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LANE TRANSIT DISTRICT SPECIAL BOARD MEETING

Tuesday, March 29, 2005
5:30 p.m.

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

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Gant _____ Gaydos _____ Kleger _____ Kortge _____

Ban _____ Davis _____ Eyster _____

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

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA 04

V. BOARD CALENDARS (5 minutes) 05

VI. WORK SESSION 06

- Eugene/Springfield Economic Performance (45 minutes)

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

VII. EMPLOYEE OF THE MONTH – April 2005 22

VIII. AUDIENCE PARTICIPATION

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

IX.	ITEMS FOR ACTION AT THIS MEETING	23
A.	Consent Calendar (1 minute)	
	1. Minutes of February 7, 2005, Special Board Meeting (Page 24)	
	2. Minutes of February 8, 2005, Special Board Meeting (Page 29)	
	3. Minutes of February 16, 2005, Regular Board Meeting (Page 40)	
	4. Minutes of March 3, 2005, Special Board Meeting (Page 53)	
	5. Minutes of March 12, 2005, Emergency Board Meeting (Page 54)	
	6. Minutes of March 14, 2005, Special Board Meeting (Page 55)	
B.	Annual Route Review—2005 Service Proposal (15 minutes)	57
C.	Public Transit Division Discretionary Grant Applications (15 minutes)	61
	1. Staff Presentation	
	2. Opening of Public Hearing by Board President	
	3. Public Testimony	
	▪ Each speaker is limited to three (3) minutes.	
	4. Closing of Public Hearing	
	5. Board Deliberation and Decision	
D.	Capital Improvements Program (15 minutes)	64
E.	Group Pass Pricing Adjustment (5 minutes)	70
F.	Over-80 Pass Program Change (5 minutes)	71
X.	ITEMS FOR INFORMATION AT THIS MEETING	
A.	Current Activities	
	1. Board Member Reports (respond if questions)	72
	(a) <u>Meetings Held or Attended</u>	
	(1) MPO Summit	
	(2) BRT Steering Committee	
	(3) Metropolitan Policy Committee	
	(4) Region 2050 Policy Advisory Board	

	(b) <u>No Meetings/No Report</u>	
	(1) Salaried Employees Retirement Plan/ATU Pension Plan Trustees Meetings	
	(2) Statewide Livability Forum	
	2. General Manager's Report (respond if questions)	74
	3. Monthly Financial Report—February 2005 (5 minutes)	76
	4. Financial Management Oversight Review (5 minutes)	88
	B. Monthly Department Reports (respond if questions)	107
	C. Monthly Performance and Labor Trends Reports (respond if questions)	117
XI.	ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	133
	A. Annual Strategic Planning Work Session	
	B. LTD Contract Review Board/Purchasing Regulations	
	C. Long-range Financial Plan	
	D. Budget Adoption	
	E. Boundary Resolution	
	F. LTD Retirement/Pension Plan Review	
	G. Information on LTD Purchasing Policy	
	H. EmX Updates	
XII.	ADJOURNMENT	

Alternative formats of printed material and or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 2005

ITEM TITLE: ANNUAL ROUTE REVIEW – 2005 SERVICE PROPOSAL

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: Adopt the 2005 Service Package

BACKGROUND: Over the last three months, the Board has received information and public testimony on possible service changes as part of the 2005 Annual Route Review. The service change package has been amended based on the public comment, Board direction, and staff analysis. The Board is now requested to approve a package of service changes.

RESULTS OF RECOMMENDED ACTION: The service changes will be implemented in September 2006. Any change in costs associated with the service changes will be reflected in the proposed budget for FY 2005-06.

ATTACHMENT: 2005 Annual Route Review Service Adjustment Proposal

PROPOSED MOTION: I move the following resolution: LTD Resolution No. 2005-005: It is hereby resolved that the LTD Board of Directors approves the Fiscal Year 2005-06 service recommendations as presented on March 29, 2005, and as shown on the 2005 Annual Route Review Service Adjustment Proposal.

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2005-2006**

TYPE OF FARE:

Cash Fare

	Current:	Proposed:
Adult	\$1.25	n/c
Youth	\$0.60	n/c
Child	\$0.60	n/c
Reduced	\$0.60	n/c
Senior	\$0.60	n/c

Passes

Adult		
1-Month:	\$35.00	n/c
3-Month:	\$95.00	n/c
Youth, Senior, Reduced		
1-Month:	\$17.50	n/c
3-Month:	\$47.50	n/c

Day Pass

Adult	\$2.50	n/c
Youth, Senior, Reduced	\$1.25	n/c

Tokens

Full Fare	\$1.00	n/c
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Shuttle Fare	\$0.50	n/c
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RideSource (Staff Proposal)

	Current:	Proposed:
Regular	\$2.50	n/c
Escort	\$2.50	n/c
Shopper*	\$2.00	n/c
<i>10 Tickets</i>	\$20.00	n/c

RideSource (STAC Proposal)

Regular	\$2.50	n/c
Escort	\$2.50	n/c
Shopper*	\$2.00	n/c
<i>10 Tickets</i>	\$20.00	n/c

*Round-trip fare

Sales Outlet Wholesale Discount

	Current:	Proposed:
Passes	Discount	Discount
0-500+	5.0%	n/c
Tokens		
0-500+	5.0%	n/c

Special Programs - not covered by ordinance
Over 80 Free Pass Change to over 70
Summer Youth Pass - June/July/Aug \$35.00

Group Pass +2.9%
 Current quarterly rates: \$10.11 taxpayer
 \$11.79 non-taxpayer
 Proposed quarterly rates: \$10.40 taxpayer
 \$12.13 non-taxpayer

AGENDA ITEM SUMMARY

2

DATE OF MEETING: March 29, 2005

ITEM TITLE: FEBRUARY FINANCIAL STATEMENTS

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

ACTION REQUESTED: None

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

Passenger fares remain slightly ahead of budget for the first eight months of the new year, and also ahead of the same period last year. Ridership for the rolling twelve-month period, which ended February 28, is up 3.4 percent, a continuation of the positive growth trend of the last several months. Comparative data for future reports will be affected by the recent strike of represented employees and the shutdown of all fixed-route service for some period of time.

Payroll tax revenues are up 8.4 percent versus 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 some of this growth. The area also appears to be slowly recovering from the recent economic downturn, a conclusion that was supported by presenters at the recent Eugene Chamber of Commerce economic conference. Staff will request an analysis from the Oregon Department of Revenue because previous unexplained growth in payroll tax receipts have been caused by processing errors.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in February. State-in-lieu funds are ahead of the previous year's first half by 3 percent as of the quarter that ended December 31, which puts this resource almost exactly on budget for the year to date.

Total personnel services expenditures, the largest category of operating expense, show a net growth of 5.8 percent through February, a slight improvement over the 6 percent reported in the previous month. All of the growth can be attributed to wages and benefits paid to employees represented by the Amalgamated Transit Union 757 (ATU). Net administrative personnel services are up 3.5 percent over the same eight-month period in the last fiscal year. Personnel services for employees represented by ATU are up 6.7 percent in the same period. This category

of expense will almost certainly finish the current fiscal year over budget and will be evaluated for a possible supplemental budget transfer before year-end in June.

Materials and services results vary widely from department to department. Total materials and services are significantly higher for the first eight months of this year as compared with last year, but overall spending is within budget for the year to date. Factors for negative results include continued high fuel cost (discussed below) and legal expenses associated with the lengthy contract negotiation process. Transfers to the Capital Projects Fund resumed in the current year after a hiatus of two and a half years and were included in the total materials and services activity.

Fuel prices are still high but moved down slightly in February. The current-year budget assumed \$1.13 per gallon, as previously reported. The average eight-month price through February 28 rose to \$1.4854 per gallon, up from \$1.44409 reported for the seven-month average. The negative variance for fuel year to date is now \$198,433 and could reach \$300,000 by year-end if the price does not change. The high for the year to date occurred on February 24, 2005, at \$2.0095 per gallon. The low occurred on December 15 at \$1.1738. Should the overage materialize, it may be necessary to transfer appropriations from contingency before fiscal year-end. Such a transfer would require Board approval.

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 eight months of the fiscal year.

The Commuter Solutions Fund is as expected through the first eight 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 February.

Capital Projects Fund activity in February was dominated by Accessible Services outlays for the new RideSource facility nearing completion at 310 Garfield Street. Passenger boarding improvements included fixed-route shelter replacement and security improvements for facilities. Construction work on the Franklin Corridor EmX project continued, as did planning for the Pioneer Parkway EmX corridor.

Staff received the Report on Financial Management Oversight Review on March 9. It is included in this agenda packet as a separate agenda item.

Finally, preparation continued for the Triennial Review, an FTA examination that occurs every three years. The site visit has been scheduled for June 9 and 10. Also, budget preparation continued, but has been slowed by the represented employees' contract negotiation process.

ATTACHMENTS: Attached are the following financial reports for February 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

AGENDA ITEM SUMMARY

2

DATE OF MEETING: March 29, 2005

ITEM TITLE: CAPITAL IMPROVEMENTS PROGRAM

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

ACTION REQUESTED: Approval of the Capital Improvements Program

BACKGROUND: After several months of discussion and review of the major components, the proposed revised Capital Improvements Program (CIP) has been completed for Board of Directors' consideration and approval. The Board has provided the direction for the plan presented here.

The plan has not changed materially from that which was approved for FY 2004-05:

- The EmX project corridors will continue to dominate the plan for the foreseeable future. The third corridor, which was pushed out of the eight-year planning window last year, now reappears in the eighth year. Fixed-route fleet vehicle replacement also will be a significant investment.
- There is still no debt financing for any of the plan components.
- The Pioneer Parkway EmX corridor still assumes 60 percent federal funding, 20 percent LTD local cash match, and 20 percent other local match. This latter amount, highlighted in pink on the attached spreadsheets, has not been specifically identified and secured.
- River Road Station, which has had structural and logistical problems for many years, has a \$1,000,000 "placeholder" in FY2007-08. At this time, it is not known if the station at the existing location will be modified or the station will be relocated. Options are under consideration and will be evaluated over the next year or two.

The brief presentation that will precede Board deliberation and action on the CIP will highlight the major plan components. Project managers will be present at the meeting to respond to questions, should additional information be required.

RESULTS OF RECOMMENDED ACTION:

The revised CIP will become part of the FY 2005-2006 Proposed Budget materials and presentation.

ATTACHMENTS: Capital Improvements Program Project Summary
Project Funding by Funding Source

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

LTD Resolution No. 2005-007: It is hereby resolved that the proposed Capital Improvements Program for fiscal years 2005-2006 through 2009-2010 is approved as presented [amended].

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 2005

ITEM TITLE: PUBLIC TRANSIT DIVISION DISCRETIONARY GRANT APPLICATIONS FOR 2005 – 2007 BIENNIUM

PREPARED BY: Terry Parker, Accessible Services Manager

ACTION REQUESTED: (1) Hold a public hearing on grant applications
(2) Approve grant applications

BACKGROUND: The Oregon Department of Transportation (ODOT) Public Transit Division administers a grant program that combines several sources of discretionary funds into one application process. Although the actual amounts will not be final until the 2005 Legislature approves the budget for the 2005-2007 biennium, there is an estimated \$21 million available from state and federal funds. Grant funding is expected in these program categories:

- Transportation services benefiting elderly and people with disabilities
- Rural Intercity – connections between small communities and regional centers
- Mass Transit - vehicle replacement
- Rural General Public - vehicle replacement (State Regions 2 & 4 only)
- Vanpool - Start-up projects (State Regions 2 & 4 only)

Program priorities are:

1. Vehicle Preservation – replace vehicles that are operated within a coordinated transit service network
2. Rural Community Transportation – preserve services that provide the most open access and least restrictive environment
3. Fleet Maintenance – through preventive maintenance investments
4. Community Transit – new vehicles and projects that improve and promote the use of community transit such as travel training, marketing and passenger amenities

LTD, as the legal recipient of state Special Transportation Funds (STF), is required to review, rank, and agree to accept funding for projects that potentially will be funded with STF moneys. LTD serves as the local coordinator for all discretionary project applications within Lane County. LTD is submitting a consolidated application that reflects state and local priorities.

Formatted: Justified

At its January meeting, the Special Transportation Advisory Council (STAC) established local priorities for grant applications. A Notice of Fund Availability was placed in the legal section of the Eugene *Register-Guard* on February 2, 2005, and copies of a Preliminary Application for Lane County Projects were distributed. A subcommittee of the STAC reviewed and ranked seven projects that met program criteria and priorities. Two additional projects, the replacement of Mass Transit vehicles and the continued operation of the Diamond Express service, were identified but were not required to be ranked. There were five requests for one vehicle each and two requests for administration or operational support from small non-profit agencies that provided limited service to their respective clientele. These requests did not meet program priorities. However, the leasing of used equipment to those agencies requesting vehicles was discussed as a possible alternative. Two applications were determined ineligible. The attached list outlines the applications that the STAC recommends for inclusion in LTD's consolidated application to be submitted by March 31, 2005.

ATTACHMENT: Proposed Public Transit Division Discretionary Grant Applications for 2005 – 2007 Biennium

PROPOSED MOTION: I move approval of the following resolution:

LTD Resolution No. 2005-~~006~~: It is hereby resolved that the LTD Board of Directors approves the LTD Public Transit Discretionary Consolidated Grant Application for FY 2006 and FY 2007 and authorizes the general manager to submit applications to the Oregon Department of Transportation Public Transit Division.

Deleted: ____:

ADDENDUM TO
MARCH 29, 2005,
BOARD MEETING AGENDA PACKET

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

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 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

Annual Route Review 2005 -- Service Change Summary for FY 05-06 -- PREVIOUS proposal

Change in Revenue and Schedule Hours

Change in Ridership

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	Route Boardings per Rev. Hr.	Segment Boardings per Rev. Hr.	Change in Daily Boardings	Change in Annual Boardings	Comments
Fixes												
sys	Contingency	4.00	2.00	2.00	1,612	0.55%	0.55%					
12	Timepoint adjustments	0.50			167	0.06%	0.60%	52				
13	Timepoint adjustments	0.25			84	0.03%	0.63%	43				
36	Increase trip time on six trips (CANX)	0.25			84	0.03%	0.66%					
51 or 52	Routing change on 6th / 7th to save trip time on one of these routes. Would need to cover Railroad / 1st if route 51 is changed. (CANX)	-1.20			-401	-0.14%	0.52%	46				
76	Increase trip time on four trips (CANX)	0.25			84	0.03%	0.55%	73				
Deletions												
18	Eliminate Fairview loop portion of route	0.00			0	0.00%	0.55%	23	9	-12	-1,018	prevents adding up to 2.5 hours per weekday to correct timing problems
19	Eliminate Fairview loop portion of route	0.00			0	0.00%	0.55%	22	12	-11	-933	prevents adding up to 2.5 hours per weekday to correct timing problems
22	Convert to school route (no summer service). Eliminate last trip. (CANX)	-1.20			0	0.00%	0.55%	23	10	-4 for last trip	-1,486	
41	Eliminate routing on Barger between Terry and Greenhill	-1.00	-3.30		-549	-0.19%	0.37%	43	0.2	-28 wkdy -5 Sat	-2,457	
76	Eliminate summer service	-2.23			-200	-0.07%	0.30%	27	27	-53	-1,207	
76	Delete 28th / City View loop portion of route (CANX)	-0.30			-100	-0.03%	0.26%	73	9	-3	-254	
79x	Eliminate extra round trip between 09:00 - 09:30 (NEW)	-0.75			-171	-0.06%	0.21%	149	32	10 to 14 rides -- students have other trip options		
96	Consolidate two midday trips	-0.92			-306	-0.10%	0.10%	16	13	-2	-170	
426	Eliminate south Willamette portion	-0.75			-137	-0.05%	0.06%	28	1	-1	-109	
Additions												
78	Extend routing to Bailey Hill Road	0.92			169	0.06%	0.11%	65		60	5,010	
78	Add one early evening trip	1.16			252	0.09%	0.20%	65		38	6,346	
TOTALS		-1.02	-1.30	2.00	587		0.20%				3,722	

Annual Route Review 2005 -- Service Change Summary for FY 05-06 -- Updated: March 2005

Change in Revenue and Schedule Hours

Change in Ridership

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	Route Boardings per Rev. Hr.	Segment Boardings per Rev. Hr.	Change in Daily Boardings	Change in Annual Boardings	Comments
Fixes												
sys	Contingency	4.00	2.00	2.00	1,612	0.55%	0.55%					
12	Timepoint adjustments	0.50			167	0.06%	0.60%	52				
13	Timepoint adjustments	0.25			84	0.03%	0.63%	43				
18 & 19	Shorten Fairview loop -- retain route pairing with route 13 Centennial and maintain other transfers.	0.00			0	0.00%	0.63%	23	7	9	2,313	No net change in schedule hours.
Deletions												
41	Eliminate routing on Barger between Terry and Greenhill	-2.92	-3.30		-1,190	-0.40%	0.23%	43	0.2	-28 wkdy -5 Sat	-2,457	
79x	Eliminate extra round trip between 09:00 - 09:30	-0.75			-157	-0.05%	0.18%	149	32	10 to 14 shift to another trip		New item. Student riders have option of using trip 6 minutes earlier.
96	Consolidate two midday trips	-0.92			-306	-0.10%	0.07%	16	13	-2	-170	
426	Eliminate south Willamette portion	-0.75			-137	-0.05%	0.02%	28	1	-1	-109	
Additions												
78	Extend routing to Bailey Hill Road	0.92			169	0.06%	0.08%	65		60	5,010	
78	Add one early evening trip	0.55			119	0.04%	0.12%	65		38	6,346	Revised item. One trip, at approximately 6:00 pm, would be added instead of two.

Total Operational Cost of Changes:

TOTALS -- Staff Proposal	0.88	-1.30	2.00	362		0.12%					10,933	\$14,048
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"No Change" Alternative for Rts 18 & 19

18 & 19	Retain Fairview loop -- route 18 & 19 routing does not change	3.75			1,253	0.42%	0.55%	23	0	0	0	Split apart pairing with route 13 Centennial trips during some peak hours (including mid afternoon), reduce transfer opportunities by adjusting timepoints.
TOTALS with No Change in Routing for Routes 18 & 19		4.63	-1.30	2.00	1,614		0.55%				10,933	\$62,722

Annual Route Review 2005 -- Cancelled or Deferred Items

Change in Revenue and Schedule Hours

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Comments
Fixes					
36	Increase trip time on six trips	0.25			Staff determined this is not necessary for FY 05-06
51 or 52	Routing change on 6th / 7th to save trip time on one of these routes. Would need to cover Railroad / 1st if route 51 is changed.	-1.20			For ARR 06: staff will take a comprehensive review of River Road sector service that will review routing and ridership for routes 51, 52 and 55.
76	Increase trip time on four trips	0.25			Staff determined this is not necessary for FY 05-06
Deletions					
22	Convert to school route (no summer service). Eliminate last trip.	-1.20			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
76	Eliminate summer service	-2.23 summer only			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
76	Delete 28th / City View loop portion of route	-0.30			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
Additions					
78	Add one additional evening trip	0.55			Staff originally proposed to add 2 evening trips.

Total Operational Cost of Cancelled or Deferred Items

Annual Route Review 2005 -- Cancelled or Deferred Items

Change in Revenue and Schedule Hours

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Comments
	TOTALS	-1.65	0.00	0.00	(\$27,822)

Route Ridership and Productivity

	B	C	D	E	F	G	H	I	J	K	L	
3		Data Sample Time Period: Oct 4 - Nov 19, 2004								\$38.85	\$0.53	
4	route type	Route	# of Round Trips	Avg Boardings / wkday	Total of Revenue Hours	Route productivity	% of avg (<67% =substd)		Total of Schedule Hours	Cost per Boarding	% of avg (>133% =substd)	
126	high school commuter	426		25	0.9	28.2	53%		2.3	\$3.14	211%	
127	high school commuter	430		24	0.3	96.0	181%		0.8	\$0.78	52%	
128	high school commuter	435		38	0.6	60.0	113%		1.9	\$1.38	93%	
129	high school commuter	451		38	0.6	60.8	115%		1.5	\$1.03	69%	
130	high school commuter	453		21	0.4	57.3	108%		1.0	\$1.38	93%	
131												
132	AVG			145	2.7	53.0			7.5	\$1.49		
133												
134												
135											\$ 1.98	
136											133%	

Route Ridership and Productivity

Cell: B126

Comment: high school commuter service:
limited neighborhood service geared to class times

Annual Route Review 2005 -- Calculate Rt Cost Factors

	start of rt prev trip	start of route trip	end of route trip	start of next trip	rev time	added sched time	cost ratio - sched hrs / rev hrs
75x		05:20	05:25	05:44	0.08	0.32	4.80
75x		05:40	05:45	06:00	0.08	0.25	4.00
75x		06:25	06:45	07:00	0.33	0.25	1.75
75x		06:08	07:03	07:18	0.92	0.25	1.27
75x	06:42	06:45	07:45		1.00	0.05	1.05
75x		06:18	06:25	06:30	0.12	0.08	1.71
75x		07:28	07:55	08:15	0.45	0.33	1.74
75x		08:58	09:05	09:15	0.12	0.17	2.43
75x	07:49	07:58	08:15		0.28	0.15	1.53
75x	08:15	08:38	08:45		0.12	0.38	4.29
75x	09:08	09:18	09:25		0.12	0.17	2.43
75x	07:08	07:23	07:36		0.22	0.25	2.15
75x		08:25	08:55	09:06	0.50	0.18	1.37
75x		16:57	17:06	17:33	0.15	0.45	4.00
75x		17:07	17:16	17:35	0.15	0.32	3.11
75x	17:50	18:17	18:25		0.13	0.45	4.38
75x		14:47	16:16	16:35	1.48	0.32	1.21
75x		17:17	17:26	17:45	0.15	0.32	3.11
75x		17:27	17:55	18:05	0.47	0.17	1.36
75x		14:18	14:45	15:06	0.45	0.35	1.78
75x		14:57	16:46	17:06	1.82	0.33	1.18
75x		14:08	14:35	14:38	0.45	0.05	1.11
75x		16:27	16:56	17:10	0.48	0.23	1.48
75x	22:05	22:17	23:56		1.65	0.20	1.12
contracted service					11.72	6.02	1.51

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 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. **MPO Summit:** The third MPO Summit was held on March 2 and 3 in Salem. Board member Susan Ban attended the first day of the Summit, and spoke with state legislators about various issues and bills that are of interest to LTD, including the "Connect Oregon" funding that has been proposed by the governor.
2. **BRT Steering Committee:** Board President Gerry Gaydos and Board members Dean Kortge and Debbie Davis are members of LTD's BRT Steering Committee, along with members of local units of government and community representatives. The Committee meets quarterly. The last meeting was held on March 8, 2005. At that meeting, the Committee was updated on the Franklin Corridor project, the Pioneer Parkway project, and Progressive Corridor Enhancements. The primary topic of discussion was the sequencing of construction of the Franklin project, including interim use of transit lanes after construction but before the start of service. The next meeting is scheduled for June 7, 2005.

3. **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, with Dave Kleger as an alternate. Ms. Ban and Mr. Kleger attended the MPC meeting on March 10, 2005. The agenda included discussions of freight route designation, the Unified Planning Work Program, and the allocation of Surface Transportation Program (STP) funds, and reports on the United Front trip and the MPO Summit. The next scheduled meeting of the MPC is on April 14, 2005.
4. **Region 2050 Policy Advisory Board**: Susan Ban is the Board's representative on the Region 2050 Policy Advisory Board (Policy Board), with Mike Eyster as an alternate. The Policy Board met on March 24, 2005.

NO MEETINGS/NO REPORT

1. **LTD Salaried Employees Retirement Plan and ATU Pension Plan Trusts**: Both Trusts meet quarterly. They last met on January 20, 2005. The next meeting has not yet been scheduled.
2. **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: March 29, 2005

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

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

At the March 29 meeting, staff can respond to any questions the Board may have about this correspondence.

PROPOSED MOTION: None

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 16, 2005

Pursuant to notice given to *The Register-Guard* for publication on February 10, 2005, 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, February 16, 2005, beginning at 5:30 p.m., in the LTD Board Room, 3500 E. 17th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
Susan Ban, Vice President
Dean Kortge
Debbie Davis
Mike Eyster
David Gant, Secretary
Dave Kleger, Treasurer
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Elise Self, Minutes Recorder

CALL TO ORDER – Mr. Gaydos called the meeting to order at 5:33 p.m.

ROLL CALL – General Manager Ken Hamm called the roll.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – Mr. Gaydos thanked all of the Board members for their attendance at so many extra meetings recently. He said that he was impressed with everyone's commitment to Lane Transit District (LTD).

Mr. Gaydos reported that LTD had been very well represented at a recent meeting with Representative Peter DeFazio. He said that those present met Representative James Oberstar from Minnesota, who was the ranking member of the U.S. House Transportation and Infrastructure Committee. He thanked the staff and said that their presence at the event would help further important relationships with the federal government.

Mr. Gaydos noted that committee assignments were on the agenda. He added that while the Board would touch on the issues of "productivity and coverage" at this meeting, he would like to have those issues on an agenda in the future so that the Board could have a more lengthy discussion and give direction.

BOARD CALENDARS – Mr. Gaydos and Mr. Kortge both said that they would be gone in March and would miss both of the Board meetings. Ms. Ban said that she would have to leave the March 14 meeting early.

WORK SESSION

Region 2050 Status Report – Carol Heinkel, Tom Schwetz – Ms. Ban introduced this topic by explaining that Region 2050 was a regional approach to looking at and anticipating growth in a cooperative way, not governed by regulations, but governed by collaboration and consensus. She introduced Carol Heinkel, LCOG principal planner and project manager, and Tom Schwetz, LCOG transportation program manager, to make a presentation about the Region 2050 project and the importance of transportation planning in that project.

Using a PowerPoint presentation, Ms. Heinkel gave a brief background and overview of the project, noting that there was a lot of information available on the Region 2050 Web site, www.Region2050.org. She said that the process began in 1999 when the Lane County Board of Commissioners and the cities of Coburg, Cottage Grove, Creswell, Eugene, Junction City, Lowell, Oakridge, Springfield, Veneta, and Westfir adopted a resolution "supporting the concept of a coordinated growth management strategy for the Southern Willamette Valley region and LCOG's pursuit of funding to support strategy development." She said that each of these local governments had appointed elected officials to serve on the Regional Policy Advisory Board and management or planning staff to serve on the Regional Technical Advisory Committee (RTAC) to guide the process. She noted that Ms. Ban was a member of the Policy Advisory Board and that LTD planner Lisa Gardner served on the RTAC. She said that participation from all of the local governments, state agencies, federal agencies, school districts, LTD, League of Women Voters, and the utility companies had been very good.

Ms. Heinkel said that the product from the project would be a Regional Growth Management Strategy that would be submitted to the eleven local governments and state agencies for endorsement. The strategy would set out the population and employment each agreed to serve over the next 50 years. The strategy also would contain a set of goals, objectives, and actions in the following categories: land use and development, housing, economy, transportation, the environment, community facilities and services, and education. She emphasized that this was a visioning process with actions and steps to realize that vision. Ms. Heinkel said that this project was being done under the State Law, Collaborative Regional Problem Solving, which allowed entities to reach solutions that did not necessarily meet the letter of administrative rules. She said that this provided a lot of flexibility.

Ms. Heinkel said that an important part of the process was to develop potential growth scenarios. She provided information and graphic depictions of the following scenarios: Compact Urban Growth, Satellite Communities, and Rural Growth. She said that the alternative growth scenarios were tools to facilitate agreement about the use of land resources at a regional level and had been developed by experts in the seven categories of the strategy plan: land use, housing, the economy, transportation, natural resources, community facilities and services, and education. She noted that expanding the urban growth boundary (UGB) was a part of each scenario, but that it was configured differently in each one. Ms. Heinkel said that currently the project was in the process of evaluating the scenarios based on the seven quality-of-life categories. She said that the Lane County Board of Commissioners would be appointing a Farm and Forrest Lands Resource Committee to evaluate the scenarios also.

Mr. Schwetz referred Board members to Attachment D about the Transportation Evaluation Overview. He said that a regional transportation system impacted and was impacted by surrounding land uses. It had impacts on the environment and was a key factor in the growth of

a region's economy. In addition there would be issues of safety, equity, efficiency, and long-term sustainability. He said that these impacts were affected by the way in which public agencies chose to regulate and make investments in the operation, maintenance, preservation, and modernization of the system. He noted that public actions were largely geared toward an attempt to maximize the benefits of the transportation system while minimizing the negative impacts. These impacts and interrelationships made the evaluation of alternative future transportation system performance relatively complex.

Mr. Schwetz pointed out that some of the risks inherent in planning for regional infrastructure even over a short period of time were potential changes in technologies, social behavior, and public policy. He said to address these uncertainties, it would be important to identify alternative solutions that were robust enough to be of use under multiple scenarios.

Mr. Schwetz explained to the Board why accessibility was the key measure of a transportation plan's performance. He said that in this sense "accessibility" meant reaching destinations with relative ease or within reasonable travel time, at reasonable cost, with reasonable choices. He said that any public infrastructure system would have the desired characteristics of being safe, efficient, environmentally sound, etc., but that accessibility was the distinguishing characteristic of transportation. From that perspective, he said that the alternative solution packages should be designed to help determine the relative accessibility of different combinations of strategies.

Mr. Schwetz referred Board members to **Figure 1 – Framework for Evaluating Region 2050 Transportation Alternatives** on page 40 of Attachment D. He reviewed the following factors that influence success or failure in working to increase accessibility in the Region 2050 area: funding levels, land use controls, rate of adoption of new technology, provision of other public infrastructure, demographics, growth, strength of economy, advances in practical technologies, existing fuel costs, and public trust and sentiment. Mr. Schwetz also reviewed **Figure 2 – Percent of Jobs in Small Cities held by Eugene-Springfield Resident-Workers (1990)** and **Figure 3 – Percent of Resident Workers in Small Cities Commuting to Eugene-Springfield (1990)**. Mr. Kleger said that it might also be useful to have a picture of the number of people who lived close to their work,

Mr. Schwetz said that there were many strategies available for providing accessibility and that the project would look at a menu of alternative solution packages. This menu was provided on pages 5 and 6. He cautioned that there would not be a "silver bullet" or one strategy that would solve all of the transportation problems. He said that a balance of transportation means would be needed. Mr. Kleger asked if there was consensus as to what "reasonable means" would be. Mr. Schwetz said that he thought that there was the possibility of reaching consensus on what would make sense for a transportation plan. He said that progress was being made and that there was general agreement at the regional level on a package of transportation tools that would be needed. Ms. Ban said that she thought that this process was "information rich" and that the more information people had to look at, the more people realized that the decisions were not "black and white."

Mr. Schwetz said that the alternative transportation solution packages would be developed based on results from the modeling of a reference case for each alternative growth scenario. He said that the alternate solution packages would be evaluated using a set of performance measures: accessibility/mobility, economic vitality, effectiveness/efficiency, equity, public support/financial feasibility, reliable/responsive, safety, and sustainable. He emphasized again how complex the

process for designing transportation would be and added that the policy makers would make the final decisions after looking at the information.

Mr. Hamm asked how much the Region 2050 Plan looked at the region's vitality in terms of the network that connected beyond. Mr. Schwetz said that the Oregon Plan was looking at that in the form of a statewide model.

Mr. Gant asked if Measure 37 would have an impact on this project. Ms. Heinkel said that most of what would be happening as a result of the Region 2050 plan would be urban growth boundary expansion areas, urban reserve areas, and increasing densities, which were more or less "up-zonings" that would improve the value of the property. She said that the real issue was the rural area, in that people had Measure 37 rights to do other things with their property. She said that she had applied for an EPA grant to develop actions or measures that mitigate impact to the environment. She said that, for example, tools could be developed that would allow a property owner with Measure 37 rights to transfer that development right to another area that would not have environmental impacts or impacts on the Farm and Forrest Industries and to get density bonuses for doing that. She said that having the information from the Region 2050 project would be very valuable in knowing where those sensitive areas were.

Ms. Ban asked Ms. Heinkel and Mr. Schwetz to come back in the future when there was more information to report. Ms. Heinkel concluded by reviewing the next steps in the process of developing the strategic plan. She said that the evaluations would be completed and a public input process would begin in May 2005. She said that all of the information would then be used to develop a Preferred Regional Growth Management Strategy. She said that the goal was to have the strategy adopted by June 2006, and then to begin to develop implementation measures and to continue a monitoring program with the ultimate goal to create and sustain a legacy of sustainability in the region.

Mr. Gaydos thanked Mr. Heinkel and Mr. Schwetz for their excellent presentation. He noted that the position of alternate to the Regional Policy Advisory Board was open for any interested Board member.

Mr. Gaydos called for a ten-minute break.

Mr. Gaydos reconvened the meeting at 6:36 p.m. He said that the order of the agenda would be revised, as the Employee of the Month was not yet present.

SPECIAL RECOGNITION OF MARYLEE TURNER – Accessible Services Manager Terry Parker introduced Marylee Turner and acknowledged her for being a longtime advocate and supporter of accessible services. She said that Ms. Turner had served on numerous LTD committees and work groups to guide, direct, persuade, cajole, and push LTD to become one of the most accessible public transit services in the country. Ms. Parker said that Ms. Turner had been tireless in her pursuit to make services ever better for people with visual impairment and blindness and by doing so had made the system work better for every guest who boarded an LTD bus. She explained that Ms. Turner would be returning to her hometown of Portland.

Ms. Turner thanked the Board and said that it had been an honor to work with LTD. She said that as an instructor for the Oregon Commission for the Blind, she had worked to break the assumption of incompetence. She said that she loved to get people on the bus. She said that it

had been a privilege to be a part of the landmark program at LTD. She emphasized that access to public transportation was absolutely critical. She said that she gave bus tokens and maps as gifts to her friends instead of flowers or candy. She urged the Board to continue to be proactive.

Mr. Gaydos thanked Ms. Turner and presented her with a wooden bus with the following written in Braille on the roof: "Marylee Turner, your advocacy and guidance has made LTD a better service for all."

AUDIENCE PARTICIPATION -- James Creech of Eugene said that he had heard that there was a proposal to eliminate routes 18 and 19. He asked how the people who used those routes would get around if they were eliminated. Mr. Viggiano said that this would be discussed later in the agenda.

ITEMS FOR ACTION AT THIS MEETING

MOTION **A. Consent Calendar** – Mr. Kleger moved adoption of LTD Board Resolution No. 2005-001: "It is hereby resolved that the Consent Calendar for February 16, 2005, is approved as presented." Mr. Kortge provided the second. The Consent Calendar consisted of the minutes of the January 10, 2005, Special Board Meeting; the January 19, 2005, regular Board meeting; the January 27, 2005, emergency Board meeting; the January 31, 2005, emergency Board meeting; and the nomination of Charlie Kimball to the Budget Committee.

VOTE The Consent Calendar was approved as follows:
AYES: Ban, Davis, Eyster, Gant, Kleger, Kortge, Gaydos (7)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

B. Board Member External Committee Assignments -- After a brief description of the committees, the following members volunteered for committee assignments:

Mike Eyster	Alternate to the Region 2050 Policy Advisory Board
Dean Kortge and Debbie Davis	BRT Steering Committee
Dave Kleger	Alternate to the Metropolitan Policy Committee

C. Direction on Service Recommendations -- Stefano Viggiano, Development Services director, reminded the Board that on February 7 it had held a public hearing on possible service changes for the fall of 2005. He said that the public testimony focused on the deletion of service on the Fairview loop of the #18/19 routes in Springfield and on the elimination/reduction of service in the southeast Eugene hills on the #76 and #22 routes. Mr. Viggiano said that staff were seeking direction from the Board.

Mr. Gaydos asked Mr. Viggiano to inform the Board members what the current Board policy was in terms of productivity versus coverage. Mr. Viggiano explained that the Board had gone through an exercise to look at how service could be categorized. He said that service could be looked at in terms of productivity, the goal of which would be to increase ridership, and in terms of coverage, the goal of which would be to provide service to as much area as possible. He explained that the Board did an exercise to arrive at percentages for each of those categories.

He stated that the Board had directed the staff to allocate 75 percent of the service based on productivity, 20 percent of the service based on coverage, and 5 percent of the service for discretionary service.

Mr. Gaydos interrupted the report to honor the Employee of the Month.

EMPLOYEE OF THE MONTH – March 2005 – Director of Transit Operations Mark Johnson introduced Training Supervisor/Bus Operator John Dahl, who was selected as the March 2005 Employee of the Month. Mr. Dahl was hired by LTD in December 1991 and was previously selected as the Employee of the Month in 1994 and 1996. Mr. Johnson said that Mr. Dahl had done an excellent job of maintaining high-quality training programs for new employees, as well as senior employees and supervisors. He said that Mr. Dahl had been able to face the demands of a part-time position that required full-time attention, and that he had done it with great humor and professionalism. He said that Mr. Dahl was also an excellent bus operator who had a nearly spotless career as an operator. Mr. Dahl was nominated by a guest who said that she loved to ride his bus because she tended to get motion sickness when she rode the bus . . . but not with Mr. Dahl. She also appreciated his happy demeanor at 6:50 a.m. Mr. Johnson concluded by saying that Mr. Dahl had been an excellent employee in many ways and was always willing to help make sure that LTD looked good in the community.

Mr. Hamm said that he participated on the committee that selected the Employee of the Month and that Mr. Dahl's name often came before the committee as being nominated. He said that this selection was unanimous by the committee, which was indicative of the great job that Mr. Dahl did for LTD. Mr. Gaydos presented Mr. Dahl with a pin, a check, his letter of recommendation, and a certificate.

Mr. Dahl thanked the Board for the honor. He said that there were lots of employees throughout the organization who went above and beyond the call of duty. He said he was very appreciative of the recognition.

Direction on Service Recommendations, continued. Mr. Gaydos returned to the issue of route review.

In response to a question from Mr. Gant, Mr. Hamm said that an annual review of routes in concert with a longer more strategic look at the District was generally the way route review occurred. He said that there also would be ongoing "tweaking" of the system.

Mr. Gant asked if routes were ever categorized for potential change so that someone buying a house would have that information. Mr. Viggiano said that routes were not categorized for potential change but that, in general, coverage routes would be more likely to change. He said that the District could give a history of a route and how long it had been in existence. Mr. Kortge said that the District's policy on routes also could be provided to people.

Mr. Viggiano said that LTD did a comprehensive route review approximately every ten years. The last one was in 2000. He noted that the staff wanted to review the issues of coverage and productivity at the Board's annual strategic planning workshop.

Mr. Viggiano presented slides of maps that showed the proposed deletion of service on the Fairview loop of the #18/19 routes in Springfield and the elimination/reduction of service in the

southeast Eugene hills on the #76 and #22 routes. In response to a question regarding the deletion of #76 service in the summer, Mr. Viggiano explained that route #76 had good summer productivity, but that it was covered by other routes and that students could still get to the University of Oregon during the summer. He said that the loop part would not have any other summer service. Mr. Viggiano then explained that the #18/19 routes were not being eliminated, but service on the Fairview loop was being considered for elimination. He said that the reason for that was that there was a problem with timing and the loop did not meet the productivity standards. He said that adding time to keep the loop intact would add only about a half a percent in service, or about \$65,000 a year. He said that it would be a considerable cost to keep it as it was. He said that one option being considered was to add a smaller loop that also would serve McKenzie Village. Mr. Viggiano explained that whenever the buses traveled on new routes on Springfield streets, it had to be approved by the Public Works Department. He said that there had not been a response yet from Springfield about the new, smaller loop.

In response to a question from Mr. Kleger, Mr. Viggiano gave the following statistics for boarding on the #18/19 routes:

Aspen through Rainbow – 11 average daily boardings
Prescott through Mill – 18 average daily boardings
Centennial and Rainbow – 6 average daily boardings

Mr. Viggiano noted that the ridership was throughout the day, including 15 to 20 bus trips a day. Mr. Eyster clarified that this would be a coverage route. In response to a question from Mr. Gant, Mr. Viggiano said that he thought that the proposed changes to the #18/19 routes would fix the timing for awhile, but that as congestion increased LTD probably would have to address these routes again in the future. Mr. Hamm said that the key was whether Springfield would approve travel on Prescott Street.

Mr. Kleger said that as he recalled, LTD was trying to keep the number of hours of service constant this year. He said that as costs increased, if LTD did not take it out of non-productive routes, then it would have to take it out of productive routes. He said that he did not like taking service away from people who had supported LTD and he did not like taking service from people who had no alternatives, either. He said that he did not like this dilemma. Mr. Kleger asked if there was any other place in the budget from which to take the money that did not take it from service. Mr. Viggiano said that LTD had gone through a series of budget cuts over the last several years and that service had been the last place to look for cuts. He said that in 2001 staff positions were eliminated, then materials and services. He said that LTD was close to having exhausted its options. Mr. Kleger asked if LTD was in any legal jeopardy because of those cutbacks. Mr. Hamm replied no to that question. Mr. Kleger asked if there were any capital commitments that LTD could back out of without costing more than would be saved. Mr. Viggiano said that most of the capital commitments were enhancements for service such as new buses or putting in new passenger shelters and that some of it was directly related to saving money by improving service. He said that some of it was for enhanced passenger safety or improving service to the customer. Diane Hellekson, director of Finance & Information Technology, also replied to Mr. Kleger's question and said that there was more "wiggle room" than might be implied. She said that the Board did have the authority to keep the service and request that staff look at how that could be done.

Mr. Gant repeated Mr. Kleger's question about the capital budget. Mr. Hamm said that there was always the possibility to move what would be matching money or reserves back to the operating budget. He cautioned, however, that those were one-time moneys and were not a steady flow of money. Ms. Hellekson said that the majority of the capital projects were commitments. She said that the budget was very tightly committed.

Ms. Ban asked if there were options for people in the areas where the service was proposed to be cut. She wondered if Commuter Solutions would be helpful to these people. Mr. Viggiano said that Commuter Solutions could provide carpool matching services, Ride Share. RideSource could be an option for some people if they had a qualifying disability. Ms. Ban asked if LTD had any process for prompting former riders to think about options. Mr. Viggiano said that it did not, but that LTD certainly could provide information about Commuter Solutions.

Mr. Kortge said that he liked the alternative solution. Transit Planner Will Mueller said that this proposal was a little different from others. He said that the #18/19 was a closed system and that LTD was attempting to craft a solution that would not cost them those five hours a day to combine the 18, 19, and 13. He said that if things were left the way they were with the current running time, there was a lot of down time for the buses. He said that there were not as many options for these routes.

Mr. Eyster asked if there was a way to explain to the City of Springfield about the need for this proposal. Mr. Viggiano said that LTD had explained the issue and its importance. He said that LTD expected an answer in the next couple of weeks.

Ms. Ban wondered if the area could be served by a shuttle from Pioneer Parkway. Mr. Viggiano said that the current #18/19 was similar to a shuttle. Staff liked the alternate Prescott proposal and noted that it would be a problem if Springfield said no to running buses on Prescott Street. He said the question would then be whether or not to incur the \$65,000 a year. In response to a question from Ms. Davis, Mr. Viggiano said that he hoped that the City would say yes because it would mean less total reduced impact, but that if the City based its answer on street pavement tests, it would probably say no.

In response to a question from Mr. Gaydos, Mr. Viggiano said that he thought that the Board had given direction to pursue the Prescott loop. Mr. Gaydos said that he thought that the area needed to be served by public transit. Mr. Kleger agreed wholeheartedly.

With the assistance of a map, Mr. Viggiano then described the #22 and #76 routes and the proposed changes. He noted that the proposed route was not the most direct route but that it did provide coverage. Mr. Gant asked if this route would get commuters downtown in time for work. Mr. Viggiano said that it would. Mr. Mueller said that South Eugene High School students would get to school about 7:30 a.m., University of Oregon (UO) students about 7:40 a.m., and downtown commuters about 7:50 a.m. He said that the trip would leave downtown at 5:20 p.m., UO about 5:25, and then back out. Mr. Viggiano said that the savings would be that the rest of the route would not operate in the summer and would save about one tenth of a percent. He noted that the decision to discontinue the #76 route in the summer was a separate decision. He said that the advantage to doing this was that it provided more options and that there would be three trips on the #76 instead of four, which would be a slight savings.

Mr. Gaydos asked how long the service had been provided to City View. Mr. Viggiano said that the service on 28th Avenue and City View had been there at least 20 years. He noted that it had been proposed for elimination many times. Mr. Kleger said that it would probably remain that way because of the dependency on cars and because of the gradient of the hills. Mr. Kortge pointed out that there was a big development that was being completed just west of the routes. He said that if he had to choose, he would prefer continuing to provide service to the Fairview Loop rather than to the #76 loop. Ms. Ban said that she agreed with Mr. Kortge but that she also thought that this was a place where people could be pushed to explore other commuting options. Mr. Kleger thought that there might be more flexibility here than in Springfield.

Mr. Viggiano reminded the Board that the proposal for the #22 route was to keep the two trips that provided school service because they did have good productivity. He said the option was to eliminate the last trip because of low productivity, but that also would eliminate the option for commuter use. He said that this was something that LTD still needed to make a decision about. Mr. Gaydos said that one person from the neighborhood suggested that they would like to work with LTD on this. Mr. Mueller said he had met with people from the neighborhood. He said that they were aware that the service was not well subscribed but that they viewed it as a safety net and a livability issue. He acknowledged that it was a difficult decision because it was a route that was not very well used but was important to those who used it.

ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

Board Member Reports – Ms. Ban reported that the Metropolitan Policy Committee (MPC) agreed to a resolution that would be forwarded to the state legislature encouraging legislators to consider a transportation funding package that would address: 1) Transit and alternative modes, 2) Support the Governor's ConnectOregon, 3) Intercity improvements.

General Manager's Report – Mr. Hamm said that his report was included in the meeting packet for the Board's review.

Monthly Financial Report – January 2005 – Ms. Hellekson referred members to page 105 of the board packet. She reported that revenues for the year were on target. She said that there were some expense pressure points, fuel and personnel services overruns being two of them, and that these may require a supplemental budget. In response to a question from Mr. Gaydos, Ms. Hellekson said that a majority of the Budget Committee had to approve the proposed budget, and then their work was done. She explained that any changes to the budget that remained within 10 percent of a line item did not require additional action from the Budget Committee. She said that the items that would be considered in a supplemental budget would be within that range.

Mr. Kortge said that he appreciated having the approximation numbers. Ms. Hellekson said that the following month the Board would be reviewing the revised Long-range Financial Plan. She said that she would run models for the various assumptions and would provide the Board with three versions.

Ms. Hellekson informed Board members that the Supreme Court would hear the tax court case on May 5.

Progressive Corridor Enhancement – Mr. Viggiano gave a brief review of the Progressive Corridor Enhancement (PCE) for the new Board members. He explained that the PCE was a proposal for incremental development of transit corridors, with the eventual goal of establishing a full EmX treatment on some of those corridors. With the use of a PowerPoint presentation, he showed a map of the EmX system as it would look upon completion, and identified the elements that LTD would want on all of those corridors to help save travel time and provide comfort, better information, or image. He said that PCE would not apply to the Franklin EmX Corridor, which was under construction, or the Pioneer Parkway EmX Corridor, which was undergoing environmental review. He said that some of the advantages to the PCE were that it would lower the front-end investment, allow the District to build more of the system faster, and distribute benefits faster to more corridors.

Mr. Viggiano said that through subsequent discussion with the Board, a plan was developed to consider four levels of development for transit corridors. The plan was summarized in a document attached to the agenda packet. Mr. Viggiano described the following four levels:

Level 1 – Put in transit signal priorities – This could save several minutes per trip. There was a policy in TransPlan that supported signal priority for transit, and it was budgeted in the Capital Improvements Program (CIP) to implement it. He said that LTD was putting out a request for bids to put the emitters on the buses and an agreement with the City of Eugene to begin implementing it in certain areas as soon as the emitters were installed.

Level 2 – Corridor Enhancements – This level adds wider stop spacing, improved stops and shelters, and some queue-jumpers to transit signal priority. Mr. Viggiano said that the staff was requesting about \$3 million, which would fund about three corridors at Level 2 over a six-year period.

Level 3 – At this level, the corridor reaches an EmX design with stations with raised platforms, wide stops, etc. Mr. Viggiano said that this was a point at which LTD would pick corridors in coordination with its partner agencies. He said that there was no current funding request for this level of improvements. He said that this option would not be implemented in the foreseeable future.

Level 4 – Complete the EmX design, including extensive right-of-way – Franklin Boulevard and Pioneer Parkway are to be developed to this level. Mr. Viggiano said that one corridor at this level could be done once every transportation bill, which happened every six years.

Mr. Hamm said that it had been shown that these kinds of improvements in other parts of the country had resulted in savings in time. He said that the Service Planning team thought that, in dealing with tighter and tighter routes and the erosion of some of them and trying to band things together, these solutions would help enhance the basic quality of transit service and maintain a little bit of a lid on costs of transit services.

In response to a question from Mr. Eyster, Mr. Viggiano said that most drivers did not notice when signal priority was implemented. He said that an analysis of each intersection had to be done to determine how much additional green time could be allowed for the bus. He said that

usually it was five, ten, or fifteen seconds and was not that noticeable. Mr. Hamm said that there were places in both cities that had timed grids and that signal priority would not be used in those places.

Mr. Kleger said that every time LTD had to stretch the running time of a bus the following things happened: 1) Connections would get messed up, 2) Choice riders would be driven away, and 3) It cost LTD more money. He said that the options were either to add time or pay more and that any time LTD could get back was good. He said that these improvements were a way to buy some time and that they were definitely worth the money. He said that he hated to take the money out of operations to make these improvements, but that if these improvements were not made the money would go out anyway.

Franklin Corridor Design Review – Mark Pangborn, assistant general manager, gave a brief history of the Franklin Corridor EmX project, which was approved in the spring of 2001. He said that the project was over budget and that the LTD Board had directed the staff to stay within the budget. Mr. Pangborn said that through a cost-reduction process, staff were able to cut 10 percent from the cost. He explained that this meant cutting some pieces of the project. He referred members to a table titled "Franklin EmX Corridor, Design Changes Since Project Approval in May/June 2001." He said that 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. Mr. Pangborn said that some people, including city councilors from Eugene and Springfield, had been asking if the project was still the original concept of BRT. He said that the table on page 81 identified what had been promised to the two city councils and the Lane County Commissioners, what the final design was, and the reasons for any changes than had been made.

Mr. Pangborn said that perceptions about what BRT was going to be differed in the community and that there was some skepticism about the project. He said that for those reasons, staff had been very cautious about what they promised. He said that the final design had been true to the original concept and acknowledged that there had been some changes. Mr. Pangborn reviewed some of the changes and the reasons for those changes. He emphasized that this was something new and that it had taken a lot of time to get ODOT, the City of Eugene, the City of Springfield, and the County Commissioners all to agree on the aspects of the project. He said that he hoped that the community would understand why it had taken longer and why some of the project had changed.

Mr. Gant said that he did not agree with the analysis presented by Mr. Pangborn. He said that he thought that the project was significantly different than originally presented. He said that this was one of the problems with being out on the leading edge of new projects. He said that was why he was more conservative about these kinds of things, because he knew there would be problems. He said that he was really worried about whether the community would support this project. Mr. Gant said that another problem was in actually realizing the cost of a new project like this. He said that he wished that the Board could reconsider at this point. He said that he hated that the future capital was so tied up in this approach. He said that the Board's job was not to dream but to spend public money prudently and to be careful and reasonably conservative to make sure that it spent money in ways that the community would support.

Mr. Kleger said that he thought very differently than Mr. Gant. He said that when he came on the Board, he realized that LTD was already beginning to lose time. He said that the runs were

getting slower and that in the last 11 years LTD had lost a large amount of time on its main-corridor routes at a considerable increase in cost. He said that LTD was spending more money to run the same service worse. He said that it would not get better unless LTD made an investment to allow it to make the runs in the same amount of time in which it used to make them. Mr. Kleger said that he thought that two thirds of the problem was just sheer traffic congestion. He said that if the buses did not get out of that stream of traffic by whatever means they could, the buses would just keep getting slower. He said that with a flat revenue situation and increasing costs, the Board would repeatedly be faced with the decision as to where to cut service in order to keep the main trunk running.

Mr. Kleger said that this area was growing faster than services could keep up and that he agreed that being on the cutting edge ended up being interpreted as a promise, even if it was only in concept. He added, however, that it was important to do this type of thing in order to keep from getting run over by other developments not in one's control. He said that operations had gotten slower since he began riding the bus and that LTD and the Board could not let that continue to happen. He said that at the very least the District's most heavily traveled corridor had to have some kind of enhancement or it would keep driving away the choice riders. He said that the problem he had was that doing something cost a lot of money up front. He said that if LTD did not move forward it would lose and if it did move forward, it would have to "pay the piper." He said that if LTD stood still it would still have to "pay the piper," only over a longer period of time. Mr. Kleger said that he came down on the side of future planning because he thought that it was the only way to keep LTD viable for any length of time. He added that he felt the same way about hybrid drive buses because it was important to improve fuel efficiency with the rise in fuel prices.

Training Opportunities for Board Members – Mr. Gaydos encouraged Board members to attend the APTA Annual Meeting and Expo in Dallas, Texas, September 22-25. He said that he had attended a previous Expo and found it to be very valuable.

Mr. Hamm said that there also would be a Transit Board Members Seminar in Memphis, Tennessee, July 30-August 2, 2005. He encouraged members to let the staff know of their interest as soon as possible so that arrangements could be made for them. He said that of the two, he would recommend the Expo, and that both of the meetings would be very good.

Mr. Hamm asked if a Board member could attend the re-signing of the Diversity Council's Memorandum of Understanding on March 4. Ms. Ban volunteered.

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

MOTION Mr. Kleger 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. Ms. Davis provided the second.

VOTE The motion was approved as follows:

AYES: Ban, Davis, Eyster, Gant, Gaydos, Kleger, Kortge (7)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: None

The executive session began at 8:25 p.m. Members of the District's negotiating team were present for this discussion with the Board. Chief negotiator Jackie Damm was present by conference call.

RETURN TO REGULAR SESSION: Upon a motion by Mr. Kleger and seconding by Mr. Kortge, the Board unanimously returned to open session at 9:05 p.m.

ADJOURNMENT: With no further discussion, the meeting was adjourned at 9:05 p.m.

A handwritten signature in black ink, appearing to read "David A. ...", is written over a horizontal line. Below the line, the text "Board Secretary" is printed.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Monday, February 7, 2005

Pursuant to notice given to *The Register-Guard* for publication on February 3, 2005, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Monday, February 7, 2005, beginning at 5:30 p.m. in the Bascom/Tykeson Room, Eugene Public Library, at 100 West 10th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
Dean Kortge
Debbie Davis
Mike Eyster
David Gant, Secretary
Dave Kleger, Treasurer
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Susan Ban, Vice President

CALL TO ORDER – Mr. Gaydos called the meeting to order.

ROLL CALL – General Manager Ken Hamm called the roll.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – Mr. Gaydos welcomed those present and stated that the Board wanted to hear their opinions. He said that comments would be limited to three minutes per speaker and written testimony could be submitted until March 9, 2005.

PRELIMINARY PUBLIC HEARING ON FY 2005-06 SERVICE RECOMMENDATIONS

A. Staff Presentation – Director of Development Services Stefano Viggiano explained the public process and schedule of action on the recommended service adjustments. He said that another public hearing would be held on March 14, 2005; the Board would make its decision on March 16, 2005; and the changes would be incorporated into the budget and implemented in September 2005.

Mr. Viggiano reviewed the history of service improvements and decreases over the past several years. He explained proposed changes in the categories of operational fixes, deletions, and additions that were itemized on a spreadsheet entitled *Annual Route Review 2005 – Service Change Summary for FY 05-06*. He pointed out that most of the operational fixes addressed timing problems and the recommended deletions were based primarily on low ridership/productivity of a route, portion of a route, or trip. He said that recommended additions to the #78 route that served the University of Oregon would extend the route to serve Bailey Hill Road and add two early evening trips. He stressed that the service changes were still in the process of

development and public input was important to the Board and LTD staff. He said the proposed changes represented a slight increase in service of approximately .17 percent.

Mr. Kleger asked if the percent of service increased was based on hours of service on the road or for a particular route. Mr. Viggiano said the increase was for total service level on the entire system.

Mr. Kleger asked what the cost per service hour was. Mr. Viggiano replied that the direct cost was \$38 per hour and the fully allocated cost was \$91 per hour.

B. Public Hearing – Mr. Gaydos opened the public hearing and called for testimony.

C. Public Testimony

Valerie Harris of Springfield requested a list of LTD department directors. She asked that routes #18 and #19 not be cut as she depended on them for transportation. She said that previous cuts in routes had seriously disrupted her life and public transportation was the vein for people who could not afford or did not want cars and rode the bus daily. She said if LTD needed to make cuts, it should be to bus rapid transit (BRT) as it appeared that funds going to support BRT had eroded services elsewhere in the system. She asked that route #11 be restored and routed down B Street as she frequently mailed items and using that route enabled her to go directly to the post office with large packages; she was no longer able to do that because the change in route caused her to have to walk two blocks. She said that the new route down A Street was poorly designed and very unsafe for pedestrians as there were no crosswalks and the signage would be obscured by trees.

Fred Simmons of Springfield recognized that it was difficult to balance resources. He said that many low income people and people without vehicles were greatly impacted by cuts in services, particularly families with children. He commended staff for efforts to minimize the impacts on service. He urged the Board to put faces to the statistics and attempt to meet the test of the payroll tax increase and bring additional dollars into the system. He asked the Board to help those in the community who represented a minority, not in terms of race, ethnicity, or poverty, but those who depended on the Board's community guidance.

Fred Lorish of Eugene spoke about the #22 bus. He said that LTD staff had met with neighbors of the Crest Drive area and developed some ideas he wanted to share with the Board. He said he had lived in the Crest Drive neighborhood for 22 years and during that time LTD had done little to encourage ridership of public transit as an alternative to driving. He said the neighborhood understood the need to decrease automobile traffic whenever possible and the proposed cancellation of the 5:15 p.m. bus on route #22 made it impossible for 8 a.m. to 5 p.m. workers to use LTD as an alternative to driving. He said the present route times were designed to accommodate 4J School District students and not casual users or employees commuting to work. He added that the limited timeframe of the route made it not viable for people who worked outside of the central core of the city. He asked that LTD begin a dialogue with the Crest Drive Neighborhood Association on ways to increase ridership and the number of trips through the neighborhood, perhaps through grants or alternatives to large buses. He pointed out that LTD had decreased service to the neighborhood over the past 25 years as vehicular traffic had increased. He invited LTD to engage in a joint dialogue with the neighborhood on how to make public transportation viable. He said that fiscal constraints had caused LTD to become more narrow and inflexible while its charter talked about innovation; innovation followed citizen

involvement. In response to a question from Mr. Kortge, he explained that the Crest Drive neighborhood was bounded by Willamette Street and Chambers Street from 18th Avenue south.

Lydell Harris (no address given) asked what the Board was thinking as people did not know where to go or what routes to use given the constant changes. He suggested that routes remain unchanged for at least two years while LTD found out what people who rode the buses wanted. He said that people were beginning to use their cars in frustration. He objected to being called a "guest" as he felt he was not being served. He asked the Board to know its customer base and find out what riders wanted and they would return to the system.

Julian Buck of Eugene spoke regarding the proposals to eliminate service on route #76 in his area and eliminate summer service. He said there were few trips on the route currently and few other transportation options for residents aside from a car. He said that it was a long trip from his neighborhood to the University and included a large elevation change that could be dangerous in bad weather. He realized that students did not need the service when school was not in session, but many of the students who lived in the Westmoreland and South Hills areas were graduate students who needed service year-round. He said that the graduate students who rented in those areas considered the availability of bus service when choosing a location as otherwise those areas were not convenient to downtown and the University.

Kathleen Brandt of Eugene thanked the Board for holding a public hearing. She said she was a regular bus rider who lived off City View Street and eliminating the #76 and #22 routes would have a great impact on her life. She was not certain what alternatives were available to her. She said she had been a strong advocate of LTD and used the bus whenever possible. She had recently asked the 4J School District for permission to ride the school bus when she volunteered at Crest Drive Elementary School to avoid having to drive her car. She said it would be difficult to continue advocating for LTD with the elimination of South Hills service. She disagreed with a previous speaker and felt the Board did listen to its riders.

Chris Phillips of City View Street in Eugene asked the Board not to eliminate the last LTD service near his home. He said he purchased his home deliberately on a bus route so that he could commute by bus and avoid the need for an additional car. He said that moving to follow bus service would have a considerable financial cost, plus many hours for house hunting, which he could not afford. He said that LTD was spending millions of dollars on BRT in the belief that to keep an increased ridership it needed to provide fast trips, but LTD also needed to maintain its current ridership. He said that eliminating service to outlying areas where people lived who might be lured to use BRT to commute could turn them away now and they might not return. He said that even if moving to follow the bus service was feasible, he had no guarantee that service would not be cancelled in the future in that area. He urged the Board to provide reliable service in order to attract and retain regular riders. He said that using a park and ride service would still require him to purchase another vehicle and it would be a small additional expense to drive straight through to the University. He commented that many riders he had spoken to would still need summer service.

Josephine Co of Eugene said she had been a community member for 22 years, was a former LTD employee and now worked for the University providing services to graduate students. She said that those students did go to school year-round and she was very concerned about the elimination of #76 services. She thanked LTD for the two bus stops along Chambers Street that avoided a long walk to the hill. She said that she loved riding the bus as it saved her time, money, and effort and eased congestion on campus. She said the bus was her only transportation at the moment and like Mr. Phillips, she was looking for property to purchase and

the availability of public transit was important. She inquired about the possibility of the #13 route going to Fairview if the #18 and #19 routes were eliminated. She said that there were many new houses being built in that area.

William R. Coolman of Panorama Drive in Eugene said that he needed to take the #76 to get downtown to catch the #82 to commute to Lane Community College (LCC) and asked that the #76 not be eliminated. He said that riding a bike or walking were not feasible alternatives as he carried a French horn, a backpack, and a laptop computer. He said that his parents' schedules did not permit them to give him rides to school. He indicated he had previously lived on the #22 route in the Crest Drive area and noted that stops on that route had been cut over the years. He appreciated public transit services, but observed that services were being slowly strangled.

Denise Gosar of Eugene related that she was self-employed and lived in a home on River Road that was purchased in part because it was on bus routes. She said she was lucky that the routes she relied upon the most, #51/52 and #40, were only being changed slightly and her only concern was that a trip in the late evening around 10:30 p.m. would remain. She said that late night trip was important for people with employment options outside of normal business hours. She questioned why bus riders were penalized when the real problem was with people driving cars with only one or two people in them who caused problems for transit. She asked what LTD was doing to increase ridership on current routes. She said that congestion often caused delays of 30 minutes or more and wondered why the community was still behind in promoting the use of mass transit. She preferred to see LTD promoting ridership on the current system than focusing on faster trips through BRT.

Jen Davis of Eugene spoke in support of route #22. She said she was a regular rider who did own a car but preferred the bus to commute to the University. She enjoyed using the bus because of the opportunity to see people in her community. She said she was not a 4J student and it was difficult to catch the 5:20 p.m. bus. She asked if the trip could be scheduled somewhat later. She said a major challenge in the West Hills was the elevation gain and suggested that ridership might be increased if the route went up the Old Lorane Highway where there were many houses along the road. She urged that #22 service in the West Hills not be eliminated as there was good use of the route with the exception of the 5:20 p.m. trip. She commended LTD for its exceptional efforts to provide services to riders during the ice storm last year.

Michele Neill of Eugene spoke in support of the #18 and #19 Fairview loop routes. She said it was a 10-block walk from Fairview to Centennial Boulevard and she was no longer well enough to do that. She said there were 172 households in McKenzie Village in the #18/19 area and many people used those buses to get to the Springfield Station and had opened up a wide variety of grocery and other shopping options for residents, almost one-third of who were on disability incomes. She noted that increases in service over the past six years had been a great advantage to those who lived in the area and for three years a grant had paid fares for the disabled, which had significantly increased ridership. She said it was difficult to even afford a bus pass on disability income and urged the Board to retain services to the Fairview area. She submitted a petition to keep the bus service with 44 signatures she had collected in less than two hours. She related that she had used the bus to go to the hospital when she had a heart attack last year. She noted that the bus was not available for her to attend the hearing and she had to obtain a ride from a friend.

Dorothy Ehli of Eugene remarked that a friend of hers was very concerned about elimination of early bus service and had commented, "You can't count on the buses anymore." She thought that was the saddest comment she had heard in 50 years of riding the bus.

D. Closure of Public Hearing – There being no one else wishing to testify, Mr. Gaydos closed the public hearing.

RECESS AND MOVE TO LTD CONFERENCE ROOM AT 1099 OLIVE STREET – Mr. Gaydos recessed the meeting at 6:50 p.m. The Board then moved to the LTD conference room at the Eugene Station. Mr. Gaydos reconvened the meeting and noted that the Board had recessed after the public hearing for the move and was now back in session. He stated that he would entertain a motion to exclude the press from the following executive session.

Mr. Kortge moved that the press be excluded from the executive session. Mr. Kleger seconded. Mr. Eyster said that he thought it had been to LTD's advantage to have the press present in the past, but he assumed that Mr. Gaydos had a reason for asking for the motion, which is why he would support it.

There was no further discussion, and the motion carried as follows:

AYES: Davis, Eyster, Gant, Gaydos, Kleger, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Ban

EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(D), LABOR NEGOTIATIONS

MOTION Mr. Kortge 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; pursuant to ORS 192.660(2)(f), to consider information that is exempt by law from public inspection; and pursuant to ORS 40.225, lawyer-client privilege. Mr. Kleger provided the second.

VOTE The motion was approved as follows:
AYES: Davis, Eyster, Gant, Gaydos, Kleger, Kortge (6)
NAYS: None
ABSENTIONS: None
EXCUSED: Ban

RETURN TO OPEN SESSION AND ADJOURNMENT

Following the executive session, the Board returned to open session. There was no further discussion, and the meeting was adjourned.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Tuesday, February 8, 2005

Pursuant to notice given to *The Register-Guard* for publication on February 4, 2005, 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 Tuesday, February 8, 2005, beginning at 6:30 p.m., in the Woodleaf Village Community Center at 746 Woodleaf Lane, Eugene.

Present: Susan Ban, Vice President
Debbie Davis
Mike Eyster
David Gant, Secretary
Gerry Gaydos, President, presiding
Dean Kortge
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board, Recording Secretary

Absent: Dave Kleger, Treasurer

CALL TO ORDER: The meeting was called to order at 6:35 p.m. by Board President Gerry Gaydos. Mr. Gaydos stated the Board's appreciation that members of the public were interested in LTD. He explained that the Board members had set the special meeting to hear from a group who had sent the Board a letter and others who might wish to speak. The group was calling itself the "LTD/ATU Community Committee." Those at the table introduced themselves. In addition to the six LTD Board members and LTD General Manager Ken Hamm, also present at the table were:

- James Mattiace, commissioner with Lane County Children and Families/Teacher at Springfield High School
- Jean Lobido, member of Eugene/Springfield Solidarity Committee
- Debbie Oresik, resident services coordinator, Metropolitan Affordable Housing
- Margaret Hallock, director, Wayne Morse Chair, University of Oregon Law School
- Joan Pierson, co-chair of citizens committee, and representing Faith in Action, an inter-religious justice and peace organization
- Curt Bylund, co-chair of citizens committee, co-chair of Jefferson/Westside Neighborhood Committee, and precinct person with the Democratic party
- Bob Baldwin, president of Lane Community College Employee Federation Classified Union
- Gavin Light, president, Springfield High School Student Association
- Michael Regan, Thurston resident and bus rider
- John VanLandingham, working as a lawyer for the Lane County Law and Advocacy Center, working on affordable housing and planning issues
- Ross McConnell, retired physician
- Someone with Head Start of Lane County

PRELIMINARY REMARKS/ADDITIONS TO AGENDA: Mr. Gaydos again thanked everyone for their interest and for being willing to meet on relatively short notice. He said that the Board was impressed with the committee's concern and willingness to meet. He stated that LTD did not sign

the letter that the committee had asked the Board to sign. Rather, the Board believed that the process should go on as it currently existed. The Board had tried not to have any process in the press, and were trying not to do anything other than to allow the labor negotiation process to move along.

Mr. Gaydos explained that the LTD bargaining team had been meeting with the ATU bargaining team since May. There had been assistance from two mediators from the State: Wendy Greenwald, an experienced professional mediator and head of the State Conciliation Service, and Paul Johnson, who had been brought in to assist Ms. Greenwald. Mr. Gaydos stated that the two teams had been bargaining in good faith and participating in the mediation process as provided by state law. That included the 30-day cooling-off period, which had now expired. He said that the LTD bargaining team had been willing to meet in accordance with the mediator's request and had fully participated in the process, with the goal of reaching an agreement. He explained that the Oregon collective bargaining law was very similar to the federal collective bargaining law. He stated that the federal law had been in place since 1935 with few changes, resulting in far more contracts than labor disputes or strikes. The Oregon law was amended in 1995 to remove mandatory fact-finding, which brought the model even closer to the federal law, leaving bargaining in the hands of the participants, which the Board believed was where it belonged.

Mr. Gaydos said that the LTD bargaining team had been very open with information and had information to share with the group that evening, and that the same information was on LTD's Web site. He said that the ATU bargaining team had had direct access to both LTD's insurance broker and insurance company, to enable the ATU to gather any information it needed regarding the health insurance proposal, rates for various plans, and how various changes to the plans may impact those rates. He said that LTD also had provided a great deal of information directly to the ATU bargaining team and had been willing and able to answer any questions the ATU had brought about LTD's proposal. However, he said, because of this community committee's interest and the community's interest in general, the Board knew that it was important to meet and that was why they were there that evening. Mr. Gaydos stated that the Board believed that labor negotiations must take place at the bargaining table; the mediation process that LTD and the ATU had agreed to was ongoing, and the Board remained very hopeful of reaching a resolution through that process.

Mr. Gaydos said that as a public body, the Board was always interested in and appreciated public input, and that was why they were meeting that evening. He commended the citizens for their commitment, time, and efforts as LTD and the ATU moved toward successful resolution of ongoing labor negotiations.

Ms. Pierson also made some opening remarks on behalf of the citizens' committee. She said that initially this meeting was planned by the citizens' committee, who invited the LTD people to come and help inform them and the public about what was going on. She thought it was a little odd that because of legal requirements that LTD's meetings be held in a certain way that Mr. Gaydos was speaking first and she was speaking second. However, she said she wanted to say a few things on behalf of Eugene/Springfield Solidarity Network, which was doing a great deal of the committee work for this organization and on behalf of the committee. She said there was another irony or anomaly, in that LTD was a committee that worked strenuously, and an organization that worked in central Lane County, but was not elected by the public but appointed by the governor. She said it was her understanding that the governor was still standing back from any kind of intervention. She said that they were members of a public who had no recourse other than something like this since they could not vote LTD in or out, and came within hours of a devastating transit strike that would have handicapped the poorest and most needy among the public: the young and elderly, in

particular, and had come to this meeting grateful to the Union which listened to them on Saturday and was willing to postpone the strike. She said that it was her deep hope that they were in a situation where LTD could get what it needed in order to keep LTD going for people in this part of Oregon. She said they did not want LTD to run out of funds and cease and desist. On the other hand, she said, they cared very much for the people who worked for LTD, and understood their need for decent salary, working conditions, and benefits. Therefore, she said, they were there on behalf of the community, hoping there would be a community voice before something drastic happened, and hoping that they could help bring about (resolution); they were not mediators, but she thought they were reconcilers.

In response to the topic about elected or not elected, Mr. Gaydos replied that the governor, who appointed the Board members, was an elected official and had exercised his rights to change the Higher Education Board and other boards, and so there was responsibility. He said that everyone on the LTD Board felt a tremendous stewardship to the county, to the District, to all the people who worked in the District, and to ensuring that they could deliver the best service they could. From their perspective, he said, the Board was there to listen, and had the ability to provide some information if there were questions.

Ms. Pierson said the committee had a two-part agenda that consisted almost all of questions. She turned the meeting over to Margaret Hallock, who had initial questions about where things stood at that point.

Ms. Hallock thanked the Board for meeting with the committee, and thanked Mr. Gaydos for his reference to the Oregon and federal collective bargaining acts and awareness that nearly all labor negotiations were resolved without a strike or final implementation of the contract. She said that was what the committee's desire was, also. She said there were many ways for settlement to occur, and it was not unusual for the public to be involved in some way or another. She said that while the committee appreciated that LTD was engaged in the process as set out in state statute, it also was engaged in a public service, and she thought it was important that the public understand what was going on at the bargaining table. She said that the committee's highest and deepest hope was that LTD was able to find a resolution with the union without a strike or without implementing a contract that had not been agreed to with the union. She noted Ms. Pierson's statement that the Union had agreed not to strike in order to allow this kind of public process to occur. Ms. Hallock said that the committee's understanding was that LTD had implemented all or part of its final offer that had been submitted in December. She asked to know more about which parts of the contract had been implemented, and why, and what the Board's view was about how implementation would help find resolution through the process.

Mr. Gaydos said that the contract was being implemented in stages. He asked Andy Vobora, LTD's Marketing and Communications director, to respond. Mr. Vobora said that the implementation schedule had been posted on the Web site, and there was a copy for the committee. He explained that the implementation schedule was a staged schedule, including things like a cost of living increase, the medical plan change, and some other things that went into effect on February 1. Other work rule changes would be staged over time, as operator work sign-ups occurred later in the year.

Mr. Gaydos added that attempts were being made to schedule mediation before the current strike notice.

Ms. Hallock asked if the District's plan was to meet with the union at the bargaining table in the presence of a mediator. Mr. Gaydos replied that it was. Ms. Hallock then said that since the process of implementation did not require implementation of the final agreement at the end of a particular period, this was of great concern to the committee. She said they were hoping to work through a period where there was neither implementation of a contract that wasn't agreed to nor a strike. She wondered if the Board could talk about its motivation and how that could help resolve the issue. It was her understanding that there were many parts of the agreement that had not been agreed to, and that not all parts of the final offer were even part of the last, best offer. She thought that going back to implement the final offer was not going forward.

Mr. Gaydos said he understood the point. He said that the Board had done the best it could do under how they understood the rules to accomplish the purposes of getting to an appropriate resolution under both the state and federal statutes, and that was where they would stay.

Ms. Hallock then asked if the District was preparing for a strike; for example, by hiring replacement drivers. She said that some people might believe that implementing the final offer might precipitate a strike. Mr. Gaydos said that the District was prepared for a strike prior to withdrawal of the strike notice.

Mr. Bylund said that Mrs. Hallock was asking why LTD implemented after withdrawal of the strike notice. He said that it was a simple question and that Mr. Gaydos was equivocating around it. He said that the committee got into this just to try to keep the buses going. He wanted Mr. Gaydos to say what he thought would happen to resolve the issue. He said that the committee wanted the Board as unhappy as it wanted the union, which was the definition of a contract. He said the committee realized the union was not going to get all it wanted, and he hoped the Board realized it could not get all it wanted.

Mr. Gaydos said he did not equivocate; rather, he had said that the District would be staying within the confines of the statute and doing what they believed was appropriate.

Ms. Hallock asked what the Board's relationship to the committee would be, given that LTD had implemented. She said the committee was hoping to do some public fact-finding and find out where the sides were. It was their understanding that at times negotiations were actually quite close. They hoped that some extra public attention would help move the parties. She said it made it difficult if one party was on the implementation path.

Mr. Gaydos said he also had stated that everything was on the Web site, and copies of the offer that was being implemented were available that evening, as well as the last, best offer. He said that those were available for anyone to see, and that the Board's purpose for being there was to listen to the public, because they were a public body. He said that LTD was trying to be as transparent as it could be throughout the process.

Ms. Pierson said that the committee was grateful to LTD for bringing the materials and for the effective Web site, and commended the Web site to the attention of the people in the audience.

Ms. Pierson said that another question for the Board was for the Board to lay out as briefly as possible what their major concerns were for making an agreeable settlement. She asked for the Board's assessment of the chief issues that were still unresolved, and said that they had received such information from the union.

Mr. Gaydos said that this information was at the bargaining table. Also, he called her attention to the final offer and the last, best offer to see some of those issues. He said it was very difficult to answer, in the sense that there were two offers, and the Board did not know that the union and LTD had been close to an agreement, if in fact they were, and the bargaining fell apart. He suggested comparing the two offers, and said that if the union had told the committee about an issue, then he thought they must have an issue with one of those, also.

Mr. Bylund said that a couple of concerned citizens had told him that they did not understand what was going on. He wasn't sure if they had access to the Web site to try to make sense of what was going on. He said he would be going back to them to explain what it was that LTD was trying to do to explain why implementation was the appropriate process. So far, he said, he had that LTD had agreed to meet with the mediator and was following the state and federal statutes and guidelines. He did not think that answer was adequate for those who were relying heavily on the system. He said he was at the meeting to find out where people stood. He thanked Ms. Ban for her letter to *The Register-Guard*, in which she spoke as an individual and not on behalf of the Board. He said it outlined some real concerns and issues around health care. He stated to the committee that when he saw people with really good benefits and health care, he did get a little jealous, but for a lot of the people riding the bus, their only health care was getting to work. He wanted to know what each member had to say.

Ms. Pierson asked if the Board could speak to the committee about the health care issue, and whether Ms. Ban could.

Ms. Ban said that, from her own perspective, she believed that the health care plan that LTD had offered and implemented for the union was a very, very fair plan, and one that allowed LTD to stay within the budget. She said that she also believed that as soon as the union members began to understand the circumstances around that plan, they would agree that it was a very fair plan. She stressed that this was her personal opinion and she was not representing the other members of the Board.

Mr. McConnell said, as a retired physician, that everyone had health care when he was practicing in 1952; 20 percent paid cash, and 20 percent did not pay. He said that his son had been developing interactive Internet in-source medicine for the developing countries. Ms. Pierson interrupted to get the discussion back to the planned discussion. She said they would discuss his issue at a later meeting and pass it along if it seemed to be fruitful for the LTD Board.

Mr. Bylund was looking at what the union had sent the committee. He said that the union had sent 20 points to them, and to be fair, they wanted to ask to narrow it down a little, to find out the main sticking points and what was happening. He said he understood that the District was negotiating, and he was glad that was happening and that the Board had not presupposed anything. He thought that the purpose of the committee was to find an alternative solution other than implementation or strike. However, there was now implementation, so he thought that the logical conclusion was that without an agreement in the next few weeks, there would be a strike, although, he said, he could be wrong. He said that many people would be impacted by a strike, including his own niece and nephew who went to school on the bus, and his very disabled neighbor who took care of his son, who needed the bus to get medicine. He said the wonderful drivers had taken care of his family very well, and that driving was not an easy job, especially when they had to put up with the public. He said he knew this was difficult, but he wanted to narrow it down a little and be able to take back to his constituents a real answer as to what the problems were.

Ms. Pierson asked the Board members if there was anything from Mr. Bylund that they could respond to.

Mr. Gaydos said, speaking personally, that there was no one on the Board who had an agenda. He said that they were there to try to serve the public; they gave up time to try to ensure that the transit system existed. He explained that, year after year, the Board looked at budgets and made projections, trying to figure out what was the best balance, both for the present and the future of LTD. He said that they would not be involved if they did not care about transit and the employees of the District as much as or more than the committee did. He said that what the public needed to understand was that the Board was trying its best to balance in their own minds what was going on, just as the committee was trying. As part of that balance, the Board was saying that a process was in place; there was a union, there was management, and there was a process that had to be followed. The Board was following that process the best it could, and was doing the best it could to do that balancing and to ensure that Mr. Bylund's niece and nephew continued to have the opportunity to use the bus. He said that the Board did not want to have a strike, and this was not an attempt at a power play; rather, it was an attempt to be responsible, and they had to stay within the confines of the negotiation process.

Ms. Pierson asked if other members of the citizen's committee had questions for the Board.

Bob Baldwin said that in his eight years of union involvement at LCC, the college had never attempted to impose a settlement. In fact, he said, there was specific language that stated that the union would not strike and administration would not impose. He said he had seen bargainings go well into the second year, which was done because they understood that serving the students was their first priority and settling was second. He asked the Board why they were not willing to go at least another 35 days without exercising their right to impose a settlement.

Mr. Gaydos said that LTD and the ATU had been bargaining since May. Part of the issue, he said, was that in looking at the budget and increase in costs without implementation, LTD would start accruing greater and greater costs along the way. He said there was no provision for no strike and no implementation.

Michael Regan said that the question of implementation was done; it was not something that any of them wanted, and he thought the Board had figured that out. He said he rode the bus five or six times a week and knew a lot of the drivers. He tended to support the drivers on a gut level just because he saw them do their job so well. He said that the Board did not realize how much the drivers were their best advertisement. He said that LTD's drivers, with the handicapped people that LTD had to transport, went way over and above what they needed to do, and he tended to support them. He added that he had been through labor negotiations where people had lost their jobs over unions striking over health care. On the other side, they were saying they did not want to pay for health care, but did not understand that they were already paying for health care because the premiums were coming out. At this point, Ms. Pierson interrupted and said that she was going to cut him off. Mr. Regan asked how they were going to get through this and if they were doing any good.

John VanLandingham said he had no questions.

Debbie Oresik said that at one point the committee had talked about involving an independent auditor to look at LTD's financials. It was her understanding that the union had expressed an

interest in that and was willing to split the cost of having an audit done. She asked if that would be something that the Board would be willing to do.

Mr. Gaydos replied that LTD was audited every year by a CPA firm. The last few years, the firm was from Salem. He explained that the audit was a public document and available to everyone, and that it was an expensive process. The most recent audit was completed that fall, and an intensive federal audit also was completed last year. He said that the Board's job was to truly care about the employees, to truly care about being stewards and understanding that LTD was using a lot of local, federal, and state dollars to try to keep the system operating. From a management perspective, he said, or a board of directors' perspective, the Board had to have those audits. Since those audits were available to the public, he said, the Board did not believe that another audit was necessary, nor would they support spending money for another audit, but they were certainly willing to share the audit, and the public was invited to watch the budget process and attend to hear the auditor report back to the Board.

Ms. Hallock said there seemed to be some dispute about the actual costs of different proposals that were on the table, essentially the health care costs. She thought the concern was that there was not an agreement about the fundamental numbers for those costs. Mr. Gaydos reiterated his opening comments that at the request of the mediator, LTD had had the broker and the health insurance company available to try to answer those questions, so the District had tried every way it could to try to get that accurate information for the union. He said that the Board was not there to try to portray anything improper; they were trying to get the best information they could and provide that to the union.

Ms. Hallock asked if that was written up anywhere in a format that anyone on the committee or a CPA could look at. Mr. Vobora replied that it was posted on the front page of the Web site and in the documentation that was being passed around that evening. That included the costing out of each component of the contract proposal. Ms. Hallock said she had seen that and it just stated the costs. Mr. Vobora replied that it compared costs. Ms. Ban wanted to clarify that it was not the Board's job to mediate the contract. That was the job of the mediating team. The Board's job, she said, was to set the financial parameters for that team, and they had done that after several years of very intensive looking at a strategic plan and a budget that forecast eight years out what LTD could afford and could not afford. What happened at the bargaining table, she said, was really between the bargaining team and the union. She said that the Board had been asked for several portfolios of benefits, with different numbers attached to each of those. She noted that the comparisons between the different offers were on the spreadsheet on the Web site. She explained that the reason the numbers kept moving was that in the conversations, the parameters of the plan kept moving.

Ms. Pierson said that the committee would be meeting again and looking at the financial information. She said the committee had the statement from the union that they would help pay for a CPA if that was needed. She said the committee was really asking the Board for some indication that they may consider this and the committee could negotiate it with them in the future, but if the Board said no, that was all right.

A female at the table said she wanted to explain how the idea of the committee seemed to her. She said that LTD had the choice to implement a contract that the union did not agree to, and the union had the choice to strike. She heard many people in the community not wanting that to happen and she wanted to see how she could help. She noticed that there were some disagreements in numbers. She said that often happens--it's not that someone is wrong; it's that

there are different perspectives. She thought that if people could work together for a little while, they could see things more clearly to come to a solution. She hoped that there would be no strike, which there hadn't been. She also had hoped there would be no implementation, which there had been. She knew there was a process, but said that if the union had followed the process as closely as the Board seemed to think it needed to, they already would be on strike. She said that Mr. Gaydos had said that LTD was ready for a strike, but she did not think the community was ready for a strike.

Mr. Gaydos explained that the union had given the strike notice, so LTD had to be ready for a strike. He said that no one was ever ready for a strike or wanted one to occur. However, LTD still had to prepare because people depended on them.

Ms. Ban said she thought she was hearing from the last speaker that their interpretation of the Board's decision to implement was that they were prompting a strike or pushing for a strike. The speaker said that was not correct, but that implementation is often the thing that causes people to go on strike. She said they had different opinions, but she wanted the Board to imagine a place where someone could look at the numbers and help people agree so there wouldn't have to be a strike or implementation. She said that was why they were there, and she was feeling a little frustrated.

Ms. Ban said that that place should happen in the bargaining room with the brokers whom LTD had made available for them to look at the numbers. She said that this was part of the bargaining process. The female speaker said that they were looking for an alternative to a strike, and she did not feel that the Board was open to some alternative that could avoid a strike.

Mr. Gaydos said that the District was providing the committee with all the information that it had; anyone could look at those numbers; they could contest the numbers or provide any information they had that could help people see numbers differently. He reiterated that LTD was trying to get some mediation scheduled. When the female speaker said there was no hope, he said, there was a period of time before March 7 or the current strike date when mediation could occur, but it would occur within the mediation process and would not occur because a community group comes together and believes that it can cause that mediation.

Mr. Bylund asked if implementation could be rescinded. Mr. Gaydos said he did not know the answer to that. He asked the committee to remember what he said earlier, that the implementation was staged so that there were opportunities for adjusting, until mediation absolutely failed and there was a strike. He said that even then, at some point there would be a resolution of some kind.

Mr. Bylund said that when he joined the committee, he thought their main goal was to identify the specific issues keeping LTD and ATU from settlement. He said he still had not, other than the information from the ATU, identified any specific issues keeping LTD and ATU from settlement, other than the process. He asked if the process needed to change, or if issues needed to be identified so that the public could make a good, honest decision about how to feel about this.

Ms. Ban asked if he was asking that public have an opportunity to know how to feel. Mr. Bylund said he thought the public was owed an explanation as to what specific issues were keeping LTD and the ATU from settling. He thought they deserved that because they were the ones being affected. He added that he was very grateful that the Board was there that evening, because it showed that they truly did want to find a solution to the problem. But, he said, if the Board honestly could not speak for its bargaining team, and if the Board had outlined the parameters for the

bargaining team, maybe those parameters needed to be changed, or maybe the implementation needed to be rescinded, and maybe the ATU needed to be asked again to go through the process of giving a little more time. He said that his sincere hope was that, absent identifying specific issues keeping LTD and the ATU from a settlement, "we" could come to a settlement. He did not see how he could explain it to people unless the Board identified those specific issues. He said there was a lot of innuendo and a lot of stuff flying around and people writing letters to the *Register-Guard* and other media places, so people were speculating and were paranoid.

Ms. Pierson interrupted to ask if there was some response from the LTD Board. Mr. Gaydos said that the Board's response had been and would be that LTD was as open as it could be. People could look at the budget process, at projections, and at figures, and LTD was doing the best job it could, and bargaining would stay at the bargaining table.

James Mattiace said that the meeting was not going as well as the committee thought it would go. He said that they understood that the Board had fiduciary and community responsibilities to make sure that LTD stays solvent for the next 25 or 30 years or more, and understood the Board's perspective that monetary issues with a long-term effect needed to be solved now. He said he had talked with Assistant General Manager Mark Pangborn, who had directed him to the Web site. He had looked at the budget and had a number of questions initially, but most were solved by looking at the Web site. He said there were some other monetary questions that he wanted to ask about. He said that one of the possible ways to propose settlement or at least talking points outside the bargaining process was to have a CPA cost the union's proposal and if it was paid for by the union, LTD would not accept the results if it did not have a financial stake in the CPA. He said that was one of the reasons the committee was asking LTD to pay half the cost of a CPA, so it would accept the results. His second point was that the committee was really hoping to get from the Board, verbally, what their objections were, from their perspective. He said there also were some issues that the ATU had brought to the committee that were not financial, such as issues involving right to manage, time of employees, etc. From his perspective, those were secondary issues, and he thought that maybe only the wage and health care issues were being implemented. He said that if the employees had a good health care plan and adequate wages, then those secondary issues might not be so heightened right then. He wondered if one step toward solving the problem would be to take those issues off the table. He said that since these were issues the committee received from the ATU, he was interested in knowing if this in actuality was what was happening, or if the Board had a different explanation of what those other issues actually meant or what their effect would be (such as payment for time for relieving other drivers, time for writing reports, discipline for writing false reports). He wondered if the Board could direct the bargainers to take those off the table so they could focus on the health care and wages issues.

Mr. Gaydos said, first, that a lot of work rules do have budget implications, so he wanted the committee to understand that. Second, he said that was exactly what occurred at the bargaining table, so as a Board they were not going to get into that.

Ms. Hallock said that the committee had hoped for a dialog on how they could proceed together on some of these issues, but that obviously would not occur that evening. She said that she hoped LTD would not implement the work rules that were part of the final offer. She said that now that the community was engaged and wanting to know more, if they could keep the situation from escalating further, she would ask the Board not to take actions that might escalate the dispute. She said they probably had figured out that implementing procedures that were not agreed to were, at a minimum, controversial, and would not help to reach resolution.

Ms. Ban said again that this was part of the mediation process and she was hoping that was exactly what people were going to be talking about as they met. She said that the Board's concern was that they did not give direction at that level of detail. They gave direction in terms of what is manageable in an overall budget that they believed was responsible for the transit system and the employees.

Ms. Pierson said that if this was what was pushing dispute and disagreement, then maybe it was part of the Board's responsibility.

The question was asked if the Board was present in bargaining. Mr. Gaydos said that it was not. The speaker said she rode the bus a lot and heard a lot of support for bus drivers. She said she thought she would hear people talking negatively about them, but she did not. She said it was a really wonderful system and she hoped that the Board could take good care of the human resources as well as the good care they took of the other resources.

Ms. Pierson said that she gave the Board a great deal of credit for how well the system had been running, as well as for their concern that it go on running and that it be there for the community. She wanted to remind the Board that at the lower end of the Willamette Valley, February was a cruel month, and referred to more suicides in February than in other months. She said it was a terrible time for the disruption of the life of the community and for people's sociability and being able to get around for pleasure as well as the things they needed to do out of necessity. She said she was hoping that before the meeting ended the Board would speak out to the public. She said that the committee members were hearing from people with questions about what was going on and why the negotiations were stuck, with no resolution that would satisfy everyone, where everyone would give a little bit, but where everyone would feel that what they were getting was worth the giving. She said that the Board had a roomful of people and some media there that evening, and she wanted to give them a chance to lay out for those present very briefly what the difficulties were as they saw them, what the difficulties were that were in the way to a solution.

Mr. Gaydos said he knew that it was frustrating to some, but he said that the Board supported the bargaining team and believed that the mediation process was the appropriate process, and hoped that there would be agreed-upon mediator times, and trusted that both LTD and the ATU bargaining unit, with the assistance of the professional mediators, would solve those problems. He reiterated that that was really the appropriate place to do that. He said that public pressure was brought to bear by advertisement, by community, by taxpayers, and the Board got to hear from many people. He said that the Board appreciated those present for being there and for their concerns and questions. He said that the Board believed in the process, as he had said at the beginning of this conversation.

Ms. Pierson said that they all wanted that to go forward effectively, but they were very worried because it had been weeks and weeks and months that the process had been going on with no real resolution.

Mr. Bylund said he was sure that the Board heard about people who filled out the 132 form in Column D, which he explained was filled on the subject wages of the employees of a business. He said that if the employees could not get to work, there would be no subjective wages to pay an LTD tax on.

Ms. Ban said she wanted the committee to know that the Board members were on the Board because they cared deeply about the people who were riders, and honored and respected the

drivers. She said that the drivers were very important and were the front line, the "LTD relations committee." She said that once a month the Board got introduced to new drivers and she was moved by it often, about the stories she heard. She stated that all of her clients depended on the bus, and that she would not be in that seat if she did not care deeply about the bus system. She said that the Board had been deeply, deeply worried since May, and had been worrying about this for a very long time. She said she wanted to put it in perspective, that this was not something that the Board took lightly or with a cavalier attitude.

Ms. Pierson stated that the group would continue to meet as a citizen's committee and would continue to be open to information and questions from other citizens in the community, and open to ongoing discussions with the Board. She hoped that the Board would remain open to them and to the committee's process, and also to the union and the citizenry. She said that the committee would not go away until they were sure the buses were going to run and the drivers were going to smile. She thanked the Board.

Mr. Gaydos thanked Ms. Pierson and the committee for taking on this effort and for caring so much about the District because it was a service and, as he said earlier, everyone was there because they cared about the District and about delivering that service. He thanked everyone for coming, and said that if they wanted to meet again they could contact LTD. However, he said, the Board's position would remain consistent, but they had listened and would discuss a lot of the issues that the committee had brought up that evening.

Ms. Pierson asked the citizens' committee to remain.

ADJOURNMENT: Mr. Gaydos adjourned the LTD Board meeting at 7:35 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Thursday, March 3, 2005

Pursuant to notice given to *The Register-Guard* for publication on March 2, 2005, 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 Thursday, March 3, 2005, beginning at 7 p.m., in the LTD Board Room , 3500 E. 17th Avenue, Eugene.

Present: Susan Ban, Vice President, presiding
Debbie Davis
Mike Eyster
David Gant, Secretary
Gerry Gaydos, President
Dave Kleger, Treasurer
Dean Kortge
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board, Recording Secretary

Absent: none

CALL TO ORDER: The meeting was called to order at 7:02 p.m. by Board Vice President Susan Ban. She explained that Mr. Gaydos, although present, had a cold and had difficulty hearing and speaking, so she would be leading the meeting.

EXECUTIVE SESSION: Mr. Kleger 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, pursuant to ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed; and pursuant to ORS 40.225, lawyer-client privilege. Mr. Kortge seconded, and the motion carried by unanimous vote. Members of the District's negotiating team and District Counsel Rohn Roberts were present for this discussion with the Board.

RETURN TO OPEN SESSION: Upon a motion by Mr. Gaydos and seconding by Mr. Kortge, the Board returned to regular session at 9:05 p.m.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 9:05 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Monday, March 14, 2005

Pursuant to notice given to *The Register-Guard* for publication on March 11, 2005, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Monday, March 14, 2005, beginning at 4:30 p.m., in the LTD Board Room, 3500 E. 17th Avenue, Eugene.

Present: Susan Ban, Vice President
Mike Eyster
David Gant, Secretary
Gerry Gaydos, President, presiding
Dave Kleger, Treasurer
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board, Recording Secretary

Absent: Debbie Davis
Dean Kortge

CALL TO ORDER: The meeting was called to order at 4:35 p.m. by Board President Gerry Gaydos.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Gaydos thanked the Board for their effort to meet the previous Saturday, and to take everything to heart and make decisions for the District.

RATIFICATION OF LTD/ATU LABOR AGREEMENT: Director of Human Resources and Risk Management Mary Neidig referred to an agenda item summary that was distributed at the meeting. She stated that LTD's Amalgamated Transit Union employees had ratified the labor agreement the day before and that employees had come back to work that morning. The final step was for the Board to vote and formally approve the contract. Ms. Neidig outlined the changes to the current contract that were contained in the agreement ratified by the ATU employees. She said that there was slightly different language for the stop-loss account than the Board had discussed on Saturday, which provided the District with a little more control over what that account could be used for. She also said that the Health Reimbursement Accounts would be moved to Voluntary Employee Benefit Accounts (VEBA) during the current year, if legally possible.

Mr. Kleger asked if there were any things said during the course of negotiations that could be interpreted as verbal agreements that could overrule the written contract. Finance and Information Technology Director Diane Hellekson, a member of the District's negotiating team, stated that there were not; the negotiating team had been very careful in that regard. Operations Director Mark Johnson, another member of the District's negotiating team, added that Lead Negotiator Jackie Damm had done a good job in terms of notes and making sure that the team did not say things that

could be interpreted differently. He said that all parties had notes that reflected their understandings.

Mr. Gant asked if the four-page summary handed out to the Board, titled, "Tentative Agreement between Lane Transit District and ATU, March 12, 2005," was the final document. Mr. Gaydos replied that a booklet would be published later. Mr. Gant asked if that would include language that said this was the final agreement. Ms. Neidig said that it would.

Mr. Gaydos said that the final agreement included a change in the language to specify that the stop-loss account would reimburse only for expenditures for medical services that would be covered by the health plan.

Mr. Gaydos said he wanted to thank the community members who helped craft the agreement for their time and effort. He added that Mayor Piercy had sent him a note, thanking LTD for allowing the group to participate, and stating her opinion that Jackie Damm had been a tough but fair negotiator.

Mr. Eyster moved that the LTD Board approve the LTD/ATU agreement as described in the "Tentative Agreement between Lane Transit District and ATU, March 12, 2005." Mr. Kleger seconded the motion.

The motion was approved as follows:

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

NAYS: None

ABSTENTIONS: None

EXCUSED: Davis, Kortge (2)

Mr. Gaydos noted that it was good to see buses running that day.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 4:46 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 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: March 29, 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 March 29 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: March 29, 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 March 29, 2005:

1. Approval of minutes: February 7, 2005, special Board meeting
2. Approval of minutes: February 8, 2005, special Board meeting
3. Approval of minutes: February 16, 2005, regular Board meeting
4. Approval of minutes: March 3, 2005, special Board meeting
5. Approval of minutes: March 12, 2005, emergency Board meeting
6. Approval of minutes: March 14, 2005, special Board meeting

ATTACHMENTS:

1. Minutes of the February 7, 2005, special Board meeting
2. Minutes of the February 8, 2005, special Board meeting
3. Minutes of the February 16, 2005, regular Board meeting
4. Minutes of the March 3, 2005, special Board meeting
5. Minutes of the March 12, 2005, emergency Board meeting
6. Minutes of the March 14, 2005, special Board meeting

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

LTD Resolution No. 2005-004: It is hereby resolved that the Consent Calendar for March 29, 2005, is approved as presented.



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MONTHLY DEPARTMENT REPORTS

March 29, 2005

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

IN CONGRESS

The big news for Lane Transit District and other area local governments is the passage in the U.S. House of Representatives of the bill to reauthorize highway and transit programs. The previous authorizing legislation, TEA-21, expired September 30, 2003, and has been extended five times – until May 31, 2005 – because the Congress has failed to complete work on the successor measure.

Thanks entirely to the seniority of Congressman Peter DeFazio, Lane Transit District has all of its requests included in the House version of this bill. These are:

- Authorization for Pioneer Parkway EmX. No funds are attached to this authorization, but it will allow LTD to work with the Federal Transit Administration to negotiate funding in the future.
- \$3 million for replacement vehicles. The District's fleet plan calls for replacing, in FY 07, 23 buses purchased in 1991. The total cost of that purchase will be \$7.3 million or more, and this \$3 million in discretionary funds will allow the District to use federal formula funds for other capital purposes.
- \$3 million for Progressive Corridor Enhancement. The legislation actually calls this "Bus Rapid Transit Progressive Corridor Enhancement," but the purpose is to be able to identify travel corridors where some aspects of bus rapid transit could make significant improvement in bus travel time. Varying levels of these enhancements have been described to the Board previously.
- Eliminate the federal share of the AVS hybrid electric buses purchased for the Breeze shuttle. In order to dispose of these buses prior to the end of their "useful" life (of seven years), the District would be required to repay the federal government the (depreciated) share of its investment in the buses. At this time that value is \$1.02 million, and it is highly unlikely that they could be sold. Having inoperable buses forces the use of older vehicles that are considered spares.

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The District’s position in the House version of this bill is not necessarily the final version. The Senate has not yet begun work on its version of the bill and, after it does, the bill will have to go to Conference Committee where agreement must be reached. In last year’s efforts to pass this bill, the Conference Committee had 72 Members of Congress, and they never reached agreement on the threshold question of the base funding level. The Senate will add its own projects to the 4,100 projects listed in the House version. It is possible that the bill will be criticized as “pork barrel” spending, which may have some influence on the funding levels.

In addition, there are some basic policy disputes remaining between the House and the Senate, and the Congress and the White House. While LTD and Congressman DeFazio are well-positioned in the debate, there is no guarantee about the final outcome.

AT THE STATE LEGISLATURE

Lane Transit District is represented in Salem by Doug Barber of The Ulum Group. The most significant bills of interest are the Governor’s transportation proposal, Connect Oregon, to fund non-highway transportation needs, and the proposal to make the LTD Board of Directors elected, rather than appointed by the governor.

The fact that the legislative leadership has agreed on overall budget targets makes it more likely that the session will not last through summer vacations. However, the co-chairs of Ways and Means have not yet issued their proposed budget, so it may be too early to be so optimistic. How funding for transportation services for the elderly and people with disabilities will be handled is not yet clear. These services are funded through the Department of Transportation and from a dedicated portion of the cigarette tax.

General Manager Ken Hamm testified in support of Senate Bill 71, Governor Kulongoski’s transportation funding proposal. As drafted, this measure would provide \$100 million for non-road transportation needs, including passenger rail, freight rail, aviation, and public transportation. Funding would come from bonds backed by lottery revenue. It is a good proposal because the Oregon Constitution limits the use of the Highway Trust Fund to streets, roads, and highways.

DEVELOPMENT SERVICES

Stefano Viggiano, Director of Development Services

BRT PLANNING

Graham Carey, BRT Project Engineer

- **Pioneer Parkway Corridor:** Work on the Environmental Impact Statement (EIS) is proceeding. The current schedule calls for a Draft EIS to be released this fall. An

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open house for the public to review possible route alignments prior to the start of the EIS analysis will be held in mid-April.

- **MLK Parkway:** The Board of County Commissioners approved \$40,000 in County Road Funds for the construction of the extended right-turn lane/transit lane on MLK Parkway. A Documented Categorical Exclusion (DCE) has been submitted to FTA for the MLK piece of the project. The DCE, if approved by FTA would satisfy environmental requirements for the MLK project and allow the District to use federal funds for the MLK transit portion of the project that are not covered by the County Road funds. An issue that has come up is that use of federal funds by LTD on construction would create the need for the entire construction project to follow the federal rules, which is a major concern for Springfield and the County. It may be that only land acquisition and power pole relocation can use federal funds (those two items are about 2/3 of the total cost).
- **Progressive Corridor Enhancement (PCE):** PCE was discussed with the Board at their meeting on February 16. The Board (including new members) affirmed their support for proceeding with the concept. LTD requested \$3 million for PCE as part of the United Front effort. The project was funded in the House of Representatives' version of the transportation reauthorization bill.

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METROPOLITAN PLANNING

Stefano Viggiano, Director of Development Services

- The annual review of the Unified Planning Work Program (UPWP) occurred on February 24. The UPWP is a federally required MPO document and the review was done by FHWA and FTA. MPC will consider adoption of the UPWP in April 2005.
- The third MPO Summit was held March 2-3 in Salem. Board member Susan Ban and Assistant General Manager Mark Pangborn participated for LTD.
- The first meeting of the Citizen Advisory Committee formed by the Metropolitan Policy Committee will be held on April 6, 2005, and then every first Wednesday of the month from that point forward.

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SERVICE PLANNING

Paul Zvonkovic, Service Planning Coordinator

- **Annual Route Review (ARR):** Staff revised the ARR service proposed based upon community and guest input, as well as Board direction from the February 16th meeting. Staff are working with the City of Springfield regarding the routing of buses on Prescott, which would shorten but not eliminate the portion of routes 18 and 19 in the Fairview neighborhood. Staff also recommend that no changes be made this year to routes 22 or 76, with the exception of eliminating route 76 summer service beginning in 2006. Staff propose to use target marketing for existing service for these routes during the next year. If ridership does not reach a pre-established target, the service will be proposed for elimination during the next ARR.

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- **Winter Bid:** The first week of adjusted service for Winter Bid went well. Service Planning staff implemented some timing adjustments and added a few hours of route 75x service at the request of PeaceHealth. The hospital compensates the District for operating this route.
- **Basketball Service:** Both attendance and ridership to the UO Ducks men's and women's basketball games declined somewhat in February, but service was still productive at almost 840 per game. Fortunately, the regular PAC-10 season ended before the start of the strike.

COMMUTER SOLUTIONS

Connie B. Williams, Program Manager

- **Update on Connie:** Program Manager Connie Williams returned to work on a part-time basis on March 1. She will hold office hours on Tuesdays and Thursdays and continue to perform some tasks from home. Connie has been out of the office on medical leave since early Summer 2004.
- **Regional Emergency Ride Home Program:** Lead (employer) signed up for the regional Emergency Ride Home program.
- **Promotions/Transportation Fairs:** Exhibits promoting Commuter Solutions and the Congestion Mitigation Program (CMP) were displayed at the following community events:
 - Springfield Business Expo
 - Asian Festival
- **Web site:** The Congestion Mitigation Program's Web site, www.KeepusMoving.info, is now online.
- **Transportation Options Advisory Committee (Formerly the TDM Advisory Committee):**
 - The regular meeting was held on February 2, 2005.
 - Strategic Planning Meetings were held on February 15 and 18.
 - A Commuter Solutions Budget Meeting was held with members of the Transportation Options Committee on February 23, 2005. Attendees reviewed Commuter Solutions revenues for FY 05-06 and FY 04-05 budget year-end carryover and 05-06 department request.
- **TPC:** The committee was updated on projects via a monthly report.
- **Smart Ways to School**
 - **Program Update:** Preparations are underway to conduct spring contests that will encourage more students to walk, bike, bus, or carpool to school. During its February meeting, the School Transportation Task Force confirmed that they

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would like *Smart Ways to School* to expand the program, particularly to provide SchoolPool, the carpool matching service, to more local schools in the coming year.

- **Regional Youth Bus Pass Program:** Schools continue to distribute stickers to interested students; more than half of eligible students have requested a sticker. A count of sticker usage was taken during one week in February. During that week, stickers were used more than 7,200 times by students getting on an LTD bus.

▪ **Congestion Mitigation Program (CMP)**

- A meeting of the CMP committee was held on February 25.
- Outreach continues for Phase 1 of the CMP. Working in close coordination with LCOG and ODOT, the CMP media schedule has been designed with newspaper ads beginning the last week in March. Meetings with radio and TV station managers have occurred to cover closure details and suggested transportation options to avoid congestion.
- Based on LCOG's congestion modeling map of areas affected by the upcoming I-105 closure, preliminary outreach and meetings with large trip attractors (e.g., Oakway Center, affected schools, residential complexes, churches, civic groups, etc.) have taken place.
- An outreach letter to all businesses (25,000+) within the Eugene, Springfield, and Coburg vicinity were mailed the week of March 14. Targeted follow-up on medium and large businesses is scheduled.
- For an up-to-date list of outreach, please log on to www.keepusmoving.info.

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CAPITAL PROJECTS

Charlie Simmons, Facilities Services Manager

- **RideSource:** The RideSource building construction is complete. Move-in is scheduled for April 1, 2005. A grand opening/open house is scheduled for April 19.
- **Old Springfield Station:** The removal of the old Springfield Station should be completed within the next couple of months. The station's shelters and pavement will be removed. Bus stops will remain in both sides of 5th Street, south of B Street.
- **Shelter Project:** Replacement of older shelters with new shelters is continuing. This is a multi-year project. The new shelters are larger and have reduced maintenance costs. The project is funded with Surface Transportation Program (STP) funds through the Federal Highway Administration.
- **Franklin Corridor EmX:**
 - **Construction update:** Construction in downtown Eugene is scheduled to begin in April. The electrical contract was awarded to Lantz Electric. Wildish Company was the low bidder for field engineering, flagging, and paving and related work.
 - **Utility Undergrounding:** Logistics are still being worked out with the three partners in the undergrounding of utilities on the north side of Franklin Boulevard

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between Onyx Street and Riverfront Parkway. A Memorandum of Understanding outlining the financial responsibility between the City of Eugene and Lane Transit District to move telecommunication lines currently is being reviewed by the two agencies.

- o Acquisitions: Survey work is underway in Glenwood on the four properties identified for EmX stations. Duncan and Brown and Universal Field Services will continue to be the consultants for property acquisition. Negotiations continue on the Eugene properties. The Intergovernmental Agreement (IGA) for the University of Oregon properties is still in the drafting stages.

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MARKETING AND COMMUNICATIONS

Andy Vobora, Director of Marketing and Communications

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

- **Public Transit Discretionary Grant Review:** Accessible Services staff Terry Parker and Susan Hekimoglu conducted the process for soliciting and reviewing projects to be considered for the 2005-2006 Biennium Discretionary Grant Program. The Special Transportation Advisory Council assisted by establishing local priorities and appointing a subcommittee to assist with project review and ranking. A proposed project list will be presented to the Board.
- **2005 Mobility Planning Service Institute:** Terry was invited to serve as a faculty member at the 2005 Mobility Planning Services Institute (MPS) sponsored by Easter Seals ProjectACTION held in Washington D.C. on March 5-8. The Institute hosted 20 teams from across the country who were selected based on their readiness to tackle issues that challenge their communities in providing reliable, accessible transportation. Each team had representatives from both public transit and the disability community, with the intent of building stronger coalitions and to encourage multiple perspectives in finding solutions.

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As stated by MPS Director Al Abeson, "The comments received during and since the conclusion of the MPS make quite clear that the analytic work, decision-making and planning done by each team was enriched by the information shared by you and all of the faculty and staff with whom they interacted....Thanks to all of you our hopes for creating within the Institute an environment for learning, positive thinking and interaction resulting in productive planning was achieved."

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

Three hundred thirteen (313) vendor checks were processed during the month of February, including \$265,120.94 to Essex General Construction, Inc., for work related to RideSource facility construction and \$100,000 to Special Districts Association of Oregon for liability insurance claims.

Seventy-nine payroll checks and 863 payroll direct deposits totaling \$714,615.58 were made in February 2005. Included in these totals were final checks to retirees.

Eleven cash fare deposits totaling \$111,310.49 were made in February 2005. These included cash fares for a total of seven basketball games.

The budget development process for FY 2005-2006 continued in February 2005. Internal revision of the FY 2005-2030 Long-Range Financial Plan began. Department input on current-year FY 2004-2005 and budget year FY 2005-2006 materials and services was provided.

PURCHASING

Jeanette Bailor, Purchasing Manager

Staff are beginning to prepare for the federal triennial review that will occur June 9 and 10. Packets will go out to each department soon that will include materials and questions that will be covered in the review.

Several Requests for Proposals are out at the current time, including Signal Priority emitters, Incident Management Software, and Bus Wash Equipment.

Staff have been working with the Wildish Company on the bidding process for Wildish's subcontractors for the BRT project. Since Wildish is hired as the construction manager/general contractor (CM/GC) for the project, LTD must be included in its bidding process and Wildish must adhere to the federal regulations.

As a result of changes in the Oregon Revised Statutes last legislative session, the Purchasing Policy must be updated. The revised policy will be presented to the Board in April. The changes appear to be administrative or "housekeeping." There will be no change in delegated authority or spending limits.

INFORMATION TECHNOLOGY

Steve Parrott, IT Manager

IT staff are working at various levels on technology projects while continuing to support current systems and applications. Research is just winding down on a solution for tracking security-related incidents and risk-related accidents. A task team of IT staff, Operations staff, and HR staff has identified affordable commercial software applications to address this need. Funding has been identified and IT staff will begin the process of creating a Request for Proposals (RFP) as the next step in this project.

IT staff are preparing hardware, software, and communications components for installation at the Garfield Street, RideSource facility, to be ready for a move of the RideSource staff to the new site by April 18, 2005. LTD is replacing or upgrading the facility's telephone system, computer network, and radio communications systems in conjunction with this move.

IT staff have completed design and will begin implementation of a project to expand LTD's current radio communications system. This project intends to improve radio signal coverage in certain parts of the District's service area. This work also will provide for a certain level of redundancy within the radio infrastructure, creating a more resilient system with the capability of adapting to common causes of radio service interruptions, such as power outages and equipment failures, without losing radio communications with LTD vehicles.

The IT staff continues its efforts in assisting LTD administrative staff with development of reports based on data from the Siemens TransiMaster system. These reports provide insight into ridership, schedule adherence, dispatcher activity, and other fixed-route system performance characteristics.

In addition to scheduled project work and normal sustaining functions, IT staff assisted other District project teams who experienced unexpected challenges with certain technical aspects of their work.

HUMAN RESOURCES

Mary Neidig, Human Resources Director

The Human Resources Department was focused almost entirely on three activities during this time – labor negotiations, transition to a new health care plan, and selection of new employees, particularly the new director of maintenance. The first labor strike in LTD's history began March 7 and ended a week later.

LABOR CONTRACT NEGOTIATIONS

On March 7 all employees represented by the Amalgamated Transit Union went on strike. Pickets were staged at several locations, including the Glenwood facility and other bus stations. A comprehensive strike contingency plan was activated, and served the District well during these tense days. Administrative employees reported to work without incident, and the business of the District continued, absent fixed-route service.

On March 12, LTD and ATU reached tentative agreement on a new labor contract. This was largely the result of an intensive mediation process that included five key area leaders: Kitty Piercy, Jack Roberts, Art Johnson, Margaret Hallock, and David Piercy. On March 13 the membership ratified the contract by a vote of 188-6, and on March 14 the Board of Directors voted to approve the contract. Now the Human Resources Department will turn to implementation of the new contract.

HEALTH CARE TRANSITION

The new labor contract contains a different health care plan from what was implemented on February 1. This means another transition on April 1. The new contract includes language for a "stop loss" account that some LTD employees will qualify for. Administration of the stop loss program will need to be set up immediately. In addition, represented employees will be moved from a Health Reimbursement Account (HRA) to a Voluntary Employee Beneficiary Account (VEBA) as soon as possible. Educational meetings will be set up for all represented employees once the total program has been outlined.

SELECTION AND HIRING

Selection and hiring has been very busy in the past month. Twenty-four applications were received for the director of maintenance position, and an extensive assessment center was held on March 18. Several employees, one contractor, and two Board members participated in the process. A selection should be made before the March 29 Board meeting.

In addition, interviews were held in early March to hire a new class of six bus operators. This will make of total of 12 new operators hired since the first of the year. Retirements continue to occur at an unusually high rate, which means continued hiring for the next two months.

Recruitment is in progress for the transit services manager, a position recently vacated by Rob Montgomery. Changes have been made to the scope and skill requirements for this position, allowing for more management of the new tracking systems being used in Operations. This resulted in an increase in the salary range for the position.

OTHER ACTIVITIES

A request for a Preliminary Injunction was filed in early March by two LTD bus operators and two regular bus riders. The intent was to stop LTD from implementing a reduction in pre-trip inspection time from 15 minutes to 10 minutes. Judge Lyle Velure took testimony but did not issue a Temporary Restraining Order. He dismissed the complaint for three of the plaintiffs, but allowed the fourth to proceed to a full evidentiary hearing on the injunction. The hearing was scheduled for March 9, but the plaintiff requested the complaint be withdrawn once the strike began on March 7.

LOOKING AHEAD

April will be filled with implementation activities related to the new labor contract.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 29, 2005
- ITEM TITLE:** WORK SESSION: EUGENE/SPRINGFIELD ECONOMIC PERFORMANCE
- PREPARED BY:** Linda Lynch, Government Relations Manager
- ACTION REQUESTED:** None. Information only.
- BACKGROUND:** The 2003 Legislature authorized the boards of TriMet and Lane Transit District to increase the rate of the payroll tax from the cap set in 1969 of six-tenths of one percent of payroll to seven-tenths of one percent, under certain circumstances. The first condition is that the increase be phased in over ten years, in 10 percent increments. The exception to that is that two steps could be implemented if a year of increase is skipped.
- While many factors will go into the Board's decision about the payroll tax, the legislature also imposed a condition that requires the Board to make a finding that the economy has recovered sufficiently to justify the increase. In light of that requirement, TriMet contracted with several economists to measure regional economic activity. LTD Finance and Government Relations staff attended the TriMet Board briefing and determined that such a briefing would be helpful to the LTD Board, as it considers the Long-Range Financial Plan of the District and as it prepares the FY 05-06 budget.
- Impresa is a Portland-based consulting firm providing economic analysis, policy development, communication, capacity building, and evaluation services. Nearly all of Impresa's work deals with helping clients—businesses, governments, non-profits, individuals—understand and deal effectively with unfolding changes in the economy. The principal economist is Joe Cortright, an economist who served as the chief economic development staff person for the Oregon Legislature over a twelve-year period in which Oregon produced a number of nationally recognized innovations in development policy, including the Oregon Benchmarks, workforce policies, and entrepreneurial development.
- Mr. Cortright is preparing a trend analysis of economic data for the LTD area; basically, a description of the local economy. He will present his work and discuss his findings at the March 29 work session.
- ATTACHMENT:** Report from Impresa: *Eugene-Springfield Economic Performance*
- PROPOSED MOTION:** None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 16, 2005

ITEM TITLE: MARCH 2005 EMPLOYEE OF THE MONTH

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

BACKGROUND: **March 2005 Employee of the Month:** Training Supervisor/Bus Operator John Dahl was selected as the March 2005 Employee of the Month. John was hired by LTD in December 1991, and previously was selected as the Employee of the Month in 1994 and 1996. As an operator, he has received a five-year safe driving award. He also has worked in planning and now is the District's part-time training supervisor. He was nominated by a guest who says that she loves to ride his bus because she tends to get motion sickness when she rides the bus . . . but not with John. She also appreciated his happy demeanor at 6:50 in the morning.

When asked to comment on John's selection as Employee of the Month, Director of Transit Operations Mark Johnson said:

John Dahl is the Transit Operations half-time training supervisor. The other half of his time is dedicated to being a bus operator. John has done an excellent job of maintaining high-quality training programs for new employees, as well as senior employees and supervisors. He has been able to face the demands of a part-time position that requires full-time attention, and he has done it with great humor and professionalism. John is very willing to step up and do whatever is necessary to ensure that his instructors get what they need to function at a high level and to maintain the integrity of LTD's training programs.

John is also an excellent bus operator. He was hired in 1991 and has had nearly a spotless career as an operator, including two previous Employee of the Month awards.

John has been an excellent employee in many ways and is always willing to help to make sure that LTD looks good in the community. John is very deserving of the March Employee of the Month award.

Our congratulations to John on his selection as the March 2005 Employee of the Month!

AWARD: John will attend the February 16, 2005, meeting to be introduced to the Board and receive his award.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 2005

ITEM TITLE: APRIL 2005 EMPLOYEE OF THE MONTH

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

BACKGROUND: **April 2005 Employee of the Month:** Accounting Assistant Rebecca Schmitt was selected as the April 2005 Employee of the Month. Rebecca was hired by LTD in February 2002. She was nominated by a co-worker, who appreciates Rebecca's sweetness and calm manner, her efficiency, her kindness in her interactions with everyone, and the way Rebecca is interested in learning new things and contributing wherever needed. The co-worker went on to say that even though Rebecca is extremely quiet, she has no idea how much her presence is noticed and admired.

When asked to comment on Rebecca's selection as Employee of the Month, General Ledger/Grant Accountant Todd Lipkin said:

Rebecca is a joy to have as an employee. She has a positive attitude and is always ready for a new challenge. She performs her duties well and is eager to learn new things along the way. She is always available to lend a hand when others have small projects they need help with. She tries to think of the bigger picture when approaching her work so that problems are dealt with the first time and don't repeat themselves. Fellow employees have described her as sweet, very organized, helpful, a joy to work with, accurate in her work, and someone who has a friendly demeanor and smile.

Our congratulations to Rebecca on her selection as the April 2005 Employee of the Month!

AWARD: Rebecca will attend the March 29, 2005, meeting to be introduced to the Board and receive her award.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 16, 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.

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AGENDA ITEM SUMMARY

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DATE OF MEETING: March 29, 2005

ITEM TITLE: FINANCIAL MANAGEMENT OVERSIGHT REVIEW

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

ACTION REQUESTED: None

BACKGROUND: On March 9, 2005, Lane Transit District received the draft report on the Financial Management Oversight Review (FMO) that was conducted by the Federal Transit Administration (FTA) last October. The report will become final when LTD responds in writing to the four reportable conditions that the draft report notes. The draft report and LTD's written response are attachments to this summary.

The most significant conclusion of the draft report is that there are no material weaknesses in the financial management system of LTD. (Section II.) In fact, the reviewers praised LTD's systems and controls, and have subsequently asked if LTD's review results can be shared with other transit agencies as a model of success.

The four reportable findings are as follows:

- LTD is not maintaining its buses in accordance with the established preventive maintenance schedule. The standard requires that at least 80 percent of inspections be performed within the prescribed maintenance interval, which is 12,000 miles.

Discussion and remedy: Originally, Preventive Maintenance (PM) Task "I," a 12,000 Mile Inspection, was scheduled when the vehicle reached the 12,000-mile mark. Lane Transit District's reporting system uses mileage readings at time of first labor. Consequently, first labor could occur after the 12,000-mile requirement. Scheduling now occurs between 800 miles and 500 miles prior to the 12,000 mile due mark. This provides time for the work order to be processed and the work performed prior to the 12,000-mile mark. In addition, another inspector has been assigned to PM Task "I" work orders on weekends and vacation periods to ensure that inspections are performed on time and within the specifications of our PM schedule.

Supervisors are now monitoring inspection work on a daily basis, making necessary adjustments as needed to maintain timely

inspections. Implementation of the corrective action occurred in December 2004, and has been maintained since.

- Quarterly milestone/progress reports should include more detail about project status, costs, and funding.

Discussion and remedy: This finding was directed at the bus rapid transit project, which was begun several years ago, and has changed in both scope and cost over time. The reviewers and FTA acknowledged that FTA has been kept informed throughout the project period, and was fully aware of changes in scope and cost. LTD had just not been including the same level of detail in the quarterly grant reporting system. Since October 2004, quarterly grant reports provide the higher level of project detail requested.

- Maintenance employee timecards were not signed by the employees or by supervisors who review them.

Discussion and remedy: The FMO reviewers acknowledged that the timecards were reviewed, but that there was inadequate documentation of the review. Even before the fieldwork for the review was completed, a new policy was implemented requiring all Maintenance employees to sign their timecards, and all supervisors to sign the timecards that they review.

- There are no formal policies and procedures for eliminating terminated employees' computer access.

Discussion and remedy: The language of the draft report is misleading. There have always been written policies and procedures for disconnecting terminated employees from computer and other system access. They are maintained by Information Technology staff, and are detailed and complete. What has been missing is a formal notification process from Human Resources to Information Technology (IT). The telephone communication that has been used in the past was deemed inadequate for creating a good audit trail, even though it is possible to determine that disconnections were made in a timely manner through IT records. The Human Resources staff, with assistance from IT, has developed a formal notification policy that has since been implemented.

LTD has already submitted the written responses to the reportable findings to FTA staff. Those responses will become part of the final report, which will be issued eventually. No further action is required of LTD as a result of the FMO Review.

ATTACHMENTS: Report on Financial Management Oversight Review
LTD Response to Reportable Conditions

PROPOSED MOTION: None

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Lane Transit District
Response to FMO Review Reportable Conditions

Grantee's Proposed Corrective Action:

III. 1 Vehicle Maintenance Improvement Needed

Originally, Preventive Maintenance (PM) Task "I" a 12,000 Mile Inspection was scheduled when the vehicle reached the 12,000 mile mark. Lane Transit District's reporting system uses mileage readings at time of first labor. Consequently, first labor could occur after the 12,000 mile requirement. Scheduling now occurs between 800 miles and 500 miles prior to the 12,000 mile due mark. This provides time for the work order to be processed and the work performed prior to the 12,000 mile mark. In addition, another inspector has been assigned to PM Task "I" work orders on weekends and vacation periods to insure that inspections are performed on time and within the specifications of our PM schedule.

Supervisors are now monitoring inspection work on a daily basis, making necessary adjustments as needed to maintain timely inspections. Implementation of the corrective action occurred in December 2004, and has been maintained since.

III. 2 Quarterly Milestone/Progress Reports Were Not Complete

Since the FMO reviewers noted the need for more detail with respect to the quarterly grant reports for the bus rapid transit project, additional detail has been provided. This corrective action was implemented with the report for the quarter ended December 31, 2004. Lane Transit District staff will work with Region 10 staff to make sure that LTD understands reporting expectations, and that those expectations are always met.

III. 3 Timecard Signatures Missing

As soon as the condition was reported to Lane Transit District staff, and before the FMO site visit was concluded, a new policy was implemented requiring Maintenance Department hourly employees to sign their timecards, and supervisors to sign all timecards indicating review and approval. The corrective action has been in place since October 2004.

III. 4 Policy and Procedures for Terminated Employees Computer Access Needed

This condition, as stated, is incorrect, and not what was communicated to Lane Transit District during the site visit and subsequent exit conference. Lane Transit District's Information Technology staff maintain comprehensive and complete policies and procedures, including those covering the disconnection of terminated employees. What was noted during the FMO site visit was that there is no written policy in the Human Resources Department specifying how Information Technology should be formally notified of terminations in a timely manner. The audit trail for such notifications, therefore, was incomplete. Since October 2004, a written notification process has been developed and maintained.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 29, 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 work session has been scheduled for the evenings of April 14 and 15, in the LTD Board Room.
 - B. **Contract Review Board/Purchasing Regulations:** At the April 20, 2005, regular meeting, the Board will be asked to meet briefly as the Contract Review Board in order to approve updates to LTD's purchasing regulations.
 - C. **Long-Range Financial Plan:** The updated Long-Range Financial Plan will be brought to the Board for discussion and approval at the April 20, 2005, regular meeting.
 - D. **Budget Adoption:** The Fiscal Year 2005-06 proposed budget will be on the agenda for adoption at the June 15 2005, regular Board meeting. The budget must be adopted before the end of the fiscal year on June 30.
 - E. **Resolution Reaffirming LTD Boundaries:** State law requires that LTD annually determine the territory in the District in which the transit system will operate. If boundary changes were to be made, that would be done by ordinance. Since no changes are planned, a resolution reaffirming the current boundaries will be scheduled for approval at the June 15, 2005, regular Board meeting.
 - F. **LTD Retirement/Pension Plan Review:** A work session to review the LTD retirement and pension plans will be on the agenda in late spring or early summer 2005.

- G. **Information on LTD Purchasing Policy**: An update on LTD's Purchasing Policy will be brought to the Board in the next few months.
- H. **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

Prepared by Ken Hamm, General Manager



LTD General Manager's Report to the Board of Directors

March 29, 2005

Prepared by Ken Hamm, General Manager

FUTURE DATES TO REMEMBER

April 11, 2005	LTD Board Work Session (canceled)
April 14, 2005	LTD Board Strategic Planning Session – 4 p.m. to 10 p.m.
April 15, 2005	LTD Board Strategic Planning Session – 3 p.m. to 9 p.m.
April 20, 2005	LTD Regular Board Meeting
May 11, 2005	First LTD Budget Committee Meeting
May 12, 2005	Second LTD Budget Committee Meeting
May 30, 2005	Administrative Offices Closed for Memorial Day Holiday
June 13, 2005	LTD Board Work Session (tentative)
June 15, 2005	LTD Regular Board Meeting (budget adoption)
July 30-Aug 2, 2005	APTA Board Members Seminar
Sept. 25-28, 2005	APTA Annual Meeting and EXPO

EXTERNAL ACTIVITIES

Oregon Transit Association

On February 23rd I chaired a meeting of the Strategic Planning Committee for OTA. The OTA Board is looking at a restructured association that better reflects the needs of its members.

State Testimony

On February 23rd I testified in front of the Joint House/Senate Transportation Committees in Salem. I presented EmX as the perfect project for Connect Oregon funding. LTD has made the case for the state's participation in transit infrastructure funding. EmX is about jobs and connecting people to jobs. Connect Oregon dollars are transportation dollars for economic development.

United Front Trip

February 28th through March 3rd, I participated in the annual trip of the Lane County public organizations to lobby our region's priorities in Washington, D.C. Gerry Gaydos attended as the LTD Board president. We believe the trip was very successful, as LTD has been marked up for \$3 million for buses and \$3 million for Progressive Corridor Enhancements.

CEO Meeting

Every quarter the public sector CEO's get together to discuss issues of the community. We met March 4th at Lane County offices to discuss state legislation, construction projects, labor issues, diversity issues, and much more.

MOU on Diversity

As LTD's general manager, I participated in the signing of a memorandum of understanding regarding diversity and our commitment to make a difference in this community. LTD is reviewing its recruiting, hiring, training, and guest policies to be sure that we are fair and consistent. We are committed to developing a diverse workforce.

OTA Meeting

On March 15th I attended the monthly meeting of the Oregon Transit Association in Salem.

Legislative Contacts

Doug Barber and I visited with many of our state legislative members on March 15th to update them on the settlement of the labor contract.

INTERNAL ACTIVITIES

Contract Negotiations

March 10-12, I joined the negotiation team to work toward a settlement of the strike and contractual issues. The mediation process had been expanded to include Mayor Kitty Piercy, Jack Roberts, Art Johnson, David Piercy, and Margaret Hallock. LTD Board President Gerry Gaydos participated in the 18-hour marathon session on March 10. The good news is that a resolution was found late Saturday, ratification by the ATU membership came Sunday afternoon, and regular service was restored effective Monday morning.

Reduced Fare Program/HIPAA Review

The Board had asked for a HIPAA review to see if LTD's Reduced Fare Program complied with the Health Insurance Portability and Accountability Act (HIPAA). The short answer is that LTD is not a "covered entity" under HIPAA and therefore is not required to comply with HIPAA's privacy provisions. More detail of the legal analysis can be provided to Board members if desired.

Position Openings

Due to retirements, recruitment is occurring for several positions at LTD. They include operators, a mechanic, a planner, the director of maintenance, and the manager of transit services.

Director of Maintenance

On March 18th LTD held an assessment center to select a new director of maintenance. Four very qualified candidates competed in this set of exercises. Many LTD employees participated as panelists, as did Board members Dave Kleger and Mike Eyster. Mike Troxel, a customer support manager from Cummins Northwest, one of our vendors, also participated.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 2005

ITEM TITLE: GROUP PASS PRICING ADJUSTMENT

PREPARED BY: Andy Vobora, Director of Marketing and Communications

ACTION REQUESTED: Approve increase in group pass rates by 2.9 percent

BACKGROUND: The District's group pass policy states, "The base rate will be increased annually, not to exceed the three-year rolling average of operating costs realized by the District." Over the past three years operating costs have changed by:

2001-02	-3.4 percent
2002-03	8.1 percent
2003-04	3.9 percent

The average of these changes results in a 2.9 percent change for calendar year 2006.

RESULTS OF RECOMMENDED ACTION:

Group pass contract rates will increase from \$11.79 to \$12.13 per quarter (non-taxpayer rate) and \$10.11 to \$10.40 per quarter (taxpayer rate).

ATTACHMENT: None

PROPOSED MOTION: I move the following resolution: LTD Resolution No. 2005-008: Resolved, that the LTD Board of Directors approves a 2.9 percent group pass rate increase for calendar year 2006, effective January 1, 2006.



Joseph Cortright

Laurel Dukehart

March 16, 2005

TO: Board of Directors, Lane Transit District

FROM: Joseph Cortright, Economist

RE: Eugene-Springfield Economic Performance

This memorandum reviews the recent economic performance of the Eugene-Springfield metropolitan economy with the objective of providing the Lane Transit District Board with the information it needs to make a determination about the state of the regional economy.

I would recommend that the board consider the entire body of evidence presented here in making judgments about metropolitan economic performance. No single indicator proves or disproves the robustness of the region's economy at any point in time. Together, however, these data paint a picture, like the tiles of a mosaic, which illustrate current economic conditions.

This memorandum compiles data from a series of sources that provide the most current available data on the region's economic performance. Wherever possible I have presented data reflecting monthly developments (usually data series that are available with only a one or two month lag). I have presented some supplementary annual data and statewide data (with the latest observations being through 2004), but do not rely heavily on such information because it lags current economic performance. In presenting most data series we have marked trends by looking at year-over-year change in a data series—the percentage change in the same series from the value it had in the same month in the previous year. This approach minimizes the effect of seasonal variations in data.

I have also supplemented current, monthly data on the Eugene-Springfield metropolitan area with selected statewide data to illustrate trends for which local data are not available. These data are laid out in a series of charts (attached), and I have briefly summarized the content and recent trends illustrated by each chart in the remainder of this memorandum.

Policy Research
Assessment
Economic Strategies
Communication
Strategies And Services
Analysis

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Portland, Oregon 97212
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Eugene-Springfield Economic Performance

The 2001 Recession Followed Nearly A Decade of Steady Growth (Chart 1). Chart 1 plots total payroll employment for the Eugene-Springfield Metropolitan Area (Lane County) since 1990. On this chart, the lighter zig-zag line represents actual monthly employment and the smoother, bold line represents a 12-month moving average of employment. After a brief and relatively mild downturn in employment during the 1990-91 national recession, the region recorded nearly a decade of steady gains in employment through the first quarter of 2001. Since its peak in 2001, the region's employment has fluctuated in the range of 140,000 to 1450,000 employees. Payroll employment data are gathered in connection with the federal and state unemployment tax system, and measure total non-farm payroll employment. These data do not reflect many of the self-employed, and those working in many agricultural enterprises. Payroll employment data are not adjusted to account for multiple job-holding.

Payroll Employment Trending Upward in Last Year (Chart 2)

Payroll employment grew steadily in 2004; the region has recorded eleven consecutive months of year-over-year changes in employment since January, 2004. The data suggest that the region experienced a double dip recession, with a brief, but unsustainable rebound in employment in the latter part of 2002.

Household Employment Shows Strong Growth (Chart 3)

Household employment (a broader, survey-based measure of employment) has shown year-over-year gains for each of month of the 2004. The household employment trends confirm the same pattern of growth as the payroll employment series. Household employment is estimated from the results of the monthly national household survey conducted by the Bureau of Labor Statistics. Nationally, these data have shown somewhat stronger performance than the payroll series.

Unemployment is Down (Chart 4)

The Eugene-Springfield metropolitan unemployment rate has been trending unevenly downward since April, 2003, when it recorded a peak monthly unemployment level of slightly more than 9 percent. The unemployment rate is now 6.2 percent. The region recorded a low of about 5 percent unemployment at the peak of the national economic expansion in 2000. Unemployment rates are a key measure of economic hardship and labor market tightness.

Manufacturing Employment Shows Gains (Chart 5)

Manufacturing is one of the most important drivers of the region's traded sector. Manufacturing employment in Lane County has increased for each of the last nine months on a year-over-year basis. As in the nation as a whole, manufacturing bore the brunt of the national recession in 2001 and 2002.

Wood Products Manufacturing Employment Up (Chart 6)

One of the most important components of Lane County's manufacturing sector is the wood products manufacturing industry, which employs nearly 5,000 workers. The industry showed year-over-year declines in employment from 2001 through early 2004. Over the last half of 2004, however, the industry has shown positive growth in employment over the previous year.

Transportation Equipment Manufacturing Employment Up (Chart 7)

One of the fastest growing parts of Lane County's manufacturing sector is transportation equipment manufacturing—including recreational vehicle manufacturers—which employs 4,500 workers. The industry showed year-over-year declines in employment from 2001 through early 2004. Over the last half of 2004, however, the industry has shown positive growth in employment over the previous year.

State Income Tax Withholding Increasing (Chart 8)

Ideally, we would like to be able to measure monthly changes in personal income. The best contemporaneous surrogate measure we have of income measure is state tax withholding receipts, which reflect changes in the wage and salary earnings of Oregon workers. These data show the bottom of the downturn was experienced in the 2nd quarter of 2002, with weak growth through early 2003. Withholding payments actually declined on a year-over-year basis in 2001 and 2002, and grew at a 3 percent rate in 2003. Over the last year, however, withholding revenues have been rising at a 6 percent year-over-year rate. The improvement in this indicator in 2004 has led the state economist to call this "the most promising indicator that economic recovery, and thus a state fiscal recovery, is in progress."

Oregon Payroll Employment Forecast (Chart 9)

The state economist's March 2005 forecast suggests that the nearly three-year long economic downturn is over, and that Oregon will experience economic growth in the two percent range over the next several years. The Eugene-Springfield Metropolitan Area tends to follow the same cyclical pattern as the overall state economy, and consequently, this is an indicator of likely continued economic expansion in the local economy in the years ahead.

Long Term Growth (Chart 10)

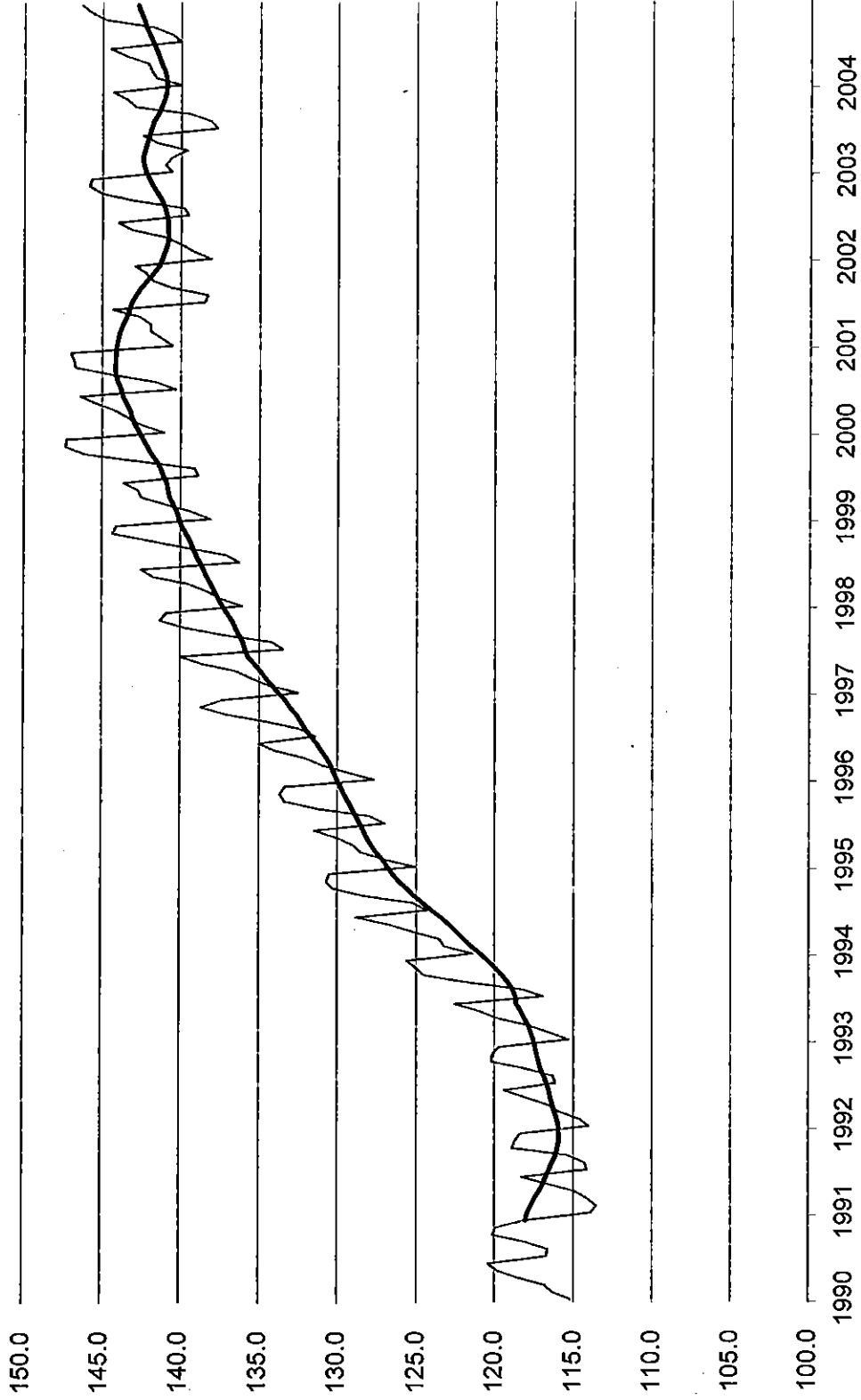
The long term pattern of economic growth in Lane County is illustrated in Chart 10, which shows the percentage change in wage and salary employment for each year from 1961 to 2001. The overall rate of employment growth has generally been slower in the 1980s and 1990s than in was in the 1960s and 1970s. It is also apparent that the current downturn has been far less severe than the 1979-82 decline.

Non-Construction Employment Trend (Chart 11)

Some are concerned that the current economic rebound in Lane County is the result of short-term factors, including publicly-funded construction projects, and consequently, the growth trend will not be sustained, once these projects are completed. Chart 11 shows the year-over-year change in total wage and salary employment in Lane County **excluding** the construction sector. These results show the same rebound in non-construction employment as in the overall economy; consequently it does not appear that the current rebound is dependent on short-term construction spending.

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

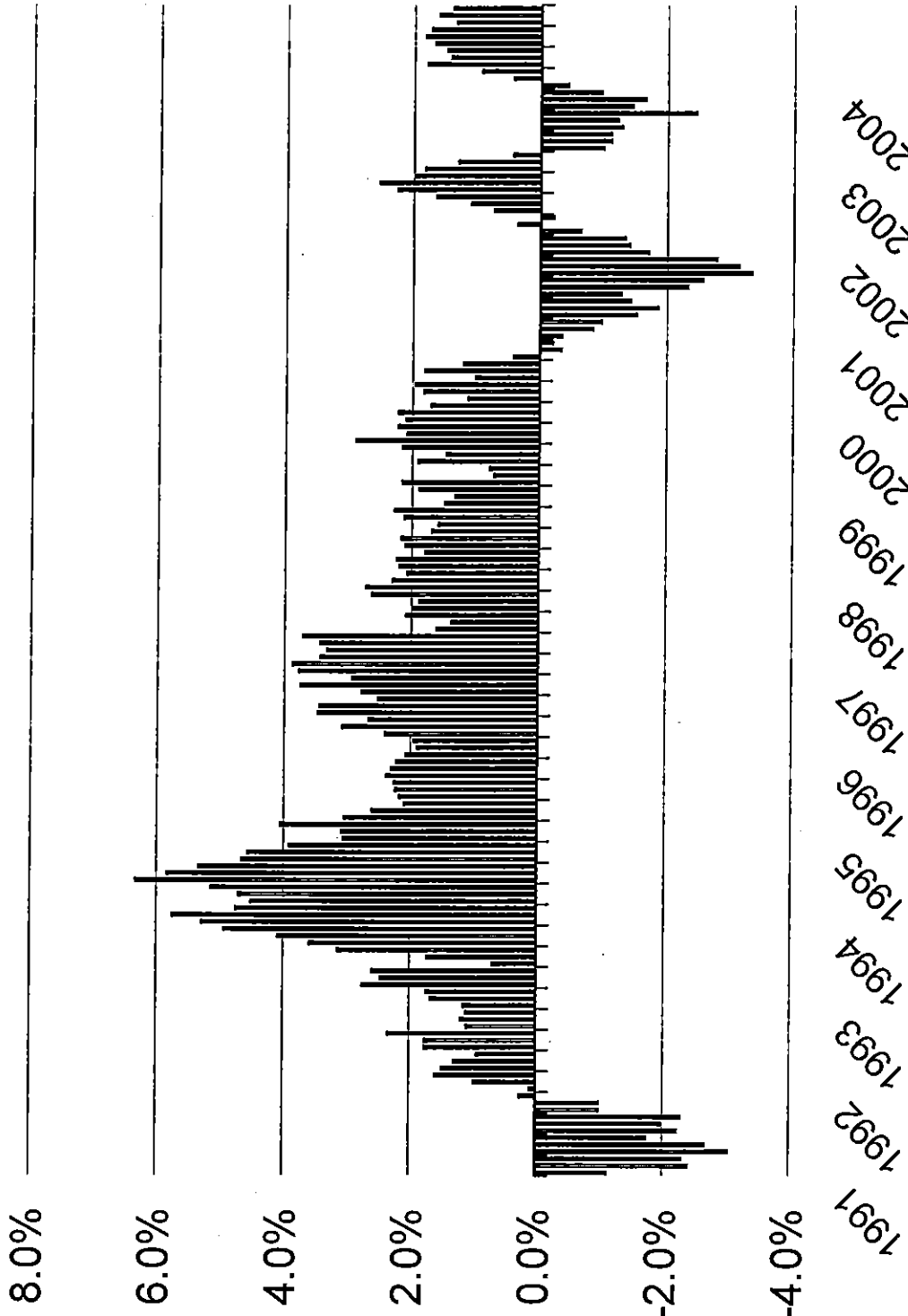
Payroll Employment Trends--Eugene-Springfield, 1990-2004
Total Payroll Employment (Thousands)



EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Eugene-Springfield Payroll Employment

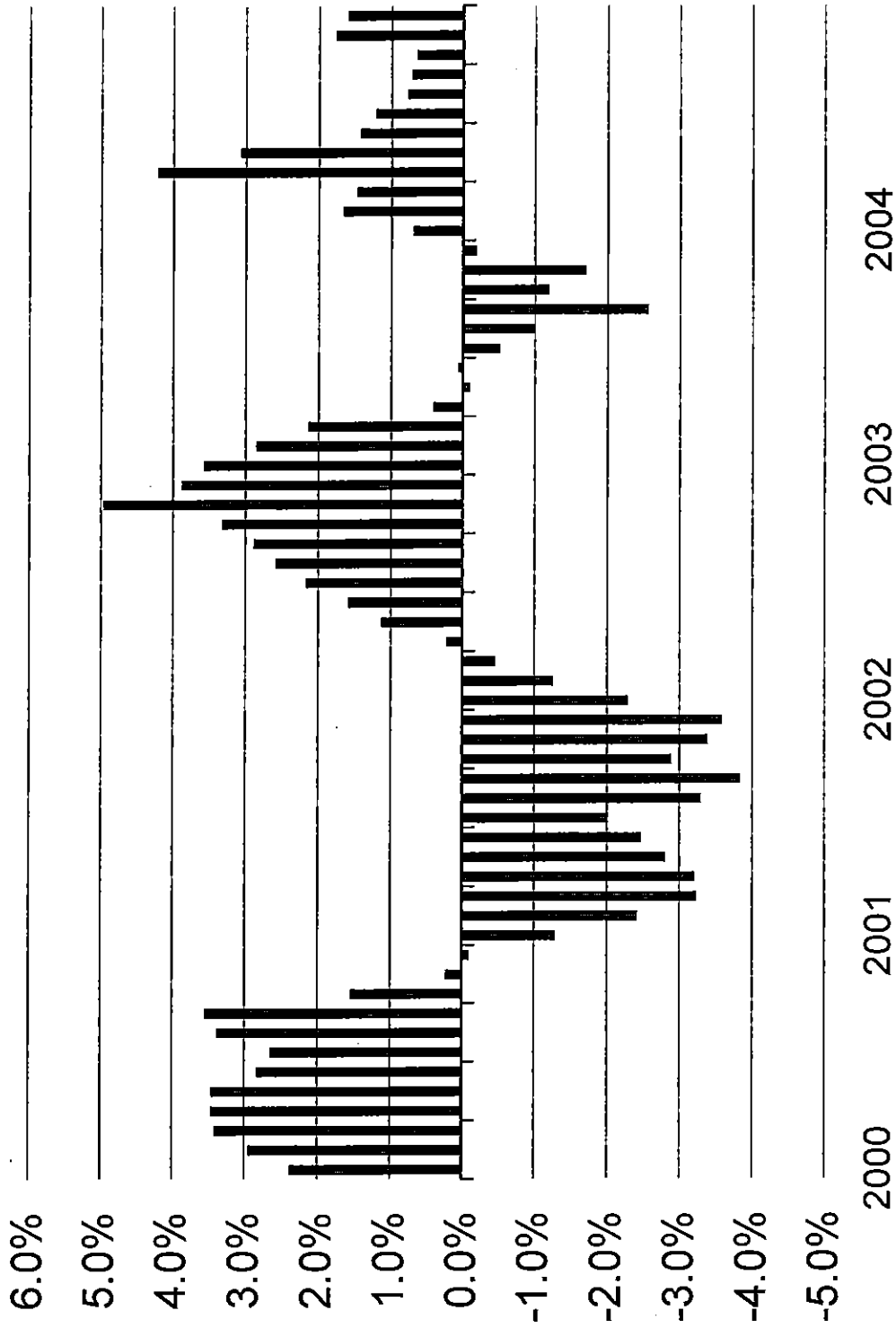
Year over Year Growth in Employment



Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

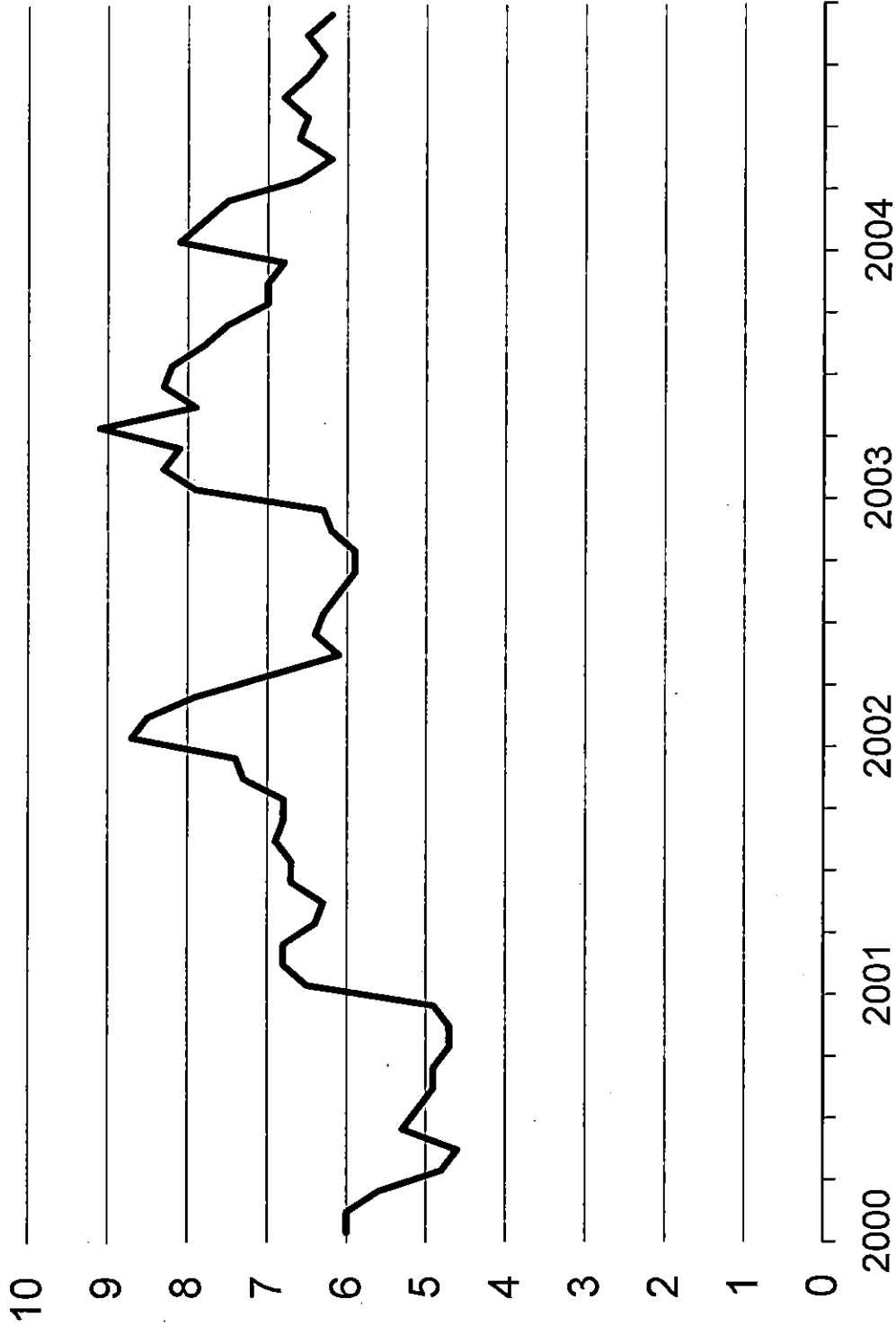
Eugene-Springfield Household Employment
Year over Year Change in Household Employment



Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Eugene-Springfield Unemployment Rate
Monthly Unemployment Rate (Not Seasonally Adjusted)

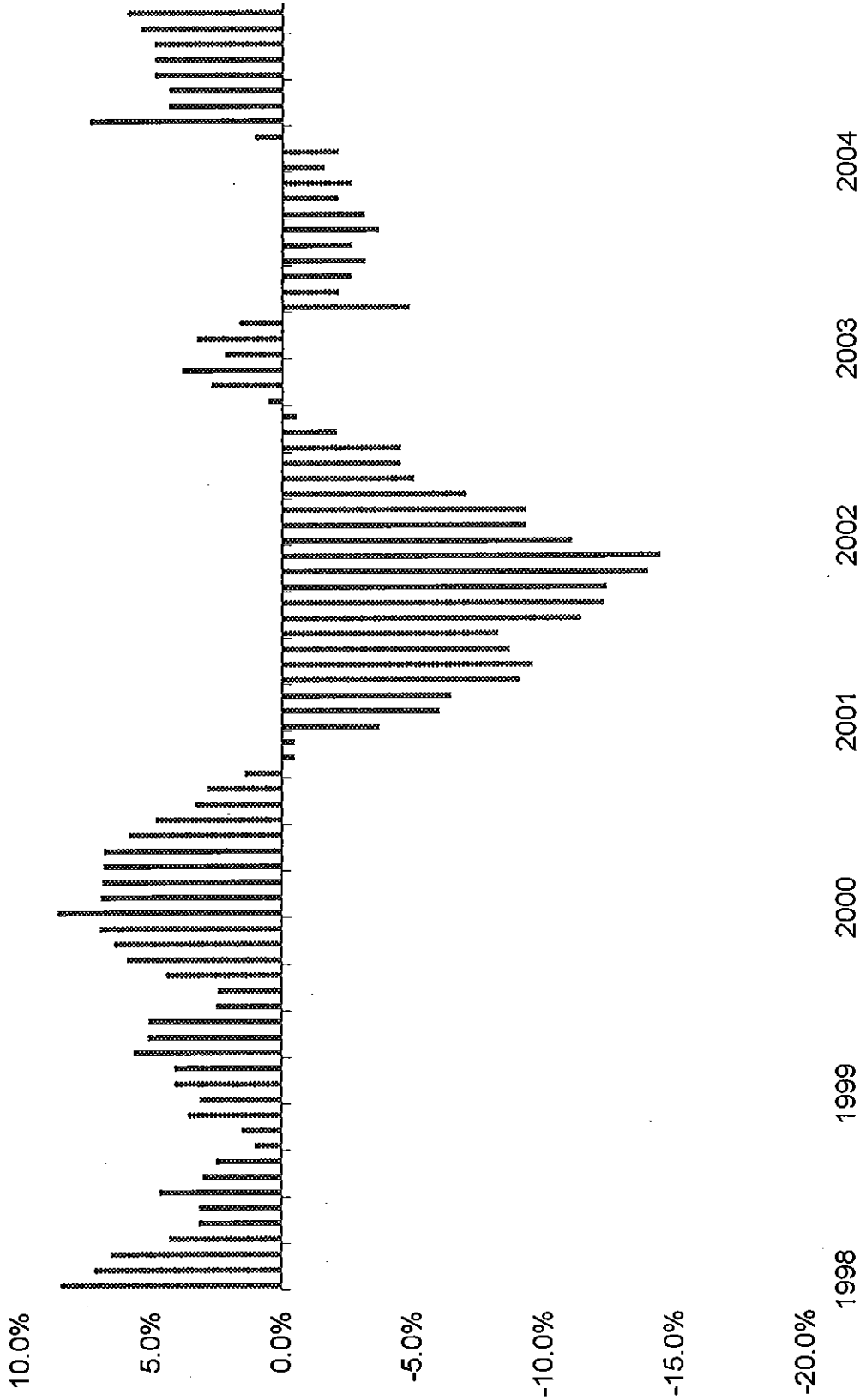


Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Manufacturing

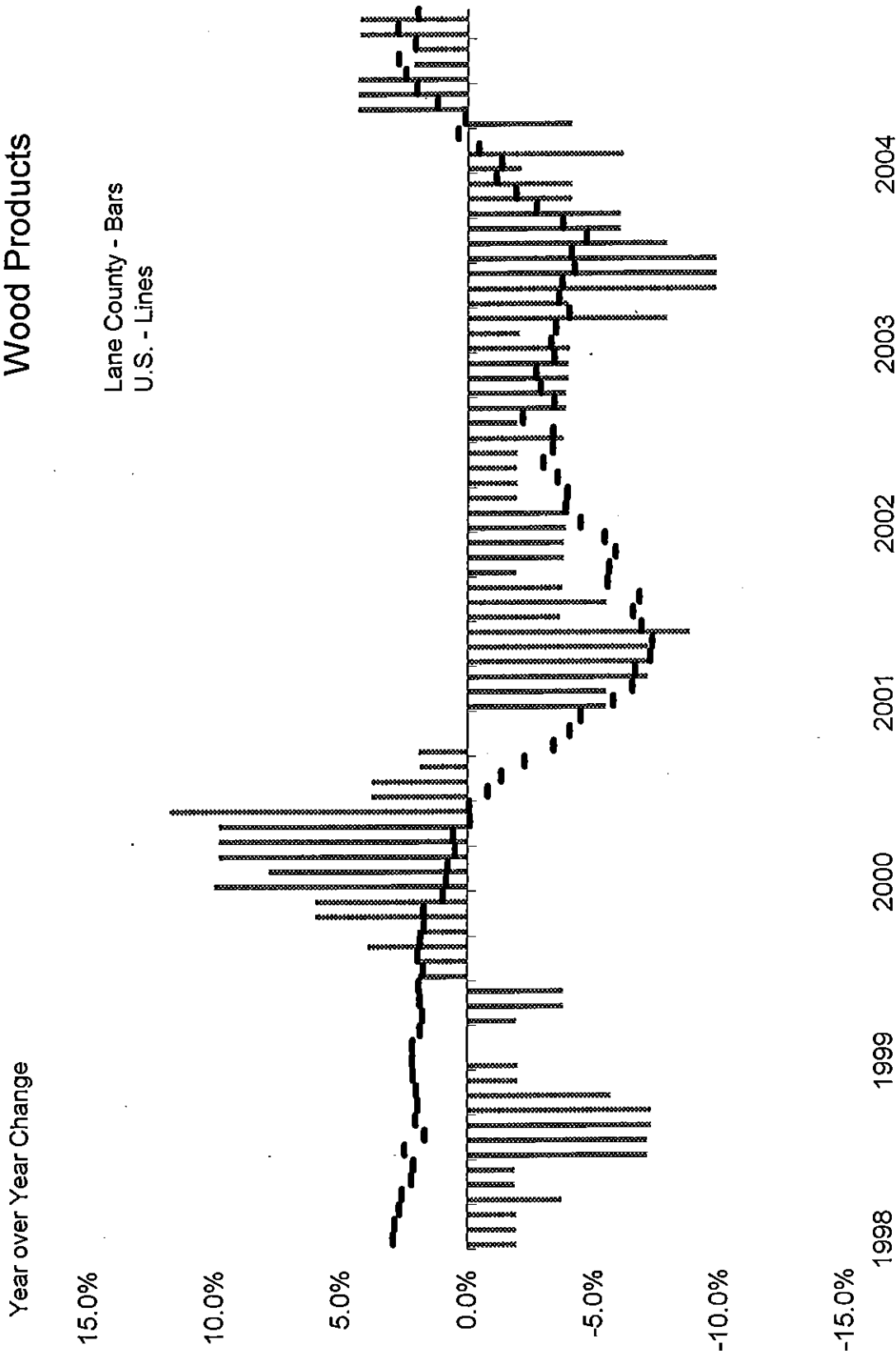
Year over Year Change



Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Wood Products

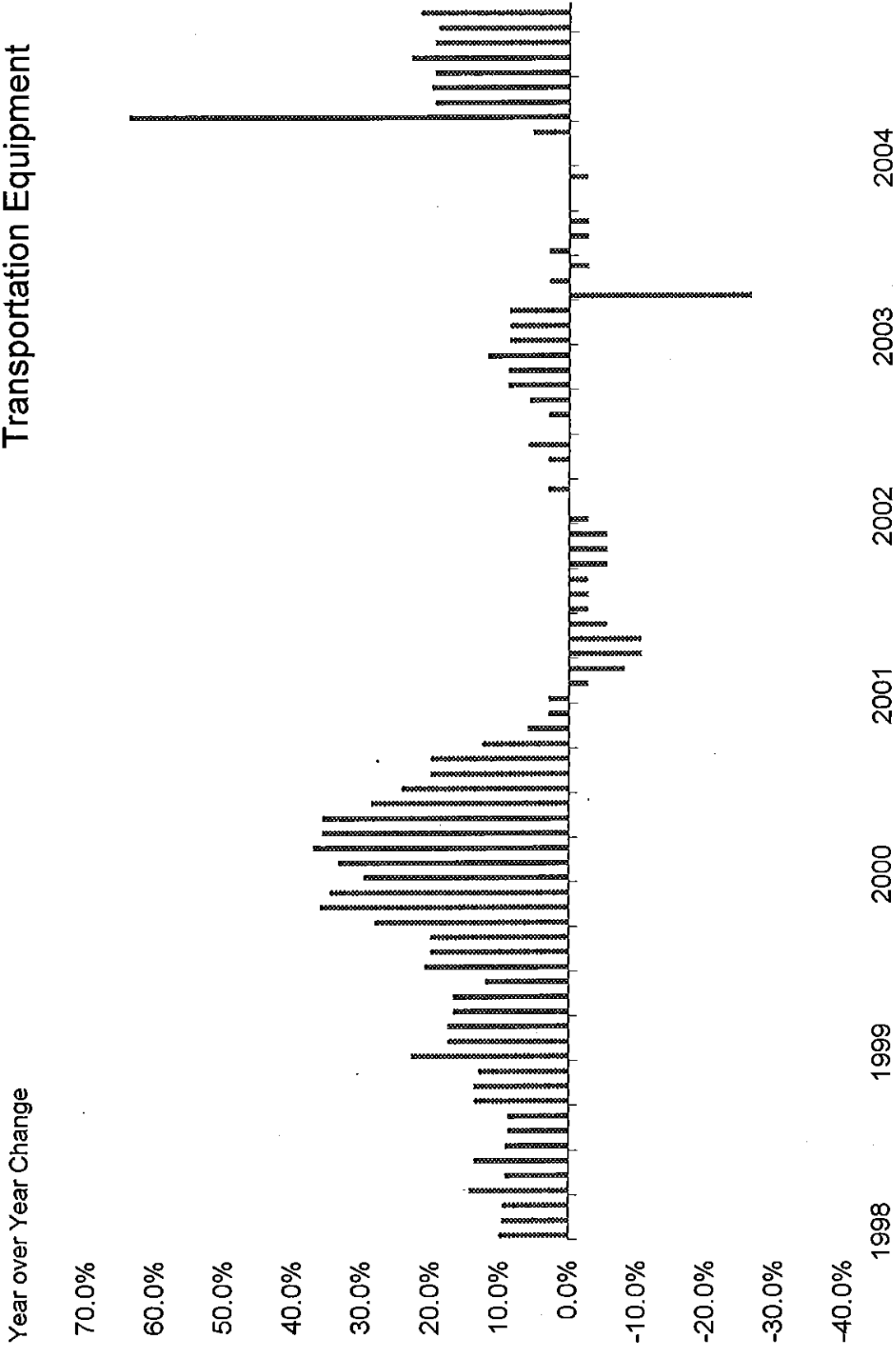


Lane County - Bars
U.S. - Lines

Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Transportation Equipment

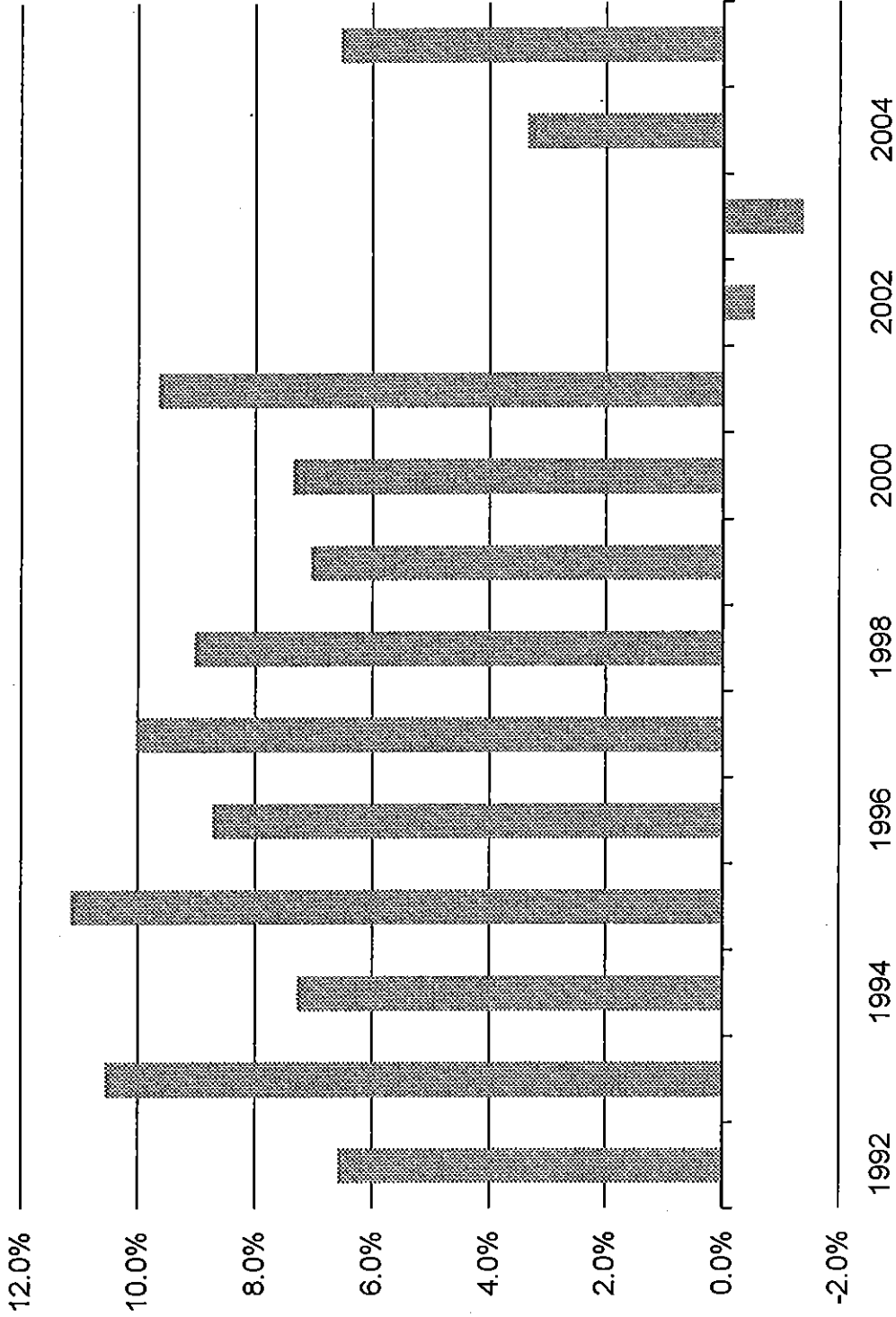


Source: Oregon Employment Department

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Oregon Withholding Taxes Increasing Again

Cumulative year-over-year change in withholding tax receipts, January of each year

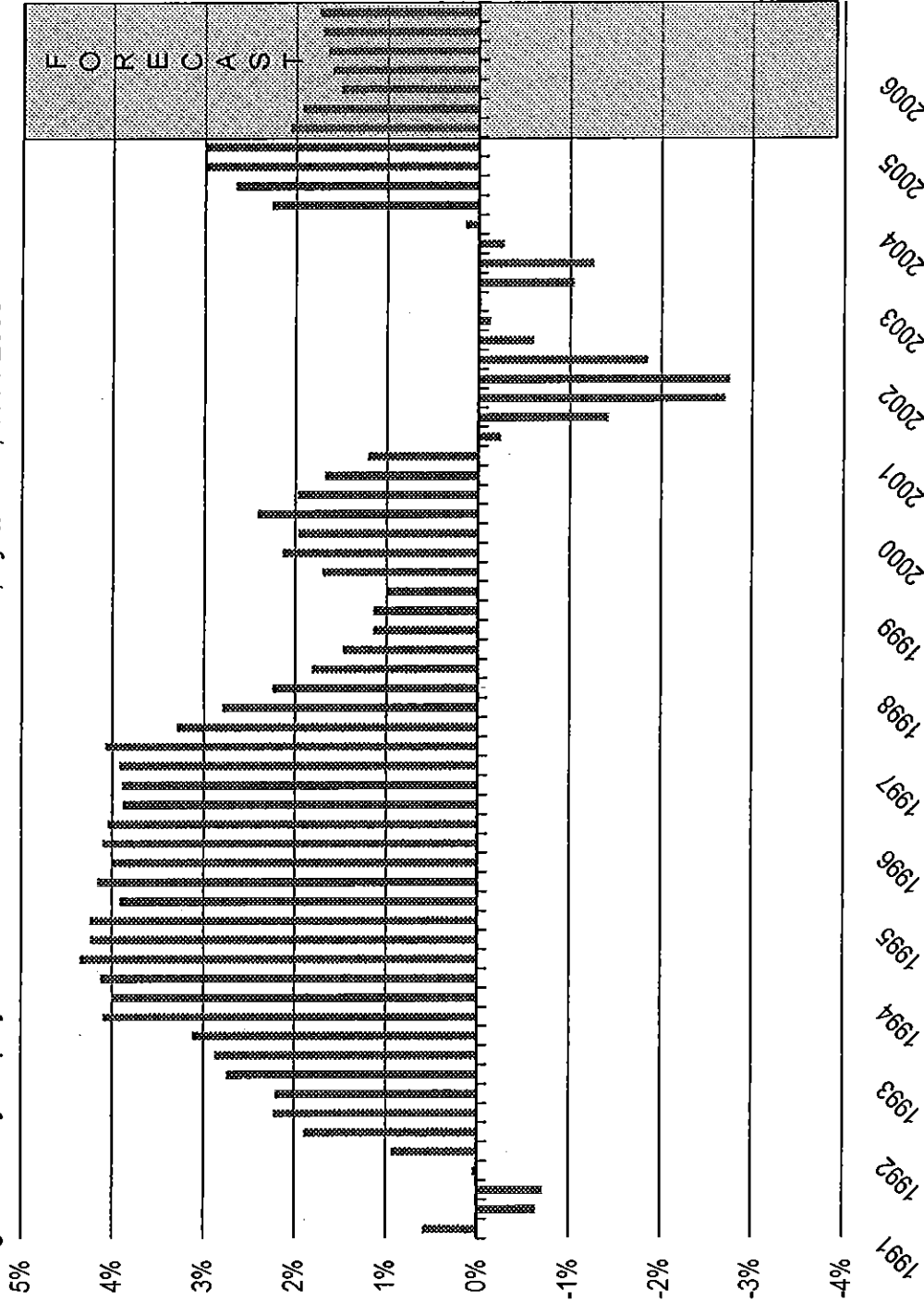


Source: Office of Economic Analysis, Oregon Department of Administrative Services

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Continued Employment Growth is Forecast for Oregon

Oregon Wage & Salary Employment Year Over Year Growth Rate, by Quarter, 1991-2006

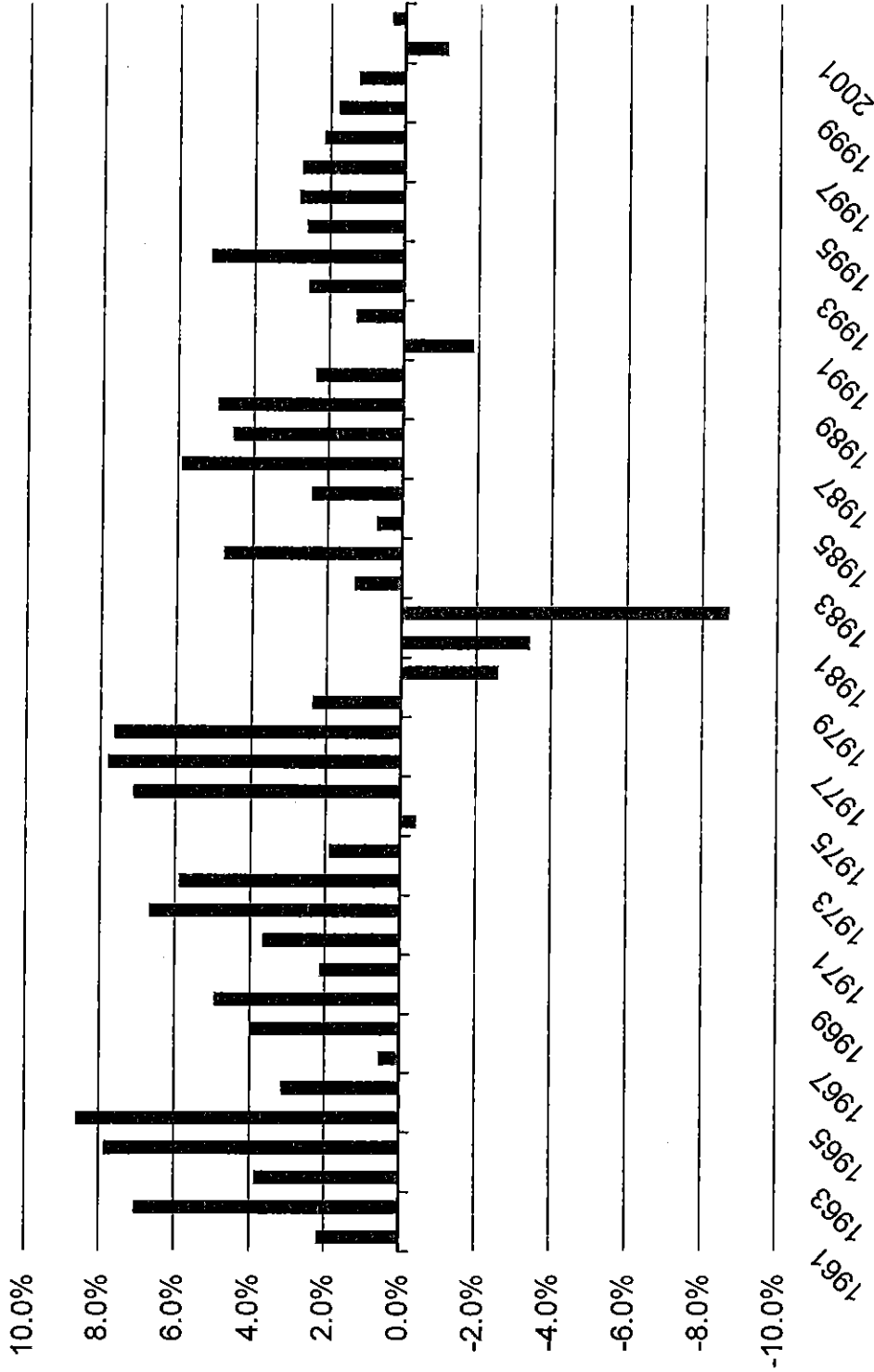


Source: Office of Economic Analysis, Oregon Department of Administrative Services

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Long Term Growth

Year over Year Change in Employment, Eugene-Springfield Metropolitan Area



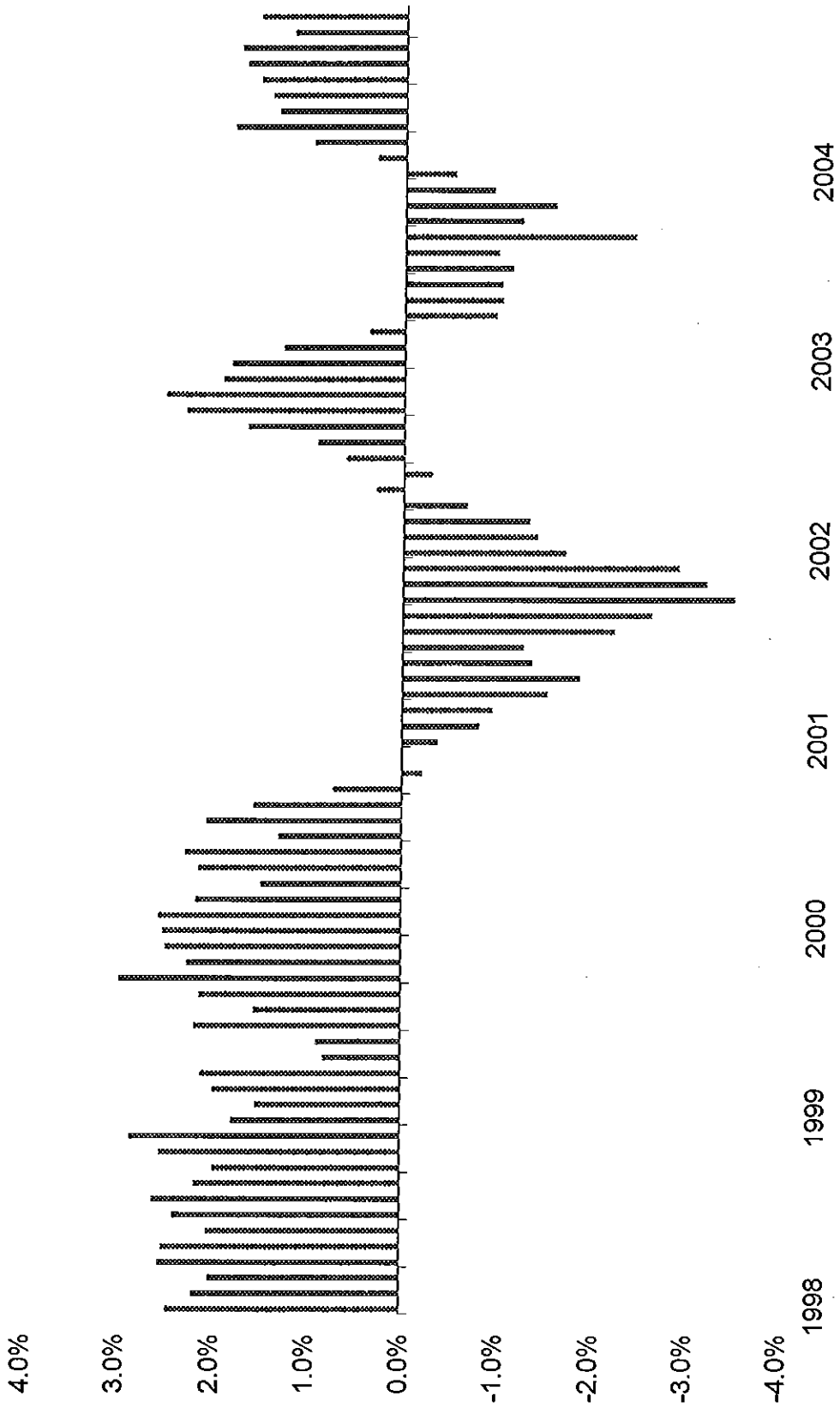
Source: Bureau of Labor Statistics

EUGENE-SPRINGFIELD ECONOMIC PERFORMANCE

Chart 11

Change in Employment, Excluding Construction Industry

Year over Year Change, Eugene-Springfield Metropolitan Area



Source: Oregon Employment Department

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 29, 2005
- ITEM TITLE:** OVER-80 PASS PROGRAM CHANGE
- PREPARED BY:** Andy Vobora, Director of Marketing and Communications
- ACTION REQUESTED:** Approve a reduction in the age requirement from 80 years of age to 70 years age as the requirement to receive a free lifetime pass.
- BACKGROUND:** More than fifteen years ago, the District began offering a free pass to residents over the age of 80 years. This has been a popular program for participants and has been received well in the community. The number of participants, at any point in time, remains somewhat constant due to the turnover of participants. This total is typically around 500.
- In an effort to increase the use of transit by seniors, staff are recommending a reduction in the age requirement to 70 years of age. The financial impact of this change is difficult to quantify, but based on *Origin and Destination Study* information, we know that senior ridership (over age 62) is still only 5 percent of trips. Staff believe that most senior riders are in the 62 to 70 age range and, therefore, there would not be a significant revenue impact as a result of lowering the age requirement. Staff also believe that this change will have a positive impact on RideSource costs. If the District is able to keep seniors riding LTD longer, then costly RideSource trips will not be incurred. There is also a feeling that some seniors begin to face driving restrictions between the ages of 70 and 75, so the free pass program may be a positive way to transition some seniors to bus riding. We have the opportunity to promote this change as part of the EZ Access program introduction this year and include it as we celebrate 20 years of full accessibility.
- RESULTS OF RECOMMENDED ACTION:** There will be a slight loss of fare revenue. The District will have an opportunity to promote this change as part of other changes in the EZ Access program and the District will benefit from the positive public relations aspect of providing this program enhancement.
- ATTACHMENT:** none
- PROPOSED MOTION:** I move the following resolution: LTD Resolution No. 2005-009: Resolved, that the LTD Board of Directors approves a reduction in the age requirement from 80 years of age to 70 years age as the requirement to receive a free lifetime pass, effective May 1, 2005.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 29, 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. The performance reports now are being 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: February 2005 Performance Report
Eugene/Springfield Metro Labor Trends

PROPOSED MOTION: None

Proposed Public Transit Discretionary Grant Projects for FY06 and FY07

Ranking	FY06	FY07	Total
Vehicle Preservation Projects:			
	360,000	360,000	720,000
	120,000	60,000	180,000
	38,500	77,000	115,500
#1	518,500	497,000	1,015,500
Elderly & Disabled Projects:			
#2	48,740	50,240	98,980
#3	11,000	11,800	22,800
	59,740	62,040	121,780
Rural Vehicle Preventive Maintenance			
	8,200	8,200	16,400
	3,700	3,700	7,400
#4	11,900	11,900	23,800
Metro Vehicle Preventive Maintenance			
	29,500	29,500	59,000
	1,050	1,070	2,120
#5	30,550	30,570	61,120
New Vehicle			
	120,000	120,000	240,000
	77,000	60,000	137,000
#6	197,000	180,000	377,000
Information Technology Services			
	20,000	47,000	67,000
#7	20,000	47,000	67,000
Mass Transit Vehicles			
	1,414,760	0	1,414,760
	1,414,760	0	1,414,760
Rural Intercity			
	91,500	188,500	280,000
	91,500	188,500	280,000
Total Project Costs			
	2,343,950	1,017,010	3,360,960
	<i>212,924</i>	<i>68,193</i>	<i>281,117</i>
	FY06	FY07	Total

CITY TRANSPORT

First rapid bus route 'running by year's end'

ANCHALEE KONGRUT

The city's first low-cost rapid bus service will be operating by the end of the year, Bangkok Governor Apirak Kosayodhin said yesterday.

He believed Bus Rapid Transit (BRT) scheme would receive be well received by city commuters. The two billion baht system would be serve as an ideal mass transit alternative.

The two BRT routes, one stretching 19km between Kaset-Navamin intersection and Mor Chit skytrain station and the other 16km between Rama III road and Narathiwat Ratchanakharin road in Sathon district.

Mr Apirak said the opening of the BRT would prove that the Bangkok governor can solve traffic problems despite having only limited authority and funding.

"There used to be an excuse that the Bangkok governor could not solve traffic problem because he did not control state transport agencies. This is no longer the case," Mr Apirak, told a seminar on technology for a sustainable city.

Unlike the elevated train network that cost 800 million baht per kilometre, BRT's construction cost per kilometre was only 50 million baht and construction would be completed in a short time.

Mr Apirak said the city administration might issue municipal bonds to raise funds for another eight BRT routes in Bangkok, if necessary.

A study by Asst Prof Chumnong Sorapipatana, energy study chairman of the Joint Graduate School of Energy and Environment of King Mongkut's University of Technology Thon Buri, had shown the BRT was an answer to city traffic, he said.

Compared to the subway system, which required more time to complete, the BRT was better, he said.

"We need short-term solution for solving traffic problems and the BRT is a practical solution," he said.

The study report also urged the government to finance research and development on technology for improving the city environment, Mr Apirak said.

Areas of study should include household wastewater treatment facilities, an air monitoring station to detect greenhouses gases, energy saving and the use of computer simulation programmes to provide real-time population and geographic change for a town plan.

EXCLUSIVE REPORTS

From the February 11, 2005 print edition

Way for SORTA may be highway

After voters derailed train plan, Metro operator considers bus rapid transit

Dan Monk

Courier Senior Staff Reporter

With the controversy over fare hikes now behind it, the Southwest Ohio Regional Transit Authority (SORTA) is exploring the idea of a bus rapid transit system as a cheaper alternative to light rail.

"We need to consider how we can be innovators, more than just caretakers," said Chairman Ben Gettler during a Feb. 8 planning committee meeting of SORTA, the parent of Cincinnati's Metro bus system.

In recent weeks, Gettler has asked Metro's planning staff to educate the board on bus rapid transit, which uses a combination of bus-only roadways and new technologies to speed up rush-hour bus trips.

Metro planner Tim Reynolds delivered the third in an ongoing series of such presentations Feb. 8. He told SORTA's board that a 10-mile BRT line could be built in Cincinnati for about \$112 million, excluding land costs. He also presented details on Cleveland's new Silver Line, a 4.4 mile package of road improvements and transit hubs that is projected to cost \$168 million and boost bus ridership by 19 percent. The first leg of Cincinnati's proposed light rail system, rejected by voters in 2002, carried a price tag of \$1.2 billion.

"The comparative capital costs are staggering," said Gettler. "We want to make sure that bus rapid transit is given a fair look."

Board members Stephan Louis and Dan Peters echoed Gettler's remarks, while a third, Melody Sawyer Richardson, pointed out there are "disadvantages to busways, too."

Board member Tom Luken sat out the presentation in protest. Afterward, he said SORTA should be working to restore service cuts instead of studying regional transit alternatives.

"My primary interest is the people who don't have a car," Luken said. "SORTA is neglecting them."

In the past several months, SORTA has enacted controversial route changes and fare hikes to close a projected \$3.7 million budget shortfall for 2005. With the dispute now over, Metro General Manager Michael Setzer said the SORTA board "wants to find a way to serve the region with transit service and is still looking for the model that will work."

Light rail activist John Schneider said SORTA should be applauded for pursuing a regional solution. But he thinks the bus agency will ultimately find that a rail initiative will be the best way.

"Putting more buses out there, even buses that go a little faster, is not going to move the meter much," Schneider said.