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LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, September 15, 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	
Hocken _____ Kleger _____ Lauritsen _____ Wylie _____	
Ban _____ Gant _____ Gaydos _____	
<u>The following agenda items will begin at 5:30 p.m.</u>	
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VI. WORK SESSION	
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B. Incremental Corridor Development (20 minutes)	07
<u>The following agenda items will begin at 6:30 p.m.</u>	
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VIII. AUDIENCE PARTICIPATION	
◆ Each speaker is limited to three (3) minutes.	

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	(3) Salaried Employees Retirement Plan/ATU Pension Plan Trustees Meetings – August 19	
	(b) <u>No Meetings/No Report</u>	
	(1) Region 2050 Policy Advisory Board	
	(2) Second MPO Summit (to be scheduled)	
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- A. LTD Retirement/Pension Plan Review
- 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 Updates

XIII. 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: September 15, 2004

ITEM TITLE: JULY AND AUGUST FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND: Financial results for the first two months of the FY 2004-05 fiscal year are summarized in the attached reports. Reports are included for both July and August. However, because reports include year-to-date information, these comments will be based only on the August material.

Passenger fares improved by 4.5 percent for the first two months of the new year over the same period last year. Ridership for the rolling twelve-month period, which ended August 31, is up 2 percent, continuing the trend of recent months of gradual but steady improvement. Last year at this time, the trend was down. Group pass revenue continues to be strong.

Payroll tax revenues are up 3.6 percent versus last year due primarily to the large construction payrolls associated with the major projects in the Eugene-Springfield area. Among them are two temporary bridges and two new elementary schools. On September 15, 2004, LTD recovered \$494,000 of the tax refund granted by the Oregon Department of Revenue to a local taxpayer in November 2002. The refund was successfully challenged in State Tax Court with a ruling in favor of LTD's motion for summary judgment granted on May 20, 2004. The taxpayer has appealed the ruling to the State Supreme Court, as reported to the Board on August 11. The taxpayer elected to pay the disputed amount rather than post a bond pending the outcome of the appeal, which will take fourteen to eighteen months.

The taxpayer is also expected to file amended tax returns back to January 1, 2000. Additional tax revenues from the amended returns are expected and could be as much as \$600,000. It should be noted that the taxpayer is challenging the requirement to pay the amended return amounts as well as the court judgment amount. Should LTD lose the case on appeal, all of the additional revenue plus interest will have to be returned to the taxpayer. The current year budget anticipated the additional revenue, and the Long-Range Financial Plan assumes that LTD retains it. The Board will receive a preliminary estimate of annual receipts after the first-quarter taxes are disbursed to LTD in November.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in August. However, revenue was received in August for prior-year amounts owed. Tax payments are reported on a cash basis in monthly reports to simplify the information. For audit purposes, the amounts are accrued back to the previous year. State-in-lieu funds are received quarterly and accrued at the end of each fiscal quarter, so no revenues will be posted from this source until the September report.

Interest rates, and therefore returns, continue to be disappointing. The FY 2004-05 budget assumed continued weak investment returns, however, so this revenue source has a positive year-to-date variance.

Total personnel services expenditures, the largest category of operating expense, show a net growth of 9.8 percent through August due to several circumstances. The most significant of them is that, at this time last year, expenditure controls on health insurance premiums were in effect. Amalgamated Transit Union 757 had grieved these controls, which capped the amount per employee that LTD would spend on monthly premiums, and the case had been referred to arbitration. LTD assumed that it would prevail in arbitration. In September 2003, the arbitrator ruled in favor of the union. Out-of-pocket costs for many employees were ordered repaid, and LTD had to hold an open enrollment allowing all employees to opt for the highest level of health insurance coverage at no cost to them. The high level of benefit continues due to the absence of a new ATU contract, and it has become more expensive, which makes the year-to-year comparison variance higher than it will be in later months.

In addition, fewer administrative hours are being charged to capital projects. The Oregon Country Fair and Lane County Fair also boosted payroll expense in July and August as the result of special service. LTD remains committed to managing personnel services expenditures for the current fiscal year to a 4 percent maximum growth target.

Materials and services results vary widely from department to department. Total materials and services are significantly higher for the first two months of this year as compared to last, but overall spending is within budget for the year to date indicating that the timing of expenses is different in the current fiscal year. Fuel prices are again volatile. The current-year budget assumed \$1.13 per gallon. The average two-month price through August 31 was \$1.4097. This expenditure is monitored closely.

As noted during the budget hearings last April, the Commuter Solutions Fund is new to LTD's financial organization in FY 2004-05. Previously, Commuter Solutions activity was reported as part of the General Fund. Since all but \$5,000 of the revenue that supports this activity comes from state and federal grants dedicated to Commuter Solutions programs, it was appropriate to create a separate fund to better track activity and

performance, as has always been done for Accessible Services Fund programs. The Commuter Solutions Fund shows deficit spending through the first two months of the new fiscal year because there is a grant application pending with the Federal Transit Administration that has not completed processing. Reimbursement for grant funds due and the ability to draw down Commuter Solutions grant funds for the remainder of the current year are expected to be approved by the end of September.

Accessible Services Fund expenses are as anticipated through August. Capital Fund activity also was as expected. The Capital Fund shows deficit spending year to date due to a grant through the Oregon Department of Transportation supporting the RideSource facility project that has not yet been billed, and an additional amount supporting the Springfield Station project for which LTD will apply in the new Federal fiscal year, which begins October 1, 2004.

LTD was recently notified by the Federal Transit Administration that it had been selected for a Financial Management Oversight Review (FMO). Unlike the Triennial Review, which requires on-site work lasting up to three days, the FMO will require site work that will last two weeks. The site work begins on Tuesday, October 5. The FMO is a very detailed, comprehensive audit of all aspects of financial activity, risk, and control. A written report will be provided at its conclusion and will be shared with the Board at a future meeting.

Fieldwork for the audit of the 2003-2004 fiscal years was begun the week of September 13. The remainder of the work, including the required audit of LTD's National Transit Database data, is scheduled in September and October. The Comprehensive Annual Financial Report (CAFR), including auditors' statements, will be distributed before the November Board meeting. A representative of the audit firm *Grove, Mueller & Swank* will attend the November meeting to present audit findings and answer any questions that Board members may have.

ATTACHMENTS:

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

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

3. Income Statements

- a. General Fund
- b. Commuter Solutions Fund
- c. Accessible Services Fund
- d. Capital Projects Fund

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: GENERAL MANAGER EVALUATION PROCESS

PREPARED BY: Mary Neidig, Director of Human Resources

ACTION REQUESTED: Approval of General Manager Evaluation Tool and Process

BACKGROUND: At the October 15, 2003, Board meeting, the Board approved an evaluation process that involved a survey of LTD Board members and Leadership Council members during even-numbered years. At this Board meeting, a recommendation will be made for the tool and process to be used for the Fall 2004 general manager evaluation that is consistent with the tool used in 2002. The general manager's goals and objectives for FY 2005-06 will be brought to the Board for approval at a later meeting.

RESULTS OF RECOMMENDED ACTION: The Board will conduct the annual general manager performance evaluation.

ATTACHMENTS:

- (1) Original evaluation process recommendation made on October 2003
- (2) Recommended evaluation tool

PROPOSED MOTION: I move the following resolution:

LTD Resolution No. 2004-030: It is hereby resolved that the LTD Board of Directors approves the recommended evaluation process and tool for the Fall 2004 general manager performance evaluation, as proposed and discussed at the September 15, 2004, Board meeting.

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 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: September 15, 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. **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. At the September 7, 2004, meeting, the Steering Committee was updated on the Pioneer Parkway corridor (including the design for the EmX lanes on the MLK Jr. Parkway) and was informed of the status of the Franklin Corridor project and the EmX vehicle acquisition. The next meeting is scheduled for December 7, 2004.
2. **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. There was no MPC meeting in August. Ms. Ban and Mr. Gaydos attended the September 9, 2004, meeting. At that meeting, the MPC agenda included the following MPO items:
 - a. State Implementation Plan (SIP) for Carbon Monoxide. Following EPA and USDOT recommendations, the MPO is proposing that a limited maintenance plan be prepared for the second 10-year maintenance plan required by the Clean Air Act. MPC approved the development of a limited maintenance plan for carbon monoxide in the Eugene-Springfield Air Quality Maintenance Area.
 - b. Draft Citizen Advisory Committee Bylaws. The MPC Public Involvement Subcommittee met in August to develop recommendations on the formation of a standing Citizen Advisory Committee. Gerry Gaydos is a member of the MPC Subcommittee. The Subcommittee met to design the recruitment process, review the

schedule for forming the Citizen Advisory Committee (CAC), and to draft bylaws. The Citizen Advisory committee will be charged with making recommendations to MPC on policy, project prioritization, public involvement, and other issues. MPC reviewed the recruitment process and schedule, and approved the draft bylaws for the CAC.

- c. Endorsement of Transportation Enhancement Grant Applications. The ODOT Transportation Enhancement Program is a federally-funded program that provides federal highway funds for projects that strengthen cultural, aesthetic, or environmental value of our transportation system. The funds are available for transportation enhancement activities that fall into four main groups: Pedestrian and Bicycle, Historic Preservation, Landscaping and other Scenic Beautification, and Environmental Mitigation. Two applications are being submitted from the MPO area: 1) Division/River Ave. Bikeway and Walkway - City of Eugene; and 2) Downtown Springfield Pedestrian Improvement Project – City of Springfield. Project applications require endorsements by the MPO. MPC approved the endorsement of the grant applications from Eugene and Springfield.
- d. Briefing from Region 2 Manager Jeff Scheick on OTIA III Program. Jeff Scheick gave a presentation providing an overview of the OTIA III Program, which provides revenue over the next 10 years to improve Oregon's highways, roads, and streets. Mr. Scheick provided a breakdown of the OTIA III Modernization Program, which has \$500 million in four categories: Freight Mobility/Industrial Access/Jobs, Modernization Equity Split, Statewide Significant Projects, and ODOT Federal Earmarks,
- e. RTP Update Status. Staff provided a brief report on the RTP Update Status. The update is considered a minor update, focusing on extending the planning horizon to 2025, updating the financial constraint analysis, and expanding the RTP boundary to include the entire census-defined urbanized area, including Coburg.
- f. Planning for Second MPO Summit. MPC discussed a draft agenda for the Second MPO Summit, and provided direction for staff to finalize the agenda.
- g. Proposed MPO Consent Calendar. Staff proposed that an MPO Consent Calendar be added to the agenda to better facilitate the MPO portion of the MPC agenda. Items would be placed on the consent calendar that are considered routine or have been previously discussed by MPC and still require action. MPC discussed the possibility of adding a consent calendar, but did not reach agreement to do so.
- h. Follow-up and MPO Calendar
 - 1) Interim Congestion Management System – Final Report. The report will be distributed to MPC members for the October meeting

- 2) **Project Coordination Status.** At the request of MPC, staff has developed a project coordination matrix and map depicting local projects over the next two years. The map was distributed to MPC.

The next MPC meeting is scheduled for October 14, 2004.

3. **LTD Salaried Retirement Plan and ATU Pension Plan Trusts:** On August 19, 2004, the ATU Pension Plan and Salaried Employees Retirement Plan Trusts held a quarterly meeting. This was the first meeting that Gerry Gaydos attended as the Board representative replacing Hillary Wylie. It was noted that the investments of both plans suffered a minor decrease in value for the year ending June 30, 2004. The Columbia Trust representative, Brett Hokanen, recommended that the trustees consider changing investment funds. After conferring with Everett Moreland, legal counsel to the trusts, the trustees decided not to change investment funds.

NO MEETINGS/NO REPORT

1. **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 29, 2004.
2. **MPO Summit:** Planning has begun for the second MPO Summit, which will be held in the Eugene-Springfield Metro Area.
3. **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 MEETING

Wednesday, August 11, 2004

Pursuant to notice given to *The Register-Guard* for publication on August 5, 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 Wednesday, August 11, 2004, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

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

Absent: Virginia Lauritsen
Hillary Wylie

CALL TO ORDER – Mr. Gaydos called the meeting to order at 5:38 p.m.

ROLL CALL - General Manager Ken Hamm called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT – There were no remarks by the Board president.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – There were none.

BOARD CALENDARS – There were no changes or additions to the calendars.

WORK SESSION

MOTION

A. Executive Session – Mr. Kleger moved 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. Mr. Gant provided the second.

VOTE

The motion was approved as follows:

AYES: Ban, Gant, Gaydos, Hocken, Kleger (5)

NAYS: None

ABSENTIONS: None

EXCUSED: Wylie, Lauritsen

Members of the LTD negotiating team Jackie Dam, Mary Neidig, Diane Hellekson, and Mark Johnson were present for this discussion with the Board.

Return to Regular Session – Upon a motion by Mr. Kleger and seconding by Mr. Gant, the Board returned to open session at 6:34 p.m. Mr. Gaydos then called a five-minute break.

EmX Vehicle Cost – This item was moved to item D under *Items for Board Action At This Meeting*.

EMPLOYEES OF THE MONTH – Transit Operations Manager Mark Johnson introduced Bus Operator Tye Johnson, the August 2004 Employee of the Month, and Bus Operator Troy Emerson, the September 2004 Employee of the Month. Both were nominated by guests because they regularly did good deeds and “things above and beyond” for their guests. Both Ms. Johnson and Mr. Emerson expressed their gratitude to LTD for sticking by them during difficult times in their personal lives. Ms. Johnson thanked LTD for providing her the opportunity to reach her goals and for the District’s service to the disabled community. Mr. Emerson thanked LTD for the support, encouragement, and assistance it had provided to him and his family. He donated his monetary award to the son of an LTD employee who was in need of surgery not covered by medical insurance.

AUDIENCE PARTICIPATION – There was no one wishing to speak.

ITEMS FOR ACTION AT THIS MEETING

MOTION

A. Consent Calendar – Ms. Ban moved adoption of LTD Board Resolution No. 2004-027: “It is hereby resolved that the Consent Calendar for August 11, 2004, is approved as presented.” Mr. Kleger provided the second. The Consent Calendar consisted of the minutes of the June 14, 2004, Board work session; the June 16, 2004, regular Board meeting; the July 12, 2004, canceled special Board meeting; the July 12, 2004, joint meeting of LTD Board and Springfield City Council; and the July 21, 2004, canceled regular Board meeting.

VOTE

The Consent Calendar was approved as follows:

AYES: Ban, Gant, Gaydos, Hocken, Kleger (5)
 NAYS: None
 ABSENTIONS: None
 EXCUSED: Wylie, Lauritsen

B. Pioneer Parkway EmX Corridor–Martin Luther King Jr. Parkway Construction – Director of Development Services Stefano Viggiano reported that approval had been received from the Lane County Board of Commissioners and Springfield City Council for ten additional feet of right-of-way along a narrow section of MLK Jr. Parkway to allow for construction of exclusive right-of-way for bus rapid transit (BRT) vehicles. He said the question before the Board was whether to build the EmX lanes at the same time as the rest of the road was constructed, or build the lanes at a later time. He said that it was estimated to be 30 to 40 percent less expensive to build at the time of road construction, as well as making more sense from the community’s perspective.

According to Mr. Viggiano, the disadvantage to building the lanes concurrent with road construction was that LTD would not have completed the Environmental Impact Statement and therefore construction costs might not be eligible for federal reimbursement. He said that staff

were in the process of determining whether reimbursement was possible. If they were local funds, they would have to be used for the construction. He said the cost was estimated at \$300,000, including contingency funds, and the design had been somewhat modified.

Project Engineer Graham Carey explained the revised design for the queue-jump lanes. The traffic roundabout required merging of the three southbound approach lanes into two lanes. He illustrated features of the revised lane design and station placement on conceptual drawings. The northbound queue-jump lane was moved to the curbside and shared with right-turn traffic.

Board members expressed concern that the queue-jump lane design represented a less exclusive right-of-way than originally anticipated and that it ultimately could compromise service by forcing BRT vehicles to merge with traffic. Mr. Carey responded that traffic studies conducted by PeaceHealth indicated that traffic flow at the intersection was not likely to impede transit vehicles.

In response to a question from Mr. Kleger, Mr. Carey said that the current T-intersection at RiverBend and MLK Parkway eventually could be developed by PeaceHealth into a four-way intersection. Mr. Hamm noted that, even if developed, the street would not be a thoroughfare to another destination and would not generate the type of traffic likely to create problems for transit. Mr. Kleger cautioned staff to anticipate development that could generate significant traffic, such as a large apartment complex.

Ms. Hocken asked how EmX vehicles stopping in the right-turn lane for the station would impact traffic behind the vehicles and whether the median could be eliminated to provide additional space for a BRT lane. Mr. Carey said that traffic would have to wait behind the EmX vehicles, similar to current operations on Oak Street, and Springfield traffic engineers wanted to median to remain for safety reasons.

Ms. Hocken observed that most of the advantage of an exclusive right-of-way was lost with the proposed design and Mr. Gant noted that merging with traffic at the approach to the roundabout could be difficult if the lane was backed up. Mr. Carey said that under most scenarios the roundabout traffic should be moving constantly and allow for merging.

Mr. Gaydos asked if LTD was responsible for paying any of the costs of the right-turn lane and what effect the design had on adjoining property owners. Mr. Carey said that in discussions with the City, LTD would pay for the extension of the right-turn pocket and the design would retain the 86-foot width throughout the "chute" section. Mr. Hamm added that current conversations with PeaceHealth indicated that PeaceHealth would donate the right-of-way on RiverBend Drive to LTD by leasing it to LTD at no cost under a 20-year agreement. He said that the right-of-way commitment could be used as part of the 20 percent match required from local entities for the federal grant.

Ms. Ban asked if the \$300,000 in construction funds also could be considered local match. Mr. Viggiano replied that staff were evaluating that possibility and pursuing different options for federal funding, one of which was to declare the parkway a separate project. He commented that the roundabout, which restricted design options, was the City's choice and not LTD's. He pointed out that even without BRT, MLK Jr. Parkway was still the primary route to RiverBend, which would be an important connection for LTD's service. He said that Springfield was requesting a decision from LTD so the City could move forward with the design of the project.

MOTION Mr. Kleger moved adoption of 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. Ms. Ban provided the second.

Ms. Hocken said she would support the motion but was unhappy about the lack of exclusive lanes and concerned about what LTD had sacrificed at the intersection.

Ms. Ban commented that at least there was an 86-foot right-of-way throughout the critical section.

Mr. Kleger expressed displeasure over the negotiations with Springfield on the design, which was not favorable to BRT. He said he would be opposed to any BRT activity in the area if there was no queue-jump lane as there was no advantage to BRT unless the vehicles were out of the stream of traffic. He said he would reluctantly support what was a less than ideal, but better than nothing option.

Mr. Gaydos questioned how many times LTD could compromise on BRT right-of-way and lane design without significantly affecting services.

Ms. Hocken asked if any change in the design was likely if the Board waited until September to make a decision. Mr. Viggiano responded that a change was not likely and while the proposed design did not appear as efficient as the original design, he felt it would work better than the back-to-back queue-jump lanes, and the northbound priority would be faster than with the median design.

Ms. Ban commented that she was less concerned with the intersection than she was with the roundabout feature.

VOTE The resolution was approved as follows:
AYES: Ban, Gaydos, Hocken, Kleger (4)
NAYS: Gant (1)
ABSECTIONS: None
EXCUSED: Wylie, Lauritsen

C. Resolution Appointing Trustees for LTD Amalgamated Transit Union (ATU) Pension Trust and LTD Salaried Employees' Retirement Plan - Director of Human Resources and Risk Management Mary Neidig explained that both plans designated the Board as the appointing authority for trustees and neither plan indicated who the trustees were or which positions would be appointed. She said that the election of Mr. Gaydos as the new Board president necessitated action and staff had taken advantage of the opportunity to update the plans and streamline language to specify trustees as the Board president and general manager for the ATU plan and the Board president, the general manager, and the assistant general manager for the salaried employees' plan. She said that designating positions rather than specific individuals would simplify the process of replacing trustees. She said the other recommended language change would allow a trustee whose term had expired to continue to serve until a replacement was appointed.

MOTION Ms. Hocken moved approval of LTD Resolution No. 2004-026: "A Resolution Appointing Trustees for the LTD ATU Pension Trust and the LTD Salaried Employees' Retirement Plan." Mr. Kleger provided the second.

Speaking to the motion, Mr. Gant expressed concern with the trustee assignments, which represented an atypical arrangement. He said he was not comfortable making service as a trustee a condition of employment for the general manager and assistant general manager. He said that trustees, because of the fiduciary responsibility involved, assumed great personal liability and he did not feel it was appropriate to require that of employees. He said he had discussed his concerns with Everett Moreland, an attorney who specialized in pension law and was the legal consultant to both trusts, and he had suggested options that would place the responsibility with the Board. He said he could not support the resolution as presented and suggested postponing action pending a meeting with Mr. Moreland to explore other options. Ms. Neidig responded that both plans had provisions that allowed a trustee who had been appointed to resign at any time for any reason and gave LTD the authority to remove a trustee at any point.

Mr. Gant commented that the fiduciary responsibility required a specific set of skills and while all three individuals currently had those skills, it should not be assumed that this automatically would be the case in the future. He felt it was more appropriate for the Board to search for qualified individuals to appoint as trustees. Ms. Neidig observed that Mr. Gant was suggesting changes to the plan to shift fiduciary responsibility to the Board, and that no action on the motion would leave a trustee position unfilled for each plan. She suggested that the Board could take action only to appoint Mr. Gaydos to fill the trustee positions for the present and then examine other options at a later date.

Ms. Hocken stated it was important that a Board member serve as trustee, with the individual appointed given the option of accepting or declining the appointment. She said that having the general manager and assistant general manager serve as trustees provided continuity and historical perspective that were critical to decision-making for the plans and that insurance coverage provided protection against personal liability.

Mr. Gant reiterated the need to meet with Mr. Moreland and explore the issues in greater detail.

Mr. Kleger encouraged the Board to take action to fill the current vacancy, but agreed with the need to talk to Mr. Moreland before making any procedural changes.

MOTION WITHDRAWN

Ms. Hocken withdrew her motion and Mr. Kleger withdrew his second.

Carol Allred stated she was a trustee of the ATU Pension Plan and expressed concern with any proposed changes to the trustee arrangement that did not involve ATU in the discussion.

Ms. Hocken commented that with respect to the specialized skills required of trustees, trustees historically had hired advisors who had expertise in specific areas, such as investment advisors, auditors, actuaries, and legal counsel, to provide the necessary perspective and knowledge.

MOTION Ms. Hocken moved to appoint LTD Board President Gerry Gaydos as trustee of the LTD ATU Pension Trust and trustee of the LTD Salaried Employees' Retirement Plan, effective immediately. Ms. Ban provided the second.

Mr. Gaydos accepted the appointment.

VOTE The motion was passed as follows:
 AYES: Ban, Gant, Gaydos, Hocken, Kleger (5)
 NAYS: None
 ABSECTIONS: None
 EXCUSED: Wylie, Lauritsen

D. EmX Vehicle Cost – Assistant General Manager Mark Pangborn explained that the vehicle pricing information in the agenda packet was provided in response to a request from Ms. Hocken. He explained that the figures had been verified by the consulting firm of Parsons Brinckerhoff and audited as part of either New Flyer's books or comparable purchases. He said that the figures had been accepted by Cleveland as well as LTD and the process was standard for a single-bid contract.

Mr. Kleger asked, for the record, if the other manufactures had declined to bid. Mr. Pangborn said that was correct and in each case either the manufacturer did not make the type of vehicle required or could not meet the production and delivery schedule because of other contractual commitments.

Mr. Hamm announced that LTD had agreed to a schedule with New Flyer and was ready to sign documents.

ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

Board Member Reports – There were no questions or comments.

Metropolitan Policy Committee – July 8, 2004, meeting.

MPO Summit – July 23, 2004, meeting.

MPC Subcommittee on Public Involvement – August 3, 2004, meeting.

Eugene Chamber Local Government Affairs Committee – August 6, 2004, meeting.

BRT Steering Committee – There was no meeting.

Region 2050 Policy Advisory Committee – There was no meeting.

Springfield Station Design Review Committee – There was no meeting

Statewide Livability Forum – There was no meeting.

General Manager's Report – Mr. Hamm reported that one of the hybrid electric buses currently was being examined in California by E-Bus to determine if the problem could be corrected and LTD had discussed the possibility of being released from the federal share of responsibility for the vehicles if a remedy was not found so the vehicles could be disposed of appropriately.

Mr. Hamm provided Ms. Hocken with a letter of appreciation from Terry Connolly of the Eugene Chamber of Commerce for her comments at a recent Eugene City Council meeting. He also distributed a letter from Bob Pirrie, Oregon Department of Transportation, regarding the West Eugene Parkway.

Mr. Gaydos thanked Board members and staff who had participated in the Eugene Chamber's Local Government Affairs Committee. He noted that LTD should not count on construction jobs to provide long-term support for the local economy.

Health Care Data Follow-up – There were no questions.

TriMet Payroll Tax Increase – There were no questions.

Monthly Financial Report – Director of Finance & Information Technology Diane Hellekson noted that the June 2004 financial report would be provided when the audit, which would begin in September, was completed. She said that preliminary data on the payroll tax was consistent with what was anticipated in the current budget and the payroll tax case appeal was estimated to take 14 to 18 months to resolve.

EmX Bus Rapid Transit Update – There were no questions.

Correspondence – There were no questions.

B. Monthly Department Reports – There were no questions.

C. Monthly Performance Reports – There were no questions.

D. News Articles about BRT throughout the Nation – There were questions.

E. Other – Ms. Hocken related a complaint she had received about the impact of secondhand cigarette smoke on those waiting for the Cottage Grove bus at the Eugene downtown station. She acknowledged that LTD could not control the behavior of people on the public sidewalks or public open spaces. Mark Johnson noted that other bays on the perimeter of the facility next to sidewalks also were vulnerable to the same problem.

Mr. Gant said that it was his understanding that smoking could be prohibited in the open spaces in the plaza area and urged LTD to do so. He said the individual who lodged the complaint had consulted with the American Civil Liberties Union (ACLU) and they had declined to take the case.

Mr. Johnson said the Board could make the decision to ban smoking in the plaza area but that would not address the problem of smoke drifting into the bus bays from sidewalks. Mr. Hamm suggested that there should be further investigation of the extent of the problem before the Board took any action.

Mr. Gaydos said the issue would be placed on a future agenda and asked staff to provide the Board with information and options.

Mr. Gaydos thanked Government Relations Manager Linda Lynch for providing information on the payroll tax and transit benefits to the community in a recent article in the Eugene Chamber's "Open for Business" magazine.

ADJOURNMENT

The meeting adjourned at 8:05 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: NEWS ARTICLES ABOUT BRT PROJECTS THROUGHOUT THE NATION

PREPARED BY: Mark Pangborn, BRT Project Manager

ACTION REQUESTED: None, information only

BACKGROUND: As begun in August 2004, each month's Board packet will include 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: September 15, 2004

Deleted: February

ITEM TITLE: EmX BUS RAPID TRANSIT (BRT) UPDATE

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

ACTION REQUESTED: None. Information only.

BACKGROUND: **EmX Franklin Corridor:** The Springfield Utility Board (SUB) has been installing a new water main on the southern side of South A Street. The BRT contractor (Wildish) is following behind, constructing the transit way and reinstalling the sidewalk on South A Street. The driveways on South A Street to the new Springfield Station have been poured. Work on the installation of the traffic signal at the intersection of Pioneer Parkway and South A Street is proceeding to allow for the opening of Springfield Station on September 19, 2004.

Staff are still awaiting the permits from ODOT for the undergrounding of utilities on Franklin Boulevard in Eugene. Apparently ODOT staff are overwhelmed at this time with a number of ongoing projects and are unable to review the drawings.

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.

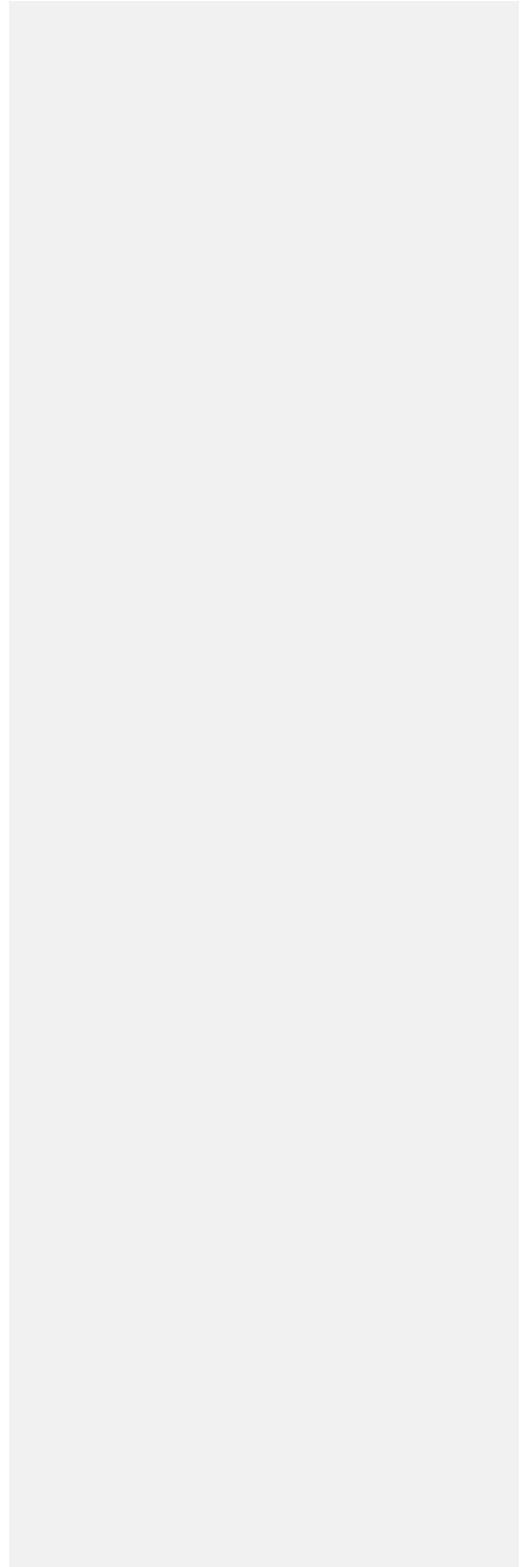
EmX Vehicle: LTD has signed a contract with New Flyer for the supply of five BRT vehicles. The vehicles will be delivered in August 2006.

Pioneer Parkway Corridor: Staffs from LTD, Springfield, SUB, and Lane County have been working to finalize an Intergovernmental Agreement for the property acquisition and construction of the BRT facility on MLK.

Formatted: Justified

ATTACHMENTS: None

PROPOSED MOTION: None



AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 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 September 15 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: September 15, 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 September 15, 2004:

1. Approval of minutes: August 11, 2004, special Board meeting

ATTACHMENT: 1. Minutes of the August 11, 2004, special Board meeting

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

LTD Resolution No. 2004-029: It is hereby resolved that the Consent Calendar for September 15, 2004, is approved as presented.

COMMUTER SOLUTIONS

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

GENERAL

Update on Connie B. Williams

Connie is having radiation and chemotherapy sessions and will be updated on the next course of action sometime in November 2004.

PROGRAMS AND SERVICES

Group Pass Program

An Employee Transportation Coordinator luncheon is scheduled to be held on September 9.

Work in progress on possible GPP contracts for Looking Glass Youth and Eugene Waldorf School staff.

Regional Emergency Ride Home Program (ERH)

The regional Emergency Ride Home (ERH) Program will launch September 1, 2004.

EDUCATION AND AWARENESS

M-TIC (Amtrak Kiosk)

A meeting was held with Diane Bishop/Christina Wilson of the City of Eugene; and Stefano Viggiano, Andy Vobora, Steve Parrott, and Marcia Maffei with Lane Transit District. Discussion was held about the type of local transportation informational kiosk for the new Amtrak Station. A static display will be available showing "Coming Soon to this space" for the grand opening in mid September.

Transportation Alternatives Group of Oregon (TAGO)

The TAGO Board meeting and reception was held August 19 and 20 in Bend, Oregon. Marcia attended in Connie's absence.

Transportation Options Working Group

Marcia attended the statewide Transportation Options Working Group all day meeting in Bend on August 20, 2004.

TECHNICAL ASSISTANCE

Valley VanPool

Marcia attended the quarterly ValleyVanpool meeting in Albany, Oregon. The updated Web site is up and running.

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 meeting scheduled for August 25, 2004, was cancelled due to lack of committee availability.

RESEARCH

Smart Ways to School (SWS)

More than 60 families have registered for SchoolPool and more than 10 parents have asked for our help to organize walking or bicycling groups. This work will continue as parents register online or contact us via mail or phone. New maps are being produced that show the home locations of 2004-05 students who attend participating schools. The maps will be distributed to schools and are used to motivate parents, staff, and students by showing them the presence of nearby student families and helping them plan travel routes.

Alternative High School Program

The plan for the Regional Youth Bus Pass Program has been enhanced so that Smart Ways to School activities aimed at high schools also will target the alternative high schools in Bethel, Eugene 4J, and the Springfield school districts. A letter requesting funding of \$3,000 has been sent to the Oregon Department of Energy.

FY 2004 – 2005 SPECIAL PROJECTS

Rideshare Campaign

A Rideshare Campaign Design Team has been formed, and the first meeting of the group will be held on September 15, 2004.



Lane Transit District
P. O. Box 7070
Eugene, Oregon 97401

(541) 682-6100
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MONTHLY DEPARTMENT REPORTS

September 15, 2004

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

Congress returned to session following Labor Day with few agreements about how to complete its work this year. On their return there were only four weeks left in the 2004 Congressional schedule and only one of the 13 appropriation bills had been enacted. It is a foregone conclusion that Congress will not adjourn by October 1, its target date, and there is increasing speculation that a lame duck post-election session will occur. This is of interest to us because if that happens, the Transportation authorization bill may see final action.

Staff have been working on a draft proposal for how the Federal Transit Administration should implement the "small starts" subcategory of major capital projects funding that will emerge when the Transportation authorization bill finally is passed. The short paper is similar to the white paper LTD staff wrote to help the industry define and accept BRT. That white paper generated the discussions that led to the "small starts" funding subcategory in all versions of the reauthorization bill. The draft proposal on how to implement the idea will begin circulating this week to other transit agencies, the Federal Transit Administration, and Congressional staff.

D.C.-based Congressional staff visited Eugene-Springfield during the August recess, with various staff visiting many "united front" projects.

At the state level, staff are working with TriMet and the Oregon Transit Association to identify legislative initiatives for 2005. As a reminder to Board members, Lane Transit District has contracted 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. 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.

DEVELOPMENT SERVICES

Stefano Viggiano, Director of Development Services

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Terry Parker recently was awarded a National Transit Institute (NTI) Fellowship. She has been in interviews and training for that program. As an NTI Fellow, Terry will be sharing her expertise on accessible service issues with other transit systems around the country. All direct costs for this program are paid by NTI.

SERVICE PLANNING AND MARKETING

Andy Vobora, Service Planning and Marketing Manager

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Service Planning

- Bid materials have been delivered to Transit Operations and the bid was posted on schedule.
- Origin and Destination Study (O&D) final reports have arrived and Selena Barlow will present findings to the Board on the September 15.
- County Fair ridership was interesting this year. Shuttle ridership was down 23 percent while system ridership was up 20.5 percent. The system fare was the same as last year, so it is not clear why ridership would be stronger this year. It should be noted that all counts are now being done by the APC system, so direct comparisons to previous years should be used cautiously. Service implementation went well from both the Eugene Station and the Valley River Center Park & Ride locations.
- Football service is ready to go. Signage is placed and Transit Operations has the materials it needs. The first game has been moved from 12:30 p.m. to 3:30 p.m., so adjustments are being made.
- The LCC contra-flow bus lane is again planned for the first few days of class at main campus. This has proven successful the past two years and gives transit priority during the heavy traffic periods at the beginning of the term.
- Meetings with City staff and consultants are underway as the new basketball arena is evaluated. Transit is being given a high priority at the site.

Marketing/Graphics

- The County Fair service went well. There was a Park & Ride contract issue that was resolved and will be accounted for next year.
- The *Rider's Digest* was delivered on schedule and looks great. Distribution has begun and stock was placed on the buses Labor Day weekend.
- Other bid-related materials, including station graphics, have been proofread and are being readied for posting on September 17 and 18. Everything is on schedule.

Destination signs were programmed by Marketing Representative Cosette Rees this bid, which is new for Marketing. Fleet Services staff have done this in the past.

- Fall bid media is being prepared for the back to school push.
- Football signage is printed and ready. An employee sign-up for shuttle pass sales is full.
- The UO kiosk will be in place at 13th and Kincaid for the first two days of class on September 27 and 28.
- Staff will join PeaceHealth staff at the Lane County Fairgrounds Park & Ride and welcome 75x riders back on September 20 and 21.
- Staff sign-ups for the Springfield Station public event are going well. Many fun activities are planned between 10 a.m. and 2 p.m. on September 18. In celebration of the opening, free service will be offered on September 20. A dedication event is being planned for October. More details will be available in the near future.

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, has been paved.
- 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*

Group Pass Program

An Employee Transportation Coordinator luncheon is scheduled to be held on September 9.

Work is in progress on possible Group Pass Program contracts for Looking Glass Youth and Eugene Waldorf School staff.

Regional Emergency Ride Home Program (ERH)

The regional Emergency Ride Home (ERH) Program was launched September 1, 2004.

Amtrak Kiosk

A meeting was held with Diane Bishop and Christina Wilson of the City of Eugene and Stefano Viggiano, Andy Vobora, Steve Parrott, and Marcia Maffei with Lane Transit District. Discussion was held about the type of local transportation informational kiosk

for the new Amtrak Station. A static display will be available showing “Coming soon to this space” for the grand opening in mid-September.

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The updated Web site is up and running.

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Rideshare Campaign

A Rideshare Campaign Design Team has been formed, and the first meeting of the group will be held on September 15, 2004.

METROPOLITAN PLANNING

Lisa Gardner, Senior Strategic Planner

- Most metro planning activities were on hiatus for the month of August to coincide with Council recesses.
- MPC met on September 9, 2004.

- The next meeting of the Region 2050 Policy Board is scheduled for September 29, 2004
- The next MPO Summit is scheduled for October 15, 2004, in Eugene. LTD Board members Gerry Gaydos and Susan Ban will be invited to attend again.

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

August 2004 was spent closing the fiscal year that ended June 30, 2004, drafting the FY 2003-04 *Comprehensive Annual Financial Report* (CAFR), and preparing for the arrival of the external auditors for field work that began on September 13, 2004.

There were 283 Accounts Payable checks totaling \$1,482,716.12 written. Among them were payments of \$196,464.38 to John Hyland Construction for the Springfield Station, and \$214,902.40 to Essex General Construction for the new RideSource Facility. There were 87 Payroll checks totaling \$87,568.89 written, and 900 Payroll direct deposits (two payrolls), totaling \$639,303.72. There were 14 cash fare deposits totaling \$126,091.28 processed.

PURCHASING

Jeanette Bailor, Purchasing Manager

As construction of BRT begins, staff are working on associated contracts that supplement construction. Work is in progress to piggyback onto an existing contract Pittsburgh's Port Authority has with Gillig Corporation for 40-foot low-floor vehicles, to allow LTD to purchase one vehicle. Staff also are gathering contract and purchase order information for submittal to the auditors of the Financial Management Oversight Program in preparation for the October audit.

INFORMATION TECHNOLOGY

Steve Parrott, IT Manager

The IT staff continues its work on the APC/AVL project, with focus on preparations for an on-site visit from Siemens engineers to install long-awaited software improvements and to assist in rectifying certain issues associated with recently discovered anomalies in automated passenger counts. The IT staff also is directing considerable energy into preparations for an FTA Financial Management Oversight (FMO) audit scheduled for early October. The audit covers several areas of the District's electronic information management and security. We intend to put our best foot forward for this procedure. Additionally, IT efforts are on track to support a successful opening of LTD's new Springfield Station

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.

LABOR CONTRACT NEGOTIATIONS CONTINUE

An additional meeting for labor contract negotiations was held in August. A health care proposal was introduced. 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. The options have been narrowed to the two best options based on feedback from administrative employees and others. Multiple informational meetings have been held with administrative employees, at which many questions were asked and the plans were further defined. Presentations were made by vendors of savings accounts. Members of the Human Resources team met with Lane Council of Governments and Oregon Research Institute to discuss their new health care models. The Joint Insurance Committee (LTD and ATU) met to review health care plan utilization from July 2003 through June 2004.

In addition, a Request for Proposals was made for the Insurance Broker contract. Five proposals were received, and interviews were held in September.

SELECTION AND HIRING

Recruiting was conducted for a new bus operator class. More than 140 applications were submitted. Six new operators will be selected to begin work in mid-September. In addition, two positions were filled in Guest Services at the Eugene Station.

DIVERSITY COUNCIL

General Manager Ken Hamm, HR Director Mary Neidig, and Senior Human Resource Analyst David Collier attended a full-day workshop on "Institutional Privilege" hosted by Lane Community College. Other CEOs and HR counterparts were there representing the 10 public agencies involved in the Interagency Agreement on Diversity. 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.

September will be busy with the conclusion of the design work on the new health care model, continued labor contract negotiations, and selection of a new insurance broker.

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: OCTOBER 2004 EMPLOYEE OF THE MONTH

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

BACKGROUND: October 2004 Employee of the Month: Guest Service Representative Gail Beasley was selected as the October 2004 Employee of the Month. Gail was hired by LTD in October 1995. She has received awards for providing excellent service to persons with disabilities and for exceptional attendance. She was nominated for this award by a guest who had lost his wallet on a bus. He offered many thanks to Gail, saying that his "whole life" was in his wallet. He said that Gail went out of her way to help him, and was not only professional, but treated him like a friend, which, he noted, is rare in society these days. He added that he could tell that Gail enjoys her job and likes people.

When asked to comment on Gail's selection as Employee of the Month, Eugene Station/Security Manager Rick Bailor said:

Gail is an absolute pleasure to work with. The most obvious thing that you would notice about her is her sense of humor and that she is always smiling. When she laughs, the entire GSC is filled with it. It is infectious. Another important thing I must say about Gail is that she goes out of her way to make sure that her customers are getting their questions answered. When she is talking to a guest on the telephone, she relates every detail carefully and methodically, often using body language, and arm gestures, in order to get her point across. I often give her a bad time about the length of time she takes with each telephone call, because she will not hang up until she is sure that she has done her best to explain to the guest how to get someplace and which bus or buses will get him or her there. One of her other duties at the GSC is delivering passes and tokens to businesses and local agencies. She carefully sets up her week of deliveries in order to get the job done efficiently each day, so that she can get back downtown to help out on the telephones. She does an excellent job of time management. Gail knows the inter-workings of the GSC, and is often looked upon to answer questions from our newer GSC representatives. She is a great asset to LTD, and I appreciate having her on my team very much.

Our congratulations to Gail on her selection as the October 2004 Employee of the Month!

AWARD: Gail will attend the September 15, 2004, meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

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

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: That the Board meet in Executive Session pursuant to ORS 192.660(2)(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(2)(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. **LTD Retirement/Pension Plan Review:** A work session to review the LTD retirement and pension plans will be on the agenda for the October 20, 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 Updates:** Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the bus rapid transit project.



LTD General Manager's Report to the Board of Directors

September 15, 2004

Prepared by Ken Hamm, General Manager

FUTURE DATES TO REMEMBER

October 10-13, 2004 APTA Annual Meeting, Atlanta
October 11, 2004 LTD Work Session (to be rescheduled?)
October 20, 2004 LTD Regular Board Meeting
October 21, 2004 Business-to-Business Expo

EXTERNAL ACTIVITIES

ODOT Coordination

Oregon Department of Transportation and LTD staff met on July 23 to coordinate schedules for construction projects next year.

Arlie & Company

Board President Gerry Gaydos and Vice President Susan Ban met on July 27 with Larry Reed of Arlie and Company regarding Arlie's proposed development south of LCC. The property is not within the urban growth boundary, but discussion was held about what LTD could do depending on how the site was developed.

Federal Transit Administration Briefing

Rebecca Reyes-Alicea from the Seattle Region X office and Darren Allen from FTA's headquarters in Washington, DC, visited LTD on July 30 and were briefed on BRT and the Springfield Station. They toured the projects with LTD staff.

University of Oregon Meeting

Mark Pangborn and I met with Dan Williams, vice president at the UO, on August 4 to update him on BRT and to discuss service issues for the proposed new basketball arena.

Labor Commissioner

On August 4 Mary Neidig and I met with Labor Commissioner Dan Gardner and OSHA Administrator Peter DeLuca. It was a good opportunity to discuss Oregon law, work rules, and LTD's labor contract.

ODOT Ribbon-Cutting

Angie Sifuentez, Andy Vobora, and I participated in ODOT's ribbon-cutting on the new I-5 "temporary" bridge on August 8. LTD provided a bus to transport participants from ODOT's offices in Springfield.

Downtown Eugene Inc.

On August 16 I met with Russ Brink of DEI to discuss downtown issues, BRT, and the Eugene Station.

Springfield Chamber Legislative Affairs Committee

On August 17, Susan Ban, Andy Vobora, and I talked with the Springfield Chamber Legislative Affairs Committee about the consideration of a payroll tax increase.

LDEC Training

Mary Neidig, David Collier, and I attended a training program at LCC on August 26 focused on diversity. Specifically, the program was titled “Understanding Institutionalized Privilege and Building Culturally Competent Leadership.” As part of Memorandum of Understanding of all the public bodies in the Springfield/Eugene area, LTD will consider how we can improve our organization through improved awareness, training, policy, and practice.

INTERNAL ACTIVITIES

Eugene Emeralds Game

LTD’s night at the ballpark on August 22 didn’t go quite as planned. It began to rain during the barbecue and the game was canceled. However, about twenty hardy employees and family were there for chicken, hamburgers, hotdogs, and beverages. Tickets for any future game were handed out by the Ems. It was a short but fun afternoon.

Joint Insurance Committee

On September 3, ATU and LTD representatives met to review respondents to the request for proposals for an insurance agent of record. Interviews were conducted on September 8.

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: WORK SESSION: INCREMENTAL CORRIDOR DEVELOPMENT

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: None

BACKGROUND: At the May 10, 2004, Work Session, the Board directed staff to consider incremental development of "EmX-type" elements on transit corridors. At the June 14, 2004, work session, the Board considered possible incremental development options and discussed how those options could be applied to the Coburg Road and Main Street corridors. The Board also discussed the question of when a corridor improvement becomes significant enough that the corridor is branded as an EmX line. The Board directed staff to continue to investigate incremental development options and to bring the issue back to the Board for further discussion.

During the summer, staff have collected and analyzed information on four potential incremental development corridors: Coburg Road; Main Street; 11th/13th Avenues; and Highway 99. This information is available and can be shared with the Board at this meeting. However, it may be useful to first continue the more conceptual discussion of incremental development and determine how it fits into the District's transit development plans and capital improvement budget.

Staff suggest the following four levels of incremental corridor development, leading up to full EmX treatment. Note that additional, smaller steps could be taken.

1. Apply transit signal priority (TSP) system-wide. TSP has been shown to be a cost-effective improvement to transit service. It is recommended that LTD use the Opticom system that Eugene and Springfield emergency vehicles use, since that system currently is installed at virtually all signalized intersections. It would cost approximately \$150,000 to outfit all the buses in the fleet with the Opticom emitters. There is minimal cost to install the system at an intersection, unless the signal hardware and software at that intersection is outdated. The cost for the implementation of TSP currently is included in the Capital Improvements Program

2. Implement a base level of improvements to all planned BRT corridors. In addition to TSP, this would include somewhat wider stop spacing (though not as wide as under a full EmX treatment), passenger shelters and other amenities at every stop, and real-time passenger information at key locations. As an option, these routes could use specially designated vehicles (conventional buses but with special paint or other unique marking), and the routes also could have a special designation as higher-frequency corridor routes (not EmX routes until more EmX improvements were implemented). The cost for this is estimated to be approximately \$300,000 per mile.
3. In addition to the items included in #2, this level of improvement would include wider stop spacing (1/3 to 1/2 mile), level boarding, off-board fare collection, and queue-jumpers or other transit priority techniques. This level of improvement would suggest that the corridor be branded an “EmX Corridor” and use EmX vehicles. The location of stations (curbside or median) would be determined depending on the characteristics of the corridor selected. The cost for this is estimated to be approximately \$2 million per mile.
4. Construct the corridor to the full EmX level by adding exclusive EmX lanes. This is estimated to cost an additional \$3-4 million per mile.

If this plan is acceptable to the Board, staff will develop a proposal for the timing and funding of the corridor development.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: WORK SESSION: ORIGIN AND DESTINATION STUDY
PRESENTATION

PREPARED BY: Andy Vobora, Service Planning and Marketing Manager

ACTION REQUESTED: None

BACKGROUND: Every four years or so, the District undertakes an in-depth study of current guests. This study is referred to as an origin and destination study or a rider survey.

The goals of the study are to assess current travel patterns and to gather demographic information from those who use our services. The specific survey criteria can be found in the survey report.

Selena Barlow, owner of Transit Marketing, LLC, will join the Board to discuss the report findings. Ms. Barlow's experience includes more than 20 years in the field of market research. Prior to starting her business, Ms. Barlow was a marketing manager for a large U.S. transit district. Ms. Barlow also administered LTD's last rider survey, which was conducted in 1999.

ATTACHMENT: The *2004 Origin/Destination Study Research Report* is included as a separate document for Board members.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 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 early date of the September Board meeting, the August performance reports will not be ready in time for early distribution and will be handed out at the meeting.

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: *Eugene/Springfield Metro Labor Trends*

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: PUBLIC RELATIONS PLAN OUTREACH—KEY MESSAGES

PREPARED BY: Andy Vobora, Service Planning and Marketing Manager

ACTION REQUESTED: Direction and clarification of key messages for public outreach.

BACKGROUND: As part of the continuing outreach efforts, staff and Board met with the Springfield Chamber Legislative Issues Committee on August 17, 2004. Susan Ban presented an update on LTD and led a discussion on the Board's review of the payroll tax rate change analysis.

The following is a summary of the questions, comments, and concerns expressed by the group. Additionally, the committee intends to produce a formal response to the Board.

- How is the District balancing capital investments with the need to fund operations? There is a concern that LTD has tipped the scales too far in the direction of capital investments and operations may be suffering.
- Has LTD "benchmarked" where the economy was prior to the recession? This will give the District an opportunity to measure economic recovery.
- Don't use a single indicator of economic recovery.
- LTD needs to highlight its successes in the community. Not enough people know about the positive things LTD is doing.
- LTD needs to live within its means like private businesses. If growth in revenues is X percent, then that should dictate how much LTD can grow. Don't immediately look to expand the revenue base through increased taxes.

Now that the District has checked in with both Chambers, the next steps in the outreach process involve the following activities:

- Taxpayer mailing – a postcard was sent to payroll tax and self-employed taxpayers the week of Labor Day. A sample of the mailing is attached.
- Newsletter update – the September *On the Move* newsletter featured an update on the outreach process.

- Contacting rural Chambers – letters were mailed to the rural Chamber of Commerce offices outlining the issue.
- Community group presentations – scheduling of presentations at community groups is occurring. The Board will have an opportunity to join staff as schedules allow.
- Targeted outreach to the top 500 payroll taxpayers and other key stakeholders

As TriMet has moved forward with implementing the rate change in 2005, its message has been very clear that additional funds would be utilized for maintaining bus services, expanding TriMet’s “Frequent Service Lines,” and leveraging federal funds for light rail expansion. LTD staff believe that it would be in the best interest of the District to articulate clearly how additional tax revenues would be used in the local community. The long-range financial plan has assumptions for use of these funds, which include:

- Preservation of current bus service in the short run
- Matching federal capital formula funds for the replacement of buses and other capital needs
- Matching federal discretionary capital funds for bus rapid transit expansion
- Increasing bus service beginning in 2009

Staff would like the Board to affirm these funding assumptions and would like feedback regarding other key messages the Board believes should be incorporated into the public presentations that will occur in the months ahead.

RESULTS OF RECOMMENDED ACTION:

Public presentations and printed materials will reflect the Board’s direction.

ATTACHMENT:

Copy of LTD Postcard

PROPOSED MOTION:

None

AGENDA ITEM SUMMARY

DATE OF MEETING: September 15, 2004

ITEM TITLE: SMOKING ON THE PLAZA AT THE EUGENE STATION

PREPARED BY: Mark Johnson, Director of Transit Operations

ACTION REQUESTED: Staff recommend no action at this time.

BACKGROUND: At the August 11, 2004, Board meeting, the Board heard about some complaints from guests who were waiting for the bus in Bay H at the Eugene Station that people were smoking very close to the bay and that the smoke was drifting into the bay, which they said was annoying and unhealthy for them. Current LTD policy allows smoking in the plaza area, which is adjacent to Bays H & I.

The Board had some interest in changing LTD Ordinance 36 to prohibit smoking anywhere on the station, including the plaza area and other spaces that have been treated as public areas.

There are several reasons that the plaza area has experienced an increase in smoking activity. One is that the Eugene Public Library has changed its policy to allow only patrons on library property. This moved some smokers from the front of the library to the LTD plaza. Another reason is that the nice summer weather brings more people outside, and a good a place to visit and smoke is the LTD plaza. Lastly, the LTD security staff has encouraged people to use the plaza because they were blocking the sidewalks around the station and smoke was drifting into the adjacent bays from the sidewalks.

The result of prohibiting smoking altogether at LTD stations would be to push the smokers to the perimeter sidewalks of the stations. There are still several bays that are adjacent to public sidewalks where smoke would drift into waiting guests. Bay H is one of the bays where this would occur. Bays H and I would be better protected from the secondhand smoke than they are currently. Having all of the smokers at the station perimeter also creates a less than ideal image for the LTD station.

The staff recommendation is that no action be taken by the Board at this time. The security staff and supervisors have been encouraging smokers who are encroaching on the bays from the plaza to move away, and that

seems to be working. Winter certainly will lessen the activity on the plaza. As the weather gets better in the spring, enforcement can be stepped up in the plaza once again.

ATTACHMENT: None

PROPOSED MOTION: None

Bend transit district campaign gearing up

New political action committee readies voter pitch

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Bend has expanded its Dial-A-Ride service in recent years, but it still can be difficult for many to use, due to the 24-hour reservation requirement, officials say. (Photo by: Barney Lerten (file photo))

Story Tools

From Bend.com news sources

Last Updated: Wednesday, September 8, 2004 11:16 PM
Reference Code: AR-17800

September 8 - A diverse group of public transit supporters announced the formation Wednesday of a political action committee to support the Bend Area Transportation District proposal on the Nov. 2 ballot.

The Coalition for Transportation Solutions (CTS) includes business leaders, public service advocates and long-time public transit supporters.

"The latest city survey shows that seven out of ten Bend residents support expanding the current Dial-a-Ride system to a fixed route public transportation system," said Ron Garzini, former city manager and CTS steering committee member.

"Bend citizens realize that our economic vitality depends on viable public transportation," Garzini said. "We plan to build on that momentum, and convince voters to put their money where their mouth is."

The transit district proposal asks voters to approve a permanent levy of 29 cents per \$1,000 of assessed property value, or \$72.50 a year for an average home assessed at \$250,000.

According to Kirk Schueler, steering committee member and president of Brooks Resources, "The \$1.6 million raised by this levy will be leveraged to free up as much as \$20 million in federal funds over the next ten years."

"If we don't create a transportation district, it is unlikely that we can access those funds," Schueler said. "They'll be sent to Klamath Falls, or Jackson Hole, or some other community with a transportation system."

Supporters of the transit district proposal say a fixed-route system will support economic vitality for the whole community.

"A bus system will allow OSU and COCC students to get to campus. It will help service industry workers get to their jobs. It will free up parking spaces in front of businesses. It will help seniors and young people access health care services, sports team practices and community meetings," said Jeff Monson, executive director of Commute Options. "Even if you never ride the bus, having a viable bus system in the community will improve your quality of life."

Campaign spokeswoman Renee Davidson said the campaign plan – and budget – are still being finalized, “but we plan to educate the voters about this issue via direct mail, some kind of advertising, and grassroots efforts, like phone banks and/or literature drops.”

“

*We plan to build on
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and convince
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money where their
mouth is.*

Ron Garzini

Transit PAC steering
committee member

”

THE PLAIN DEALER

Euclid Corridor project to begin

Federal agency comes on board to provide money

Wednesday, September 08, 2004

Rich Exner

Plain Dealer Reporter

RTA's decades-old effort to speed up public transportation between two major employment centers - downtown Cleveland and University Circle - finally appears to be getting off the ground, with construction probably just weeks away.

An agreement between RTA and the Federal Transit Administration was laid out Tuesday for members of the local transit authority board.

It spells out how the federal government - the last holdout in making the Euclid Corridor project happen - will invest \$82.8 million toward the \$168.4 million project. Commitments already were in place from the state, city, RTA and a regional transportation board.

As part of the deal, RTA was given a Dec. 31, 2008, deadline to finish the job and have the new bus rapid transit system up and running. RTA also will have to cover any cost overruns.

FTA spokeswoman Melissa Sabatine said the agreement will be signed by FTA Administrator Jennifer Dorn, barring any objections from Congress during a comment period ending Oct. 15. Sabatine said the project already has passed the FTA's "rigorous evaluation process."

RTA has set a tentative date of Oct. 19 to break ground on the project.

"This is a tremendous milestone," said Joe Calabrese, general manager of the Greater Cleveland Regional Transit Authority.

"The project did take a number of years. I think there were several times when several people, including people here at RTA and maybe even myself, felt like it might not happen," Calabrese said.

Cleveland was one of five cities included in the FTA's proposed budget for funding and the first to reach a multi-year agreement with the government.

Regardless of whether all the paperwork is complete, RTA plans to get started on construction with a provisional OK by late next month, working initially on other downtown streets that will receive more traffic when Euclid is torn up.

The project would use buses instead of the more expensive trains and trolleys once considered. It involves:

Creating bus-only lanes on 4.4 miles of Euclid Avenue from Public Square to East 107th Street.

Building 22 stations in the median along the same stretch, where passengers would prepay and board extra-long buses on platforms similar to used for Rapid trains.

Continuing the new route with traditional curbside boarding at 14 stations over 2.7 miles from East 107th Street to the Stokes-Windermere Rapid station in East Cleveland.

Creating a downtown transit zone from East 18th to West Third streets for all other buses, with new 24-hour bus-only lanes on Superior Avenue and on St. Clair Avenue during the rush hours.

RTA expects to cut 10 minutes from the current bus ride from Public Square to University Circle, which now takes about 30 minutes during busy times. The new route is to be called RTA's Silver Line, keeping with the theme of its existing Red, Blue and Green Rapid transit train lines.

RTA also predicts both car and bus traffic will move better on other streets such as Superior and St. Clair in the transit zone.

"Right now, when we are weaving in and out of parked cars, it is very challenging on Superior," said Michael Schipper, deputy general manager of engineering for RTA.

The biggest work, however, will be on Euclid, including a rebuilt street, sidewalks and landscaping.

Though the FTA is being counted on for about 50 percent of the \$168.4 million, the federal contribution actually will be about 84 percent because of other money being passed through Ohio Department of Transportation and the Northeast Ohio Areawide Coordinating Agency, Calabrese said.

Including related projects, such as building a new bus staging area/station planned for near the Cleveland State University Convocation Center, the total investment is to be about \$200 million. RTA, which earlier had picked a Prospect Avenue site for the bus staging area, is now looking at other spots near the Convocation Center.

Talk of improving the link between Cleveland's two main destinations, Public Square and University Circle, once was known as the Dual Hub project. RTA received a \$214,000 federal planning grant in 1985.

Since 1994, RTA has received more than \$20 million from the federal government for the current project - money that will be counted toward the FTA's \$82.8 million commitment.

The price tag for the project was as high as \$350 million in the late 1990s, Schipper said. RTA had to lower the cost to compete with other cities seeking money for major projects.

Sept. 1, 2004, 10:54PM

Hundreds voice opposition to plan for Metro route cuts

Many speakers from Kingwood area come forward

By LUCAS WALL

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Hundreds of bus riders and their supporters, hoping to spare their routes from the chopping block, crammed Metro's board room during two public hearings Wednesday.

The Metropolitan Transit Authority has proposed major cuts in service on 23 routes and modifications to 25 others.

Executive Vice President John Sedlak called them the most drastic adjustments to the bus system in a decade.

"We have carried a lot of routes that are poor performers," he told some 150 people overflowing into the hallway at the noon hearing.

"We have to look at how much it costs to operate these routes."

If the plan is enacted by the Metro board of directors later this month, it's estimated to save \$12.4 million in the fiscal year that starts Oct. 1.

Sedlak noted higher costs for fuel, employee benefits and other items will add about \$11 million next year.

Metro must find a way to offset those charges if it is to again avoid raising fares, he said.

About 50 people spoke at the first hearing, all of whom pleaded for particular routes to be salvaged.

While dozens of buses were mentioned by speakers, the most pleas came from riders in the Kingwood area in far northeast Houston.

Several speakers criticized the planned discontinuation of Route 55 from Greenspoint to Kingwood via Bush Intercontinental Airport, which just began June 1.

"I was shocked when I heard 55 is proposed for elimination," said Robert Conachey of Kingwood, who uses the bus to get to his job in Greenspoint area. "This route has not been in existence long enough for ridership to increase."

Metro statistics indicate an average of 541 boardings on Route 55 per day, requiring a taxpayer subsidy of \$22.55 per passenger. That is the third most highly subsidized route, according to the figures.

BUS CUTS PROPOSED

Metro plans to eliminate service at least one day per week on 23 routes.

- **Routes affected:** 18, 35, 43, 48, 54, 55, 60, 64, 67, 70, 78, 84, 89, 93, 97, 98, 101, 210, 284, 285, TMC North, TMC South, Preston/St. Joseph Trolley
- **Savings:** \$12.4 million per year
- **Decision:** Metro board votes on the proposal Sept. 16; changes would go into effect Oct. 24
- **For more information:** Call 713-635-4000

Those lobbying to save Route 55 complained Metro has done nothing to entice more riders.

"I ask Metro to market the route; give it time to prove itself," said Jack Drake, director of the Greater Greenspoint District. "Given a fair chance, 55 could be a winner."

Kingwood residents also asked to keep Route 284 to Greenway Plaza and the Galleria area. Some 40 riders — many wearing stickers stating, "55 & 284 Canceled = Another Car Forced on the Freeway by Metro" — cheered as James Rigby pleaded their case.

"We are taking significant vehicle miles off the road by using this Park & Ride service," Rigby said. "We need to keep this route going."

Route 284 has 236 average daily boardings, requiring a subsidy of \$18.03 per rider — almost three times the average commuter-bus subsidy.

U.S. Rep. John Culberson, R-Houston, and Harris County Commissioner Steve Radack both sent aides to read statements in favor of keeping Route 210 bus service from the West Belt Park & Ride near the Katy Freeway and Beltway 8. The two officials questioned cutting bus service along the Katy Freeway, which is being expanded through 2008.

"This gives Metro a rare opportunity to demonstrate the benefits of mass transit to an audience ripe for an alternative to navigating a freeway under construction," Culberson wrote in a letter to the authority's chairman.

Route 210 has 238 average daily riders and requires a per-person subsidy of \$14.77.

Other speakers requested buses be maintained in their neighborhoods. Some criticized Metro for rude drivers, late buses and other operational problems they believe keep some from using the transit system.

"I've seen drivers park at the grocery store and not run the route," said Mary Ann Mundy of Houston, complaining about Route 54 Sunday service being tossed. "If the improvement was made in the service, your ridership would follow."

Sedlak said Metro plans to monitor other low-performing routes and will consider another round of cuts in six months.

traffic@chron.com

<http://www.latimes.com/news/local/la-me-wheel7sep07,1,5272751.story?coll=la-headlines-california>

BEHIND THE WHEEL

Officials Split on Staying the Course on Bus Lanes

The MTA wants to keep the mile-long route on Wilshire Boulevard. But L.A. city officials and the Auto Club say the path slows traffic flow.

By Caitlin Liu
Times Staff Writer

September 7, 2004

Six months after a controversial set of bus-only lanes opened on Wilshire Boulevard, transportation officials are clashing over whether the experimental transit route should become permanent.

Metropolitan Transportation Authority officials, touting the benefits to transit riders, hope to make the mile-long lanes permanent in West Los Angeles and to create more lanes along other major streets.

"We are going to have to inconvenience some people ... otherwise this whole town will be gridlocked someday," said Mayor James K. Hahn, a member of the MTA board.

But others, including the Los Angeles Department of Transportation and the Automobile Club of Southern California, are trying to curb the MTA's support of the bus lanes.

In a report, the Transportation Department said the lanes caused significant traffic delays. The agency is asking the City Council, which has authority over the street, not to make the corridor permanent but to extend the experiment for six months so traffic engineers can study the effect of the lanes and explore allowing vehicles into them.

The issue will be heard Wednesday by the City Council's transportation committee.

Though only a small part of the Southland's streetscape, the Wilshire lanes are part of a larger debate over an increasingly scarce commodity — space — and who is entitled to it.

The curbside bus lanes, which extend from Federal Avenue in Westwood to Centinela Avenue at the Santa Monica border, are off-limits to cars from 7 to 9 a.m. and 4 to 7 p.m. on weekdays. Vehicles making right turns are allowed in the lanes.

Street parking was previously allowed on about two-thirds of the stretch, and the loss of parking has angered some store owners. Now, parked cars are towed, and drivers who sneak into the lanes are cited.

Motorist Ann Brown was stuck in traffic one evening when a red-and-white Metro Rapid bus zoomed past in the bus lane. A few minutes later, as she inched forward, another bus zipped by.

"This is a city that's driving-oriented. It doesn't make that much sense to devote so much space to public transportation," said Brown, a 21-year-old Harvard University student commuting between Westwood and Santa Monica for her summer job. "It's annoying. You see an empty lane, you want to dart over, but you can't."

But a few blocks away, bus rider Barbara Cattouse said she thought it was about time that riders' needs got priority.

"Before they had the lane, the buses were stuck in traffic," said Cattouse, a 53-year-old office manager. "Now it allows buses to be on time and buses to move more smoothly."

The MTA found that on average, the lanes shaved 30 seconds off the bus' mile-long route. But at peak evening rush hour, an MTA study found, cars took 19 minutes to slog through the stretch, while buses sliced through in seven minutes.

"This is incredible!" said Los Angeles County Supervisor Zev Yaroslavsky, an MTA director. "It is far superior and far better to be in a bus in that peak hour than in a car. Let's move quickly to see how we can expand this."

But James Okazaki, an assistant general manager for the city Transportation Department, said the study says a lot about the lanes' effect on motorists. "This study shows ... taking a lane away for MTA buses helps MTA buses — that's a no-brainer," he said. "MTA sometimes has blinders and does what's good for buses and doesn't realize we still need to move people in their cars."

Steve Finnegan, principal transportation policy specialist for the Auto Club, said that in pushing to make the lanes permanent, the MTA has "ignored the impact

on congestion." The Auto Club will ask the City Council for a more comprehensive study on how drivers are affected.

Meanwhile, some store owners are struggling to survive.

Like many along the street, dry cleaner Habib Sedghi displays a yellow poster in his window denouncing the bus lanes.

"Business is hurting!" reads the yellow sign in Express Cleaner. "We are all inconvenienced!"

Sedghi said he has lost longtime customers who used to leave clothes on the way to work and pick them up on the way home, because parking now is inconvenient.

"Since they did this, my business [is] down 75%," said Sedghi, waving his arm at the empty clothing rack behind him.

He now minds the counter alone because he had to lay off his three employees. "I don't know how much longer we can stay. If this goes on ... they [will] kill our business."

*

Times staff writer Jia-Rui Chong contributed to this report.