 percent less than its competitor, Liberty Northwest.

DEVELOPMENT SERVICES

Stefano Viggiano, Director of Development Services

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Community Outreach

- Lane County Domestic Violence Council invited LTD to take part in the first of a series of forums that will highlight safety measures that could assist people with disabilities who are at risk of or are experiencing abuse. A recent educational campaign highlighted the frequency and, sadly, pervasiveness of violence against people with disabilities. The goal of the forum series is to develop a “community safety plan.” The availability of independent mobility for people with disabilities is an important factor in being able to extricate oneself from an undesirable domestic situation. There also are safety concerns that arise when anyone who might be considered vulnerable must rely on public transit. LTD has developed policies and procedures that strive to provide a safe environment for all guests.
- Accessible Services and Service Planning and Marketing convened a consumer-based work group to discuss LTD’s Reduced Fare Program. During recent public hearings, guests with disabilities voiced their concerns about the half-fare program. This was an opportunity to talk about issues and any confusion about the program. Members of the Special Transportation Advisory Council, Eugene Human Rights Commission Access Committee, and other interested parties discussed the program in general and will meet again to talk about possible improvements.
- Non-profit agencies were invited to meet with LTD staff to talk about their needs relative to our Agency Discounted Fare Program. Under the current program non-profit agencies can buy up to a specified amount of half-price fare instruments each month to distribute to their respective clientele.

Training

- Terry provided disability awareness and Americans with Disabilities Act (ADA) training to new operations supervisors, participants in our Temporary Supervisors program, and instructors.
- Susan Hekimoglu applied and was accepted to take part in training offered by Easter Seals Project ACTION - Accessible Community Transportation in Our Nation. This “People on the Move: Using All Transportation Options...the ADA and Beyond”

covered traveling with service animals, understanding the transit experiences of disabled guests, travel training, highlights of ADA, and other relevant accessible transportation issues.

SERVICE PLANNING AND MARKETING

Andy Vobora, Service Planning and Marketing Manager

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Service Planning

- Final work on the run cut is taking place.
- The Oregon Country Fair (OCF), Butte to Butte, and Freedom Festival service all went well. The Butte to Butte set another ridership record when it carried more than 1,700 runners and walkers to the starting line. The Freedom Festival carried around 4,000 riders to the fireworks show in Alton Baker, and operations were much improved over the first year. OCF posted its strongest year in many years, with 26,666 rides recorded. This represents a modal split of over 30 percent.
- A couple of smaller event shuttles are scheduled before the Lane County Fair service begins on August 17.
- Football planning continues as staff meet to review the work plan. The UO will host its annual planning meeting on August 11.
- Automated Passenger Counter (APC) work continues. Following meetings with Siemens staff, validation counts will resume in the month ahead.
- Evening Breeze service that circulates through the UO campus has been placed on detour and will not serve the campus loop. Construction at the UO has created a situation where the bus will not be able to move through these construction areas. The route will return to regular routing as soon as possible.

Marketing/Graphics

- The Rider's Digest cover went to press on July 27, and the inside Digest pages on August 3. Other fall bid materials are in process, including a major change of the bus stop information. The header and footer on these materials will now reflect the new logo and new art.
- The Web storefront project is taking a little longer than expected, due to enhancements to the Web page that will provide a new look and new functionality.
- Sales of the duck shuttle passes have begun.
- Obie Media is developing a quote to produce vinyl graphics for the first Gillig to receive the new graphics look. This should be completed in the next couple of weeks and staff will have an opportunity to see how the buses will look.
- Tax outreach work continues. A Eugene Chamber newsletter article will appear in August and a meeting with the Local Government Affairs Committee of the Eugene Chamber of Commerce (LGAC) was held on August 6. The Springfield Chamber Legislative Issues Committee briefly discussed the topic, and staff are waiting to hear back from Chamber Executive Vice President Dan Egan on how he would like to proceed. A mid-August mailing to taxpayers is being drafted and the Ulum Group is assisting with layout and copy.

- The Lane Regional Sports Center (32nd and Main in Springfield) is opening phase one on August 28. LTD is helping get this word out and discussions about how LTD can help get children and families to the new center are underway.
- Staff will be assisting ODOT Rail Division staff advertise the train station opening the weekend of the Eugene Celebration.

FACILITIES SERVICES

Charlie Simmons, Facilities Services Manager

- Springfield Station: Construction is proceeding and will be completed on time for the start of service on September 19, 2004. The Park & Ride lot, which was added to the project after construction began, will be paved this month.
- RideSource Facility: Construction is going well, with an anticipated completion date of March 2005.
- Shelter Project: New shelters are being installed to replace older shelters in high-use locations. The new shelters are more attractive and have reduced maintenance and cleaning costs.

COMMUTER SOLUTIONS

*Annette Speck, Administrative Secretary, for:
Connie B. Williams, Program Manager*

Connie B. Williams, Program Manager

Connie will be on an extended leave of absence due to illness. She is expected to be out at least six months. As a result of her absence, Commuter Solutions staff held a meeting to organize and prioritize the program's projects.

Commuter Solutions Administrative Assistant

Annette Speck was hired July 1 as the Administrative Assistant for Commuter Solutions.

Business Energy Tax Credit Program

Commuter Solutions applied for the Smart Ways to School Program for eligibility of a tax credit through Oregon Department of Energy's "Pass-Through" option offered as part of the Business Energy Tax Credit Program (BETC). Staff will continue to examine the opportunities for using this program to bring additional local-match funds into LTD's General Fund.

PROGRAMS AND SERVICES

Regional Emergency Ride Home Program (ERH)

The regional Emergency Ride Home (ERH) Program will launch September 1, 2004. Staff currently are soliciting taxi providers to participate in the program. Supporting materials for both employer and employees are in the finalization process. Commuter Solutions will reimburse taxi providers for the emergency rides home.

Group Pass Program

Discussions continue with PacificSource with regard to a Group Pass program. They are waiting for their new HR director to get settled in before any further movement. LTD service planning staff have already deviated the 7x route to accommodate PacificSource employees. On this route, there are two trips in the morning and two trips in the afternoon.

EDUCATION AND AWARENESS

RiverBend Open House

Commuter Solutions had a Carpool/Park & Ride display at the *RiverBend Open house*, which was held July 18 and 19.

LTD Bicycle Maintenance Event

A two-day LTD employee bicycle maintenance event was sponsored to help promote bicycling to work. Sixteen employees had their bicycles tuned up.

EPA Best Workplaces for Commuters Campaign

Marcia has been participating in a series of conference calls for planning and implementing an *EPA's Best Workplaces for Commuters* campaign.

Transportation Alternatives Group of Oregon (TAGO)

The TAGO Board meeting was held in June and attended by Marcia in Connie's absence. It included brainstorming on workshops for the upcoming OTC conference to be held in September at Seaside, Oregon.

Web Site

Commuter Solutions has acquired a new Web site address to be up and running in September. The Web site address is www.commutersolutions.ltd.org.

TECHNICAL ASSISTANCE

Valley VanPool

Valley VanPool is updating its Web site. Research is being done with regard to a capital leasing program that will cut the price of vanpool seats in half.

POLICY

Commuter Solutions Strategic Plan

The Strategic Plan for the next budget period beginning 2005 is being revised and updated.

TDM Advisory Committee

The TDM Advisory Committee met on July 28, 2004. Key agenda items included the absence of Connie and program priorities; the alternative high school bus pass proposal; the Amtrak

Kiosk (presented by Diane Bishop at the City of Eugene); the Emergency Ride Home program; and the rideshare campaign.

RESEARCH

Smart Ways to School (SWS)

The summer work plan has been formed. SWS Benchmark Reports for both middle and elementary schools are complete. Results from parental response to the Transportation Survey have been compiled and a final report published. An awareness campaign was conducted at nine of the twelve participating schools to encourage parents to register for the SchoolPool service and/or to volunteer to serve as guides accompanying students while walking or bicycling to school. More than 60 families registered in the SchoolPool program. Several parents at five schools volunteered to help organize travel groups (e.g., walk, bicycle, or carpool). Flyers were mailed to students' homes inviting them to contact the parent volunteer if they want to join a travel group.

A *Smart Ways to School* Web site has been launched at <http://swts.ltd.org> and also allows parents to register online for the SchoolPool service.

SchoolPool brochures were distributed to participating schools and maps produced for each school showing "dots" for the home locations of its students. The maps help parents and staff to visualize the potential for organizing walking and bicycling groups.

FY 2004 – 2005 SPECIAL PROJECTS

Rideshare Campaign

The new rideshare campaign is under development. Additional information will be provided at a later date.

METROPOLITAN PLANNING

Lisa Gardner, Senior Strategic Planner

Nodal Development

The City of Eugene Planning Commission has decided to use the term Mixed Use Development of Mixed Use Center in place of Nodal Development. The Planning Commission also approved proceeding with reconsideration of the 11th and Chambers Mixed Use Development.

TRANSIT OPERATIONS

Mark Johnson, Director of Transit Operations

There is no Transit Operations report this month.

MAINTENANCE

Ron Berkshire, Director of Maintenance

There is no Maintenance report.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

FINANCE

Carol James, Accounting Manager

There is no Finance report this month.

PURCHASING

Jeanette Bailor, Purchasing Manager

After lengthy preparation of plans and specifications, negotiations have been completed and a contract amendment has been signed with Wildish Building Company establishing the guaranteed maximum price (GMP) for construction of the bus rapid transit infrastructure. The GMP is broken out into two components, one of which is the Springfield section and north-side Franklin Boulevard widening that is starting construction immediately, and the other is for the balance of the work for the Eugene portion. The reason for the split into two sections of work is that an option has been left open to revise the GMP for the Eugene section of work after we have experience with the Springfield section and can further value engineer the Eugene section.

The BRT vehicle and cost analysis will be discussed in a separate agenda item at the August 11 meeting.

INFORMATION TECHNOLOGY

Steve Parrott, IT Manager

There is no IT report this month.

HUMAN RESOURCES

Mary Neidig, Human Resources Director

PRIORITIES

Priorities for the Human Resource Department continue to be labor contract negotiations and health care model development. Bus Operator David Ritter died unexpectedly in an automobile accident. The Human Resources Department has been providing support to other LTD employees and to the Ritter family.

LABOR CONTRACT NEGOTIATIONS CONTINUE

Four meetings for labor contract negotiations were held June and July. Initial proposals were exchanged and discussed. Several additional meetings were set, and discussions are ongoing.

HEALTH CARE MODEL

Significant work has been done toward development of a new health care model. Three options have been outlined and priced, and soon will be ready for administrative employees to review. Presentations from the City of Springfield benefits specialist gave further insight into their health care model. Two HR team members attended a presentation on an online physician Q&A product. The Joint Insurance Committee (LTD and ATU) met to review health care plan utilization from July 2003 through June 2004.

TRAINING AND CONFERENCES

The department had an opportunity to attend a Bureau of Labor and Industries (BOLI) workshop on implementing family medical leave. Two members also attended a presentation on same-sex marriages and military leave benefits. Work continues on the Work Trends Conference scheduled for November. Speakers have been selected and sessions are being developed.

SELECTION AND HIRING

Interviews were conducted toward filling two positions at the Guest Services Center and for an Administrative Secretary for the Commuter Solutions Program. The first two openings occurred as a result of a retirement and an employee move out of state, and the third opening is a new position as a result of new grant monies becoming available. A new supervisor testing program was reviewed, and likely will become a collaborative effort between LTD and other northwest transit districts.

DIVERSITY COUNCIL

Senior Human Resource Analyst David Collier will be revamping LTD's diversity program by selecting a new Diversity Council to represent LTD on matters related to diversity. Members are being selected now with the goal of a September kick-off meeting.

August will be busy with the conclusion of the design work on the new health care model, continued labor contract negotiations, selection of a new insurance broker, and LTD's day at the Emeralds baseball game.

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: EMX VEHICLE COSTS

PREPARED BY: Mark Pangborn, BRT Project Director

ACTION REQUESTED: None, Information only

BACKGROUND: Attached you will find a summary of the cost analysis that was done on the EmX vehicle. The EmX vehicle is being purchased under an existing purchase agreement that LTD has with New Flyer of America (NFA). This purchase agreement was for the five (5) articulated standard diesel buses that LTD recently purchased from NFA. That contract was bid such that LTD could contract for additional EmX vehicles rather than having to go out to bid again. NFA was the only bus manufacturer that bid on this contract. Consequently, Federal Transit Administration (FTA) rules require that an independent cost analysis must be done on the proposed EmX vehicle purchase verifying that NFA is not overcharging LTD for the manufacture of this vehicle. The analysis was conducted by Lee Gibson, a staff member of the consulting firm of Parsons Brinckerhoff. Lee is the person who conducted the cost analysis of the CiViS vehicle for Las Vegas, Nevada.

The analysis shows that the proposed per-vehicle cost of \$899,171 meets FTA regulation as acceptable and appropriate. This cost can be found on page 3 of the analysis, and consists of \$81,751 per vehicle in development costs and \$817,420 in base manufacturing costs.

The development costs were calculated by dividing the total development and testing costs by the number of vehicles to be manufactured initially, 5 for Eugene and 21 for Cleveland. LTD also has negotiated, as part of this purchase agreement, a payback clause from NFA whereby in the next five years, when NFA sells this particular model of vehicle, both Cleveland and LTD will be reimbursed for a portion of the development costs.

ATTACHMENT: Parsons Brinckerhoff EmX Vehicle Cost Analysis

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: AUGUST AND SEPTEMBER 2004 EMPLOYEES OF THE MONTH

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

BACKGROUND: **August 2004 Employee of the Month:** Bus Operator Tye Johnson was selected as the August 2004 Employee of the Month. Tye was hired by LTD in June 1993 as an inside bus cleaner and became a bus operator in August 1999. She has received awards for four years of safe driving and one year of correct schedule operation. Tye was nominated for this award by a guest who said, "I would like to put in a good word for an exceptional driver. I have seen her do things above and beyond what most drivers would do. I've seen her stop for riders who flagged her down and were nowhere near a bus stop. I've seen her give rides to more than one person who had forgotten or lost their pass, but the one that made the biggest impression on me was when she stopped the bus to help a blind rider across the street. She is always friendly and she really goes out of her way for all her passengers."

When asked to comment on Tye's selection as Employee of the Month, Transit Operations Supervisor Shawn Bradley said:

What can I say about Tye Johnson? Let me start with some excerpts of EOM nominations received by Lane Transit District over the last year. A regular rider states, "Always in good humor and says thanks for riding the bus." Another rider states, "The biggest impression on me was when she stopped the bus to help a [sight-impaired] rider cross the street. She is always friendly and she really goes out of her way for all her passengers." A regular rider writes, "Very nice; lowers the step; waits for seniors to get seated; stops at curbs." A fellow employee states, "She is compassionate and responsive, not only to her guests and the job performance she does daily, but she follows through to her fellow employees. She is a very special person and very deserving of being E.O.M."

As her supervisor I am proud of her job performance, and her professionalism. Tye has worked countless hours in the Transportation Coordinator (TC) program and has been a wonderful asset to that mission. She's tireless in her effort and always there to lend a helping hand. Thank you, Tye for being a wonderful person and a great employee.

September 2004 Employee of the Month: Bus Operator Troy Emerson has been selected as the September 2004 Employee of the Month. Troy was

hired by LTD on November 23, 1998. He has received awards for four years of safe driving, two years of correct schedule operation, and exceptional attendance. He also was selected as the September 2000 Employee of the Month. Troy was nominated by two guests, who said, "During the past 3-4 months of taking the 60 route at the same time, we have gotten to know Troy and have observed him doing good deeds for other passengers. He is always friendly and greets you with a hello and a warm smile. We feel that Troy has worked hard and is deserving of such an award so that others can see his accomplishments."

When asked to comment on Troy's selection as Employee of the Month, Field Supervisor David Thulstrup said:

Troy Emerson has been a bus operator with Lane Transit District since November 23, 1998. His trademark is his professional work ethic coupled with exceptional customer service. He does *whatever* it takes in order to accommodate his guests. Troy is very soft spoken and humble, especially when complimented about his performance. He claims, "I'm just doing my job, trying to keep my supervisor happy." He's not one to toot his own horn (until you start talking barbecue!). Troy's selection as September's Employee of the Month is an honor well deserved.

Our congratulations to Tye and Troy on their selection as the August and September 2004 Employees of the Month!

AWARD:

Tye and Troy will attend the August 11, 2004, meeting to be introduced to the Board and receive their awards.

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(1)(d)

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: That the Board meet in Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations. Members of the District's negotiating team will be present for this discussion.

ATTACHMENT: None

PROPOSED MOTION: I move that the Board meet in Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** August 11, 2004
- ITEM TITLE:** ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING
- PREPARED BY:** Jo Sullivan, Administrative Services Manager/Clerk of the Board
- 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. **Origin and Destination Study Report:** A presentation on the results of the recent Origin and Destination Study will be made at the September 15, 2004, Board meeting.
 - B. **Executive Sessions on Labor Negotiations:** Executive (non-public) sessions to discuss labor negotiations will be scheduled as needed during the coming months.
 - C. **Work Session on Reduced Fare Program and Non-Profit Agency Program:** Continued Board discussion of these LTD programs will be scheduled for a work session in the next few months.
 - D. **Information on LTD Purchasing Policy:** An update on LTD's Purchasing Policy will be provided following Board member turnover in early 2005.
 - E. **Annual Strategic Planning Work Session:** The Board's annual two-day strategic planning retreat will not occur during the fall of 2004. Rather, it will be held following Board member turnover in early 2005.
 - F. **BRT and Springfield Station Updates:** Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the bus rapid transit and Springfield Station projects.



LTD General Manager's Report to the Board of Directors

August 11, 2004

Prepared by Ken Hamm, General Manager

FUTURE DATES TO REMEMBER

| | |
|---------------------|---|
| August 18, 2004 | LTD Regular Board Meeting - CANCELLED |
| September 13-15 | Oregon Transportation Conference, Seaside |
| September 13, 2004 | LTD Work Session (to be rescheduled?) |
| September 15, 2004 | LTD Regular Board Meeting |
| October 10-13, 2004 | APTA Annual Meeting, Atlanta |
| October 11, 2004 | LTD Work Session (to be rescheduled?) |
| October 20, 2004 | LTD Regular Board Meeting |

INTERNAL ACTIVITIES

RideSource Facility Groundbreaking

On June 21, Board President Hillary Wiley led the groundbreaking ceremony for the new RideSource facility at 2nd and Garfield. Completion is targeted for March 2005.

EmX Groundbreaking

On July 1, new Board President Gerry Gaydos led the groundbreaking exercises for the Franklin Corridor of EmX. Congressman Peter DeFazio and Senator Ron Wyden were keynote speakers, along with Mayors Leiken and Torrey, and County Commissioner Green. Construction of the Franklin Corridor will substantially take place throughout 2005.

Tragedy Struck LTD Again

Bus operator David Ritter was killed in a car accident while returning from central Oregon. An oncoming car crossed over into the path of the car he was traveling in. His funeral was held on July 1.

LTD/ATU Picnic

LTD received a letter from the ATU informing us that ATU did not want to hold a joint picnic this year. The ATU had been planning to coordinate the event this year and LTD had forwarded its fee for half the expenses. The ATU sent the check back.

Because it was late in the summer and would be difficult to schedule a park, LTD has chosen to forego a picnic this year.

Bus Roadeo

Due to negotiations, employees who previously had signed up for the bus roadeo withdrew their names. No bus roadeo will be held for this year, and LTD will not be represented at the national roadeo.

Negotiations

An executive session will be held at the August 11th special Board meeting, at which the LTD negotiating team will brief the Board.

EXTERNAL ACTIVITIES**Cottage Grove Ride**

As a way of thanking Cottage Grove guests who have endured a few bus breakdowns, including the bus that caught fire, your general manager and a member of the Marketing team rode to Cottage Grove on the 3:30 p.m. bus on July 19. Thank yous were given out, as were cold sodas, water, and cookies. Riders were adamant about keeping the articulated buses on their route and trip.

Little Rock General Manager Visit

Keith Jones, general manager of Little Rock (Arkansas) Transit, visited LTD to gather information about serving the university, BRT, LTD's tool kit of services, and RideSource.

Joint Meeting with Springfield City Council

LTD's Board met with the Springfield City Council on July 12. A tour of the new Springfield Station was given. Updates on BRT and other LTD services were provided.

FTA Meeting

Darin Allan from FTA headquarters in Washington, D.C., and Rebecca Reyes-Alicea from the FTA Region 10 office in Seattle visited LTD on July 30. Updates were given on LTD, LTD projects, and BRT. It was a good opportunity to give FTA staff a first-hand look at the EmX Franklin and Pioneer Parkway corridors.

ODOT Coordination

Oregon Department of Transportation (ODOT) Region 5 District Manager Bob Pirrie and members of the ODOT construction team met with LTD on July 17th to discuss the 2005 construction season. The primary objective was to coordinate construction plans and manage congestion while I-105/Hwy 126 is being resurfaced and BRT Franklin built.

Other Meetings/Events

- July 15 Attended Junction City/Harrisburg Chamber Annual Meeting/Dinner
- July 19 Attended Oregon Transit Association legislative candidate fundraiser
- July 20 Participated in joint Chamber Golf Tournament
- July 27 Met with Arlie & Co. reps on proposed project near LCC
- August 4 Met with UO Vice President for Administration Dan Williams on BRT, football service, new arena

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: PIONEER PARKWAY EmX CORRIDOR – MARTIN LUTHER KING JR. PARKWAY CONSTRUCTION

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: Approve funds for MLK EmX Lane Construction

BACKGROUND: On February 26, 2004, the Board approved the commitment of funds for the acquisition of ten feet of land along the narrow section of MLK Jr. Parkway. The ten feet of right-of-way would allow for the construction of exclusive right-of-way for EmX vehicles. This wider right-of-way now has been approved by both the Board of County Commissioners and the Springfield City Council. LTD, Springfield, and Lane County staff have been working together to develop an intergovernmental agreement (IGA) to coordinate property acquisition, project design, utility relocation, and eventual road construction. One issue that the IGA will need to address is whether LTD constructs the EmX lanes on MLK in 2005, at the same time as the rest of the road, or later as part of the EmX project.

There are efficiencies in building the EmX lanes as part the MLK roadway construction. It is estimated that constructing the lanes later, as part of a separate project, would add 30 to 40 percent to the construction cost, compared with the cost of constructing the lanes as part of the initial road project. In addition, it would be disruptive to the community to have the road under construction again two or three years after it was first built. The disadvantage of building the EmX lanes as part of the MLK construction is that the Environmental Impact Statement will not have been completed, which means that the funds spent for the construction will not be eligible for federal funding. Staff are checking to see whether local funds spent for the construction can be used as part of the local match for the federal grant.

Staff recommend that the EmX lanes be constructed at the same time as the rest of the roadway. This is the most cost-effective approach and ensures that the lanes are constructed. The lanes would be very useful for conventional transit access to the RiverBend site, even if the Pioneer Parkway EmX Corridor is never built. Assuming that they are built as part of the road project, it is estimated that the construction costs for the EmX

lanes, including construction administration and other associated costs, will be approximately \$300,000.

At the meeting, staff will provide an update on the project, including the latest designs and information on property acquisition.

RESULTS OF RECOMMENDED ACTION:

The construction of the EmX lanes on MLK Jr. Parkway will occur at the same time as the rest of Parkway construction, using \$300,000 that has been set aside for the Pioneer Parkway EmX project.

ATTACHMENT:

None

PROPOSED MOTION:

I move the following resolution:

LTD Resolution No. 2004-028: Resolved, that the LTD Board of Directors approves \$300,000 in local funds for the construction of BRT lanes on MLK Jr. Parkway.

AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: MONTHLY PERFORMANCE AND LABOR TRENDS REPORTS

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

BACKGROUND: In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information. Because of the year-end close for financial reporting, the June and July reports are not included this month, but will be included in the September 15 meeting agenda packet.

As begun at the May 19, 2004, Board meeting, the monthly *Eugene/Springfield Metro Labor Trends* publication from the Oregon Employment Department is included for the Board's information.

Staff will be available at the meeting to respond to any questions the Board may have.

ATTACHMENTS: None

PROPOSED MOTION: None

LANE TRANSIT DISTRICT BOARD OF DIRECTORS

RESOLUTION NO. 2004-026

A Resolution Appointing Trustees for the LTD ATU Pension Trust
and the LTD Salaried Employees' Retirement Plan

WHEREAS, the Second Restated Trust Agreement dated December 18, 1979, for the Lane Transit District and Amalgamated Transit Union, Local No. 757 Pension Trust provides that Lane Transit District (LTD) shall appoint two Trustees and their successors, whose terms shall commence on July 1 of each year and shall continue until their successors are appointed; and

WHEREAS, the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan provides that LTD shall appoint the Trustees and their successors, whose terms shall commence on July 1 of each year and shall continue until their successors are appointed; and

WHEREAS, the Board desires that, without further action by LTD after this resolution, an individual shall commence and continue to serve as Trustee merely by commencing and continuing to serve LTD in the position of President, Board of Directors; General Manager; or Assistant General Manager;

NOW, THEREFORE, BE IT RESOLVED:

1. LTD appoints as Trustees under such Second Restated Trust Agreement dated December 18, 1979, the individuals who are from time to time serving LTD in the following positions:

President, Board of Directors
General Manager

2. LTD appoints as Trustees under such Trust Agreement dated August 18, 1999, the individuals who are from time to time serving LTD in the following positions:

President, Board of Directors
General Manager
Assistant General Manager

3. The individuals serving LTD on July 1, 2004, as President, Board of Directors; General Manager; and Assistant General Manager shall commence or continue serving as such Trustees on July 1, 2004.

4. Should an individual (the replaced Trustee) serving LTD (now or in the future) as President, Board of Directors; General Manager; or Assistant General Manager cease so serving,

the individual shall (as provided in such Trust Agreements) continue serving in the replaced Trustee's office or offices of Trustee until the replaced Trustee's successor as Trustee commences serving as Trustee, which by effect of this resolution shall occur when the replaced Trustee's successor as President, Board of Directors; General Manager; or Assistant General Manager commences serving LTD as such, at which time the replaced Trustee shall cease serving as Trustee and the successor President, Board of Directors; General Manager; or Assistant General Manager shall, by effect of this resolution and without further action by LTD, commence serving in the replaced Trustee's office or offices of Trustee.

5. Trustees appointed by this resolution retain their rights to resign as Trustee under the terms of such Trust Agreements.

6. LTD retains its rights under such Trust Agreements to remove Trustees appointed by this resolution, to repeal this resolution, and from time to time to appoint Trustees under such Trust Agreements.

(Not Adopted)

August 11, 2004

Board Secretary

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AGENDA ITEM SUMMARY

DATE OF MEETING: August 11, 2004

ITEM TITLE: TRIMET PAYROLL TAX INCREASE

PREPARED BY: Linda Lynch, Government Relations Manager
Diane Hellekson, Director of Finance and Information Technology

ACTION REQUESTED: None

BACKGROUND: The TriMet Board of Directors has taken up the issue of raising the rate on the payroll tax. The primary reason for them doing this is that the funds are needed to meet the projected operating costs of the yet-to-be-constructed I-205 MAX project in Clackamas County. Their ability to meet those operational costs needs to be assured in their Full Funding Grant Agreement with the Federal Transit Administration to proceed with the project.

On July 8, the TriMet Board of Directors received reports from three consultants in order to meet the requirements of the state statute requiring a finding of economic improvement before enacting any increase. TriMet retained three economists to assess the current economic environment in the Portland area and to predict—to the degree possible—the economic future for the area. The firms retained were John Mitchell of M & H Economic Consultants, Joseph Cortright of Impresa, and ECONorthwest.

Their general conclusions were that a variety of national, regional, and local forecasts support an outlook for continued growth that is definitely more robust than that seen over the 2001 to 2003 period, with a shift from falling to rising employment and continued wage growth. Among the indicators cited was the rate of growth in employment statewide. In April 2003, Oregon was ranked number 39 among the 50 states for the rate of growth in employment (it was negative) but in April 2004 was ranked tenth. Personal income grew 3 percent in 2003, which was less than the national average of 3.4 percent.

Every chart of each report shows at least two quarters of improvement. The rate of economic recovery in Portland may be slightly faster than other parts of the state because the area suffered a greater loss of jobs, and generally a bigger economic hit, than the rest of the state.

The same two quarters of improvement can be seen in the employment statistics in the *Eugene/Springfield Metro LABOR TRENDS*.

On July 28, the TriMet Board had a first reading of its ordinance to raise the rate of the payroll tax beginning in January 2005. The second reading of the ordinance is scheduled for August 11, 2004. At that time, TriMet may consider a proposal to amend the ordinance to take two steps in January 2006. Whichever plan they proceed with, an ordinance must be passed in August so that TriMet can sign their federal grant agreement.

The *Oregonian* newspaper has editorialized in support of the proposed tax rate increase.

ATTACHMENT: *Oregonian* editorial: "TriMet tax boost is justified"

PROPOSED MOTION: None

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Express bus may move to head of line

By LORRI HELFAND, Times Staff Writer

Published July 31, 2004

LARGO - Thanks to an express bus line, you can jump on in Largo and end up in downtown Tampa in about 55 minutes.

In the future, you may be able to shave 10 or 15 minutes off that trip.

Last year, the Pinellas Suncoast Transit Authority implemented route 300X, an express route that starts near Ulmerton and Starkey roads and continues along Ulmerton over the Howard Frankland Bridge to Marion Street in Tampa.

PSTA is now considering a faster system along that route called Bus Rapid Transit.

Under the new system, buses won't travel any faster, but they will have certain advantages to help narrow the time gap between private and public transportation.

Buses would be able to slide into a lane reserved only for buses or vehicles making right turns and zoom to the head of the line. An exclusive bus lane would continue on the other side of each intersection to give buses time and space to move back into general traffic lanes.

And using a computerized system, the bus would get an early green signal to provide it even more of a head start. In other cases, green signals also could be extended slightly to give buses more time to get through the intersection.

Mike Siebel, PSTA director of planning, said PSTA is planning to implement the system at five intersections along Ulmerton Road at an estimated cost of about \$820,000. No source for the funding has been determined yet, Siebel said.

It could be 3 to 5 years before the changes take effect, Siebel said. The system has to be approved by the PSTA Board, Florida Department of Transportation and the Pinellas County Metropolitan Planning Organization.

The Bus Rapid Transit system would initially be implemented along the 300X route, a premium commuter service with captain chairs rather than bench chairs, cabin lighting and hookups for laptop computers. Ridership on that route ranges from about 100 to 125 daily, Siebel said.

While the concepts are new to the area, the rapid transit methods have been implemented in select locations around the country for several years, Siebel said.

PSTA also is looking at using the rapid transit system at other major east-west and north-south routes.

Largo City Commissioner Gay Gentry, a member of the PSTA board of directors, helped set up a presentation of the system to the City Commission a couple weeks ago.

"We need to know what the rest of the world is thinking about transportation issues," Gentry said. "You can't make decisions for a city in a vacuum. You have to know what those issues are that are going to affect you."

City Manager Steve Stanton said he was impressed by the system.

"It gives people an incentive to get out of a car and get on a bus," Stanton said.

Chrys Holmes, a citizen member of the PSTA board of directors who rides the bus practically everywhere, said there need to be alternatives like Bus Rapid Transit to ease traffic congestion.

"We cannot pave all of Pinellas County, so there eventually has to be some solution to the traffic problem," Holmes said.

Lorri Helfand can be reached at 445-4155 or at lorri@sptimes.com

LATEST NEWS

1:29 PM CDT Monday

KCATA's rapid-transit line gets \$7.45M grant

The Kansas City Area Transportation Authority's new bus rapid-transit line will benefit from a \$7.45 million grant from the U.S. Department of Transportation's Federal Transit Administration, U.S. Sen. Kit Bond, R-Mo., announced Monday.

The grant is for the new rapid-transit line -- called the Metro Area Express (MAX) -- and replacement buses, a written statement from Bond's office said.

Federal grants will cover about 80 percent of the projected \$22 million cost for getting MAX operating, said Jim Pritchett, KCATA's director of project management.

The line, expected to be running by July 2005, will replace the existing No. 56 Country Club route. It will provide service south of 51st Street exactly as the current No. 56 does. But from 51st Street to its northernmost point, the River Market district, MAX buses will make fewer stops.

Other time-saving features to be employed between the Country Club Plaza and the River Market, Pritchett said, will include exclusive lanes along Main Street for use during rush hours and traffic-signal priority, or the ability to extend green lights and shorten red lights.

MAX will begin with a fleet of 12 buses designed to stand out from traditional KCATA buses, and they will run about every 10 minutes between Downtown and the Plaza during morning and evening rush hours. This compares with about 15 minutes for the buses on the current No. 56 route.

Pritchett said construction documents are being developed for roadway improvements related to the new line. They include the resurfacing of Main Street from Main to Armour Road, to begin early next year; repairs to curb inlets in the curb lanes to be converted into exclusive MAX lanes; and sidewalk improvements.

Pritchett said sidewalks will be improved near new MAX bus stations to be installed. Next to those stations, he said, will be 17-foot-high monument signs including real-time information on MAX arrival times generated by a new GPS system being developed for use by the entire KCATA bus system.

KCATA's rapid-transit line follows the same alignment that was considered as a light-rail route for several years, Pritchett said. The decision to proceed with the line was made after the defeat of an August 2001 ballot proposal for a half-cent sales tax to finance light rail.

Wednesday, July 28, 2004

Limit branding of public space

SEATTLE POST-INTELLIGENCER EDITORIAL BOARD

The new Tacoma Narrows Bridge is an accurate description. The Gov. Albert D. Rosellini Bridge at Evergreen Point honors a state leader. And the Jefferson Davis Memorial Highway -- more often called state Route 99 -- is controversial.

But at least these names weren't bought and sold.

The New York Times said yesterday the Metropolitan Transportation Authority, New York City's regional mass transit system, is exploring selling off naming rights for subway stations, bus lines, bridges and tunnels. The goal is a billion dollars that once might have come from taxpayers.

The new Las Vegas Monorail already has set a precedent. Nextel Communications Inc. will pay some \$50 million to brand a monorail station at Las Vegas Convention Center and signage on one of the nine trains. Other trains and stations might bear the insignia of Monster Energy drink, Motorola or General Motors.

Should Seattle sell naming rights more often? There's already Qwest Field, Safeco, KeyArena and the yet-to-be-sold or built athletic facilities at Sand Point Magnuson Park. Should we just brand everything in sight? How much for that ferry on Puget Sound? What's a train, bus or streetcar to a corporate advertiser?

The fact is branding, naming or whatever you want to call this trend, is a cloak hiding the failure to adequately fund infrastructure. We don't like gimmicks paying for transit -- we think transit, sewer or any other public service is just that, public. The infrastructure costs ought to be paid for by taxpayers or users.



Plan To Speed Up Bus Service Gets Green Light

Proposal Is Dependent Upon Extension Of TransNet

POSTED: 6:04 pm PDT June 22, 2004

UPDATED: 6:25 am PDT June 23, 2004

SAN DIEGO -- A planning board of the San Diego Association of Governments has endorsed a proposal for what it is calling bus rapid transit, which would let buses travel on city streets more efficiently.

 [Would You Pay The Tax?](#)
 [Sigalert 7/39: San Diego Traffic](#)

The success of BRT, though, is dependent upon the extension -- for 40 years -- of a half-cent sales tax that San Diegans have been paying for transportation improvements. One idea that planners have for the money is a system that would allow San Diego Transit buses to make it through traffic lights that are about to turn red. The idea is to extend the duration of the yellow light long enough to let the bus get safely through the intersection.

"We can adjust it however we want, but in Los Angeles, they do it, and it's generally within 5 to 10 seconds at an intersection," said Sandag's Toni Botte Bates.

Officials hope that this and other ideas like it would get more people to ride the bus. Transit planners like Bates are trying to find ways to make riding the bus more attractive.

"The way we do this is to give buses priority so that they can pass congestion," said Bates. Other ideas include special lanes for buses at intersections that tend to be crowded. Buses would pull into their own lane, then get an early green light and an early jump on the rest of traffic. Special "T" lights (for "Transit") would allow buses to leave earlier than other vehicles. These days, emergency vehicles have a special strobe light that actually changes a signal to a green light. Buses wouldn't be able to do that, though.

"It can be done a number of ways through technology, either with global positioning systems on the buses that talk to the signals or with loops in the street, where the loops detect the bus and they talk with the signals," said Bates.

Some of the San Diegans who NBC 7/39 talked with liked the idea.

"I think it's a pretty good idea," said one man. "I'm sure people can cope with it."

Others, however, did not warm to the idea.

"Probably the riders are going to like it, but it's not fair for the other drivers," said a woman.

Critics like County Supervisor Diane Jacob said there was nothing in the bus plan for her part of the county.

"The problem with congestion is on our freeways," argued Jacobs, who also said that "the people from the East County communities, they need those major roads fixed -- both major and local roads."

As far as buses are concerned, said Jacobs, they aren't serving San Diego very well as it is.

"In order for bus rapid transit to work -- and these light gimmicks to work -- people have to ride the buses," Jacobs said.

The bus proposal, which also calls for buses that operate almost like trains along the I-15 corridor, is one of many that might be funded if voters approve an extension of TransNet in November. A two-thirds majority will be required to extend TransNet.

Previous Stories:



Rapid bus transit on Route 1 intrigues area shoppers

PETE DALY , Staff Writer

06/14/2004

Anyone who has sat in traffic along the Route 1 corridor knows how aggravating the 10-mile stretch of highway can be.

And the gridlock is getting worse.

The culprit? Pick one: the heavy volume of commuters coming into or out of Trenton daily, the large number of corporations along the stretch who dump weary 9-to-5ers on the road during peak hours, or the endless suburban sprawl that brings more people -- and cars.

The Route 1 corridor, the expanse between Trenton and North Brunswick, has become one of the most heavily traveled roadways in the state.

So it came as no surprise yesterday when a team of experts spent an afternoon pitching the idea of a large-scale plan to bring a Bus Rapid Transit (BRT) system to the corridor, shoppers at Princeton Marketfair were intrigued.

A one-year, million-dollar study headed by NJ Transit is underway to determine if a special high-frequency BRT system could alleviate Route 1 traffic and make the area more accessible to public transit.

"This is only the tip of the iceberg with respect to relieving traffic," said Jack Kanarek, a senior director with NJ Transit and part of the study team. "There is a level of frustration with the traffic. This is an idea we're putting out there. We want to give people an alternative that is cost-effective and offers a better travel time."

BRT systems are a relatively new revelation for cities and rapidly growing metropolitan areas, NJ Transit analysts said.

But the exclusive use of buses to move a high volume of people -- along bus-only highways in Pittsburgh and with "traffic signal priority" buses in Los Angeles, for example -- has garnered high praise from commuters in many cities across the nation.

The study of the Route 1 corridor will determine what type of BRT system will work best, Kanarek said. The study is eyeing several options, including a park-and-ride system, exclusive bus lanes on the highway, or an express service that makes frequent, quick stops.

The BRT might also connect with existing transit services, such as the "Dinky" service from Princeton Junction to downtown Princeton.

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Input from the public and from companies along Route 1 who depend on reliable travel for employees and guests is being used to determine how extensive a Route 1 BRT would be, if it is created at all.

"It's very interactive," Kanarek said. "We've gotten suggestions from people for areas where they would like more service. Many have said they would like ways of getting in here (to Route 1) for shopping, not just for jobs."

As it stands right now, the corridor is almost inaccessible without a car. Currently, only three NJ Transit bus routes make the rounds along Route 1, stopping at Quakerbridge Mall in Lawrenceville and a handful of other locations.

Rail service is provided near Route 1 at Princeton Junction, but it is not practical for travel to the businesses along the corridor. Walking or bike-riding along the stretch is nonexistent and dangerous.

Those who use the current public transportation said it is inadequate and ill-prepared for future growth.

"There is always traffic, and rush hour is worse, so it's a good idea," said Immanuel Lichenstein of Princeton, who drove to the mall yesterday. "The advantages of more frequent service, for people who use the Dinky as I do, are great. I have to wait a long time if I miss (the Dinky)."

Another Route 1 commuter, Scott Sibio, said he rides NJ Transit buses from Hamilton to Princeton daily and said he would be receptive to the idea of a BRT system.

A BRT-infused Route 1 would not solve traffic problems, Kanarek warned, but would instead offer alternatives for an area that is expected to expand exponentially in the next 20 years. The 2000 U.S. Census indicates the number of people working along the Corridor will double to 120,000 by 2020.

"This is not a panacea. It's a very desirable area and we want to mitigate the growth of congestion," Kanarek said.

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Rising gasoline prices said boosting ridership for TriMet services

Tuesday, July 20, 2004

High gas prices may be causing commuters to seek alternative transportation.

For the second month in a row, TriMet set an all-time passenger boarding record in May, averaging 315,700 "rides" each weekday on its buses and light-rail lines.

That's a 6 percent increase over the record set the previous month when it provided an average of 308,100 rides per day.

And for the first time, TriMet said 15 "frequent service" lines provided a majority of its bus rides.

Buses averaged 217,800 rides per weekday, with 52 percent of them traveling via the frequent service lines, which come along every 15 minutes seven days a week.

Western Washington County's main bus line, the 57 bus between Forest Grove and Portland, begins frequent service Sept. 1.

May's bus travel did not match April's all-time high of 220,300 rides per average weekday, but it was up 1.4 percent compared to the same month a year ago.

TriMet's MAX light-rail system also set a record in May, averaging 97,900 rides per weekday.

Most of the increase can be attributed to the new Yellow line along Interstate Avenue through North Portland, which accounted for 11,800 weekday rides.

But travel on the Blue and Red MAX lines was up by about 1,400 trips per weekday compared to a year ago. Extending the Red Line to the Beaverton Transit Center last year may have contributed to the increase.

The Red Line goes from Beaverton to Portland International Airport. The Blue Line travels between Hillsboro and Gresham.

Each passenger boarding counts as a ride, so someone taking a round trip would be counted as two rides, as would one person taking a one-way trip involving a transfer.

In addition to high gas prices, TriMet says new services such as the Yellow Line and more frequent service routes probably contributed to the new ridership records.

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San Bernardino County Sun

Omnitrans pitches fast busing for LL

By MATT BENDER

Staff Writer

Monday, July 12, 2004 - LOMA LINDA - Around rush hour, the streets surrounding Loma Linda University Medical Center get so choked with cars, traffic creeps rather than flows.

How do you fix that?

Here's one idea: Get people to leave their cars at home.

Omnitrans is proposing to field a new bus system it hopes will cut through congestion so well, people will find it more convenient to ride the bus than drive.

Called bus rapid transit, it would feature fewer stops, boarding stations similar to trains and smart technology like transponders that cause traffic lights to change all designed to speed buses through heavy traffic.

"The idea is to have an advantage over street traffic, at least at peak hours,' said Wendy Williams, Omnitrans' marketing director. "If you can get on a vehicle that gets you there faster than driving your own car, then it's a much more attractive option.'

The proposed bus line would run from Cal State San Bernardino in the north through downtown San Bernardino to Loma Linda University Medical Center and the Jerry L. Pettis Memorial Veterans Center in Loma Linda to the south. Among other things, it would provide a closer link between the two universities, which share library privileges and other resources.

"There are lots of people in this town who either take classes or, in some cases, teach over at Cal State,' said Floyd Petersen, a Loma Linda councilman, Loma Linda University professor and Omnitrans board member.

The existing Route 2 covers much of the same territory. If the new bus rapid transit is passed, Route 2 would continue operating, though less frequently.

Bus rapid transit is a system that tries to offer the speed and amenities of light-rail systems, but at a lower costs.

The Metro Rapid lines in Los Angeles County, for example, feature fewer stops and the ability to stretch out green lights or shorten red lights to get the bus through faster. The Metropolitan Transportation Authority initially hoped its Metro Rapid buses would go at least 20percent faster than regular buses, said Gregg Muscoe, editor of BRT newsLink, an industry newsletter.

"On some of those lines, I think they're approaching 40percent,' he said.

Omnitrans envisions putting bus rapid transit in place along the San Bernardino-Loma Linda corridor first because Route 2 has the heaviest ridership.

Faster bus service could make it much easier for San Bernardino veterans to get to the veterans' hospital, or for Loma Linda residents on jury duty to travel to the Central Courthouse in San Bernardino, Petersen said.

Omnitrans is studying the proposal now and will hold public meetings Wednesday and Thursday to share information about it and seek the public's comments.

Petersen suggests it could likely draw more people if other destinations were added to the route.

"If it took a little detour and kind of branched out to the 'doughnut hole' or Ontario Mills, that would be a big help," he said.