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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
PRELIMINARY PUBLIC HEARING ON FARES AND SERVICE**

**Monday, February 12, 2007
5:30 p.m.**

**Bascom/Tykeson Room
Eugene Public Library
100 W. 10th Avenue, Eugene**

A G E N D A

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▪ Each speaker is limited to three (3) minutes.	
4. Closing of Public Hearing	
5. Staff Comments	

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| | ▪ Each speaker is limited to three (3) minutes. | |
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| VII. | WORK SESSION | |
| | A. Senate Bill 476 (20 minutes) | 08 |
| 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).

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2007-2008**

Cash Fare

	Current:	Proposed:
Adult	\$1.25	n/c
Youth	\$0.60	n/c
Child	\$0.60	n/c
Half-fare Program	\$0.60	n/c
Senior	\$0.60	n/c

RideSource

	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
*Round-trip fare		

Passes

Adult		
1-Month:	\$35.00	\$38.00
3-Month:	\$95.00	\$103.00

Youth, Senior, Half-fare Program

1-Month:	\$17.50	\$19.00
3-Month:	\$47.50	\$51.50

Sales Outlet Wholesale Discount

Current:	Proposed:
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Day Pass

Adult	\$2.50	n/c
Youth, Senior, Half-fare Program	\$1.20	n/c

Passes

0-500+	Discount 5.0%	Discount n/c
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Tokens

Full Fare	\$1.10 (5 for \$5.50)	n/c
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Breeze Fare

\$0.50	n/c
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EmX Green Line - free

Special Programs - not covered by ordinance

Summer Youth Pass - July/Aug

\$19.95

Group Pass (2008 change)

+8.1%

Current quarterly rates:	\$11.04 taxpayer
	\$12.84 non-taxpayer
Proposed quarterly rates:	\$11.93 taxpayer
	\$13.88 non-taxpayer

	1982-1984 =100		
	Portland CPI	change from last year	GP Increases
July - Dec 2007			
Jan - June 2007			6.0%
July - Dec 2006			
Jan - June 2006			2.9%
July - Dec 2005		+2.7%	
Jan - June 2005	194.5	+2.5%	5.9%
July - Dec 2004	192.5	+3.2%	
Jan - June 2004	189.8	+2.0%	0.0%
July - Dec 2003	186.5	+1.4%	
Jan - June 2003	186	+1.4%	6.0%
July - Dec 2002	184	+0.2%	
Jan - June 2002	183.5	+1.3%	14.9% *
July - Dec 2001	183.6	+2.3%	
Jan - June 2001	181.2	+2.7%	3.2%
July - Dec 2000	179.5	+2.9%	
Jan - June 2000	176.4	+3.39%	
* Policy change to a minimum amount for all groups			

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2006-2007**

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

RideSource

	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
*Round-trip fare		

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

Sales Outlet Wholesale Discount

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

Day Pass

Adult	\$2.50	n/c
Youth, Senior, Reduced	\$1.20	n/c

Tokens		
Full Fare	\$1.00 (5 for \$5.00)	\$1.10 (5 for \$5.50)

Shuttle Fare	\$0.50	n/c
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EmX Green Line - free

Special Programs - not covered by ordinance	Group Pass (2007 change)	+6.0%
Summer Youth Pass - June/July/Aug	Current quarterly rates:	\$10.41 taxpayer
		\$12.12 non-taxpayer
	Proposed quarterly rates:	\$11.04 taxpayer
		\$12.84 non-taxpayer

LANE TRANSIT DISTRICT

**Pricing 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		
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

Current quarterly rates:	\$10.11 taxpayer	+2.9%
	\$11.79 non-taxpayer	
Proposed quarterly rates:	\$10.41 taxpayer	
	\$12.12 non-taxpayer	

Fare Media Relationships

Current	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.25	\$1.25	\$50.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	12%
	Monthly Pass	\$35.00	\$0.88	\$35.00	30%
	3-Month Pass	\$95.00	\$0.79	\$28.33	43%

Proposed	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.25	\$1.25	\$50.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	12%
	Monthly Pass	\$38.00	\$0.95	\$38.00	24%
	3-Month Pass	\$103.00	\$0.86	\$34.33	31%

Sorted by Cash Prices

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Tri-Met	\$2.00*	\$2.00	\$4.25	\$74.00	\$814 (annual)
Santa Cruz, California	\$2.00	n/a	\$4.50	\$62.00	n/a
Reno, Nevada	\$1.70	\$1.53	\$4.00	\$63.00	n/a
Livermore, California	\$1.50	\$0.87	n/a	\$45.00	n/a
Colorado Springs, Colorado	\$1.25	n/a	n/a	\$35.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	\$484 (annual)
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Lane Transit District	\$1.25	\$1.10	\$2.50	\$35.00	\$95 (3 month)
Median	\$1.25				
Average	\$1.22	\$1.00	\$2.82	\$37.21	
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300.00
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Bellingham, Washington	\$0.75	\$0.75	n/a	\$20.00	\$60 qtr/\$200 yr.

Data collected through transit district Web site information. Updated 12/06

* Zone system Averages do not include Tri-Met

Sorted by Pass Prices

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Tri-Met	\$2.00*	\$2.00	\$4.25	\$74.00	\$814 (annual)
Reno, Nevada	\$1.70	\$1.53	\$4.00	\$63.00	n/a
Santa Cruz, California	\$2.00	n/a	\$4.50	\$62.00	n/a
Livermore, California	\$1.50	\$0.87	n/a	\$45.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	\$484 (annual)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Average	\$1.22	\$1.00	\$2.82	\$37.21	
Colorado Springs, Colorado	\$1.25	n/a	n/a	\$35.00	n/a
Lane Transit District	\$1.25	\$1.10	\$2.50	\$35.00	\$95 (3 month)
Median				\$35.00	
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300.00
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Bellingham, Washington	\$0.75	\$0.75	n/a	\$20.00	\$60 qtr/\$200 yr.

Data collected through transit district Web site information. Updated 12/06

* Zone system Averages do not include Tri-Met

Sorted with Proposed Pass Price

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Tri-Met	\$2.00*	\$2.00	\$4.25	\$74.00	\$814 (annual)
Reno, Nevada	\$1.70	\$1.53	\$4.00	\$63.00	n/a
Santa Cruz, California	\$2.00	n/a	\$4.50	\$62.00	n/a
Livermore, California	\$1.50	\$0.87	n/a	\$45.00	n/a
Vancouver, Washington	\$1.25	\$1.25	\$3.00	\$44.00	\$484 (annual)
Lane Transit District	\$1.25	\$1.10	\$2.50	\$38.00	\$103 (3 month)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Average	\$1.22	\$1.00	\$2.82	\$37.21	
Median				\$36.25	
Colorado Springs, Colorado	\$1.25	n/a	n/a	\$35.00	n/a
Bakersfield, California	\$0.90	\$0.90	\$2.25	\$30.00	n/a
Fort Collins, Colorado	\$1.25	\$0.90	n/a	\$25.00	n/a
Salem, Oregon	\$1.00	\$0.91	\$2.00	\$25.00	\$300.00
Olympia, Washington	\$0.75	\$0.75	\$1.50	\$25.00	n/a
Bellingham, Washington	\$0.75	\$0.75	n/a	\$20.00	\$60 qtr/\$200 yr.

Data collected through transit district Web site information. Updated 12/06

* Zone system Averages do not include Tri-Met

Projected Revenues Based on 2002/2003 Fare Changes

	Annual Sales	Current Price	Revenue	Projected Sales	Proposed Price	Projected Revenue	Difference
Adult Monthly	24371	\$35	\$852,985	24371	\$38	\$926,098	\$73,113
Youth Monthly	2248	\$17.50	\$39,340	2248	\$19.00	\$42,712	\$3,372
Reduced Fare Monthly	11440	\$17.50	\$200,200	11440	\$19.00	\$217,360	\$17,160
Senior/Child Monthly	1247	\$17.50	\$21,823	1247	\$19.00	\$23,693	\$1,871
Adult 3 Month	774	\$95	\$73,530	774	\$103	\$79,722	\$6,192
Youth 3 Month	2044	\$47.50	\$97,090	2248	\$51.50	\$115,793	\$18,703
Reduced Fare 3 Month	1414	\$47.50	\$67,165	1414	\$51.50	\$72,821	\$5,656
Senior/Child 3 Month	154	\$47.50	\$7,315	154	\$51.50	\$7,931	\$616
Tokens	233093	\$1.00	\$233,093	233093	\$1.25	\$291,366	\$58,273
UO Group Pass			\$583,000			\$687,000	\$104,000
Other Group Pass			\$902,000			\$929,060	\$27,060
Cash and Day Pass			\$1,381,000		1.25/\$3.00	\$1,519,100	\$138,100
							\$95,516

LTD Pricing History

Year	Consumer Price Index		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.00	\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1982-83	3.20%	3.20%	\$0.55	10.00%	\$0.45	12.50%	\$20.00	11.11%
1983-84	1.10%	4.30%	\$0.55	0.00%	\$0.50	11.11%	\$20.00	0.00%
1984-85	3.70%	8.00%	\$0.55	0.00%	\$0.50	0.00%	\$20.00	0.00%
1985-86	3.80%	11.80%	\$0.60	9.09%	\$0.50	0.00%	\$20.00	0.00%
1986-87	1.40%	13.20%	\$0.60	0.00%	\$0.50	0.00%	\$20.00	0.00%
1987-88	2.50%	15.70%	\$0.65	8.33%	\$0.50	0.00%	\$20.00	0.00%
1988-89	3.40%	19.10%	\$0.65	0.00%	\$0.55	10.00%	\$20.00	0.00%
1989-90	5.00%	24.10%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	5.80%	29.90%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	5.10%	35.00%	\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.40%	39.40%	\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.50%	42.90%	\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.90%	45.80%	\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	2.90%	48.70%	\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.50%	52.20%	\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	3.40%	55.60%	\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.90%	57.50%	\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	3.30%	60.80%	\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.10%	63.90%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.50%	66.40%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	0.80%	67.20%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
2003-04	1.40%	68.60%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	2.60%	71.20%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	2.60%	73.80%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2006-07	3.00%	76.80%	\$1.25	0.00%	\$1.10	10.00%	\$35.00	0.00%
Total % Change								
Since 1981-82 --->	76.8%			99.5%		108.2%		70.8%
2007-08	3.00%	79.80%	\$1.25	0.00%	\$1.10	0.00%	\$38.00	8.57%
2008-09	3.00%	82.80%	\$1.35	8.00%	\$1.10	0.00%	\$38.00	0.00%
		82.80%		107.48%		108.16%		79.36%

RideSource Fare History:

	Sept. 1999	Sept. 2000	July 2001	FY02 Adopted
RideSource (cash)	\$1.50 one-way	\$1.75 one-way	\$2.00 one-way	\$2.50 one-way
RideSource Ticket Books	10 tickets @\$14	10 tickets @\$15	10 tickets @\$15	10 tickets @\$20
RideSource Escort	\$1.50 one-way	\$1.75 one-way	\$2.00 one-way	\$2.50 one-way
RideSource Shopper	\$1.75 round-trip	\$2.00 round-trip	\$2.00 round-trip	\$2.00 round-trip

AGENDA ITEM SUMMARY

DATE OF MEETING: February 12, 2007

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 2007 -- Service Change Summary for FY 07-08

Change in Schedule Hours

Priority Items	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
Adjustments								
*	system	Contingency	4.0	2.0	2.0	1,483	0.50%	0.50%
*	Misc.	Running time adjustments to various routes				1,061	0.35%	0.85%
							0.00%	0.85%
							0.00%	0.85%
Deletions								
							0.00%	0.85%
							0.00%	0.85%
Additions								
*	Breeze	Add weekday inbound trip @ 7:03 a.m. from VRC	0.7			171	0.06%	0.91%
*	28	Add Eugene Station connection to most trips	2.9			747	0.25%	1.16%
*	36	Extend four trips to Willow Creek/running time	0.9			217	0.07%	1.23%
							0.00%	1.23%
			Total of Priority Items			3,679		1.23%
Items Under Continuing Consideration								
	Breeze	Restore Saturday service (1/2 hour frequency)		11.6		724	0.24%	1.47%
	11	Provide 10 min. service in the late p.m. peak hours.	7.7			2,347	0.78%	2.26%
	25	Restore weekday mid-day trips (5)	3.8			1,148	0.38%	2.64%
	33	Restore weekday mid-day trips (5)	2.1			643	0.21%	2.85%
							0.00%	2.85%
							0.00%	2.85%
	misc.	Add 1800/1900 SA trips (13, 30, 40, 51, 67, 73)		8.7		540	0.18%	3.04%
	misc.	Restore Weekday 11:40 p.m. departures	10.5			2,670	0.89%	3.93%
	misc.	Restore Saturday 11:40 p.m. departures		12.5		650	0.22%	4.15%
	misc.	Restore Weekday 6:00 a.m. departures	3.6			926	0.31%	4.45%
	TOTALS (All items included)					13,326		4.45%

AGENDA ITEM SUMMARY

DATE OF MEETING: February 12, 2007

ITEM TITLE: PUBLIC HEARING: 2007 ANNUAL ROUTE REVIEW

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: Conduct a Public Hearing on the 2007 Annual Route Review

BACKGROUND:

Every year staff consider changes to bus service as part of a process known as the Annual Route Review (ARR). The changes can include service additions, deletions, adjustments, or redesign of current service.

Last month the Board was provided a preliminary list of possible ARR service adjustments. Tonight we seek public feedback on the possible service changes. Staff will make a brief presentation on the changes under consideration. This will be followed by a public hearing.

A second public hearing is scheduled for March 12, 2007. The Board will be asked to make a decision on the 2007 ARR service changes at the Board meeting on March 21, 2007.

Included with this packet is a list of service changes under consideration. As a result of ongoing analysis and refinement, this list has been modified somewhat from the list that the Board reviewed on January 17, 2007.

ATTACHMENT: List of Possible 2007 ARR Service Changes

PROPOSED MOTION: None

CURRENT MEASURE STATUS REPORT

For Lane Transit District

Monday, February 12, 2007

Priority 1

- HB 2278 Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund. (ConnectOregon 2)
Position: **Support**
- HB 2422 Increases cigarette tax and continuously appropriates moneys from increase to Department of Transportation for elderly and disabled transportation services. (Tobacco tax for E & D transit)
Position: **Support**
- HB 2537 Prohibits employees of mass transit districts, transportation districts and municipal bus systems from striking or recognizing picket line of labor organization while performing official duties.
Position: ?
- SB 476 Requires election of five members and appointment of two members to board of directors of mass transit district situated in standard metropolitan statistical area with population of 400,000 or fewer individuals.
Position: **Oppose**

Priority 2

- HB 2482 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 246 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 293 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 299 Creates offense of unsafe operation of bicycle on crosswalk.
Position: **Support w/ Amendments**
- SB 521 Creates offense of distracted driving.
Position: **Support w/ Amendments**

Priority 3

- HB 2070 Increases fee from \$100 to \$250 to file answer with Employment Relations Board in unfair labor practice proceedings under public employees collective bargaining law.
Position: **Oppose**
- HB 2139 Provides that mediation of workplace interpersonal disputes between employees of public body may be confidential.
Position: **Support**
- HB 2211 Increases annual cap on amount of business energy tax credit that may be claimed for certified facilities using renewable energy resources or renewable energy resource equipment manufacturing facilities.
Position: **Support**

- HB 2215 Imposes motor vehicle liability insurance surcharge.
Position: **Support if LTD exempt**
- HB 2425 Provides that public body may condemn property only if public body's primary purpose is to allow property to be owned and used by public.
Position: **Oppose**
- HB 2514 Requires that operator of or individual in charge of certain mass transit equipment or facilities owned or operated by Tri-Met contact 9-1-1 emergency reporting system before contacting mass transit system dispatch operator when emergency arises.
Position: **Oppose**
- HB 5047 Appropriates moneys from General Fund to Department of Transportation for certain biennial expenses. (ODOT Budget)
Position: **Support**
- SB 83 Modifies terminology describing persons.
Position: **Support**
- SB 225 Establishes Passenger Rail Transportation Account.
Position: **Support**
- SB 316 Creates or expands property tax exemptions for facilities producing ethanol, biofuel or certain fuel additives.
Position: **Support**

No Position

- HB 2140 Makes technical changes to Public Contracting code
- HB 2268 Exempts certain drivers who operate school buses that are not transporting students from school bus endorsement requirements.
- HB 2273 Revises definitions used in Oregon billboard law.
- HB 2404 Modified definition of "employment relations" to include certain staffing levels and safety issues for certain employees who are prohibited from striking.
- HB 2409 Dedicates certain cigarette tax revenues to certain rural health safety net programs and services.
- HB 2412 Requires State Apprenticeship and Training Council to adopt rules establishing minimum numeric ratio of journeymen to apprentices for each apprenticeable occupation.
- HB 2483 Increases business energy tax credit.
- HB 2515 Requires mass transit district or transportation district that operates light rail system to
- SB 37 Dedicates certain cigarette tax revenues to certain rural health safety net programs and services.
- SB 313 Modifies definition of "employment relations" to include certain staffing levels and safety issues for certain employees who are prohibited from striking.
- SB 400 Modifies definition of "employment relations" to include certain staffing levels and safety issues for certain employees who are prohibited from striking.
- SB 401 Modifies definition of "supervisory employee" for purposes of public employee collective bargaining law.
- SB 402 Modifies criteria used by arbitrators in public collective bargaining.

CURRENT MEASURE STATUS REPORT

For Lane Transit District

Monday, February 12, 2007

Priority 1

- HB 2278 Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund. (ConnectOregon 2)
Position: **Support**
- HB 2422 Increases cigarette tax and continuously appropriates moneys from increase to Department of Transportation for elderly and disabled transportation services. (Tobacco tax for E & D transit)
Position: **Support**
- HB 2537 Prohibits employees of mass transit districts, transportation districts and municipal bus systems from striking or recognizing picket line of labor organization while performing official duties.
Position: ?
- SB 476 Requires election of five members and appointment of two members to board of directors of mass transit district situated in standard metropolitan statistical area with population of 400,000 or fewer individuals.
Position: **Oppose**

Priority 2

- HB 2482 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 246 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 293 Creates offense of operating motor vehicle while using mobile communication device.
Position: **Support w/ Amendments**
- SB 299 Creates offense of unsafe operation of bicycle on crosswalk.
Position: **Support w/ Amendments**
- SB 521 Creates offense of distracted driving.
Position: **Support w/ Amendments**

Priority 3

- HB 2070 Increases fee from \$100 to \$250 to file answer with Employment Relations Board in unfair labor practice proceedings under public employees collective bargaining law.
Position: **Oppose**
- HB 2139 Provides that mediation of workplace interpersonal disputes between employees of public body may be confidential.
Position: **Support**
- HB 2211 Increases annual cap on amount of business energy tax credit that may be claimed for certified facilities using renewable energy resources or renewable energy resource equipment manufacturing facilities.
Position: **Support**

- HB 2215 Imposes motor vehicle liability insurance surcharge.
Position: **Support if LTD exempt**
- HB 2425 Provides that public body may condemn property only if public body's primary purpose is to allow property to be owned and used by public.
Position: **Oppose**
- HB 2514 Requires that operator of or individual in charge of certain mass transit equipment or facilities owned or operated by Tri-Met contact 9-1-1 emergency reporting system before contacting mass transit system dispatch operator when emergency arises.
Position: **Oppose**
- HB 5047 Appropriates moneys from General Fund to Department of Transportation for certain biennial expenses. (ODOT Budget)
Position: **Support**
- SB 83 Modifies terminology describing persons.
Position: **Support**
- SB 225 Establishes Passenger Rail Transportation Account.
Position: **Support**
- SB 316 Creates or expands property tax exemptions for facilities producing ethanol, biofuel or certain fuel additives.
Position: **Support**

CURRENT MEASURE STATUS REPORT

For Lane Transit District

Monday, February 12, 2007

<u>Bill No.</u>	<u>Title, Notes, Priority, Position</u>
HB 2211	Increases annual cap on amount of business energy tax credit that may be claimed for certified facilities using renewable energy resources or renewable energy resource equipment manufacturing facilities. Priority: 4 Position: Support
HB 2268	Exempts certain drivers who operate school buses that are not transporting students from school bus endorsement requirements. Priority: N Position: No position
HB 2537	Prohibits employees of mass transit districts, transportation districts and municipal bus systems from striking or recognizing picket line of labor organization while performing official duties. Priority: 1 Position: N/A
SB 37	Dedicates certain cigarette tax revenues to certain rural health safety net programs and services. Priority: N Position: No position
HB 2070	Increases fee from \$100 to \$250 to file answer with Employment Relations Board in unfair labor practice proceedings under public employees collective bargaining law. Priority: 3 Position: Oppose
HB 2139	Provides that mediation of workplace interpersonal disputes between employees of public body may be confidential. Priority: N Position: Support
HB 2140	Makes technical changes to Public Contracting code Priority: N Position: No position
HB 2215	Imposes motor vehicle liability insurance surcharge. Priority: N Position: Oppose
HB 2273	Revises definitions used in Oregon billboard law. Priority: N Position: No position
HB 2278	Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund. Note: ConnectOregon 2 Priority: 1 Position: Support
HB 2404	Modified definition of "employment relations" to include certain staffing levels and safety issues for certain employees who are prohibited from striking. Priority: N Position: No position
HB 2409	Dedicates certain cigarette tax revenues to certain rural health safety net programs and services. Priority: N Position: No position

- HB 2412 Requires State Apprenticeship and Training Council to adopt rules establishing minimum numeric ratio of journeymen to apprentices for each apprenticeable occupation.
Priority: **N** Position: **No position**
- HB 2422 Increases cigarette tax and continuously appropriates moneys from increase to Department of Transportation for elderly and disabled transportation services.
Note: **Tobacco tax for E & D transit**
Priority: **1** Position: **Support**
- HB 2425 Provides that public body may condemn property only if public body's primary purpose is to allow property to be owned and used by public.
Priority: **3** Position: **Oppose**
- HB 2482 Creates offense of operating motor vehicle while using mobile communication device.
Priority: **N** Position: **Support w/ Amendments**
- HB 2483 Increases business energy tax credit.
Priority: **N** Position: **No position**
- HB 2514 Requires that operator of or individual in charge of certain mass transit equipment or facilities owned or operated by Tri-Met contact 9-1-1 emergency reporting system before contacting mass transit system dispatch operator when emergency arises.
Priority: **N** Position: **Oppose**
- HB 2515 Requires mass transit district or transportation district that operates light rail system to install crossing gates at unguarded pedestrian crossings of light rail tracks.
Priority: **N** Position: **No Position**
- HB 5047 Appropriates moneys from General Fund to Department of Transportation for certain biennial expenses.
Note: **ODOT Budget**
Priority: **N** Position: **Support**
- SB 83 Modifies terminology describing persons.
Priority: **N** Position: **Support**
- SB 225 Establishes Passenger Rail Transportation Account.
Priority: **N** Position: **Support**
- SB 246 Creates offense of operating motor vehicle while using mobile communication device.
Priority: **N** Position: **Support w/ Amendments**
- SB 293 Creates offense of operating motor vehicle while using mobile communication device.
Priority: **N** Position: **Support w/ Amendments**
- SB 299 Creates offense of unsafe operation of bicycle on crosswalk.
Priority: **N** Position: **Support w/ Amendments**
- SB 313 Modifies definition of "employment relations" to include certain staffing levels and safety issues for certain employees who are prohibited from striking.
Priority: **N** Position: **No position**
- SB 316 Creates or expands property tax exemptions for facilities producing ethanol, biofuel or certain fuel additives.
Priority: **N** Position: **Support**

- SB 400 Modifies definition of “employment relations” to include certain staffing levels and safety issues for certain employees who are prohibited from striking.
Priority: N Position: **No position**
- SB 401 Modifies definition of “supervisory employee” for purposes of public employee collective bargaining law.
Note: **Collective Bargaining**
Priority: N Position: **No position**
- SB 402 Modifies criteria used by arbitrators in public collective bargaining.
Note: **Collective Bargaining**
Priority: N Position: **No position**
- SB 476 Requires election of five members and appointment of two members to board of directors of mass transit district situated in standard metropolitan statistical area with population of 400,000 or fewer individuals.
Priority: 1 Position: **N/A**
- SB 521 Creates offense of distracted driving.
Priority: N Position: **Oppose**

Lane Transit District Board Governance

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Background

Both LTD and TriMet are financed by a payroll tax paid by businesses. The governor appoints their boards, subject to confirmation by the Senate. This system has been in place since the transit districts were created in 1970 by legislative action. At that time, governance by an appointed board was an important feature in securing approval from business interests for the payroll tax funding mechanism.

Payroll Tax Rate

The maximum payroll tax rate is set in statute by the state legislature and cannot be raised by the board without legislative action.

Taxpayer Representation

An argument is made that an elected board is more appropriate because of the board's authority to levy taxes. However, the LTD tax is not levied on the general population. The Eugene Chamber of Commerce, an organization that represents the community that pays the payroll tax, has repeatedly taken a position in opposition to an elected board.

Community Participation

Appointed boards create opportunities for people who would not otherwise run for office but are willing to serve. This includes both corporate community leaders—the largest financial supporters of the system, and the transit dependent—those most reliant on the system to meet their mobility needs.

Appointed Boards are the Norm

Nationally, only 3 percent of transit districts have directly elected boards and another 5 percent have a combination of elected and appointed. Some elected transit boards have had serious problems because they increase the chance that service decisions could become politicized. That is, someone may be attracted to the board because of a vested interest in a service decision, irrespective of ridership or other service demands.

Cost

An elected board would result in additional costs to LTD. Lane County administers countywide elections and recoups a certain percentage of the costs from the participating districts. Lane Community College, which has an elected board and a similar service area, was billed \$39,000 for its role in the 2005 primary election. During a general election this number can more than double, depending on what other measures and offices are on the ballot.

Power of condemnation

Supporters of changing LTD's board from appointed to elected often cite the District's authority to condemn property as a justification. Here is a list of other non-elected entities that have the power or authority to condemn property:

- The Port of Portland (also an appointed board)
- Irrigation districts and flood control districts (some of which may be elected)
- Railroads
- Joint operating agencies, which can include private utilities

What is the problem being addressed?

On a national comparison, LTD and TriMet are successful, highly regarded, efficient, and progressive transit agencies. Why, then, is change needed?

Contact: Kelly Brooks, Lane Transit District lobbyist, 503-752-2130

AGENDA ITEM SUMMARY

- DATE OF MEETING:** February 12, 2007
- ITEM TITLE:** PUBLIC HEARING ON FISCAL YEAR 2007-2008 PRICING PLAN
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Hold a public hearing on the recommended 2007-08 pricing plan changes
- BACKGROUND:** Following discussions with the Board Finance Committee and the full Board in January, staff were directed to solicit public comment on the following changes to District fare structure:
1. Increase monthly pass prices effective with the July 2007 sales period.
 - Adult monthly pass price from \$35.00 to \$38.00
 - Youth, senior, and half-fare monthly pass price from \$17.50 to \$19.00
 - Adult three-month pass price from \$95.00 to \$103.00
 - Youth, senior, and half-fare three-month pass price from \$47.50 to 51.50
 2. Increase group pass rates by 8.1 percent on January 1, 2008.
- LTD's group bus pass prices increased six percent in January 2007. Group pass prices have been changed by resolution, and it is expected that the Board will see this item on their March 2007 agenda.
- The list below shows when LTD fares were last changed:
- Cash: July 2001
 - Tokens: July 2006
 - Monthly Passes: July 2002
- The District typically staggers changes in fares to allow customers an opportunity to change fare types and save money. This change maintains the discount structure outlined in the District's fare policy.
- Information about this potential change has been distributed through *Bus Talk*, on-board bus posters, a display in the Customer Service Center, on the District's Web page, and was covered in *The Register-Guard*.
- CONSEQUENCES OF REQUESTED ACTION:** Additional public comment will be taken at the March 12, 2007, public hearing. The first reading of the fare ordinance will be scheduled for the March 21, 2007, Board meeting. If the ordinance is not changed at that meeting, a second reading and adoption of the fare ordinance would occur at the April 18, 2007, Board meeting.
- ATTACHMENT:** Pricing Proposal Summary
- PROPOSED MOTION:** None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** February 12, 2007
- ITEM TITLE:** SENATE BILL 476
- PREPARED BY:** Stefano Viggiano, Assistant General Manager
- ACTION REQUESTED:** Establish a Board position on SB 476, a bill to change the governance structure of the LTD Board of Directors.
- BACKGROUND:** Senate Bill 476 would change the governance structure of the LTD Board. Specifically, SB 476 would:
- Create a seven person board of directors composed of five elected members and two members appointed by the governor. One appointed member must to be a person with a disability and the other must to be a regular user of district services.
 - The five elected positions would represent sub-districts within the LTD boundary.
 - The bill would apply only to transit districts formed under ORS 267.085 and situated in metropolitan areas with a population under 400,000. Thus, the bill applies to LTD and not to Tri-Met in Portland.
- Given the impact of a change in LTD's governance structure on the District, staff recommend that the Board take a position on this bill. Attached to this summary is Senate Bill 476 and a document that provides background information on this topic.
- RESULTS OF RECOMMENDED ACTION:** Staff will develop a plan to communicate the Board's position on the bill to legislators. This will include coordination with other community members and organizations who share the Board's perspective on the issue.
- ATTACHMENTS:**
1. Senate Bill 476
 2. LTD Elected Board Fact Sheet prepared by The Ulum Group.
- PROPOSED MOTION:** I move the following resolution, LTD resolution No. 2007-007: Be it resolved that the LTD Board of Directors hereby states its opposition to Senate Bill 476.