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**LANE TRANSIT DISTRICT  
SPECIAL JOINT MEETING WITH  
SPRINGFIELD CITY COUNCIL**

**Monday, July 10, 2006**

**Springfield City Hall  
Library Meeting Room**

**A G E N D A**

	<u>Page No.</u>
I. CALL TO ORDER and light dinner at 5:30 p.m.	
II. ROLL CALL	
Ban _____ Davis _____ Eyster _____ Gant _____	
Gaydos _____ Kortge _____ (Vacancy) _____	
III. LTD SERVICE AND RIDERSHIP	3
IV. BUS ROUTES AND STOPS	14
V. PIONEER PARKWAY EmX CORRIDOR	18
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VII. FUTURE EMX CORRIDORS	23
VIII. 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).**

July 10, 2006

TO: Mayor Leiken and Springfield City Council  
Lane Transit District Board of Directors

FROM: Stefano Viggiano, Director of Development Services

RE: Bus Plus

The Regional Transportation Plan identifies bus rapid transit as the preferred transit strategy for the Eugene-Springfield metropolitan area. LTD's implementation of the EmX system has begun with the Franklin EmX, with Pioneer Parkway EmX identified as the second corridor. Other corridors will be added as determined by funding, need, and community support. It will take many years to complete the system.

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

The new Bus Plus program would allow incremental development of transit corridors. This would achieve faster implementation of transit corridor improvements while the commitment to complete the design on all planned EmX corridors remains unchanged.

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

Item	Level 1	Level 2	Level 3	Level 4
Transit Signal Priority	*	*	*	*
Extended stop spacing (4 stops per mile)		*		
Passenger shelters at most stops		*		
Selected queue-jumpers		*		
Extensive queue-jumpers			*	
Exclusive transit ways or transit lanes				*
Wide stop spacing (2 to 3 stops per mile)			*	*
Stations with extensive passenger amenities			*	*
Off-board fare collection			*	*
Level boarding			*	*

Automated guidance and precision docking				*
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**Advantages of Bus Plus**

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

July 17, 2006

# Memorandum

**TO:** Cottage Grove/LTD Joint Meeting Participants  
**FROM:** Andy Vobora  
Director of Marketing & Communications  
**RE: TAX ESTIMATE**

The following information was provided to LTD by the Lane Council of Governments' staff:

*"OK, using the Oregon Employment Department's geo-coded QCEW 2004 data file of covered employment, excluding the 9xxxxx, 61111x, and 5241xx-5242xx NAICS codes and including all others within the Cottage Grove UGB, I come up with a total 2004 payroll of \$74,893,109.22. This is likely overstating a bit because of not-for-profits, but then there might be uncovered employment that is left out of this figure. Multiply this by 0.006 to get \$449,359 which is right at the top range of your suggestion." Bob Denouden*

In relation to this data, there has been a question about the cost of route 98 Cottage Grove service provided by LTD. The route 98 package of service totals 5,801 annual hours. Using the District's fully allocated cost of \$104 per service hour, the total annual cost of operating route 98 is \$603,304.



**Lane Transit District**

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July 10, 2006

TO: Mayor Leiken and Springfield City Council  
Lane Transit District Board of Directors

FROM: Stefano Viggiano, Director of Development Services

RE: Future EmX Corridors

The Regional Transportation Plan identifies several potential EmX corridors. The EmX system will be constructed corridor by corridor, with the sequence and timing of corridor development to be determined by funding, need, and community support.

### **Possible EmX Corridors**

#### Sequence determined

1. Franklin (2006)
2. Pioneer Parkway (2009-10)

#### Sequence unknown

Amazon Parkway/LCC  
Beltline Ring route  
Coburg Road  
Highway 99  
Main Street  
MLK Boulevard/Centennial  
River Road  
Springfield/LCC  
West 11th  
Willamette

### **Future Corridor Selection and Timing**

It is likely that the third EmX corridor will be located in Eugene. It is expected that the third corridor will be selected in 2007 and that service could begin by 2015. The selection and timing of the fourth and future EmX corridor is undetermined. The general expectation is that one corridor can be constructed every six years, which coincides with the length of each federal transportation bill.

EmX corridor selection will be made in conjunction with partner agencies and use agreed-upon selection criteria. It is expected that the LTD Board will continue to rely on each city to take the lead in identifying priority corridors within the city's jurisdiction.

A key issue that will determine the timing of future EmX corridor development is funding. Funding for each corridor will require a combination of federal grant funds and local matching funds. Each of these funding sources is problematic. Federal funding would most likely be through the Federal Transit Administration's New Starts program, which is very competitive. Accumulating the required local match also will be challenging, as LTD will be looking for local funding sources that do not adversely impact the District's ability to maintain transit service in the community.

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** July 10, 2006

**ITEM TITLE:** JOINT MEETING WITH SPRINGFIELD CITY COUNCIL

**PREPARED BY:** Mark Pangborn, General Manager

**ACTION REQUESTED:** Discussion only.

**BACKGROUND:** The LTD Board and the Springfield City Council will meet in a joint session from 5:30 p.m. to 6:45 p.m. The agenda for the joint meeting is as follows:

- LTD Ridership and Service Overview
- Standard Operating Policies and Procedures for LTD Bus Routes and Stops
- Pioneer Parkway EmX
  - Decision process and schedule
  - Key Issues
  - Consideration of transit priority as part of Springfield Gateway Study
- Bus Plus (formerly Progressive Corridor Enhancement)
- Future EmX Corridors

**ATTACHMENTS:**

1. Memorandum providing background on ridership and service with various charts and graphs.
2. Standard Operating Policies and Procedures for LTD Bus Routes and Stops.
3. Memorandum regarding Pioneer Parkway EmX
4. Memorandum regarding Bus Plus
5. Memorandum regarding Future EmX Corridors

**PROPOSED MOTION:** None

## Lane Transit District Annual Route Review Process



**Lane Transit District**

### **October – December**

Service Planning develops a list of possible service changes, generated from input received from customers and employees.

### **November - March**

Service Marketing posts information about the process, including public hearing dates and input opportunities, on the LTD Web site, in *Bus Talk* (LTD's on-board newsletter), and on display at the LTD Customer Service Center.

Service Marketing & Planning staff dialogue and collect information via E-mail, telephone, etc., from the public who have ideas on where LTD should place priorities and resources.

### **December/January/February**

Service Marketing staff posts proposed service changes on the LTD Web site, in *Bus Talk*, and on display at the LTD Customer Service Center. This information is updated as the proposed changes are adjusted. An input box is placed at the Customer Service Center; input is collected and included in public record. Signage is placed at all transit stations and on bus stops that might be affected by proposed service changes.

As deemed appropriate, LTD may do targeted mailings or door hangers to solicit public input. Notification is provided to LTD's local public agency partners: City of Eugene, City of Springfield, and Lane County.

### **February/March**

In February and March, public hearings typically are held on the third Wednesday of the month, in conjunction with a regularly scheduled Board meeting. Input received via telephone, E-mail, feedback forms, etc., is consolidated and included in the Board packets. A presentation is made to the LTD Board, followed by public testimony from anyone wishing to address the Board with input about the proposed changes, suggestions, or recommendations.

LTD publishes the required public notice in local publications, as well as sending press releases about the public hearings. If proposed service changes are significant, LTD may place a paid advertisement in the publications in addition to the required notice.

Neighborhood meetings have become a regular part of the outreach process. Staff and Board will attend a regularly scheduled neighborhood association meetings or schedule a special meeting at a place located within an affected area.

### **March/April**

LTD removes signage, posts information on the LTD Web site, in *Bus Talk*, and on display at the LTD Customer Service Center regarding the results of the public hearings. A list of service changes adopted by the Board is included.

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July 10, 2006

TO: Mayor Leiken and Springfield City Council  
Lane Transit District Board of Directors

FROM: Stefano Viggiano, Director of Development Services

RE: Pioneer Parkway EmX

In April 2006, the Springfield City Council and the LTD Board of Directors approved an identical "Locally Preferred Alternative" (LPA) for the Pioneer Parkway EmX. This design alternative was endorsed by the Metropolitan Policy Committee on May 11, 2006. The Locally Preferred Alternative is used to determine project performance measures and is evaluated in the Environmental Assessment.

Two separate but interrelated efforts are underway:

### **Environmental Assessment**

All federally funded projects must meet the requirements of the National Environmental Policy Act (NEPA). For the Pioneer Parkway, this requires the preparation of an Environmental Assessment (EA). An EA considers the effect of the project on the natural and built environment. In order to be eligible for funding, the EA will need to result in a "Finding of No Significant Impact," also known as a FONSI.

The Environmental Assessment is scheduled to be released for public comment the week of July 17, 2006. Comments will be accepted through early September (a minimum 30-day comment period is required). It is expected that the EA can be completed by the end of September 2006.

### **Funding Application**

LTD intends to use Federal Transit Administration (FTA) New Starts funds for this project. The 2005 SAFETEA-LU transportation bill created a "Small Starts" subcategory within New Starts that is intended for lower-cost, fixed-guideway projects such as Pioneer Parkway EmX. Applications for these funds are accepted once per year in August and must be accompanied by analysis that demonstrates the cost-effectiveness, benefits, and financial support for the project. Only those projects that meet established performance thresholds and for which there is sufficient financial support (both operating and capital) will be recommended for funding by the FTA.

LTD is preparing a Small Starts application to be submitted to FTA by August 18, 2006. These applications will be judged and considered for funding beginning in FY 07-08. During FY 06-07, LTD would proceed with engineering work in anticipation of funding. The engineering work is funded through a separate grant.

## Decision Process and Schedule

As LTD has made clear on numerous occasions, an EmX project will move forward only if it has the support of the jurisdiction in which it is located. Thus, Pioneer Parkway EmX will not be constructed unless the Springfield City Council approves the project, even if the project receives environmental approval and federal funding. The following process is anticipated:

July 17, 2006	Environmental Assessment released for public review
July 17-September 8	Comment period on EA
August 16, 2006	LTD Public Hearing on EA
September 5, 2006	EmX Steering Committee recommendation
September 11, 2006	Springfield Council Work Session
September 18, 2006	Springfield City Council public hearing and project approval
September 20, 2006	Board of County Commissioners project approval
September 20, 2006	LTD Board project approval

Attached is a schedule that shows the project developed through design and construction. This schedule is the “best case”. It is predicated upon receiving funding in a timely manner and not encountering other delays along the way.

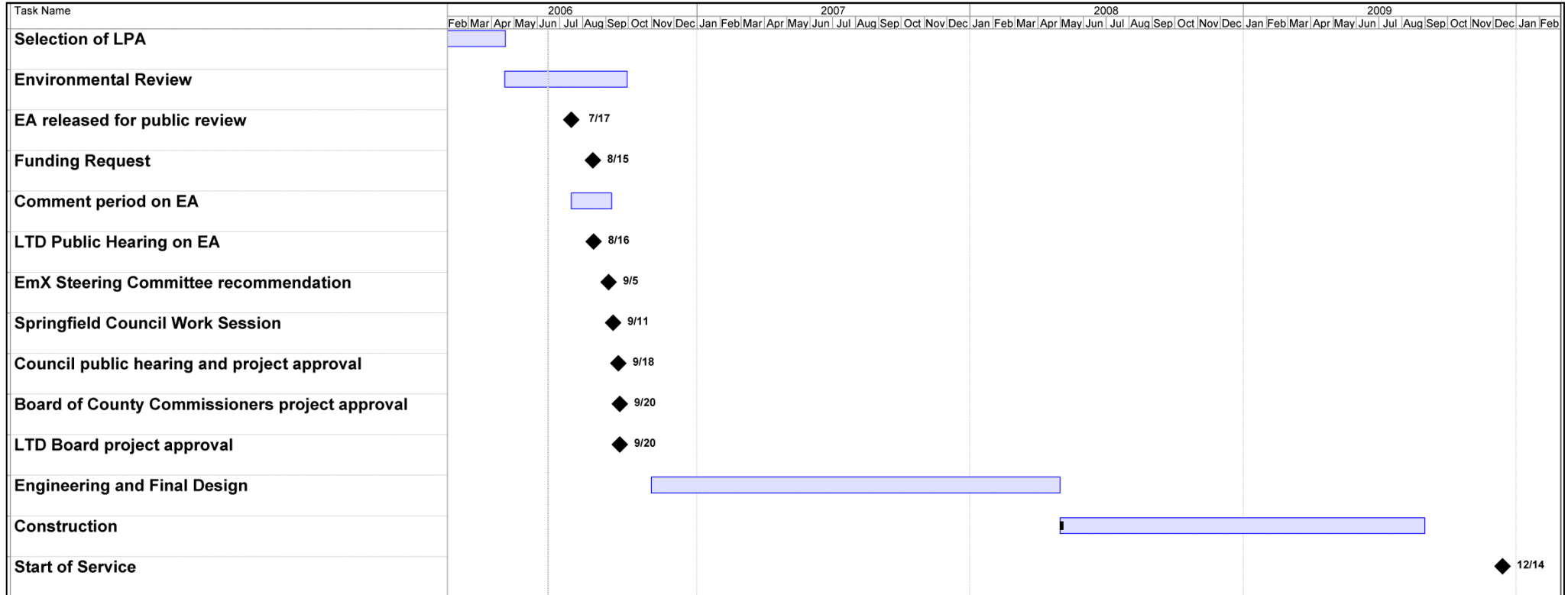
## Key Issues

**Public Comment:** There will be several opportunities for the public to comment on the Environmental Assessment and on the project in general. A notice of availability of the EA will be sent to all addresses within a quarter-mile of the corridor and to all on an “interested parties” list. Comments will be collected for a minimum of a 30-day period. There will also be an open house and a public hearing.

**Design of Gateway and Harlow Streets:** The LPA was approved with the Transportation Systems Management (TSM) option for Gateway and Harlow Street. The TSM design will include improved stops and stations, transit signal priority, and possible queue-jumpers. The option of exclusive transit lanes along part of Gateway and Harlow is intended to be addressed as part of the City’s study of the Gateway and Beltline intersections. Any enhancements beyond the TSM design that result from that study would be incorporated into the project.

Attachment

# Pioneer Parkway EmX Timeline



July 10, 2006

TO: Mayor Leiken and Springfield City Council  
Lane Transit District Board of Directors

FROM: Mark Pangborn, General Manager

RE: LTD Ridership and Service

Attached to this memo are several charts and graphs to provide a picture of Lane Transit District today. Probably most important to note is the trend of increasing ridership--with consistent increases every month since March 2005. Almost 63,000 people in the Eugene-Springfield metropolitan area have bus passes either through school or work programs. This number does not include people who regularly buy monthly or three-month passes.

The relevance of each attachment is described below. At the meeting, staff will summarize current issues for the system and be available to answer questions from the Council and the Board.

### **Increasing Ridership**

LTD is experiencing record ridership. It is always difficult to determine with any level of precision the reason for changes in ridership. LTD staff analysis suggests three primary reasons for the ridership increase:

1. The Student Transit Pass Program provides free transit service to all middle school and high school students in the Eugene-Springfield area. It is estimated that this program is responsible for a 5 percent system-wide ridership increase, which is about half of the ridership increase.
2. Rising gas prices certainly contribute to higher ridership. As might be expected, the ridership impact is greatest on the longest trips. Out-of-town routes (Junction City, Veneta, Cottage Grove, Pleasant Hill, and Blue River/McKenzie Bridge) have experienced ridership gains similar to the rest of the system.
3. General community growth and an improved economy contribute to general ridership growth. It can be expected that ridership growth will at least keep up with increases in population and employment.

#### Attachment 1: Ridership Trends (July 1, 2004, projected through June 2006)

This chart shows a rolling twelve-month average. The graph, therefore, shows how each month's increase in ridership affects the annual average. LTD now estimates that there have been more than 9 million boardings on the system in the past 12 months, which is up approximately 10 percent from the previous 12-month period.

Attachment 2: Ridership, Service, and Service Area Population (July 1988 projected through June 2006)

As stated on the chart, LTD's baseline expectation is that increases in ridership will keep pace with the growth in the general population and with service increases. It is clear that service cutbacks in 2001 – 2004 resulted in decreased ridership, but since then the ridership has increased more rapidly than the build back of service hours.

Attachment 3: Employer Program Participants

This is a list of employers and schools participating in group pass programs.

## **Service**

Service levels are affected by changes in LTD's revenue. Since the District's primary source of funding, the payroll tax, is closely tied to the general economy of the area, LTD's service level directly reflects upturns and downturns in the local economy.

Following a high growth period in the 1990s, the transit service level was reduced a total of 9 percent between 2000 and 2004 in response to reduced revenues. The recently improved local economy will allow LTD's service to be increased by more than 2 percent this coming fall, and small annual service increases are projected in the District's long-range financial plan.

Service changes are considered as part of the Annual Route Review process that starts in late fall and leads to a decision by the LTD Board in March. Approved service changes are implemented the following September.

LTD typically receives many more requests for service than can be accommodated by the budget. Decisions on service changes are based primarily on ridership, with the goal to maximize ridership within a given service level. Other factors, such as providing access to the system by those who have limited transportation options, also are considered.

Attachment 4: Annual Route Review Process outlines the process and timeline by which service change decisions are made each year.

Attachment 5: Passenger Counts per Route is a chart that provides a snapshot of the service the week of May 21 – 27, including the number of boardings each day of that week, and how those totals were distributed over the day and over the routes.

## **RideSource**

Lane Transit District is required by the Americans with Disabilities Act (ADA) to provide transit service for people who have a disability that prevents them from using the fixed-route service. This service is a demand-responsive curb-to-curb service, which means that riders must call to request a ride, and the service picks them up at the curb near their trip origin and lets them off at the curb near their trip destination. By law, this service must have the same hours of operation and coverage as the urban area fixed-route system.

Attachment 6: Lane Transit District Special Transportation Statistics summarizes the increase in demand for RideSource service and resulting costs over the past ten years.

Through a variety of programs, LTD helps people use the regular fixed-route system, resulting in much greater flexibility and independence for seniors and people with disabilities. LTD's fixed-route system was fully accessible five years before it was required by the ADA.

### **Cost Indicators**

Attachment 7: Operating and Cost Measurements – Fixed-Route System provides an overview of some cost indicators for LTD.

The attachments are meant to provide a snapshot of LTD's current service issues, but such a snapshot is only relevant if it can be compared with or measured against some other standard.

Attachment 8: Comparison of Operating Characteristics of Selected Transit Properties compares Lane Transit District with eleven comparable transit agencies and to TriMet in Portland. The line indicating the average for these other agencies does not include TriMet. The columns that probably best describe operational efficiency are "Boardings per Capita," "Service Hours per Employee," "Cost per Boarding," "Cost per Service Hour," and "Boardings per Service Hour." In each of these areas, LTD is better than the average. For example, the cost per boarding average is \$4.12, but the LTD cost per boarding was \$3.03. As ridership increases and service remains constant, the cost per boarding declines. Other districts have also seen an increase in ridership this past year, but for LTD the cost per boarding in April 2006 was \$2.39.

Both the Board and staff have made it a common practice to measure LTD against these comparator districts.

### **Attachments**



**Springfield City Council**  
**Lane Transit District Board**  
**Joint Meeting**  
**July 10, 2006**

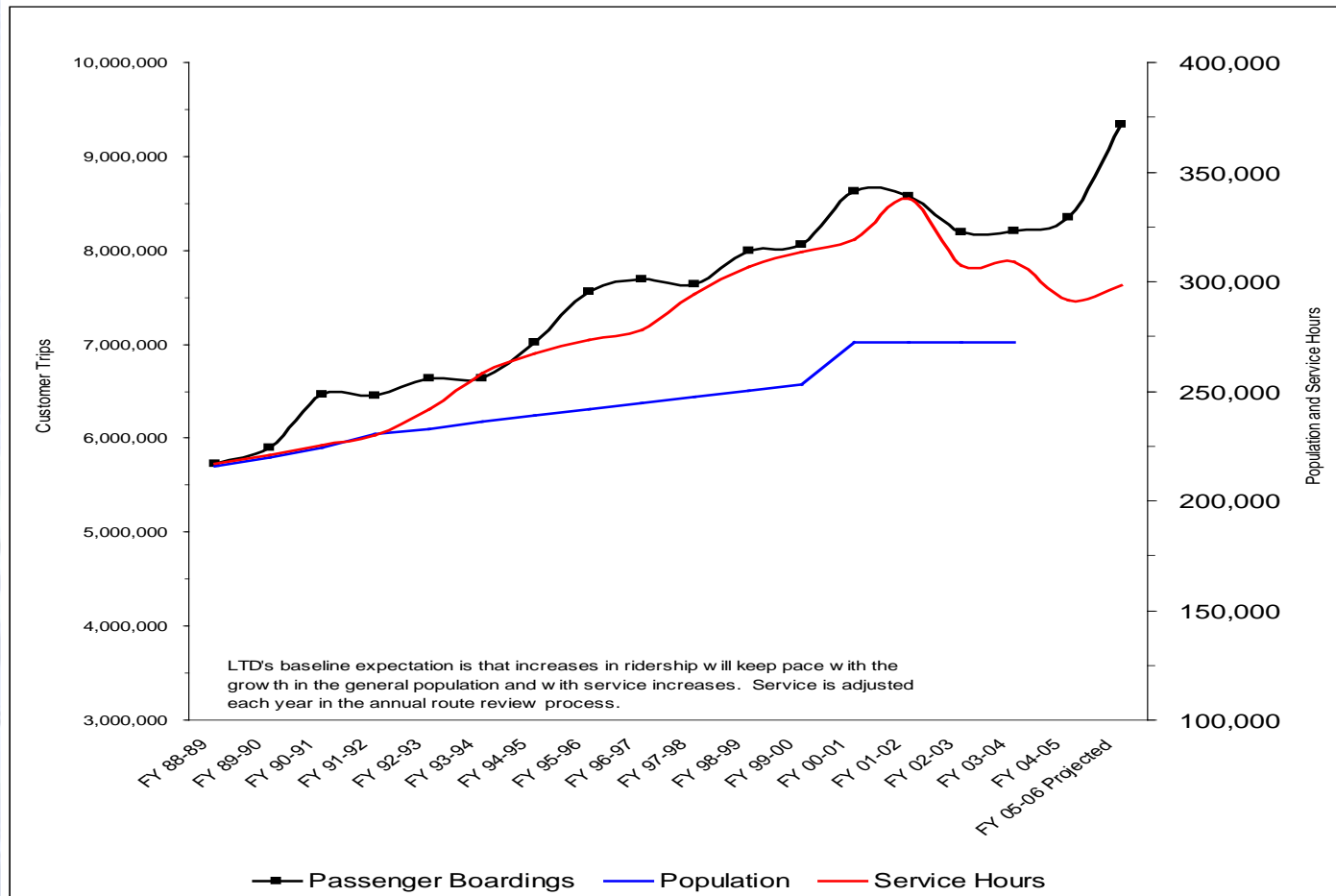




# Agenda

- LTD Service and Ridership
- Bus Routes and Stops
- Pioneer Parkway EmX
- Bus Plus
- Future EmX Corridors

# LTD Ridership, Service, and Service Area Population 1988-2005



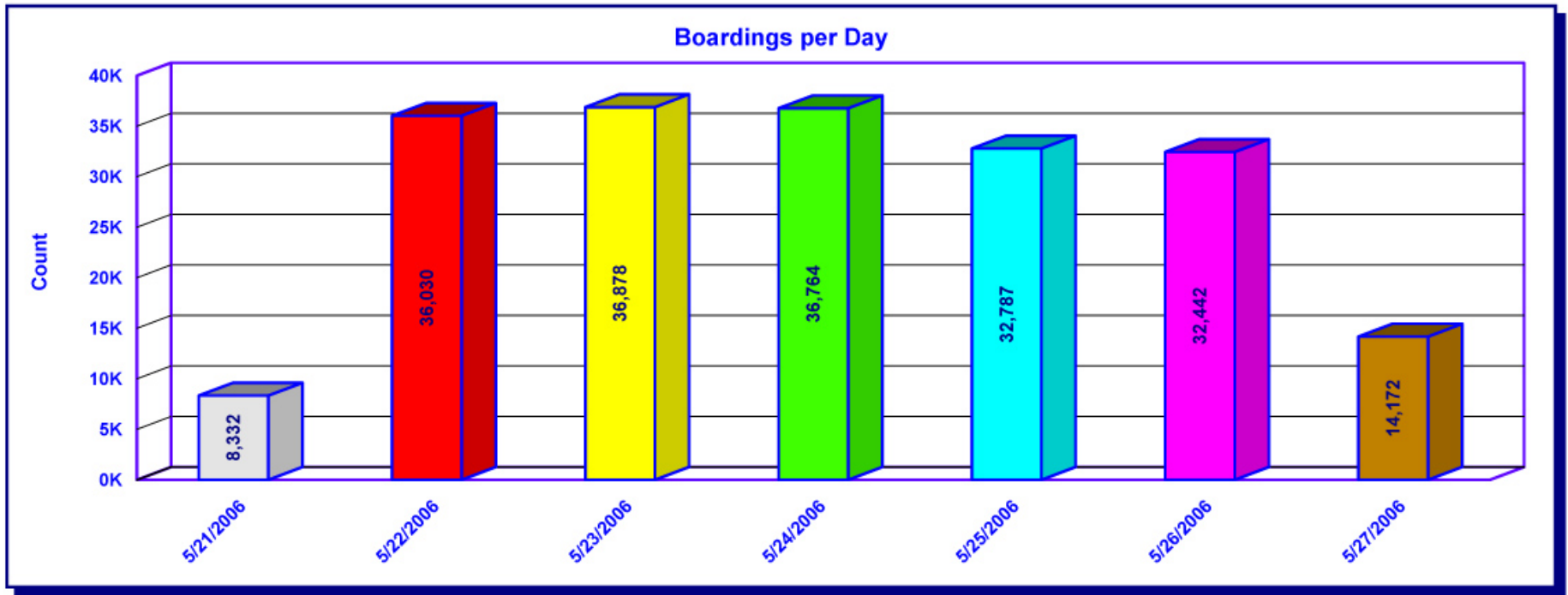
# LTD Ridership



- Over 9.1 million boardings in last 12 months
- Ridership up 10 percent
  - Student Transit Pass
  - Gas Prices
  - Population and Employment Growth

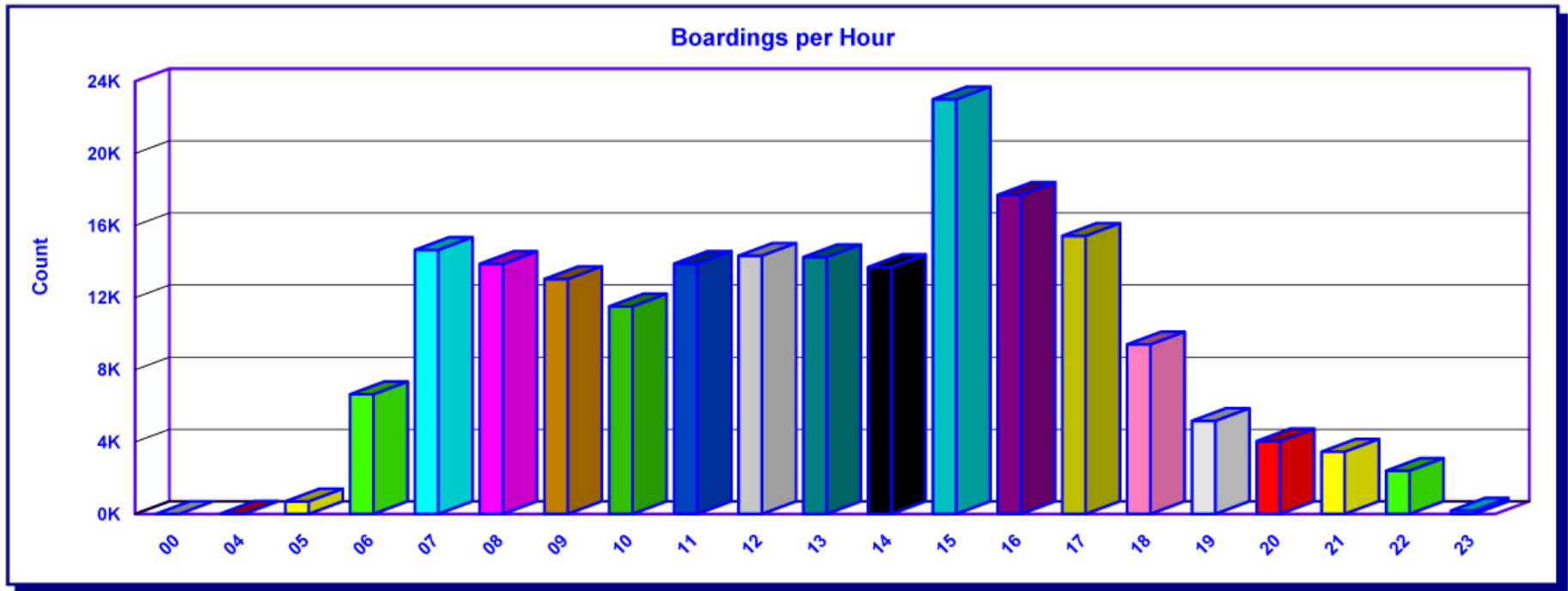
# Ridership by Day Of Week

Boardings for Week of May 21-27, 2006



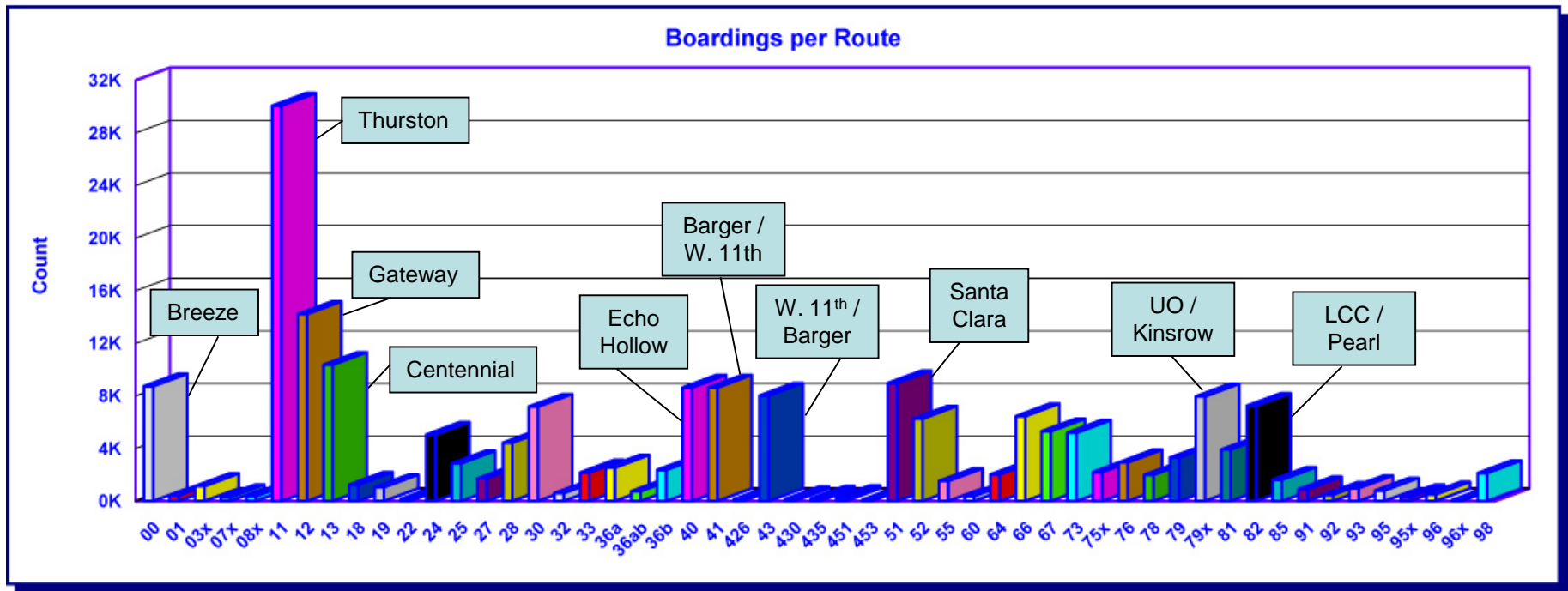
# Ridership by Time of Day

## Boardings per Hour



# Ridership per Route

## Weekly Boardings



# Comparative Operating Performance

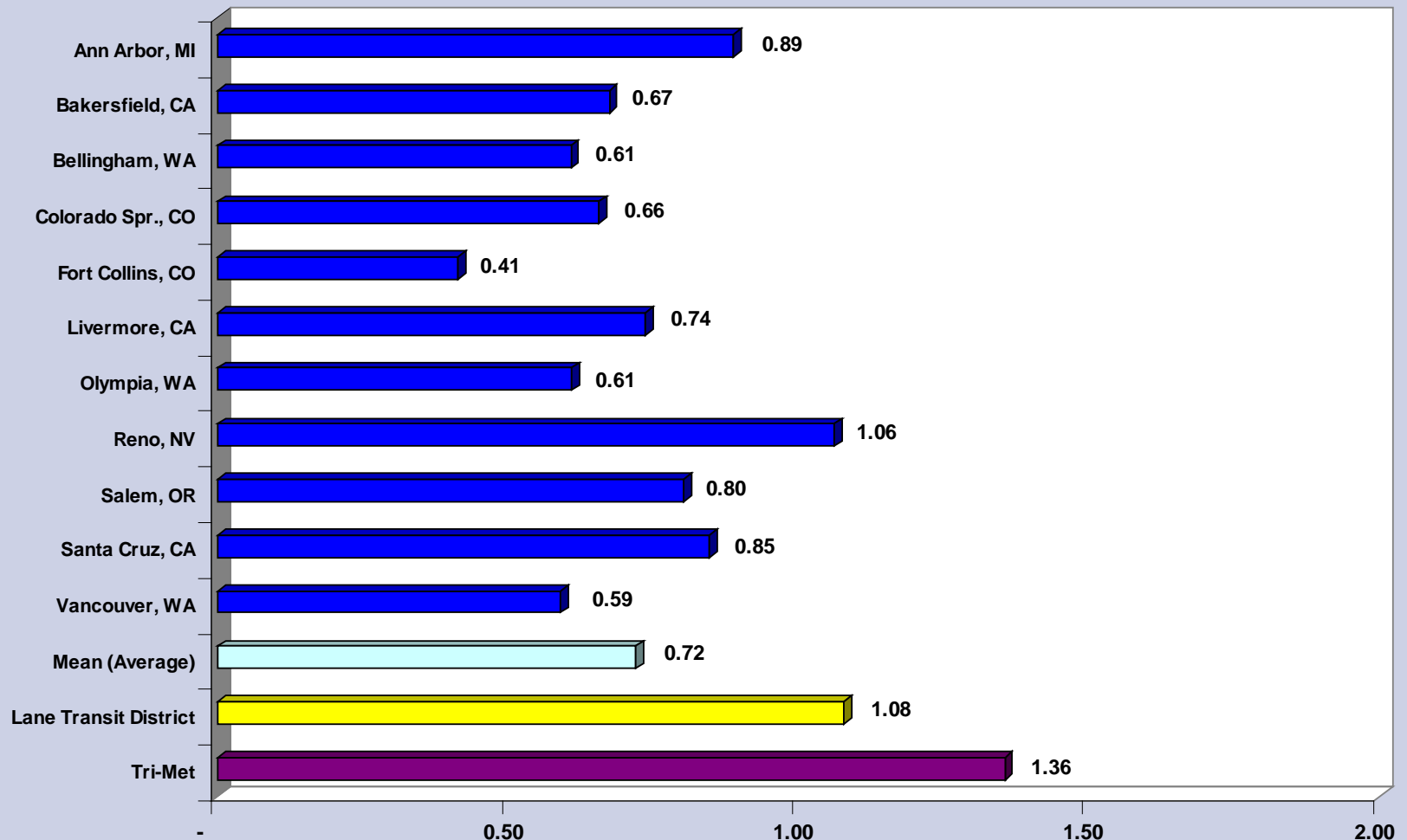
- Transit property selection criteria
  - ▷ Service level comparable to LTD
  - ▷ University community
- FY 2004-2005 data
- Fixed-route bus service only
- Tri-Met not included in averages

# Transit Property Locations

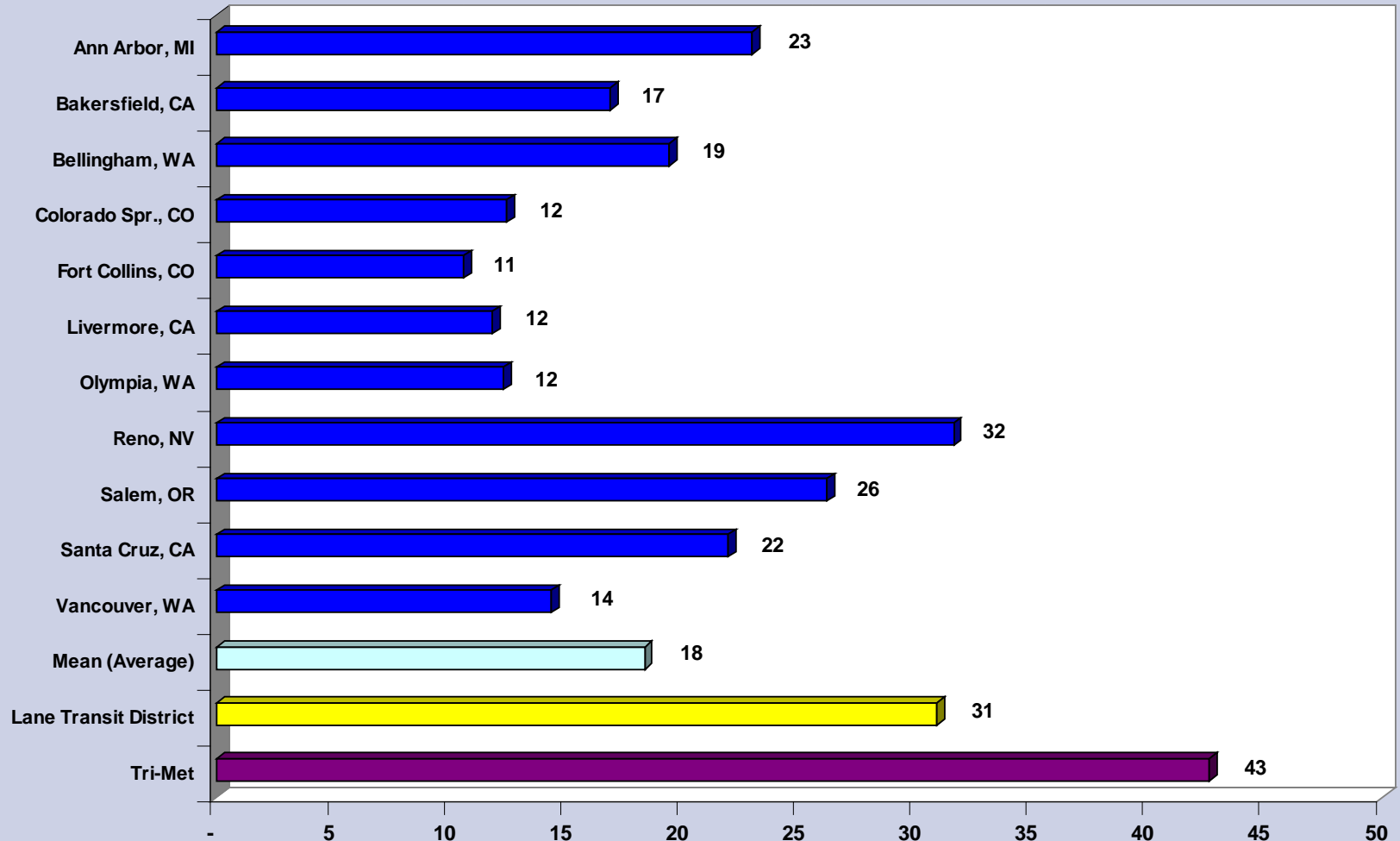
- Ann Arbor, Michigan
- Bakersfield, California
- Bellingham, Washington
- Colorado Springs, Colorado
- Fort Collins, Colorado
- Livermore, California
- Olympia, Washington
- Reno, Nevada
- Salem, Oregon
- Santa Cruz, California
- Vancouver, Washington



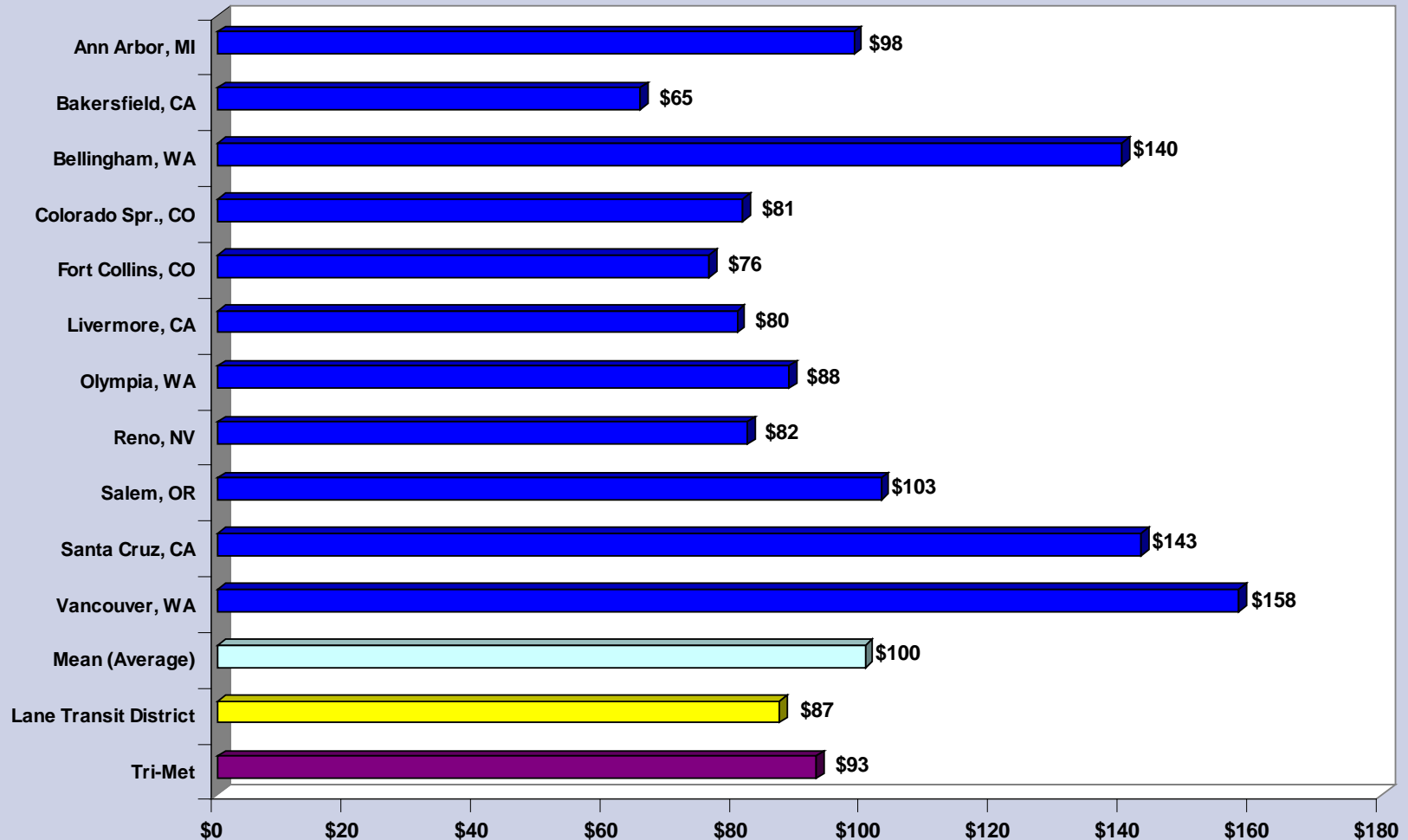
# Service Hours per Capita



# Boardings per Capita



# Cost per Service Hour



# RideSource

- Federally mandated
- Increasing demand
- 121,171 rides per year
- 25 Vehicles
- State funding flat
- LTD Contribution increasing (\$1.8 M in FY07)





# COMMUTER SOLUTIONS PROGRAM

*The Region's Transportation Demand Management Program*



# Group Pass Programs

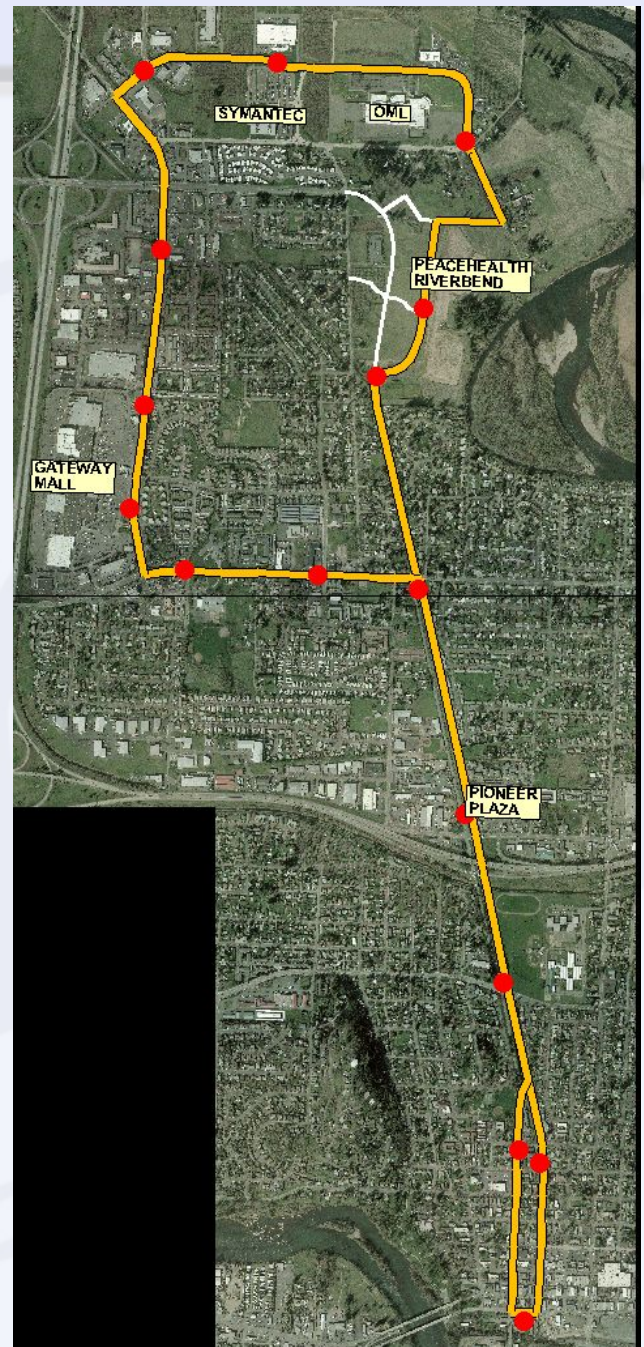
- 62 participating organizations-private/public
- 41,240 Group Pass Participants
- 21,350 Student Transit Pass Participants
- 62,590 Total Transit Pass Participants

# Service Changes

- ❑ Major service changes considered once per year in Annual Route Review process
  - Public Hearings February and March
  - Decision by the Board in March
  - Changes implemented in September
  
- ❑ Possible changes:
  - Service “fixes” (overloads, scheduling problems)
  - Service enhancements (service requests; new development; improved frequency on routes)
  - Modification/deletion of substandard service
  
- ❑ Comprehensive Service Re-Design every 5-7 Yrs.



# Pioneer Parkway EmX Corridor





# Pioneer Parkway EmX Status

- **Corridor selected in 2001**
- **Stakeholder process to identify design alternatives**
- **Alternatives Analysis (technical reports)**
- **Public Involvement**
  - Mailings/Open House/Stakeholder mtg./presentations
  - Corridor contacts
- **Locally Preferred Design (April/May 2006)**
- **Environmental Assessment (July-Sep 2006)**
- **Project Approval (September 2006)**

# Pioneer Parkway (existing)





# Pioneer Parkway (with transit lanes)



# Pioneer Parkway EmX Unresolved Issues

- Environmental Assessment/Project Approval
- Springfield Study of Gateway/Beltline (possible impact on EmX)
- Funding
  - Federal funding request
  - Local match (including Connect Oregon)

# Pioneer Parkway EmX Development Schedule

- Design and Engineering: 2007-08
- Construction: 2008-09
- Service Start: 2009-10



# Bus Plus



# Elements of EmX

- Exclusive Right-of-Way
- Transit Signal Priority
- Level Passenger Boarding
- Off-Board Fare Collection
- Wider Stop Spacing
- High Level of Amenities at Stations
- Real-time Passenger Information
- New, Sleeker, “Green” Vehicles
- New Image (Brand)
- Automated guidance

# Bus Plus “Levels”

1. Transit Signal Priority
2. Improved stops; somewhat wider stop spacing; selected queue-jumpers.
3. EmX style stations with raised platforms and off-board fare collection; wide stop spacing; extensive queue-jumpers.
4. Complete EmX design, including exclusive right-of-way.



# Bus Plus

Item	Level 1	Level 2	Level 3	Level 4
Transit Signal Priority	*	*	*	*
Extended stop spacing (4 stops per mile)		*		
Passenger shelters at most stops		*		
Selected queue-jumpers		*		
Extensive queue-jumpers			*	
Exclusive transit ways or transit lanes				*
Wide stop spacing (2 to 3 stops per mile)			*	*
Median or Curbside Stations with extensive passenger amenities and real-time info.			*	*
Off-board fare collection			*	*
Level boarding			*	*
Automated guidance and precision docking				*

# Bus Plus Level 1

- Policy in TransPlan
- Not “pre-emption” that is used by emergency vehicles
- Extended green or early green
- Analysis of each intersection to determine if and how transit priority can be used

# Bus Plus Level 2

- Adds (to Level 1) adjusted stop spacing, possible queue jumpers, improved stations, minimum 15 minute service frequency
- Capital cost varies
- Funding for three corridors in the last federal transportation bill
- Considered general transit improvements (not necessarily future EmX corridors)

# Bus Plus Level 3

- Adds (to Level 2) off-board fare collection, level boarding, EmX style stations, real-time passenger information, extensive queue-jumpers and wider stop spacing
- Cost about \$1-2 million per mile
- Would require special EmX-type vehicles
- Corridors selected for full EmX treatment
- Corridor selection to be coordinated with partner agencies

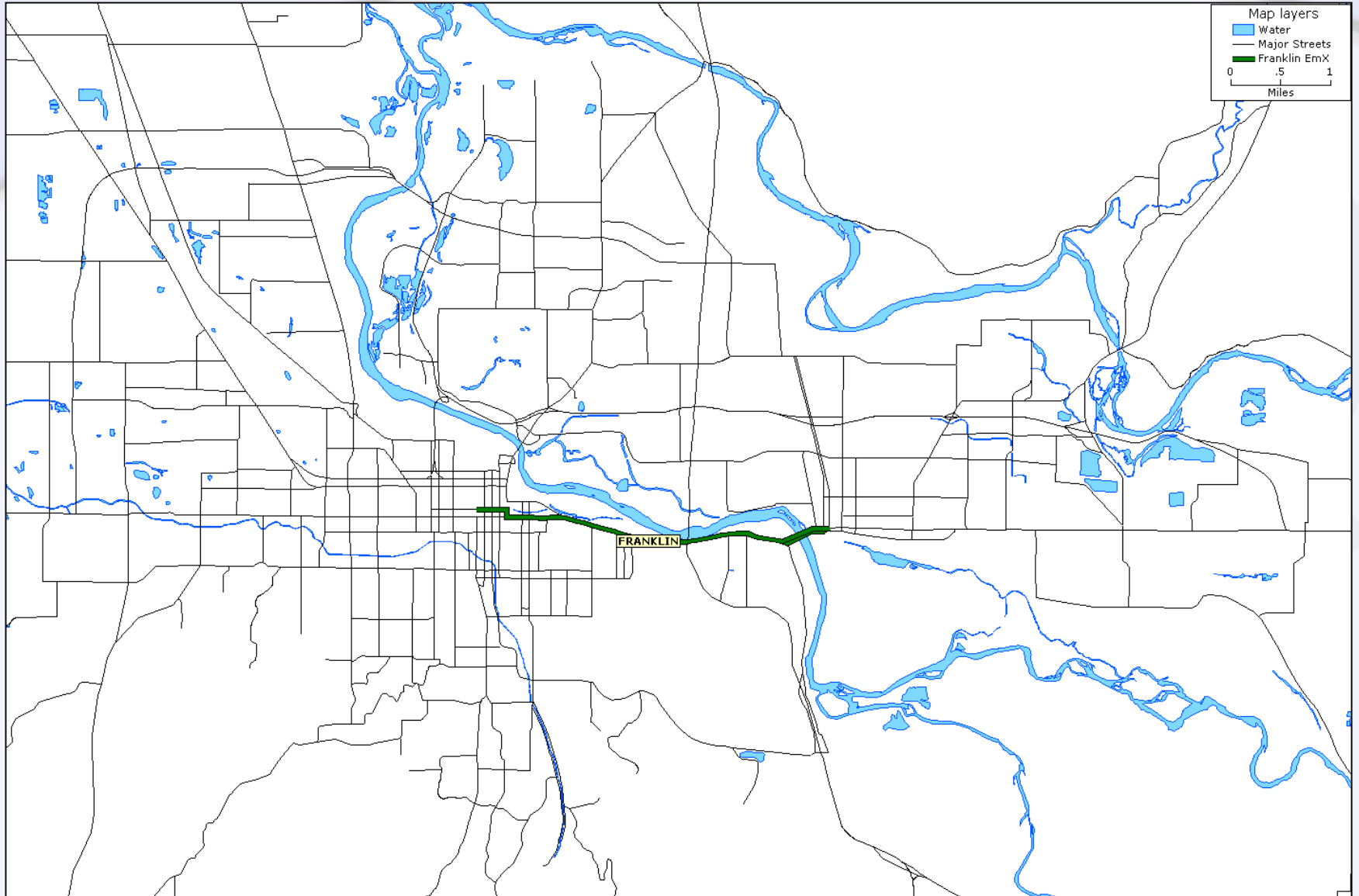
# Level 4 (EmX)

- Adds (to Level 3) exclusive lanes and possible vehicle guidance
- Cost additional \$4-6 million per mile

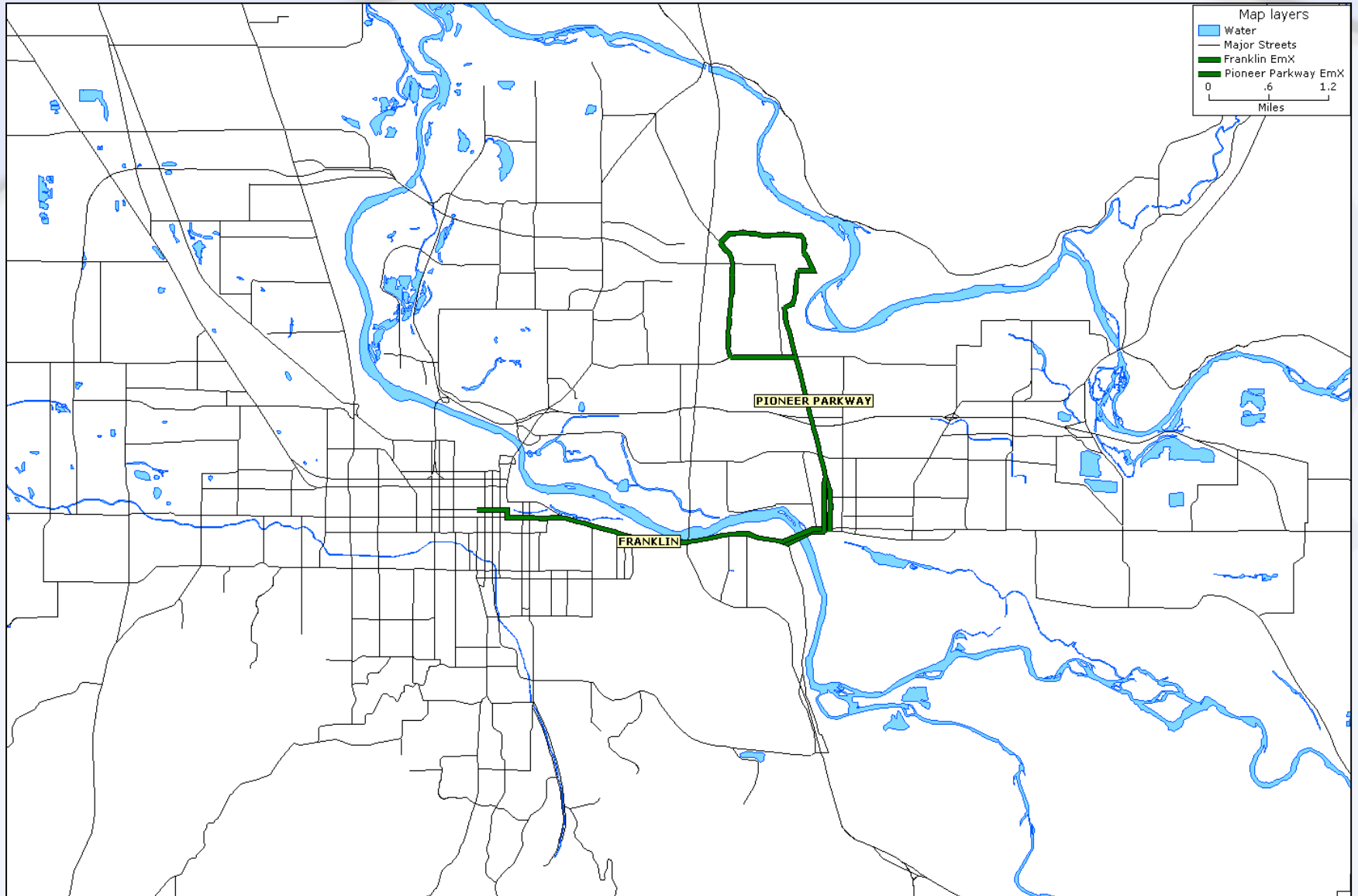
# Future EmX Corridors



# Franklin EmX

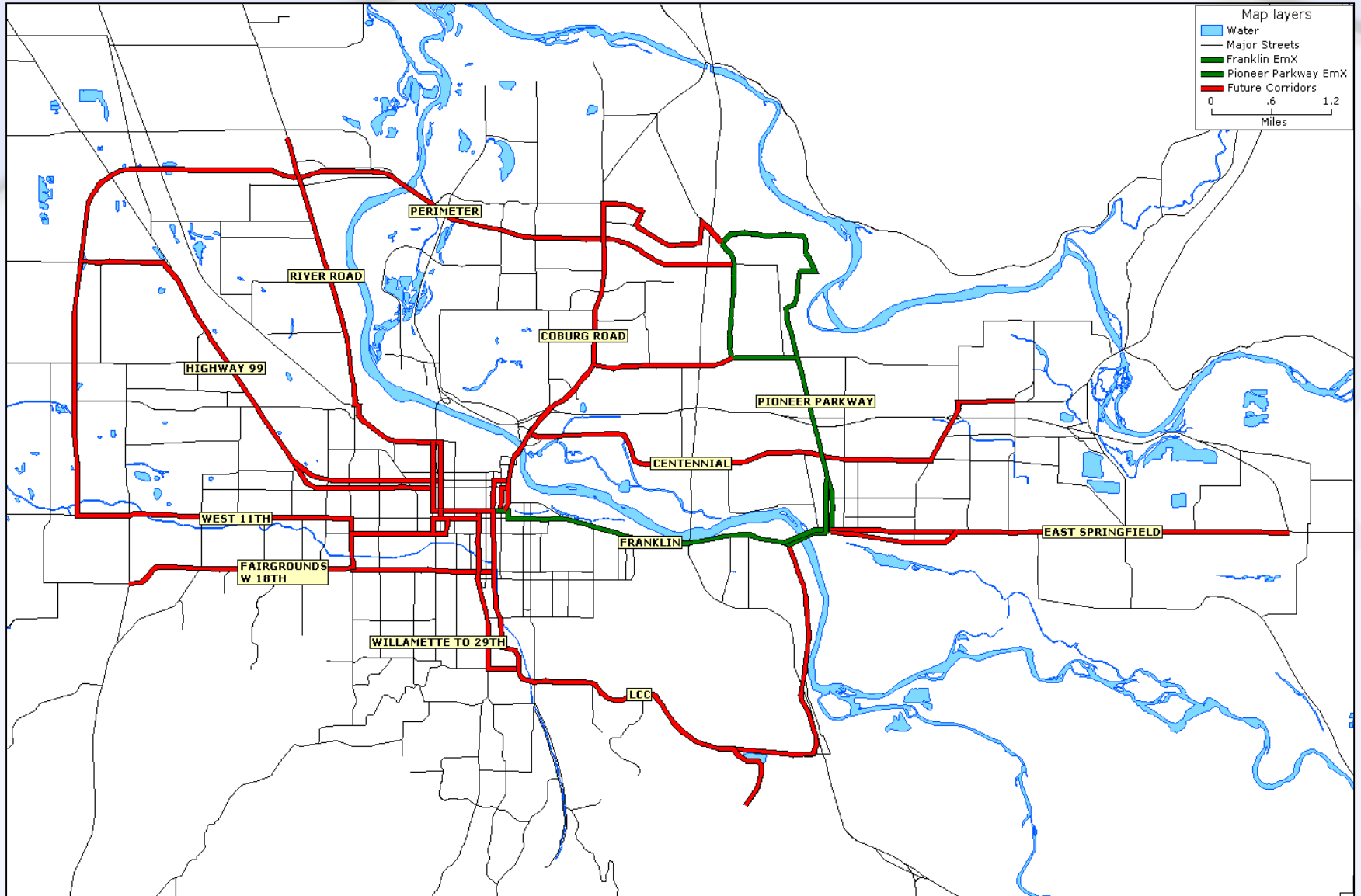


# Franklin & Pioneer Parkway EmX





# EmX System Map



# Third EmX Corridor

- Construction programmed for 2014-15
- Not within 8-year funding of Capital Improvements Program
- Likely Funding Requirements:
  - Federal discretionary funds (Small Starts): 60 to 80 percent
  - Local match: 20 to 40 percent

# Future EmX Corridors

- New Corridor Every Six Years (one per new federal transportation bill)
- Corridor Selection/Approval Coordinated with Partner Agencies
- Funding a Continuing Challenge



Thank You



*Lane Transit District*