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LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, January 19, 2005
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	
Ban _____ Davis _____ Eyster _____ Gant _____	
Gaydos _____ Kleger _____ Kortge _____	
<u>The following agenda items will begin at 5:30 p.m.</u>	
III. PRELIMINARY REMARKS BY BOARD PRESIDENT	
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V. BOARD CALENDARS (5 minutes)	05
VI. WORK SESSION	
A. Financial Trends Review (20 minutes)	06
B. Progressive Corridor Enhancement (20 minutes)	07
C. Franklin Corridor EmX Design Review (15 minutes)	09
<u>The following agenda items will begin at 6:30 p.m.</u>	
VII. EMPLOYEE OF THE MONTH – February 2004	11
VIII. AUDIENCE PARTICIPATION	
◆ Each speaker is limited to three (3) minutes.	

IX.	ITEMS FOR ACTION AT THIS MEETING	
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	1. Board Member Reports (respond if questions)	25
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	(b) <u>No Meetings/No Report</u>	
	(1) Region 2050 Policy Advisory Board	
	(2) MPO Summit	
	(3) Salaried Employees Retirement Plan/ATU Pension Plan Trustees Meetings	
	(4) BRT Steering Committee	
	(5) Statewide Livability Forum	
	2. General Manager's Report (respond if questions)	27
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XI.	EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(d), LABOR NEGOTIATIONS (30 minutes)	48
XII.	ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	49
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C.	Federal Management Oversight Review Report	

- D. FY 2005-06 Pricing Plan
- E. FY 2005-06 Annual Route Review and Service Recommendations
- F. Capital Improvements Program
- G. Long-range Financial Plan
- H. Information on LTD Purchasing Policy
- I. Executive Sessions on Labor Negotiations
- J. EmX Updates

XIII. ADJOURNMENT

(Addendum begins on page 51)

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

2

DATE OF MEETING: January 19, 2005

ITEM TITLE: DECEMBER FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND: The monthly financial report appears as an addendum to the agenda packet. This report will be delivered with the packet, but as a separate document.

ATTACHMENTS: None

PROPOSED MOTION: None

Special Mobility Services: RideSource Activity and Productivity Information

December-04	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month
RideSource Ridership	10,373	9,176	13.0%	63,410	59,309	6.9%	126,227	118,423
RideSource(All Modes)	7,176	6,141	16.9%	43,977	40,142	9.6%	87,430	80,976
Shopper	656	578	13.5%	3,930	3,173	23.9%	7,602	6,043
Escort Volunteers-Metro	1,109	814	36.2%	6,285	5,631	11.6%	11,969	11,106
Escort Volunteers-Rural	1,432	1,643	-12.8%	9,218	10,363	-11.0%	19,226	20,298
RideSource Cost per Ride	\$ 16.34	\$ 16.03	1.9%	\$ 15.21	\$ 14.73	3.3%	15.09	\$ 14.78
RideSource(All Modes)	\$ 23.00	\$ 23.11	-0.5%	\$ 21.23	\$ 20.91	1.6%	\$ 21.07	\$ 20.83
RideSource Shopper	\$ 7.33	\$ 8.15	-10.1%	\$ 7.33	\$ 8.15	-10.1%	\$ 7.33	\$ 8.15
RideSource Escort	\$ 1.73	\$ 2.09	-17.4%	\$ 1.98	\$ 2.15	-7.7%	\$ 2.00	\$ 2.03
Ride Reservations	8,430	7,431	13.4%	50,527	46,163	9.5%	100,044	92,048
Cancelled Number	906	1056	-14.2%	4,722	4,613	2.4%	9,976	8,484
Cancelled % of Total	10.75%	14.21%		9.35%	9.99%		9.97%	9.22%
No-Show Number	121	102	18.6%	561	540	3.9%	1,090	977
No-Show % of Total	1.44%	1.37%		1.11%	1.17%		1.09%	1.06%
Ride Refusals Number	8	1	700.0%	20	15	33.3%	32	40
Ride Refusals % of Total	0.09%	0.01%		0.04%	0.03%		0.03%	0.04%
Service Hours	3,514	3,326	5.7%	20,983	18,815	11.5%	41,427	37,715
Agency Staff	3,277	3,032	8.1%	19,532	17,663	10.6%	38,604	35,292
Agency SMS Volunteer	237	294	-19.4%	1,451	1,152	26.0%	2,823	2,423
Avg. Trips/Service Hr.	2.23	2.02	10.4%	2.28	2.30	-0.9%	2.29	2.31
RideSource System Miles	50,067	43,058	16.3%	304,571	270,051	12.8%	594,196	549,715
Avg. Miles/Trip	6.39	6.41	-0.2%	6.36	6.23	2.0%	6.25	6.32
Miles/Vehicle Hour	14.25	12.95	10.1%	14.52	14.35	1.1%	14.34	14.58

Special Mobility Services: RideSource Activity and Productivity Information

December-04	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month
On-Time Performance %	89.6%	92.8%	-3.5%	90.1%	92.8%	-2.9%	91.1%	93.4%
Sample	6,390	5,543		39,175	36,879		77,242	74,774
On-Time	5,727	5,146		35,293	34,231		70,403	69,875

- RideSource (All Modes) includes rides done by taxi and SMS volunteers.
- Escort Volunteers-Metro includes in-district volunteer rides and SMS volunteer escort rides.
- Escort Volunteers-Rural is out of district volunteer rides.

- RideSource cost per Ride (All Modes) does not include volunteer mileage reimbursement.
- Shopper cost per ride is from the most recent quarterly cost model.
- Escort cost per ride is mileage reimbursement to all volunteers.

- RideSource System Miles includes miles by volunteers in agency vehicles.

- On-Time Performance reflects a 100% sample of all rides with scheduled pickup times, plus will-call rides. The standard is +/- 10 minutes for scheduled pickups and within 30 minutes of will-call request.

Special Mobility Services: RideSource Activity and Productivity Information

<u>% Change</u>
6.6%
8.0%
25.8%
7.8%
-5.3%
2%
1.1%
-10.1%
-1.4%
8.7%
17.6%
11.6%
-20.0%
9.8%
9.4%
16.5%
-0.9%
8.1%
-1.0%
-1.6%

Special Mobility Services: RideSource Activity and Productivity Information

%
Change

-2.5%

AGENDA ITEM SUMMARY

2

DATE OF MEETING: January 19, 2005

ITEM TITLE: DECEMBER FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

BACKGROUND: Financial results for the first six months of the FY 2004-05 fiscal year are summarized in the attached reports.

Passenger fares remain slightly ahead of budget for the first six months of the new year, and also ahead of the same period last year. Ridership for the rolling twelve-month period, which ended December 31, is up 4.2 percent, a significant improvement over the 2.8 percent reported last month. December ridership was very strong. Last year at this time, the trend was down. Group pass revenue continues to be strong, although it lags year-to-date budget slightly due to timing variance and not overall expected annual performance.

Payroll tax revenues are up 14 percent versus last year due to the recovery of the large tax refund. After adjusting for the refund recovery, receipts are still up 7 percent over last year. There are several major construction projects with large payrolls associated with the major projects in the Eugene-Springfield area that could account for this growth. The area also appears to be slowly recovering from the recent economic downturn. As reported to the Board in November, the additional revenue is needed to offset expenses that are expected to exceed annual budget, notably fuel.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in December. State-in-lieu funds are ahead of the previous year's first half by 3.0 percent as of the quarter that ended December 31, which puts this resource almost exactly on budget year to date.

Total personnel services expenditures, the largest category of operating expense, show a net growth of 5.5 percent through December, a slight improvement over the 6 percent reported in the previous month, but still in excess of the target growth rate of 4 percent. All of the growth can be attributed to wages and benefits paid to employees represented by Amalgamated Transit Union 757 (ATU). In the absence of a new contract, most of the provisions of the contract that expired June 30, 2004, still apply to contract employees.

Materials and services results vary widely from department to department. Total materials and services are significantly higher for the first six months of this year as compared with last year, but overall spending is within budget for the year-to-date. Transfers to the Capital Projects Fund resumed in the current year after a hiatus of several years and were included in the total materials and services activity.

Fuel prices are still high but moved down slightly in December. The current-year budget assumed \$1.13 per gallon, as previously reported. The average six-month price through December 31 declined to \$1.4538 per gallon, down from \$1.5053 reported for the four-month average. The negative variance for fuel year-to-date is now \$133,212 and could reach \$300,000 by year-end if the price does not change. The high for the year to date occurred on October 26 at \$1.7473 per gallon. The low occurred on December 15 at \$1.1738. The price on January 7, 2005 was \$1.2647. Should the overage materialize, it may be necessary to transfer appropriations from contingency before fiscal year-end. Such a transfer would require Board approval.

Overall, the General Fund excess of revenues over expenditures is approximately \$428,000 less than for the corresponding period in the last fiscal year. The resumption of transfers to the Capital Projects Fund (\$623,000) to match federal grant funds more than accounts for this change. Despite concerns about personnel services expenditures and fuel costs, and due in part to encouraging payroll tax results to date, the General Fund is stable through the first six months of the fiscal year.

The Commuter Solutions Fund is as expected through the first six months of FY 2004-05. Expenses are lower than budget in part due to the disability leave of a Commuter Solutions staff person. Accessible Services Fund expenses are also generally as anticipated through December.

Capital Projects Fund activity in December was dominated by Accessible Services outlays for the new RideSource facility nearing completion at 310 Garfield Street, and for new RideSource vehicles. Bus rapid transit planning continued, as did construction work on parts of the Franklin Corridor.

Staff have still not received the Financial Management Oversight (FMO) Review draft report from Region 10 of the Federal Transit Administration (FTA). The draft report will be provided to the Board at a future meeting.

Finally, preparation has begun for the Triennial Review, a FTA examination that occurs every three years. LTD was initially informed that the site visit would occur in March, but it now appears that the visit will occur later this spring.

ATTACHMENTS: Attached are the following financial reports for December 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

ADDENDUM TO
JANUARY 19, 2005,
BOARD MEETING AGENDA PACKET

1. December 2004 Financial Statements
2. December 2004 Performance Reports
3. January 2005 *Eugene/Springfield Metro Labor Trends*

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

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: January 19, 2005

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

Board members can take this opportunity to report briefly on any one-on-one meetings they have held with local officials.

1. **Metropolitan Policy Committee:** MPC meetings are held on the second Thursday of each month. Board members Gerry Gaydos and Susan Ban are LTD's MPC representatives. A special meeting was scheduled on December 30, 2004 for the purpose of adopting the FY 2005 – 07 Metropolitan Transportation Improvement Program (MTIP) and the Air Quality Conformity determination for the FY 2005-07 MTIP. Gerry Gaydos attended the meeting, at which a public hearing was held and both resolutions were approved.

The next meeting is scheduled for January 13, 2005. The agenda was not available at the time of the Board packet printing. Tentatively scheduled agenda items include:

MPC Officer Elections
Freight Route Designations
I-105 Preservation Project Status
Draft Oregon Transportation Plan Policies
Citizen Advisory Committee Status
Key Regional Activities in 2005
Status of Oregon MPO Summit 3
Notice of Intent to File Land Use Board of Appeal (LUBA) Appeal of RTP Adoption

NO MEETINGS/NO REPORT

2. **Region 2050 Policy Advisory Board:** Susan Ban is the Board's representative on the Region 2050 Policy Advisory Board (Policy Board). The next scheduled meeting of the Policy Board is February 9, 2005.
3. **MPO Summit:** The next MPO Summit meeting date has not been scheduled, but is anticipated to be scheduled in March, following the MPO area's D.C. federal lobbying trips.
4. **LTD Salaried Retirement Plan and ATU Pension Plan Trusts:** The next meeting is scheduled for January 20, 2005.
5. **BRT Steering Committee:** Board members Gerry Gaydos, Pat Hocken, and Hillary Wylie are participating on LTD's BRT Steering Committee with members of local units of government and community representatives. The Committee meets quarterly. The last meeting was held on December 7, 2004. At that meeting, the Committee expressed support for the Franklin Design Changes (since approved by the Board), the Pioneer Parkway Goals and Objectives, and the proposal for Progressive Corridor Enhancement. The next meeting is scheduled for March 1, 2005.
6. **Statewide Livability Forum:** Board member Virginia Lauritsen had been 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: January 19, 2005

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

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

1. December 14, 2004, letter from Tim Laue, chair of the Eugene Police Commission, in appreciation of LTD employee Angie Sifuentez' participation on the Commission
2. January 3, 2005, EmX Update letter from Board President Gerry Gaydos to Eugene Mayor Piercy and Eugene City Council

PROPOSED MOTION: None

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, December 15, 2004

Pursuant to notice given to *The Register-Guard* for publication on December 9, 2004, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, December 15, 2004, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

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

Absent: Susan Ban, Vice President
Virginia Lauritsen

CALL TO ORDER – Mr. Gaydos called the meeting to order at 5:36 p.m.

ROLL CALL - General Manager Ken Hamm called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Gaydos welcomed Dean Kortge who would be joining the Board on January 1, 2005.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – Mr. Gaydos announced that the Metropolitan Planning Organization (MPO) had approved the Regional Transportation Plan (RTP) at its December 9, 2004, meeting. He said there was significant public testimony, a majority of it opposed to the West Eugene Parkway, which was included in the RTP along with a number of other projects. He said that he and Service Planning and Marketing Manager Andy Vobora made a presentation to Downtown Eugene, Inc., and the BRT Steering Committee had met and both bodies were supportive of progressive corridor development for bus rapid transit (BRT).

Ms. Hocken said she would give a brief report on her experience with transit in Las Vegas, Nevada.

BOARD CALENDARS – Mr. Hamm asked Board members to state their preference for annual Board strategic planning retreat dates. He said choices were the first, second, or third week in February 2005, with a full day and half-day schedule on either a Thursday/Friday or Friday/Saturday. He said that staff would contact members via e-mail to determine preferences and schedule the retreat. He also asked for suggestions for retreat agenda items.

WORK SESSION

A. Audit Report for Fiscal Year Ending June 30, 2004 – Director of Finance & Information Technology Diane Hellekson introduced Charles Swank of Grove, Mueller and Swank, P.C., to present the District's *FY 2003-2004 Comprehensive Annual Financial Report (CAFR)*. He said the format of the document was similar to last year's report and drew the Board's attention to the transmittal letter, which summarized the financial statements and highlighted aspects of current financial operations. He said the section entitled "Management Discussion and Analysis" was intended to educate the public about the content of the financial statements and LTD's financial position. He pointed out that LTD was one of approximately 100 governmental entities in the State to receive the Government Finance Officers Association (GFOA) certification.

Continuing his review of the report, Mr. Swank noted that most of LTD's net assets consisted of rolling stock and facilities. He said that footnotes throughout the report provided additional detail to help the reader understand the financial statements. He indicated the various tables that identified where LTD's investments were, including detailed information on funding of pension plans, and allowed the reader to assess the quality of those investments. He said that the report also included statistical data that offered a comparison of economic factors over a 10-year period. He observed that there were no findings in the report and commended the efforts of LTD's Finance staff.

Mr. Kortge asked if auditors reviewed pension funding established by the actuaries. Mr. Swank replied that auditors were not actuaries and did not audit the plans; the information was included in the report as provided by the actuary. Ms. Wylie commented that boards of trustees provided pension plan oversight and assured that LTD met the funding level established by actuaries.

Mr. Kleger asked if the audit had identified any instances of misapplication of federal grant funds. Mr. Swank said that selective tests were conducted on federally funded programs because LTD had no significant findings for at least three years; tests determined that funds were used appropriately. He said that no findings regarding compliance with federal requirements had been made in ten years.

B. Comprehensive Annual Financial Report – Ms. Hellekson directed the Board's attention to the Executive Summary included in the agenda packet. She said it highlighted issues of interest to the community such as changes in revenues and expenditures, farebox recovery, and system productivity. She remarked that revenue was up by more than 6 percent, which was a significant and positive change from the previous year, although expenditures also had increased rapidly. She said that farebox recovery could be influenced in two ways: cutting expenditures and increasing revenue. She pointed out the ten-year spread of expenditures, which demonstrated various trends by activity and service area. She said that steady growth likely would continue with a potential for a boom period in five to ten years.

Ms. Wylie observed that it was unfortunate that the increase in revenues was matched by an even greater increase in expenditures.

Mr. Hamm noted that LTD still was operating under the previous collective bargaining agreement.

Ms. Hellekson recognized Carol James' contributions to the report.

C. Accessible Services Video – Accessible Services Manager Terry Parker showed a video that illustrated how transit was meeting the needs of seniors and persons with disabilities in several areas across the state, including Baker, Curry, and Lane counties. The video underscored the role of transit in allowing people to remain independent and lead active lives.

Mr. Gant asked if all LTD employees had seen the video. Ms. Parker said that it had been shown to some departments and there were plans to show it to legislators.

Mr. Kleger said that while seniors were representing an increasing percentage of the population, transit services were essential to the disabled community, which also was increasing in size with medical advances that saved lives but left people with residual effects. He said that transportation needs for seniors and those with disabilities would continue to increase.

Mr. Hamm said that when communities embraced those issues, as LTD had when it became one of the first districts in the country to be fully accessible in the mid-1980s, it created a different type of livability in the community that made it attractive to seniors and people with disabilities.

D. Board Member Recognition – Mr. Gaydos recognized the contributions of outgoing board members Pat Hocken, Virginia Lauritsen, and Hillary Wylie and commended the leadership they had exhibited from both community and transit perspectives.

Mr. Hamm expressed the appreciation of LTD staff for Ms. Hocken's, Ms. Lauritsen's, and Ms. Wylie's dedication and efforts on behalf of transit over the years.

Mr. Gaydos commented that the outgoing Board members had been good role models and ideal Board members, were great stewards of public funds, understood the importance of transit to the community, and were willing to make difficult decisions when necessary.

Ms. Hocken said her service on the LTD Board had been a wonderful experience and she thanked the Board members and staff with whom she had worked. She commended their commitment, enthusiasm, and dedication.

Ms. Wylie said her eight years of service on the Board had been a growth experience and had given her the opportunity to work with other governmental entities in the region and be involved in long-range transit planning and creating LTD's vision for BRT. She said that she had learned much during her years on the Board and it had been an incredibly valuable experience. She commended the work of LTD staff.

Mr. Gaydos recognized the efforts of Ms. Lauritsen, who was unable to attend the meeting.

EMPLOYEE OF THE MONTH - Transit Operations Director Mark Johnson introduced Bus Operator Carl Faddis who was selected as the January 2005 Employee of the Month. He said that Mr. Faddis' nomination was based on his positive attitude and focus on the good things in life and his ability to make guests feel welcome.

Mr. Gaydos recognized Mr. Faddis' efforts on behalf of the United Way campaign in the community. Mr. Hamm noted that Mr. Faddis made riding the bus fun.

Mr. Faddis thanked the Board for the award and expressed his gratitude for the privilege of working at LTD. Mr. Faddis thanked Mr. Hamm for his work with Mr. Faddis through some difficult personal times.

AUDIENCE PARTICIPATION – There was no one wishing to speak.

Mr. Gaydos recognized new LTD Board member Mike Eyster, who had just arrived. Like Mr. Kortge, his term would begin on January 1, 2005.

ITEMS FOR ACTION AT THIS MEETING

MOTION **A. Consent Calendar** – Mr. Kleger moved adoption of LTD Board Resolution No. 2004-037: “It is hereby resolved that the Consent Calendar for December 15, 2004, is approved as presented.” Ms. Hocken provided the second. The Consent Calendar consisted of the minutes of the November 17, 2004, regular Board meeting.

VOTE The Consent Calendar was approved as follows:
AYES: Gant, Gaydos, Hocken, Kleger, Wylie (5)
NAYS: None
ABSENTIONS: None
EXCUSED: Ban, Lauritsen

B. Grant Applications – Grant Accountant Todd Lipkin requested that the Board hold a public hearing on and approve the following grant applications that were described in detail in the agenda packet:

- 1) Springfield Station Grant Amendment - \$896,000
- 2) RideSource Facility Grant Application - \$1,030,000
- 3) EmX Project Development - \$1,964,520
- 4) EmX Franklin Corridor Construction Grant Amendment - \$2,703,099
- 5) EmX Vehicles Grant Application - \$4,000,000
- 6) FY 2004-2005 CIP Grant Application - \$2,552,963

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

MOTION Ms. Hocken moved adoption of LTD Board Resolution 2004-038: “It is hereby resolved that the LTD Board of Directors approves the proposed grant applications listed below, which total \$13,246,682 in federal funds, and authorizes the general manager to submit these applications to the Federal Transit Administration for approval. Mr. Kleger provided the second.

Mr. Kleger observed that some of the applications were for grants to fulfill federal verbal commitments for LTD capital projects such as the Springfield Station and RideSource facility and some were formula grants.

Mr. Gant said he would support the motion but noted for the record his reservations about BRT.

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

C. Acceptance of Audit Report for Fiscal Year Ending June 30, 2004 – Ms. Hellekson explained that acceptance of the audit report was an annual housekeeping item. She said once the auditor had presented the report to the Board, acceptance by the Board was required in order for the report to be published and distributed.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-039: “Resolved, that the Lane Transit District Board of Directors accepts the Independent Audit Report for the fiscal year ending June 30, 2004. Ms. Wylie provided the second.

Mr. Gaydos thanked Mr. Swank for his presentation and expressed his appreciation to Ms. Hellekson and the Finance staff for their excellent work, which allowed the Board to fulfill its financial oversight obligations.

Mr. Kleger said it was a delight to serve on the board of an organization that kept its financial records in such excellent order and expressed his thanks to the Finance Department.

Mr. Gaydos noted for the benefit of the public that the Board had reviewed in previous work sessions and meetings much of the information contained in the audit report.

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

D. Franklin EmX Balanced Budget – Assistant General Manager Mark Pangborn distributed the proposed Franklin EmX construction budget and explained the changes that had been made consistent with input from the BRT Steering Committee and BRT Technical Advisory Committee. He reviewed reaction to the specific changes and noted that there was little controversy over most of the recommendations; the most interest was generated by the elimination of fare machines and the proposal to make the corridor a free-fare zone. He said that after considerable discussion it was suggested that the free-fare corridor be for a two-year demonstration period and ridership surveys be conducted before, during, and after that period so the Board could then make a decision whether fares would be implemented or the corridor would continue to be a free-fare zone. He said that staff recommended approval of the proposed changes.

Mr. Kleger commented that he was concerned about establishing a long-term expectation with the free-fare zone and felt the two-year demonstration and ridership surveys would address that concern and give the Board the option to reevaluate fares on the corridor in the future.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-040: "Resolved, that the Lane Transit District Board of Directors approves the Franklin EmX construction budget as discussed at the December 15, 2004, Board meeting. Ms. Wylie provided the second.

Mr. Gant explained that he would vote against the motion because of his concern that the changes would establish expectations in the community. He expressed the hope that in 2005 the Board would examine that issue and address resetting community expectations regarding the nature and cost of BRT.

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

E. Pioneer Parkway EmX Corridor Project Goal and Performance Objectives – Senior Strategic Planner Lisa Gardner referred to the informational materials in the November 2004 agenda packet. She said the goal and performance objectives were before the Board for approval and pointed out a change to Objective 5 as follows: "~~Minimize adverse safety and operational impacts~~ *Maximize safety and operational benefits* to pedestrians, bicyclists, and motorists using the corridor." She said the new wording was more positive and the change made at the suggestion of partner agency staff. The Steering Committee also reviewed and endorsed the proposed Goal and Objectives.

Ms. Hocken said that objectives 2 and 5 appeared to be inconsistent as she was not certain how the efficiency of transit service operations along the corridor could be maximized at the same time that benefits to other users of the roadway were maximized. She proposed changing objective 5 to include the phrase "to provide" following the word "Maximize" to clarify that LTD was not responsible for assuring maximum benefits to all other users. Ms. Gardner said that change could be incorporated and the intent was to assure the public that wherever possible LTD's design would ensure maximum safety, rather than increasing infrastructure for pedestrians and bicycles.

Mr. Gant said it appeared the issue was appropriate balance and the language should stress that. He said the implication of "maximize" was not consistent with the intent to achieve balance.

Ms. Hocken commented that there could be specific situations, such as LTD acquiring a lane of traffic, that would decrease the operational efficiency of motorists using the corridor; it did not seem possible to maximize efficiencies for all users simultaneously.

Mr. Kleger agreed with Mr. Gant and Ms. Hocken. He agreed with the need for balance but was concerned with declaring that LTD would maximize benefits with no explicitly stated balance as there would be situations in which the bus and the car were in conflict. He proposed rewording the statement as "Maximize safety and operational benefits while balancing pedestrian, bicycle, motorist, and transit needs."

Ms. Gardner said that there was no timeline for adopting the goal and performance objectives and she would bring revised language back to the Board at a later meeting.

F. Drug and Alcohol Program Policy Revisions – Mr. Gaydos thanked Mr. Gant for his suggestion that the policy revisions be reviewed by legal counsel for compliance with the Health Insurance Portability and Accountability Act of 1966 (HIPAA).

Director of Human Resources and Risk Management Mary Neidig discussed the history of reviews and revisions to the Drug and Alcohol Program Policy. She said that two types of revisions had been made: appropriate references to state and federal laws, and better definition of controlled substances. She related that revisions had also been reviewed by the Amalgamated Transit Union (ATU). She said she had discussed the changes with the Federal Transit Administration (FTA) audit team, which recommended adopting the revisions suggested by legal counsel and then the revised policy would be reviewed during the next FTA audit.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-032: "Resolved, that the Lane Transit District Board of Directors approves and adopts the recommended revised LTD Drug and Alcohol Program Policy as proposed and discussed at the October 20 and December 15, 2004, Board meetings. Mr. Gant provided the second.

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

G. Reduced Fare Program – Ms. Parker said that there had been no significant changes in the program since the Board's October 2004 work session; however, she had followed up on a question raised regarding applicability of HIPAA requirements to the program. She discussed the issue with the directors of all agencies that were required by LTD to provide proof of eligibility. She said responses varied, but there was a provision in the law that allowed agencies to share information with other agencies for purposes of coordinating services. She said the new application form eliminated any information about specific medical conditions, disabilities, or diagnoses and simply asked the nature of the accommodation needed on the bus in order to use transit services in order to avoid using health records or information. She said the new process also did not require an applicant to go to an agency to apply for services; the application included a section that was not connected to an agency to provide streamlined, facilitated assistance.

Mr. Gant asked if the new procedures had been reviewed by legal counsel, as HIPAA was a very complicated piece of legislation. Ms. Parker said that HIPAA focused on protection of medical records and LTD did not use or require access to medical records or talk to doctors or other medical professionals as part of the application and approval process; the agencies with which LTD would work were responsible for establishing their own guidelines for use of information.

Mr. Gaydos commented that a release of information form might be necessary.

Mr. Gant questioned whether there were circumstances under which LTD could be liable for the information it received.

Ms. Wylie said that an applicant might need to sign a waiver for release of information if the issue was mental health or drug/alcohol related. Ms. Parker said that Lane County Mental Health would be responsible for obtaining the release or waiver from the applicant.

Ms. Hocken asked if LTD was liable if it failed to safeguard information it received from Lane County Mental Health. Ms. Parker said that applications were safeguarded, but a bus operator would know that a rider was eligible for a reduced fare card although not the details about reasons for eligibility.

Mr. Gant requested a written legal opinion on LTD's lack of liability.

Mr. Kleger observed that questions about HIPAA were still being asked by those responsible for compliance and in the meantime LTD must meet both legal and social expectations to operate a reduced fare program to the benefit of those who needed it. He concurred with Mr. Gant's request for a legal opinion.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-042: "Resolved, that the Lane Transit District Board of Directors approves and adopts, subject to legal counsel agreement, the recommended revised LTD Reduced Fare Program as proposed and discussed at the December 15, 2004, Board meeting. Ms. Wylie provided the second.

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

H. Private, Not-for-Profit Agency Program – Mr. Vobora presented a brief overview of the program and noted that the program policy had been revised consistent with the Board's discussion at its October 2004 meeting to show clearly that agencies and programs within agencies would continue to qualify for the monthly allocation.

Ms. Wylie declared a conflict of interest.

MOTION Ms. Hocken moved adoption of LTD Resolution No. 2004-043: "It is hereby resolved that the LTD Board of Directors approves and adopts the recommended revised LTD Private, Not-for-Profit Agency Program as proposed and discussed at the December 15, 2004, Board Meeting. Mr. Kleger provided the second.

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

ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

Board Member Reports – Ms. Hocken described her experience with the Regional Transit Authority (RTA) during a recent visit to Las Vegas, Nevada. She said the RTA was using five of the French-manufactured buses initially considered by LTD. She said the buses were used on a BRT route that included a dedicated right-of-way and operations in mixed traffic. She indicated

that RTA was not using a guidance system or signal priority and she was surprised at the small number of riders. She added that the stations were curbside with a simple branded design and the downtown terminal had bays with parking for five or six vehicles. She felt that LTD's BRT design was much better.

General Manager's Report – Mr. Hamm pointed out that LTD, consistent with its memorandum of understanding with all of the public partners in the area, was participating in a community-wide diversity initiative and would form an internal committee with employees representing a wide range of functions. He said the committee would review LTD's internal practices and policies as well as work with its partners on diversity issues. He reported that he attended a diversity training session for chief executive officers and was impressed with the attendance, which demonstrated recognition that diversity was a key issue.

Mr. Hamm reminded Board members that the Transportation Expo, held once every three years, was scheduled for September 2005 in Dallas, Texas. He noted that the United Front trip to Washington, D.C., was scheduled for late February/early March 2005.

Organizational Structure – Mr. Hamm noted that an organization change was being made, but would not make a substantial difference in terms of staff interaction with the Board. He said that the Development Services Department had become too large for one person to manage and was being split into two departments. He indicated that the department would be split into a Development Services Department, to be managed by Stefano Viggiano, and a Marketing and Communications Department managed by Andy Vobora. He said that Director of Maintenance Ron Berkshire was retiring in March 2005 and one or two Board members could be asked to participate in the process to select his replacement. He also noted that Manager of Transit Operations Rob Montgomery would be retiring in January 2005 and Public Relations Manager Linda Lynch planned to retire in September 2005.

Progressive Corridor Enhancement – Ms. Hocken asked if transit signal priority would be implemented on fixed routes as well as BRT corridors. Mr. Viggiano replied that the intent was to apply signal priority systemwide, wherever possible. Mr. Hamm commented that the City of Eugene was supportive and working collaboratively with LTD to improve the fixed-route system.

Monthly Financial Report – Ms. Hellekson noted that the monthly report was primarily good news with the payroll tax running about 6 percent ahead of last year and, while that rate might not be sustained for the entire year, it was likely that the rate would exceed the forecast of 2 percent growth. She said that expenditure controls for administrative wages had been effective for the first five months of the year. Ms. Hellekson stated that costs associated with the former ATU contract could not be addressed as labor negotiations were still in progress, but were running substantially above revenues. She reported that fuel costs were slowly going down, although still higher than budgeted. She said the Financial Management Oversight Review Report had not yet been received from FTA; she would provide copies to the Board as soon as it was available.

News Articles about BRT throughout the Nation – Mr. Gaydos thanked staff for including the BRT news articles in the agenda packets.

EXECUTIVE (NON-PUBLIC) SESSION: Ms. Hocken moved 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. After seconding, the motion carried unanimously

and the executive session began at 7:44 p.m. Members of the LTD negotiating team were present for this discussion with the Board.

RETURN TO REGULAR SESSION: Ms. Wylie moved, seconded by Ms. Hocken, that the Board return to open session. The Board unanimously returned to open session at 8:45 p.m.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 8:45 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

ITEM TITLE: NEWS ARTICLES ABOUT BRT PROJECTS THROUGHOUT THE WORLD

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 world. 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.

ATTACHMENTS: See news articles

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

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: 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 January 19 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: January 19, 2005

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 January 19, 2005:

1. Approval of minutes: December 15, 2004, regular Board meeting

ATTACHMENTS: Minutes of the December 15, 2004, regular Board meeting

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

LTD Resolution No. 2005-001: It is hereby resolved that the Consent Calendar for January 19, 2005, is approved as presented.



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

(541) 682-6100
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MONTHLY DEPARTMENT REPORTS

January 19, 2005

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

The winter holidays are usually very quiet times for government relations work, but several opportunities presented themselves in the past month. Governor Ted Kulongoski introduced a transportation finance plan for the 2005 legislature to consider, funded by lottery-backed bonds. Money raised through "ConnectOregon" would be dedicated to projects that are not highway or road projects. Road and highway projects are funded through the Highway Trust Fund, which is funded by the state gas tax and vehicle registration fees. Because the Oregon Constitution prohibits spending highway trust fund dollars outside the right-of-way, the state has had very little ability to fund passenger rail service, needed freight rail improvements, or public transportation projects.

General Manager Ken Hamm, Government Relations Manager Linda Lynch, and the District's contracted state lobbyist Doug Barber met with Bruce Warner, Oregon Department of Transportation director, to discuss the appropriateness of ConnectOregon funding as part of the match needed for Pioneer Parkway Bus Rapid Transit. The idea was well received—the amount needed and the timing for the project appear to fit in well with the Governor's intentions. Mr. Barber had the opportunity to discuss the idea briefly with the governor immediately following the meeting with Mr. Warner. As a follow-up, the same staff met with the governor's legislative director on January 11.

Except for one state senator, the Eugene-Springfield-Cottage Grove legislative delegation received briefings about Lane Transit District service and priorities. Particular emphasis was placed on the need to grow the amount of state money going to transportation services for the elderly and people with disabilities. Board member Susan Ban assisted with the briefing of Senator Floyd Prozanski and Representatives Bob Ackerman, Phil Barnhart, and Terry Beyer. Accessible Services Manager Terry Parker arranged a briefing about Lane Transit District and South Lane Wheels with State Representative Bruce Hanna in Cottage Grove. Rep. Hanna has been appointed to the Ways and Means Committee, so it is important that he understand the relationship of state funding to transportation services.

With little notice, the D.C.-based transportation specialist for Senator Gordon Smith, Wally Hsueh, visited Eugene and Springfield and was able to tour the new Springfield Station.

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Wally took the plaque that thanks Senator Smith for his assistance with this project back to Washington with him. Senator Smith also visited the station on Monday, January 10.

The "united front" coalition of local governments will include the same six as in 2004: the cities of Eugene, Springfield, and Coburg; Lane County; Lane Transit District; and Springfield Schools. LTD staff will again coordinate the documentation of local federal requests. The final federal priorities document should be available for Board members at the February Board meeting.

DEVELOPMENT SERVICES

Stefano Viggiano, Director of Development Services

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Accessible Services staff participated in these community activities:

- Discussions with local legislators highlighting transit priorities
- Meeting with the Domestic Violence Council to plan the next session in a series on violence in the lives of people with disabilities
- Review FY05 budget priorities for LCOG Senior and Disabled Services a division of the Lane Council of Governments

LTD will serve as the local Special Transportation Fund (STF) Agency for ODOT Public Transit Division's Discretionary Grant Program for 2005-2007. In that role the District is asked to review, rank, and agree to accept funding for projects that potentially will be funded with STF discretionary moneys, and to serve as the local coordinator of all discretionary project applications from Lane County. To support the coordination of local resources, LTD may elect to submit a consolidated application on behalf of local transit providers. Applications must be submitted by March 31, 2005.

BRT PLANNING

Graham Carey, BRT Project Engineer

- **Pioneer Parkway Corridor:** FTA Region 10 staff have indicated that they are willing to consider the exclusive transit facility on MLK Jr. Parkway as having "independent utility" from the BRT Pioneer Parkway Project and have directed LTD to pursue a Documented Categorical Exclusion (DCE) for the project. The DCE, if approved by FTA, would satisfy the National Environmental Policy Act (NEPA) requirements for this project, and would allow federal funds to be used in the construction of the transit lane. Staff currently are compiling the information needed for the DCE.

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Deleted: The Federal FY 05 Omnibus Appropriations Act includes a \$4 million earmark for Bus Rapid Transit vehicles for Lane Transit District. Again, thanks are due to the efforts of the congressional delegation, particularly Senator Gordon Smith and his staff, and Congressman Peter DeFazio and his staff. ¶

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Staff continue to meet with Springfield and ODOT staff to discuss a range of corridor planning and design issues. The staffs have agreed on the location of the northbound BRT station at the intersection of MLK Jr. Parkway and RiverBend Drive. The station is located in the northbound right-turn lane, immediately south of the intersection. Other issues currently being addressed include the operation of the Beltline/Gateway Road intersection, bikeway connections along Pioneer Parkway, and driveway access along Gateway and Harlow Roads.

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Springfield staff have released the design for the sound wall along the constrained section of MLK Jr. Parkway. The 9-foot wall includes two 400-foot sections of artwork. Property acquisitions through the constrained area of MLK Jr. Parkway are proceeding. However, as the construction period of the Parkway has been extended from one year to two years, the urgency of acquiring the properties has subsided and the acquisitions are now only anticipated to be completed by March 2005.

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- Progressive Corridor Enhancement: Staff will be updating the Board during the January 19, 2005, regular meeting.

- General: The next BRT Steering Committee has been rescheduled for March 8, 2005, to avoid any conflict with the United Front trip.

METROPOLITAN PLANNING

Lisa Gardner, Senior Strategic Planner

- I-5/Franklin Local System Planning: LTD staff participated with ODOT, Springfield, Eugene, and Lane County planning staff in a full-day workshop to scope the ODOT I-5 Willamette bridge and Franklin access ramp study. The first major task to move this project forward is an amendment of the TSP (TransPlan) to include the project. Public involvement strategies are being developed, and will include stakeholder interviews (including LTD Board members) as well as involvement of the recently formed MPO Citizen's Advisory Committee.

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- Chambers Reconsidered: The initial public process including the Visual Preference Survey (VPS) concluded in December with the review of the VPS results. City of Eugene staff are working with the consultant team to prepare a report and prepare to conduct focus groups in March.

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- RTP: Friends of Eugene have submitted a Notice of Intent to file an appeal of the recently adopted RTP with the Land Use Board of Appeals (LUBA). This will be discussed at the January 13, 2005, MPC meeting.

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SERVICE PLANNING

- Annual Route Review: Staff have been examining issues brought up in a late-November meeting of the Service Advisory Committee. The committee met again to

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discuss these issues, with a focus on operational fixes and elimination of any substandard service. A list of preliminary ARR proposals was developed.

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- Winter Bid: The winter bid has been postponed to February 27th and could be delayed further, depending on negotiation outcomes.

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COMMUTER SOLUTIONS

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

Deleted: is scheduled for implementation on February 6th. Operators will be bidding for the work the week of January 24th. The bid may have to delayed, either in operator work selection or implementation if there is there is a strike. Staff also continues to analyze cost impacts for increasing break time for operators.

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- Group Pass/ETC Programs: Annual and first-quarter group pass stickers have been delivered to participating employers and educational institutions participating in the Group Pass program. Information with regard to LTD and ATU negotiations is being communicated with suggestions for alternative modes of transportation (e.g., ridesharing, biking, walking), should that be necessary.

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- Regional Emergency Ride Home Program: Pentagon Federal Credit Union, Oregon Medical Laboratories, and Pacific Winds Music have signed up for the program. It is foreseen that the program's participation will increase sharply during outreach activities planned under the Congestion Mitigation Program (see section on "Congestion Mitigation Program").

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- Park & Ride/Bike Lockers: Signage at bike lockers has been placed at River Road and Amazon stations.

Smart Ways to School Program (SWTS):

- o Regional Youth Bus Pass Program: Efforts are underway to launch a program that will provide free LTD bus passes from February 1 through June 30 for approximately 5,000 students at participating SWTS high schools and all alternative high schools within the Eugene 4J, Bethel, and Springfield school districts. SWTS is providing communications materials to inform school staff, students, and parents about the upcoming program. Stickers are being distributed to students. Stickers on student body cards will enable students to ride LTD free during the program. Pre-program surveys are being conducted in January for baseline data, and post-program surveys will be conducted in mid-May to assess the program's effectiveness. In addition, LTD operators will conduct a monthly count of sticker usage to provide intercept data.
- o LCOG will submit a Business Energy Tax Credit (BETC) application on the Regional Youth Bus Pass Program. Since LTD is ineligible to receive a BETC for transit passes, LCOG has agreed to be the fiscal agent for the BETC application. Upon receipt of the BETC, LCOG will transfer the funds to LTD to cover the bus passes at a group bus pass rate. Should LTD not require funding for any additional service the Regional Youth Bus Pass program might require, it will transfer any remaining BETC funds to the SWTS program for prolonged funding.
- o Task Force on School-Related Transportation: The task force held its second meeting on December 10 to discuss the implementation of the Regional Youth

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Bus Pass Program. The next meeting was held on January 13; it focused on district-wide policies that result in reduced school-related traffic and increased walking and biking to school.

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- o Lane Coalition for Healthy Active Youth: Led by local pediatricians, community groups have formed a coalition to reduce childhood obesity and improve the health of our youth. Smart Ways to School has been invited to collaborate with local pediatricians and nutritionists to seek a research grant from the U.S. Department of Health and Human Services aimed at improving the fitness and health of fourth- and fifth-grade students. Lisa VanWinkle is working with the group to describe the research scope and develop the grant application.

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- o Edison Elementary: Based on contacts made during the UO School Siting Forum, SWTS has been invited to help the school address its student safety and traffic congestion issues. This issue arose recently after a student was hit by a car while crossing the street on her way to school. Lisa met with Edison staff and parents to discuss options, and a follow-up meeting will be held in early January.

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- Promotions/Transportation Fairs: An employee benefits fair was held at the Eugene Hilton, which recently signed up for the Commuter Solutions regional Emergency Ride Home program.

- Congestion Mitigation Program (CMP): This is a new and exciting program area for Commuter Solutions. The overall mission of the CMP is to guide community education and promotional efforts resulting in the increased use of travel options during and after major regional infrastructure investments. The effects are both short- and long-term. In the short-term, the mitigation of congestion during construction will benefit the public and construction contractors. In the long-term, mitigation efforts can increase the daily use of travel options, reduce regional vehicle miles traveled, and prolong the public's investment in large infrastructure facilities.

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Commuter Solutions envisions the CMP as a core service to the region. Over the next 10 years the region will experience large-scale public facility investments and associated congestion during construction.

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- o The goals of the CMP are as follows:
 - To decrease the region's total vehicle miles traveled (VMT) beyond the duration of major regional infrastructure investments (e.g., construction projects) through increased use of alternative transportation options;
 - To build and maintain relationships among key public agencies involved in transportation planning; and
 - To create a sense of community ownership around local transportation planning.

Outlined are the first three key phases of the CMP:

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Phase I: I-105 Improvement Project

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Phase II: Courthouse District Improvements/Franklin BRT Corridor

Phase III: PeaceHealth, 1-5 at Belt Line, and Interchange projects

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Currently, Commuter Solutions staff are working with a design team made up of public agencies (LTD, Cities of Eugene and Springfield, ODOT, and LCOG) and representatives from major trip generators (PeaceHealth, McKenzie-Willamette, UO, LCC, CVALCO, etc.) on Phase I communication activities.

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- **Vanpool:** LTD is considering using formula funds allocated as part of the National Transit Data reporting and ODOT grant funds to reduce the costs of vanpools.

- **Transportation Alternatives Group of Oregon (TAGO) and Washington State Rideshare Organization (WSRO):** LTD is participating in some planning aspects for the WSRO/TAGO 2005 Conference that is scheduled for early March 2005 in Portland, Oregon. The conference committee currently is discussing a theme and speakers for the conference.

- **Individualized Marketing Project:** ODOT's 2003-2005 Public Transit Division budget includes \$1.5 million for marketing of Transportation Options. Specifically, the intent is to develop public outreach methods that encourage Oregonians to use alternative modes of travel. One component of this program will be a series of Individualized Marketing (IM) pilot projects conducted in three different cities. IM consists of direct marketing to residents of a given area, providing them with information on alternative travel modes and incentives to use them, and measuring the change in travel mode choice. Surveys are conducted before and after the marketing activities to measure the results.

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These projects are modeled on Portland's IM efforts, called TravelSmart. These projects have achieved good results in reducing drive-alone auto trips. The project done in the Multnomah/Hillsdale neighborhood of Portland resulted in a 9 percent reduction in single-occupant vehicle (SOV) trips. The project results are available online at <http://www.pdxtrans.org/Options/Travelsmart.htm>.

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There is keen interest in TravelSmart among other Transportation Options programs around Oregon. ODOT has targeted Salem, Eugene/Springfield, and Bend to be the three pilot project cities. A total of \$450,000 has been designated for the three projects, at \$150,000 per project. These particular areas were selected based on identified congestion concerns, local interest in and knowledge of TravelSmart, ability to provide match, and staff capability of providing the level of support needed to ensure a successful project.

Portland's experience and that of other cities has shown that for TravelSmart projects to be successful, local participation is critical. Local involvement in the project should include:

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- Staff time – leading and participation in meetings, planning, selecting target area(s), presentations, follow-up visits, media contacts.
- Creation of project materials – maps, transit schedules, bike information. Existing materials, if appropriate, may be used.
- Incentives – discount coupons, small gifts, etc. Again, existing incentives may be used.

Commuter Solutions, along with LTD and LCOG, has been involved in preliminary discussions about how to best identify, coordinate, and provide match for an IM project in Eugene-Springfield area.

CAPITAL PROJECTS

Charlie Simmons, Facilities Services Manager

- **RideSource:** The construction of the new RideSource facility is proceeding on schedule and on budget. The facility should be completed in late February or early March.
 - **Old Springfield Station:** LTD has applied for a permit with the City of Springfield to remove the existing transit facilities and replace them with landscaping and a smaller bus stop and shelter. There also will be a stop and shelter on the west side of 5th Street for southbound service.
 - **Shelter Project:** Old shelters are being replaced with the new glassless shelters. The replacement project is going well.
 - **Facilities Maintenance:** One employee continues to be on medical leave. Temporary help has been hired to meet staffing demand until he returns.
 - **Amazon Station Improvements:** The Amazon Station, which is 20 years old, is undergoing renovation.
 - **Franklin Corridor EmX:**
 - **Springfield segment:** All landscaping is complete in Springfield. Planting included the placement of 15 trees and 728 shrubs on South A Street between Mill and 5th streets. This concludes the work in downtown Springfield. Construction update: The construction schedule for the Eugene segment is being determined. Downtown Eugene will be scheduled first with Franklin Boulevard following. Communications to business owners, property owners and the general public explaining the schedule will be shared as soon as the plan is finalized. In addition, staff are working with Commuter Solutions on the Construction Mitigation Program to include EmX construction in all communications.
 - **Utility Undergrounding:** Staff were notified that the cost estimate for undergrounding utilities on the north side of Franklin Boulevard between Onyx and Riverfront Parkway did not include the cost to relocate Qwest and Comcast. Staff currently are working with EWEB and the City of Eugene to determine final costs to each agency.
 - **Acquisitions:** The Intergovernmental Agreement (IGA) between the University of Oregon and LTD for land acquisition is still waiting for approval from UO. The IGA is needed to proceed with partial acquisitions of the three UO properties.
- The remaining partial acquisitions of private properties currently are in negotiations.

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MARKETING AND COMMUNICATIONS

Andy Vobora, Director of Marketing and Communications

PUBLIC RELATIONS

Meetings to discuss the tax rate increase continued in December when Board President Gerry Gaydos met with the DEI Board. Staff are pursuing additional opportunities for group meetings and developing a plan to meet with taxpayers in more targeted meetings. Most of the public relations work has centered on the labor issue. This will be the case until a settlement is reached.

MARKETING

- The winter bid update is at the printer.
- Annual route review information is on the Web site and is posted at the Eugene Station.
- Work continues on the Web storefront and the development of a Web-based point of sales system. Extensive testing will occur in mid-January.
- Stuff the Bus: LTD partnered with KDUK radio and the community to collect 8,177 pounds of food for Food for Lane County.

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.

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FINANCE AND INFORMATION TECHNOLOGY

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Diane Hellekson, Director of Finance and Information Technology

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FINANCE

Carol James, Accounting Manager

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Two hundred seventy-four (274) vendor checks were processed during the month of December, including \$22,779 to Wildish Building Company for work related to Franklin Corridor construction; \$404,911 to Essex General Construction, Inc., for work related to RideSource facility construction; and \$100,896 to EWEB for utility relocate at 11th and Hilyard Street (Franklin Corridor EmX).

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Two hundred thirty four (234) vendor checks were processed during the month of November, including \$283,366 to Wildish Building Company for work related to Franklin Corridor construction; \$219,257.68 to Essex General Construction, Inc., for work related to RideSource facility construction; and \$121,096.05 to John Hyland Construction, Inc., for the Springfield Station. ¶

Eighty payroll checks and 892 payroll direct deposits totaling \$738,138.95 were made in December 2004.

¶
Eighty-two (82) payroll checks and 898 payroll direct deposits totaling \$789,969.79 were made in November 2004.¶

Twelve cash fare deposits totaling \$114,529.44 were made in December 2004. These included cash fares for a total of six basketball games.

¶
Thirteen cash fare deposits totaling \$145,943.74 were made in November 2004. These included cash fares for two football games. The FMO review delayed the completion of the FY2003-2004 CAFR. The required annual National Transit Database (NTD) and quarterly TEAM (federal grants) reporting was completed in a timely manner.¶

The budget development process for FY 2005-2006 was begun in December 2004. The initial version of the FY 2005-2013 Capital Improvements Program was developed and reviewed.

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PURCHASING

Jeanette Bailor, Purchasing Manager

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Contracts were awarded to six vendors for purchase of bus parts. As the RideSource facility construction progresses, various bids associated with equipment and furniture have been awarded.

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INFORMATION TECHNOLOGY

Steve Parrott, IT Manager

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The IT staff continues working toward completion of the APC/AVL project. The vendor, Siemens VDO Automotive, is scheduled to be on site at LTD the week of January 10-14, 2005, to install software and firmware upgrades. Project staff will evaluate the effectiveness of the upgrade in addressing outstanding open issues. LTD is withholding a final contract payment pending resolution of open issues and testing of final contract deliverables.

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In conjunction with the APC/AVL project, IT staff concurrently are involved in several other projects to support the district's technology needs:

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Development and implementation of:

- Service related performance reports for enhanced tactical and strategic planning
- Radio communications infrastructure improvements
- Telecommunications infrastructure improvements
- Facilities automation improvements
- Training facility improvements

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Research in preparation for:

- Implementation of blade server technology
- Implementation of Storage Area Network (SAN) technology
- Document management /information cataloging technologies
- Implementation of security incident and accident tracking technologies
- Purchase of next generation Palm PCs
- Implementation of passenger information features
- Telephone system upgrades

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The Human Resource Department's priorities continue to be settlement of the labor contract and development of a new health care plan. Significant progress was made on both priorities over the month of October. ¶

¶
LABOR CONTRACT NEGOTIATIONS CONTINUE¶

¶
The LTD negotiations team met with the Amalgamated Transportation Union negotiators on October 14. LTD's full package was presented, including economic offerings. Both parties felt mediation would be helpful, and agreed to jointly file a request to the Employment Relations Board for assignment to a mediator. This request was officially filed the next week, and a mediator assigned the day after. The ...

IT staff also serve in advisory roles to other projects currently underway within the organization.

HUMAN RESOURCES

Mary Neidig, Human Resources Director

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Franklin EmX Corridor Design Changes Since Project Approval in May/June 2001

Category	Item	Spring 2001 Design	Final Design	Reason/Comments
Vehicle	Length	40-foot or 60-foot vehicle	60-foot articulated vehicle	Larger vehicle provides space for ridership growth and can better accommodate bicycles
	Appearance	Not determined	Will have a redesigned, sleeker exterior	Vehicle manufacturer New Flyer Company has agreed to exterior modifications
	Propulsion	Not determined	Hybrid-electric propulsion	"Greener" System well tested and available
ITS/Fares	Guidance, Docking	Yes	LTD is pursuing the use of mechanical guidance, while participating on a study of automated guidance.	Guidance system not yet commercially available
	Real-Time Passenger Information	Not anticipated for initial implementation	Project development is underway, though may not be available by the start of the Franklin Corridor	Opportunity arose to develop system as part of a new Automated Vehicle Locator system
	Fare Machines	Included on platforms	Eliminated (service will operate without fare payment). Infrastructure included for future installation.	LTD will test "Free fare corridor" as a 2 yr. demonstration project, while also saving costs for fare machines and ongoing fare collection and enforcement.
Street Geometry	EmX lane widths	10 feet	10.5 feet	The extra half foot of lane width is needed to accommodate manual steering
	Franklin, Agate to Moss	Two EmX lanes on either side of the median	Two EmX lanes on the south side of the median	Lanes on north side had business impact, while additional lane on south side affected only the UO parking lot
	Franklin, Moss to Villard	Two EmX lanes	Single, bi-directional EmX lane	Second lane had impact on historic trees and median area and would provide only marginal operational benefit
	Franklin, Orchard to Walnut	Two EmX lanes	Single, bi-directional EmX lane	Second lane had impact on historic trees and median area and would provide only marginal operational benefit
	Transitway, east of Walnut Station	EmX lanes criss-cross	EmX lanes do not criss-cross	Vehicles with doors on both sides eliminated need for criss-cross. Criss-cross had tree impacts
	Main Street	Two blocks of exclusive/shared lane between Pioneer Parkway East and Mill Streets	EmX travels in mixed traffic	There were operational and safety problems with Main Street lane.
	South A Street	No median separating transit lane from other traffic	Median established between transit lane and other traffic	The median acts as a traffic calming device, which will slow traffic and improve pedestrian safety.
Aesthetics	Undergrounding of utilities	Not included	The aboveground power and communication lines on the north side of Franklin between Onyx and RiverFront Parkway will be relocated underground	The undergrounding is the result of a partnership between the City, EWEB, and LTD
Stations	High Street	Platform south of transit way	Platform north of transit way	Detailed engineering determined that this was a better design
	Glenwood	Median Stations at Motor Pool, Henderson, and Brooklyn	Median station at McVay. Curbside stations at Glenwood and Lexington.	McVay station determined to be a better location than Brooklyn. Change to curbside stations to reduce cost and allow later relocation of station with Glenwood redevelopment.
Traffic Signals	Kincaid and 11th	New traffic signal	No new traffic signal	Dad's Gate design did not require new traffic signal

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

ITEM TITLE: FEBRUARY 2005 EMPLOYEE OF THE MONTH

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

BACKGROUND: February 2005 Employee of the Month: Maintenance Administrative Support Services Associate Doris Dioszeghy was selected as the February 2005 Employee of the Month. Doris was hired by LTD in July 1988, and previously was selected as the August 2000 Employee of the Month. She was nominated this time by an LTD guest, who praised Doris for her part in a job well done to help keep the buses operating for guests to get around town to their many obligations.

When asked to comment on Doris' selection as Employee of the Month, Director of Maintenance Ron Berkshire said:

Doris is the ultimate team player. She is always there ready to do whatever is needed to get the job done. She is a very caring individual who respects the feelings and needs of those around her. Doris always puts others ahead of herself when carrying out the duties of her position. In return she is dearly appreciated by all her co-workers and is sometimes warmly referred to as "mom" because of her deep feelings and dedication to each individual on our team.

Our congratulations to Doris on her selection as the February 2005 Employee of the Month!

AWARD: Doris will attend the January 19, 2005, meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

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

2

DATE OF MEETING: January 19, 2005

ITEM TITLE: WORK SESSION: FINANCIAL TREND REVIEW

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

ACTION REQUESTED: None

BACKGROUND: As part of the preparation for the Board strategic work session scheduled for early February, staff will briefly review the last ten years of financial history and discuss the contributing influences and decisions that affected results.

ATTACHMENTS: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

ITEM TITLE: WORK SESSION: FRANKLIN CORRIDOR DESIGN REVIEW

PREPARED BY: Mark Pangborn, Assistant General Manager

ACTION REQUESTED: None.

BACKGROUND: The Franklin Corridor EmX project was given final approved by the Eugene and Springfield City Councils, the Lane County Commissioners, and the LTD Board in the spring of 2001. At that point, the project moved into final design and eventual construction. As a result of continued design refinements, continued discussions and negotiations with partner agency staff, and budget impacts, the Franklin Corridor project has changed somewhat compared with the project that was approved in 2001.

The perception from many people is that the project has changed radically from what was approved in 2001, and that the changes have had the impact of "diluting" the transit priority and other project features included in the original BRT design. The attached table provides a comparison of the 2001 design compared with the current design, highlighting the changes that have been made to the project.

As you can see from this table, there have been some changes from the original design concept. The changes were driven by a number of factors, the most significant being creating a project "true" to the BRT concept that also met civil engineering design and safety requirements. This project has been a learning process for both the transit and traffic engineers and together they have done an outstanding job. Overall, the project today is consistent with the original BRT design and intent approved in 2001.

ATTACHMENT: Table: Franklin Corridor EmX Design Changes

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

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. **Annual Strategic Planning Work Session:** The Board's annual two-day strategic planning retreat has been scheduled for the afternoon of February 3 and all day on February 4, 2005. The location will be announced soon.
- B. **LTD Retirement/Pension Plan Review:** A work session to review the LTD retirement and pension plans will be on the agenda for the February 14, 2005, work session or the February 16, 2005, regular meeting.
- C. **Federal Management Oversight Review Report:** The final report on the recent Federal Management Oversight Review will be presented to the Board as soon as it is available, likely in February 2005.
- D. **FY 2005-06 Pricing Plan:** No changes are being proposed to the current fare ordinance. The pricing plan will be brought to the Board for approval at the March 16, 2005, regular meeting.
- E. **FY 2005-06 Annual Route Review and Service Recommendations:** Public hearings on proposed changes to routes and schedules have been scheduled for February 7 and March 14, 2005. Both hearings will be held at 5:30 p.m. in the Bascom/Tykeson Rooms of the Eugene Public Library. The Board will be asked to approve the final recommended service package at the March 16, 2005, regular meeting.
- F. **Capital Improvements Program (CIP):** An update of the CIP will be discussed with the Board at the February 16, 2005, regular Board meeting.

- G. **Long-range Financial Plan:** The updated Long-range Financial Plan will be discussed with the Board at the March 16, 2005, regular meeting.
- H. **Information on LTD Purchasing Policy:** An update on LTD's Purchasing Policy will be brought to the Board in early 2005.
- I. **Executive Sessions on Labor Negotiations:** Executive (non-public) sessions to discuss labor negotiations will be scheduled as needed.
- J. **EmX Updates:** Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the EmX bus rapid transit project.



LTD General Manager's Report to the Board of Directors

January 19, 2005

Prepared by Ken Hamm, General Manager

FUTURE DATES TO REMEMBER

February 7, 2005	LTD Board Work Session—Public Hearing on Service and Fares
February 16, 2005	LTD Regular Board Meeting
February 21, 2005	LTD Administrative Offices Closed for Presidents' Day
March 14, 2005	LTD Board Work Session—Second Public Hearing on Service and Fares
March 16, 2005	LTD Regular Board Meeting
July 30-Aug 2, 2005	APTA Board Members Seminar
Sept. 25-28, 2005	APTA Annual Meeting and EXPO

EXTERNAL ACTIVITIES

State Representative Briefings

Rep. Paul Holvey and Rep. Debi Farr visited LTD for a briefing on LTD's projects and state legislative agenda.

OTA Meeting

The Oregon Transit Association held its regular monthly meeting in Salem on January 11. Linda Lynch, Doug Barber, and I attended.

CEOs of Lane County

The quarterly meeting of the CEOs of public entities in Lane County was held at the Town Club on December 17. Focuses included upcoming legislative issues, construction projects, labor issues, and new projects.

ODOT Briefing

Linda Lynch, Doug Barber, and I traveled to Salem to brief Bruce Warner, ODOT's executive director, on LTD's legislative agenda regarding lottery bond funds.

Mayor's Roast

Cindi and I attended outgoing City of Eugene Mayor Jim Torrey's roast at the Hult Center on December 20. The social hour preceding the ceremony provided opportunity to connect with several key community business and elected officials.

MPC

A special meeting of the Metropolitan Policy Committee was called for December 30. It provided another opportunity for the public to comment on area transportation projects.

State of Eugene

I attended Mayor Kitty Piercy's State of the City address on January 3rd at the Hult Center.

State of Springfield

I attended Mayor Sid Leiken's State of the City address on January 5th at the new Springfield Regional Sports Center.

SEL

The semi-monthly meeting of the Springfield Eugene Leadership group was held in Springfield on January 7.

INTERNAL ACTIVITIES

Holiday Potluck

LTD held its annual holiday potluck in the Board Room on December 17. As always, the food and camaraderie were excellent.

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

ITEM TITLE: WORK SESSION: PROGRESSIVE CORRIDOR ENHANCEMENT

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: None

BACKGROUND: In Spring 2004, the Board directed staff to develop a proposal for incremental development of transit corridors, with the eventual goal to establish a full EmX treatment on some of those corridors. This incremental development approach has been called Progressive Corridor Enhancement (PCE). PCE would not apply to the Franklin EmX Corridor, which is under construction, or the Pioneer Parkway EmX Corridor, which is undergoing environmental review, but could be used on subsequent EmX corridors.

Through subsequent discussions with the Board, a plan has been developed to consider four levels of development for transit corridors. This plan is summarized on the attached document.

The purpose of this work session is to review the current status and funding of PCE and to discuss possible approaches to further implementation of PCE. Direction from the Board will guide the FY 2005-06 staff work plan and Capital Improvements Program.

ATTACHMENT: Progressive Corridor Enhancement: Improving Transit on Key Corridors

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

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. Beginning this month, the performance reports will be distributed with the monthly financial statements as a separate packet. Earlier agenda packet preparation deadlines have necessitated this change.

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

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

ATTACHMENTS: October 2004 Performance Report
Eugene/Springfield Metro Labor Trends
(both included in a separate packet for the Board)

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: January 19, 2005

ITEM TITLE: PIONEER PARKWAY EmX CORRIDOR PROJECT GOAL AND PERFORMANCE OBJECTIVES

PREPARED BY: Lisa Gardner, Senior Strategic Planner

ACTION REQUESTED: Adopt Pioneer Parkway Corridor Bus Rapid Transit Goal and Performance Objectives

BACKGROUND: The Board reviewed the draft Pioneer Parkway Corridor Bus Rapid Transit Goal and Performance Objectives at their December meeting and expressed a concern with one of the objectives. Staff have developed three revised options for objective #5 to reflect Board direction at that meeting.

Original language: Maximize safety and operational benefits to pedestrians, bicyclists, and motorists using the corridor.

Option 1 (Staff Recommended): Seek opportunities to enhance the safety and operations for pedestrians, bicyclists, and motorists using the corridor.

Option 2: Enhance safety and operations for pedestrians, bicyclists, and motorists using the corridor

Option 3: Provide safety and operational benefits to pedestrians, bicyclists, and motorists using the corridor

ATTACHMENT: Revised Draft Pioneer Parkway BRT Goal and Performance Objectives

PROPOSED MOTION: LTD Resolution No. 2005-002: It is hereby resolved that the LTD Board of Directors approves the Pioneer Parkway Corridor Bus Rapid Transit Goal and Performance Objectives.



Progressive Corridor Enhancement: Improving Transit on Key Corridors January 19, 2005

Bus rapid transit (BRT) has been identified in the Regional Transportation Plan as the preferred transit strategy for the Eugene/Springfield area. Lane Transit District has begun implementing EmX (the name selected for the BRT system). The first corridor, Franklin EmX, is under construction and the second corridor, Pioneer Parkway EmX, is in the environmental review process.

The EmX system includes many features such as transit signal priority, wider stop spacing, improved stops and stations, off-board fare collection, level boarding, and exclusive transit right-of-way. All of these features are included in the initial construction of the first two corridors. LTD is considering a progressive implementation of these features for future corridors.

The new progressive corridor enhancement approach would allow faster implementation of transit corridor improvements while the commitment to complete the design on all planned EmX corridors remains unchanged.

LTD has identified the following four levels of EmX corridor improvements. The implementation sequence and schedule are dictated by funding and community support.

Item	Level 1	Level 2	Level 3	Level 4
Transit signal priority	★	★	★	★
Extended stop spacing (4 stops per mile)		★		
Passenger shelters at most stops		★		
Selected queue-jumpers		★		
Extensive queue-jumpers			★	
Exclusive transit ways or transit lanes				★
Wide stop spacing (2 to 3 stops per mile)			★	★
Stations with extensive passenger amenities			★	★
Off-board fare collection			★	★
Level boarding			★	★
Automated guidance and precision docking				★

Advantages of Progressive Corridor Enhancement

- ❑ Current transit service along corridors would benefit from travel time savings
- ❑ Experience from incremental improvements would help prioritize future investments
- ❑ Community and business partners will experience enhanced transit and advocate for additional enhancements
- ❑ Financial investments can be made incrementally in concurrence with community growth and development
- ❑ Progressive enhancements facilitate movement to the next level of corridor development

**Pioneer Parkway EmX Corridor
Project Goal and Objectives**

Revised Draft
January 2005

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Project Goal

To provide a high quality, cost-effective transit improvement in the Pioneer Parkway Corridor that will support the community's land use and transportation goals, improve the efficiency and operation of the transportation system, provide environmental benefits, and reflect community values

Objectives

1. Provide convenient, fast, reliable transit service in the corridor.
2. Maximize the efficiency of transit service operations along the corridor
3. Support desired land use patterns and development in the corridor.
4. Help accommodate future growth in travel demand in the corridor.
5. Seek opportunities to enhance the safety and operations for pedestrians, bicyclists, and motorists using the corridor.
6. Provide an environmentally sensitive design for the project.

SORTA proposes ending Sunday Metro service

*By Roy Wood
Post staff reporter*

The Cincinnati area may lose Sunday Metro bus service if a proposal discussed today becomes reality.

Metro CEO and General Manager Mike Setzer proposed slashing the service as a way to overcome a part of a projected \$2.6 million 2005 deficit the Southwest Ohio Regional Transit Authority will face if Cincinnati City Council adopts a \$38 million budget for the bus system this week.

SORTA, which operates Metro, wanted to raise its base fares -- 80 cents during rush hour, 65 cents at other times -- to \$1. It would be the first increase since 1992.

City Council which pays for roughly half of Metro's \$73.5 million annual operating budget through the city's earnings tax, rejected SORTA's initial request in a 5-4 vote, however, and asked the agency to go back to the drawing board.

Setzer said eliminating Sunday service would be easy to implement and affect fewer riders -- about 22,000 per day -- than other options studied. He said the plan would save about \$2.2 million.

City Councilman John Cranley, who has been involved in discussions with SORTA, said that the city is willing to compromise with SORTA.

He said he believed the threat to cut Sunday service was "a bureaucratic scare tactic."

Cranley handed out figures that he said showed the organization, despite its claims, has made no progress in cutting its overhead in the past year.