

(This packet was printed on recycled paper.)

Public notice was given to *The Register-Guard* for publication on March 15, 2007.

LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, March 21, 2007
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

Eyster _____ Kortge _____ Gaydos _____ Evans _____
Dubick _____ Ban _____ Davis _____

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	
A. LTD Climate Study (10 minutes)	06
B. West Eugene EmX Corridor Status Report (15 minutes)	07
C. Trash at LTD Bus Stops (10 minutes)	09
D. APTA Conferences (15 minutes)	10

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

VII. EMPLOYEE OF THE MONTH – April 2007 (10 minutes)	11
VIII. AUDIENCE PARTICIPATION	
◆ Each speaker is limited to three (3) minutes.	

IX.	ITEMS FOR ACTION AT THIS MEETING	
A.	Consent Calendar (1 minute)	12
	1. Minutes of the February 12, 2007, special Board meeting (Page 13)	
	2. Minutes of the February 21, 2007, regular Board meeting (Page 22)	
B.	Fiscal Year 2007-08 Pricing Plan and First Reading of Amended Fare Ordinance (5 minutes)	31
C.	Fiscal Year 2007-08 Service Proposal (10 minutes)	37
D.	Long-Range Financial Plan (10 minutes)	39
E.	Forming Focused Subcommittees for EmX Steering Committee (10 minutes)	45
X.	ITEMS FOR INFORMATION AT THIS MEETING	
A.	Board Member Reports (respond if questions)	46
	1. Meetings Held or Attended	
	(a) Metropolitan Policy Committee—March 8	
	(b) Board Service Planning & Marketing Committee—March 6	
	(c) EmX Steering Committee—March 6	
	2. No Meeting/No Report	
	(a) Board Finance Committee	
	(b) Board HR Committee	
B.	Monthly Financial Report—February 2007 (5 minutes)	48
C.	United Front Update (respond if questions)	60
D.	Legislative Update (5 minutes)	61
E.	LCOG Board Participation Update (respond if questions)	63
F.	News Articles About Transit Issues Around the World (respond if questions)	64
G.	Monthly Department Reports (respond if questions)	77
H.	Monthly Performance Reports (respond if questions)	84

- XI. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING 93
- A. Second Reading and Adoption of Amended Fare Ordinance
 - B. Budget Committee Meetings and FY 2007-08 Budget Adoption
 - C. UO Economics Students' Presentation on Payroll Tax Forecasting
 - D. Resolution Reaffirming LTD Boundaries
 - E. Pioneer Parkway EmX Design and Budget
 - F. Park & Ride Program
 - G. Surface Transportation Policy Project
- 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).

Q:\Reference\Board Packet\2007\03\Regular Meeting 3-21-07\bdagenda.doc

Special Mobility Services: RideSource Activity and Productivity Information

January-07	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	11,075	11,140	-0.6%	79,557	75,469	5.4%	137,091	130,763	4.8%
RideSource(All Modes)	8,576	8,051	6.5%	59,743	53,455	11.8%	102,032	90,968	12.2%
Shopper	564	524	7.6%	3,789	3,985	-4.9%	6,497	7,097	-8.5%
Escort Volunteers-Metro	722	728	-0.8%	5,322	5,634	-5.5%	9,202	11,102	-17.1%
Escort Volunteers-Rural	1,213	1,837	-34.0%	10,703	12,395	-13.7%	19,360	21,596	-10.4%
RideSource Cost per Ride	\$ 19.46	\$ 16.00	21.7%	\$ 18.69	\$ 16.41	13.9%	\$ 18.09	\$ 15.84	14.2%
RideSource(All Modes)	\$ 24.46	\$ 21.35	14.6%	\$ 24.13	\$ 22.38	7.8%	\$ 23.53	\$ 22.03	6.8%
RideSource Shopper	\$ 8.99	\$ 8.03	12.0%	\$ 8.99	\$ 8.03	12.0%	\$ 8.99	\$ 8.03	12.0%
RideSource Escort	\$ 2.98	\$ 2.45	21.5%	\$ 2.81	\$ 2.32	21.2%	\$ 2.75	\$ 2.07	32.7%
Ride Reservations	10,241	9,210	11.2%	67,525	61,131	10.5%	114,861	104,510	9.9%
Cancelled Number	1,538	904	70.1%	6,837	5,728	19.4%	11,252	9,839	14.4%
Cancelled % of Total	15.02%	9.82%		10.13%	9.37%		9.80%	9.41%	
No-Show Number	117	108	8.3%	896	660	35.8%	1,358	1,105	22.9%
No-Show % of Total	1.14%	1.17%		1.33%	1.08%		1.18%	1.06%	
Ride Refusals Number	0	0	10.0%	32	16	100.0%	56	39	43.6%
Ride Refusals % of Total	0.00%	0.00%		0.05%	0.03%		0.05%	0.04%	
Service Hours	4,763	4,227	12.7%	31,542	27,205	15.9%	53,259	45,922	16.0%
Agency Staff	4,507	3,963	13.7%	29,794	25,607	16.4%	49,841	43,328	15.0%
Agency SMS Volunteer	256	264	-3.0%	1,748	1,598	9.4%	3,418	2,594	31.8%
Avg. Trips/Service Hr.	1.92	2.03	-5.4%	2.01	2.11	-4.7%	2.04	2.14	-4.7%
RideSource System Miles	67,023	60,340	11.1%	461,771	393,851	17.2%	780,064	660,967	18.0%
Avg. Miles/Trip	7.33	7.04	4.2%	7.27	6.86	6.0%	7.19	6.74	6.6%
Miles/Vehicle Hour	14.07	14.27	-1.4%	14.64	14.48	1.1%	14.65	14.39	1.8%

Special Mobility Services: RideSource Activity and Productivity Information

January-07	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
On-Time Performance %	91.6%	91.2%	0.4%	91.9%	90.9%	1.1%	91.7%	90.8%	1.0%
Sample	7,772	6,970		53,953	47,704		91,058	81,201	
On-Time	7,118	6,356		49,594	43,360		83,477	73,709	

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

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

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

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

AGENDA ITEM SUMMARY

2

DATE OF MEETING: March 21, 2007

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 2006-07 fiscal year are summarized in the attached reports.

Passenger fares were up 2.2 percent for the first eight months of the current year over the same period last year. Boardings for the rolling twelve-month period, which ended February 28, were 8.7 percent over the previous year, a strong result that reflects the popularity of the new Franklin EmX Corridor service.

Payroll tax receipts increased 6.2 percent, still below the 9 percent growth anticipated by the current-year budget. Year to date, the slower growth has resulted in a negative variance of \$675,000. This variance has been more than offset by a higher than anticipated beginning working capital balance and stronger than anticipated self-employment tax receipts and interest income. The current Long-Range Financial Plan assumed 5 percent payroll tax receipt growth after FY 2006-07, so there are no immediate negative consequences as a result of the slower growth.

Self-employment receipts coincide with State tax payment deadlines, none of which occurred in February. However, revenue was received in February for prior-year amounts owed. Receipts for the eight-month period are up 37.5 percent over last year due to a special collection effort on the part of the Oregon Department of Revenue aimed at insurance agents who also sell non-insurance products and services.

State-in-lieu receipts are distributed quarterly. Through the quarter ended December 31, receipts are up 4 percent.

Interest earnings for the first eight months of the current fiscal year are 37.5 percent higher than the same period in the last fiscal year.

Total personnel services expenditures, the largest category of operating expense, show 7.2 percent growth over the previous year, up from 6.8 percent reported for January. The growth increase continues to be almost entirely attributable to preparation for and implementation of EmX

service. EmX drivers are paid a \$2.00 per hour premium for EmX work. In addition, there was a substantial increase in overtime for both drivers and Maintenance employees related to EmX vehicles and service. EmX has not been in service long enough to project what long-term operating costs are likely to be. Expenditures are closely tracked.

Materials and services results vary widely from department to department. Overall spending is within budget for the year to date. It should be noted that insurance costs are up 15.7 percent over the previous period in FY 2005-06 due to an increase in workers' compensation insurance costs due to negative experience ratings that will last through FY 2007-08.

Transfers to the Accessible Services Fund are up and now exceed the FY 2006-07 plan by \$207,000 year to date. Through eight months, transfers are 29.8 percent over the same period last year. Transfers to the Accessible Services Fund are expected to exceed budget by \$300,000 by fiscal year end. In that event, a supplemental budget will be required in June to increase the appropriation for the transfer.

There are no transfers from the General Fund to the Capital Projects Fund scheduled in FY 2006-07.

Fuel prices, after a pre-election decline, rose steadily from mid-November to mid-December and then leveled off and started to decline again. The current-year budget assumed \$2.25 per gallon. The highest price paid year to date was \$2.8643 per gallon on August 23. A new year-to-date low was set on January 22, 2007, of \$1.7009. The high and low prices per gallon in February were \$2.0647 and \$1.9156, respectively. The year-to-date average price through February was \$2.1762 per gallon, another modest decrease from the previous month. While it is good news that fuel prices are below budget for the year, there are indications that prices may be about to rise again. With four months remaining in the current fiscal year, staff are cautiously optimistic that fuel expenditures will not exceed budget for the year.

The General Fund is stable through February despite concerns regarding Accessible Services expenditures.

Commuter Solutions Fund activities are generally as expected through the first eight months of the current fiscal year. The Accessible Services Fund is experiencing higher demand for service and, therefore, higher costs requiring an increase in General Fund support.

In the Capital Projects Fund, \$4,845,000 was posted in expenditures for a portion of the twenty new 40-foot Gillig buses. Another \$1,900,000 remains to be paid to complete this purchase. These vehicles were financed with \$3,000,000 of short-term debt, which will be repaid when the federal budget is appropriated and LTD can draw down the federal

formula grant funds allocated for this purchase. The first interest payment on the debt will be paid in June 2007.

A meeting to brief the seven citizen members of the Budget Committee has been set for April 10 at 5:30 p.m. The Budget Committee is scheduled to meet on April 25 and 26, 2007, to consider the FY 2007-08 Proposed Budget.

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

DATE OF MEETING: March 21, 2007

ITEM TITLE: LONG-RANGE FINANCIAL PLAN (LRFP)

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

ACTION REQUESTED: Approve plan as presented or amended.

BACKGROUND: At the February 7, 2007, Board Finance Committee meeting, the attached revised Long-Range Financial Plan (LRFP) was approved and forwarded to the full Board for consideration. As Board members know, there have been many iterations of the revised plan considered over the past several months, with opportunities for Board direction provided at the two-day Board work session in November and at Board Finance Committee meetings.

Highlights of the revised LRFP include the following:

Revenue

- Steady but modest payroll tax receipt growth over the eight-year planning horizon due to a stable local economy and the gradual increase of the tax rate. Major local construction projects, including one or more new hospitals, road and bridge work, and possibly a new University of Oregon sports arena, will continue to be important to the growth and stability of this resource.
- Successful application for New Starts/Small Starts federal funds for 80 percent of the Pioneer Parkway EmX Corridor and vehicles. The project was named in New Starts and funded at 80 percent of 50 percent of the project in federal fiscal year 2008. The 2007 United Front effort includes requesting that the other half of the project be advanced from federal fiscal year 2009 to 2008.
- No debt financing for the Pioneer Parkway EmX project. Last year's LRFP assumed that federal discretionary funding would cover 60 percent of the project and that some of the required local match would be borrowed. New Starts/Small Starts has named the project at 80 percent federal funding. At 80 percent funding, the debt will not be required.

Expenses

- Continuation of the twenty-year plan to eliminate unfunded liabilities in the two LTD pension plans.
- A fixed-route service annual inflation factor of 2 percent in FY 2007-08 to address such issues as significantly increased ridership on the 11 Thurston route as a result of Franklin EmX Corridor service implementation and 1 percent thereafter, except for the addition of service in conjunction with the completion of the new hospital and the Pioneer Parkway EmX.
- Addition of one new position to continue to support priorities identified at the December 2005 Board work session and affirmed in subsequent strategic planning sessions, and needs identified and prioritized by senior staff. The recommended position will provide information technology technical support to the Maintenance Department. All fleet systems and vehicles now have highly technical features and components.
- Addition of a new position to supervise the Customer Service Center at the Eugene Station. However, it is not proposed that this position be filled until an analysis is completed of two quarters of payroll tax receipts in FY 2007-08. While important, this position is not as high a priority as the technical support position for Maintenance. If revenue for the first half of FY 2007-08 is less than projected, then the new CSC position would remain unfilled for the remainder of the fiscal year.
- Except for the changes noted for pension funding and new positions, total personnel services growth held to 5.5 percent annually.
- Continuation of the Pioneer Parkway EmX Corridor project in accordance with direction provided by the Board.
- Accessible Services program support at levels required to meet demand, whether the services are required by the Americans with Disabilities Act (ADA) or not. Demand for accessible services has increased significantly in FY 2006-07. Growth of 10 percent is assumed in FY 2007-08 and 8 percent in Years 2, 3, and 4.
- Planning for the third EmX corridor and implementation will occur inside the eight-year planning window. The third corridor has not yet been identified but is potentially a West Eugene expansion of the Franklin EmX Corridor.

RESULTS OF RECOMMENDED ACTION:

Staff will implement the provisions of the revised plan. The first year of the plan (FY 2007-08) will become the FY 2007-08 Proposed Budget, which will be presented to the Budget Committee on April 25 and 26, 2007.

ATTACHMENTS:

Long-Range Financial Plan Projection Summary
Long-Range Financial Plan Detail

PROPOSED MOTION:

I move that the Board adopt the following resolution:

LTD Resolution No. 2007-013: It is hereby resolved that the revised Long-Range Financial Plan is approved as presented [amended].

LANE TRANSIT DISTRICT
FOURTEENTH AMENDED ORDINANCE NO. 35
An Ordinance Setting Fares for Use of District Services

The Board of Directors of Lane Transit District does hereby ordain that Ordinance No. 35 of said District is hereby amended to read as follows:

1.01 Definitions. As used in this ordinance, unless the context requires otherwise:

- (1) "District" means Lane Transit District.
- (2) "Service Area" means the area designated in Ordinance No. 24 of Lane Transit District entitled "An Ordinance Altering the Territorial Boundaries for Lane Transit District," adopted November 17, 1999, as such area is now constituted and as it may be altered from time to time hereafter by ordinance of this District.

1.02 Fares.

- (1) Fares on the District transit system shall vary according to the status of the rider and method of payment and shall be in accordance with the following schedule:

(a) Cash Fare (Effective 7/01/01).

	Monday-Sunday
Adult (ages 19–61)	\$1.25
Youth (ages 6-18)*	\$.60
Half-Fare**	\$.60
Senior (ages 62-69)	\$.60

(b) Monthly (Effective 6/24/07) or 3-Month Passes (Effective 6/15/07).

<u>Pass Type</u>	<u>Monthly</u>	<u>3-Month</u>
Adult (19-61)	\$38.00	\$103.00
Youth (6-18)*	\$19.00	\$51.50
Senior (62-69), Half-fare**	\$19.00	\$51.50

* Youth fare applies to ages 6-18. Children age five and under ride free with parent or guardian.

** Half-fare applies to all persons who meet the Federal Transit Administration-approved definition of persons with disabilities.

(c) Day Pass (Effective 9/01/00).

The Day Pass rate is 2 times the cash fare.

(d) Tokens (Effective 7/01/06).

Tokens are worth \$1.25 toward any LTD ride. Tokens are sold in lots of 5 for \$5.50. Tokens are sold to guests through LTD vending machines and for program use to public agencies and certified private not-for-profit agencies.

- (2) Group Pass Program. The general manager, or his/her designated representative, is authorized to sign contracts on behalf of the District to provide transit service to groups of riders at reduced rates pursuant to policies established by the Board at its May 2, 1990, meeting, as amended, or pursuant to such policies as the Board may hereafter adopt by resolution or ordinance.

Group Pass (*Effective January 1, 2008*)

Current quarterly rates: \$11.04 taxpayer

\$12.84 non-taxpayer

Proposed quarterly rates: \$11.93 taxpayer

\$13.88 non-taxpayer

- (3) Special Event Discounts. The promotional distribution of free tickets from time to time is necessary or convenient for the provision of a public transit system. The general manager, or his/her designated representative, is authorized to reduce or eliminate fares, or to approve the distribution of free tickets for use of District facilities during special events, or at specified times, on a finding by the general manager, or his/her designated representative, that the fare reduction or elimination will promote increased use of the District's public transit system or will otherwise further the provision of a public transit system.

- (4) Reduced Fares for Low-Income Persons. The general manager, or his/her designated representative, is authorized to sign contracts with local nonprofit agencies whereunder the District may agree to provide transit fare instruments at reduced prices to such agencies, for distribution to low-income persons within the service area who need transportation assistance. Definitions of those who are "low-income persons" and "who need transportation assistance" shall be part of such contracts, verbatim or by reference.

- (5) Paratransit. Fare structure (*Effective 7/01/01*):

RideSource	\$2.50	one way
Escort*	\$2.50	one way
RideSource Shopper**	\$2.00	round trip
Social Service Agencies***	100	percent
Book of Ten Tickets	\$20.00	

* Escort is limited door-to-door transportation for medical rides.

** **RideSource Shopper** is specialized transportation service for grocery shopping. **RideSource Shopper** fares are based on round-trip rides. All other fares are one-way rides.

*** Social service agencies will contract for service and pay 100 percent of the marginal cost of service.

- 2.01 Large-quantity Pass Purchases. The District will provide a discount of 5 percent to private sales organizations authorized by the District to sell passes to the general public.

3.01 Effective Date. This ordinance shall take effect 30 days after adoption, at which time this Fourteenth Amended Ordinance will stand in the stead of Ordinance No. 35 in all particulars and all previous amendments, and will govern all fares charged by the District.

ADOPTED this _____ day of _____, 2007.

President and Presiding Officer

ATTEST:

Recording Secretary

Q:\Reference\Board Packet\2007\14THORD35.doc

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:
-----------------	------------------

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
--------	---------------	--------------

Tokens

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

Breeze Fare	\$0.50	n/c
--------------------	--------	-----

EmX Green Line - free

Special Programs - not covered by ordinance		Group Pass (2008 change)	+8.1%
Summer Youth Pass - July/Aug	\$19.95	Current quarterly rates:	\$11.04 taxpayer \$12.84 non-taxpayer
		Proposed quarterly rates:	\$11.93 taxpayer \$13.88 non-taxpayer

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: LTD CLIMATE STUDY

PREPARED BY: Mary Adams, Director of Human Resources and Risk Management

ACTION REQUESTED: None. Information only.

BACKGROUND: In 2002, Lane Transit District joined together with nine other local public employers to form the Diversity and Human Rights Consortium (DHRC). As part of LTD's approach to diversity, the Diversity Council was formed. The eight Council members are representative of the diverse employees working at LTD.

In 2006, the Council wanted to establish a baseline to measure the environment in which LTD employees work. The Council took advantage of a climate survey prepared by consortium agencies and distributed among six other agencies. This confidential survey was distributed to LTD employees in January through Lockwood and Associates. About one-third of all employees filled out the survey. The executive summary and full data report were received by Council members in February. The Council will be focusing their attention on the details of this survey in the next two months, with the goal of creating a work plan.

ATTACHMENT: 2007 LTD Climate Survey *(included as a separate enclosure to Board Members only)*

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 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

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: APTA CONFERENCES

PREPARED BY: Mark Pangborn, General Manager

ACTION REQUESTED: None

BACKGROUND: Board members recently have been invited to express an interest in attending one of several conferences or trainings presented by the American Public Transportation Association. At the March 21 meeting, I will discuss these conferences with the Board so that Board members will have a better understanding of the purpose of each conference or training, as well as the value that these sessions might have at this point in each Board member's tenure on the Board.

ATTACHMENTS: Several past conference agendas are included separately for the Board members' information.

PROPOSED MOTION: None

Annual Route Review 2007 -- Service Change Summary for FY 07-08

Change in Schedule Hours

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				1,352	0.45%	0.95%
						0.00%	0.95%
						0.00%	0.95%
Deletions							
						0.00%	0.95%
						0.00%	0.95%
Additions							
Breeze	Add weekday inbound trip @ 7:03 a.m. from VRC	0.7			171	0.06%	1.00%
28	Add Eugene Station connection to most trips	2.9			747	0.25%	1.25%
36	Extend four trips to Willow Creek/running time	0.9			217	0.07%	1.33%
11	Provide 10 min. service in the late p.m. peak hours.	7.7			2,347	0.78%	2.11%
		Total of Priority Items			6,317		2.11%
Items Under Continuing Consideration							
Breeze	Restore Saturday service (1/2 hour frequency)		11.6		724	0.24%	2.35%
25	Restore weekday mid-day trips (5)	3.8			1,148	0.38%	2.74%
33	Restore weekday mid-day trips (5)	2.1			643	0.21%	2.95%
misc.	Add 1800/1900 SA trips (13, 30, 40, 51, 67, 73)		8.7		540	0.18%	3.13%
misc.	Restore Weekday 11:40 p.m. departures	10.5			2,670	0.89%	4.03%
misc.	Restore Saturday 11:40 p.m. departures		12.5		650	0.22%	4.24%
misc.	Restore Weekday 6:00 a.m. departures	3.6			926	0.31%	4.55%
	TOTALS (All items included)				13,617		4.55%

Annual Route Review 2007 -- Service Change Summary for FY 07-08

Change in Schedule Hours

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				1,352	0.45%	0.95%
						0.00%	0.95%
						0.00%	0.95%
Deletions							
						0.00%	0.95%
						0.00%	0.95%
Additions							
Breeze	Add weekday inbound trip @ 7:03 a.m. from VRC	0.7			171	0.06%	1.00%
28	Add Eugene Station connection to most trips	2.9			747	0.25%	1.25%
36	Extend four trips to Willow Creek/running time	0.9			217	0.07%	1.33%
11	Provide 10-min. service in the late p.m. peak hours	7.7			2,347	0.78%	2.11%
		Total of Priority Items			6,317		2.11%
Items Under Continuing Consideration							
Breeze	Restore Saturday service (1/2-hour frequency)		11.6		724	0.24%	2.35%
25	Restore weekday midday trips (5)	3.8			1,148	0.38%	2.74%
33	Restore weekday midday trips (5)	2.1			643	0.21%	2.95%
misc.	Add 6:00 p.m. & 7:00 p.m. CA trips (10, 36, 46, 51, 61, 73)		8.7		540	0.18%	3.13%
misc.	Restore Weekday 11:40 p.m. departures	10.5			2,670	0.89%	4.03%
misc.	Restore Saturday 11:40 p.m. departures		12.5		650	0.22%	4.24%
misc.	Restore Weekday 6:00 a.m. departures	3.6			926	0.31%	4.55%
	TOTALS (All items included)				13,617		4.55%

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: ANNUAL ROUTE REVIEW – 2007 SERVICE PROPOSAL

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

ACTION REQUESTED: Adopt the 2007 Service Package

BACKGROUND: During the past three months, the Board has received information and public testimony on possible service changes as part of the 2007 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 the package of service changes.

RESULTS OF RECOMMENDED ACTION: The service changes will be implemented during the June 2007 bid and September 2007 bid. Any change in costs associated with the service changes will be reflected in the proposed budget for FY 2007-08.

ATTACHMENT: 2007 Annual Route Review Service Change Summary for FY 2007-08

PROPOSED MOTION: I move the following resolution: LTD Resolution No. 2007-012: It is hereby resolved that the LTD Board of Directors approves the FY 2007-08 service recommendations as presented on March 21, 2007, and as shown on the 2007 Annual Route Review Service Change Summary.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

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 Board Committees and to the Metropolitan Policy Committee (MPC), and, on occasion, to other local or regional committees. Board members also 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 or other meetings they have attended on behalf of LTD.

1. **Metropolitan Policy Committee:** MPC meetings generally are held on the second Thursday of each month. Board members Gerry Gaydos and Susan Ban are LTD's MPC representatives, with Greg Evans as an alternate. The MPC meeting was held on Thursday, March 8, 2007. Key items on the agenda included: Adopting a resolution to approve programming of Surface Transportation Program–Urban (STP-U) funds for FY 2007-09 for preservation, modernization, and project development; approval of amendments to the FY 2006-09 Metropolitan Transportation Improvement Program (MTIP); review and discussion of the FY 2010-13 Statewide Transportation Improvement Program (STIP); review of proposed modifications to ODOT's roadway projects list for the 2031 update of the Regional Transportation Plan (RTP); review of the draft FY 2008 Unified Planning Work Program (UPWP); and a report from the Citizens Advisory Committee (CAC).

2. **Board Service Planning & Marketing Committee:** The Board's Service Planning & Marketing Committee is comprised of Mike Eyster, Greg Evans and Mike Dubick. The committee selected Mike Eyster as chair. At the March 6 meeting, staff presented an overview of the District's Service Policy and illustrated how service planners develop schedules and runs. The five-year Transportation Development Plan was reviewed from a structural standpoint and specific projects were discussed. Updates were provided on the Annual Route Review, Bus Plus, purchased service, and EmX performance. The committee will review an updated five-year plan at the next meeting, which is tentatively scheduled for May.
3. **EmX Steering Committee:** Board President Gerry Gaydos and Board members Debbie Davis and Greg Evans are members of LTD's EmX Steering Committee, along with members of local units of government and community representatives. The committee meets quarterly. The committee met on March 6, 2007. Agenda items included: Franklin EmX update, Pioneer Parkway corridor update, and Third Corridor (West Eugene) update.

NO MEETINGS HELD

1. **Board Finance Committee:** The Board Finance Committee (Mike Dubick, Debbie Davis, and Chair Dean Kortge) met on February 8 to discuss the proposed revised Long-Range Financial Plan and approve a revision to the proposed Capital Improvement Program. No meeting of the Board Finance Committee is currently scheduled.
2. **Board HR Committee:** The Board HR Committee (Susan Ban, Mike Eyster, and Chair Gerry Gaydos) last met on January 23, 2007. The next Committee meeting will be scheduled for sometime in April.

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION

Monday, February 12, 2007

Pursuant to notice given to *The Register-Guard* for publication on February 8, 2007, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special Board meeting on Monday, February 12, 2007, beginning at 5:30 p.m., in the Bascom-Tykeson Room of the Eugene Public Library, 100 West 10th Avenue, Eugene, Oregon.

Present: Gerry Gaydos, President, presiding
Susan Ban, Vice President
Debbie Davis Treasurer
Michael Dubick
Greg Evans
Mike Eyster
Dean Kortge, Secretary
Mark Pangborn, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

CALL TO ORDER/ROLL CALL – Ms. Ban called the meeting order. Mr. Pangborn called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Gaydos expressed his appreciation to those who came to the meeting. He invited their comments during the public hearings.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA – There were no announcements or additions to the agenda.

PRELIMINARY PUBLIC HEARING ON FY 2007-08 FARE RECOMMENDATIONS – Director of Service Planning, Accessibility, and Marketing Andy Vobora reviewed the pricing proposal summary for 2007-2008. He noted that a preliminary review of changes in both fares and service had been conducted at the Board's January 2007 meeting, a second public hearing would be held on March 12, and the Board would take final action at its March 21 meeting. He said there were two implementation dates for fare changes, and service changes would be implemented in September 2007.

Mr. Vobora said there were increases in the monthly pass fare price and the group pass price. He reviewed a chart of the proposed monthly pass fare increases and said if approved, they would go into effect with the sale of July passes in June. He said that group pass rates would go into effect January 1, 2008, as most of the contracts were on a calendar year basis. He explained that discounts were provided as an incentive to purchase prepaid instruments such as tokens and passes and typically resulted in a 24 percent to 31 percent reduction in cost. He said that, according to policy, increases were rotated among fares.

Opening of Public Hearing: Mr. Gaydos opened the public hearing and called for testimony.

Jacquelyn King, 1006 West 7th Avenue, #3, Eugene, stated that when her pass was stolen it was a burden for the rest of the month because she was not allowed to purchase another pass and had to pay cash fare on a daily basis for the remainder of the month. She felt that riders should be allowed to purchase another pass to replace a stolen one, as even purchasing a full pass would have been less expensive than paying the daily fare. Mr. Vobora explained that passes for the next month went on sale on the 20th of the month and at that point passes for the current month were no longer sold.

Ms. King commented that riders on Supplemental Security Income (SSI) were able to ride downtown up to the third of the month to purchase a monthly pass but she had been unable to do so because she did not have her sticker from the previous month because her pass was stolen.

Valerie Anne, P.O. Box 624, Springfield, asked the Board not to increase fares under any circumstances. She said the EmX system was created at the cost of local residents and it was not practical for everyday riders because it was designed for employees of big businesses like Sacred Heart, who already received massive discounts through the group pass program. She said it would be practical to have a bus that connected from the Eugene Station at 6:30 a.m. to Mill Street because of the hardships created by discontinuation of #11.

Christine Gherardi, 424 West Fairview Drive, Springfield, said if rates were being raised the service should be improved. She said that currently those who lived in the vicinity of Fairview Drive could not leave their homes after 6:45 p.m. because there was no evening service. She said residents could not attend movies or cultural events after that time. She said there was some evening service on Saturday nights at 9:30 p.m. She said LTD should spend more time talking to the customers it already had and finding out what their needs were instead of focusing on attracting new customers to the EmX service. She said there were people who lost their jobs every time there were changes to the schedules, pointing out how eliminating the 11:30 p.m. service affected those working night shifts. She said that schedule changes also resulted in people having to move to a new location in order to connect to service.

Closing of Public Hearing: There being no further testimony, Mr. Gaydos closed the public hearing.

PRELIMINARY PUBLIC HEARING ON FY 2007-08 SERVICE RECOMMENDATIONS –

Mr. Vobora characterized services changes as falling into one of four categories, and reviewed the proposed changes:

- Operational fixes - running time added to 22 routes, beginning/ending location changes to 6 routes
- Deletions - none proposed
- Additions - add weekday inbound Breeze trip at 7:03 a.m. from Valley River Center, add Eugene Station connection weekdays and Saturday to #28, extend four trips on #36 on weekdays to serve Willow Creek Industrial Park, provide 10-minute service in the late p.m. peak hours on #11 to respond to increased ridership and address timing issues
- Contingency - 0.5 percent to address issues that arose throughout the year

Mr. Vobora highlighted route changes on a system map.

Mr. Evans asked what frequency was proposed for #36. Mr. Vobora replied that trips were primarily targeting employees who worked 8 a.m. to 5 p.m.

Opening of Public Hearing on Service Proposals: Mr. Gaydos opened the public hearing and called for testimony.

Melvin Barnes of Springfield thanked LTD for moving #18 and #19 from A Street to B Street in Springfield. He requested bus routes in three areas of Springfield:

1. Laura Street from Q Street to Hayden Bridge needed a bus running in both directions to serve a high-density housing area consisting of Monta Loma Adult Mobile Home Park, Lochhaven Manufactured Home Subdivision, Pheasant Park Apartments, and an assisted living complex. A petition with 233 signatures of people interested in the route was submitted.
2. South of Main Street off 32nd Street and running down Virginia/Daisy to Thurston Station and down Jasper Road to serve several high-density adult mobile home parks, new housing developments, Agnes Stewart Middle School, and the Regional Sports Center Complex/Community Recreation Center. Written testimony suggesting a possible route and letters of interest were submitted.
3. Hayden Bridge east of 5th Street, Yolanda Street, and 31st Street to serve River Glen Development, Briggs Middle School (with a high percentage of low-income families), older residential neighborhoods, foster homes, and the Armory. Written testimony suggesting a possible route and letters of interest were submitted.

Don Young of Springfield said that he did not personally use the bus service a lot but in his neighborhood four of six homes were occupied by senior citizens 80 years or older. He wanted to see service along Hayden Bridge Road that would allow them to access bus service as it was currently necessary to walk a quarter of a mile to Q Street to catch a bus.

Bobby Lee of Eugene, speaking for Hynix Semiconductor Manufacturing America, said his company was in full support of route changes to provide better service to Hynix's workforce, which now numbered over 1,000. He said Invitrogen, a neighboring company, also was expanding. He noted that the West Eugene area designated by the City as an enterprise zone was designed to diversify the economy and attract businesses and it was appropriate to align the public transportation system with the community's economic development plan. He thanked staff for their work with Hynix and submitted written testimony.

Cynthia Kokus, a Eugene resident, said she regularly used transit. She said the additions being proposed were sensible and extending service was a wise idea, because public transit with excellent connections for specific populations and businesses could attract passengers who had the choice of a car or bus and thus increase riders, increase income, and help the environment by taking cars off the road. She urged that public transit not lose focus on populations who had no choice: those with low incomes, without cars or with unreliable vehicles, those in wheelchairs, the ill, and the elderly who no longer drove. She was concerned that this focus had been forgotten with the elimination of bus stops along the new EmX route. She said the cost of providing new service and adding services for the Breeze and routes serving businesses had added burdens to those least able to choose, and that was not acceptable.

Marion Walter of Eugene was pleased with the proposal to add service on #28 and #73 as it would benefit many people who took classes at the Hilyard Community Center. She asked why those changes could not become effective sooner than September, particularly with the

increased activity at the Amazon Pool during the summer. She noted that routes along 13th Avenue ran at the same time and it was frustrating to miss both. She asked that the routes be staggered. She urged restoration of the Breeze on Saturday. She asked if neighborhood connectors to the EmX were planned. She hoped that there might be service to replace #11 from the Eugene Station to Walnut Street, as it was very dangerous to walk in that area. She also hoped that #28 would be restored, as it would help those who were disabled.

Janelle Halesworth of Eugene, speaking for Invitrogen Corporation, stated that the Molecular Probes part of Invitrogen employed approximately 300 people in Eugene. She said that recently Commuter Solutions had assisted with a site-specific employee transportation survey and it was determined that 74 percent of survey respondents would be very or somewhat likely to begin using an alternate mode of transportation if there were altered bus routes or stops. She said there was potential to increase bus ridership among employees and Invitrogen had several initiatives to promote the use of alternative transportation. She thanked LTD for considering the #36 service changes.

Valerie Anne of Springfield stated that there was an increase in ridership between 2 p.m. and 5 p.m. because of students and she often had to leave a half hour early to catch the #13 so she could make connections downtown to go to work. She wanted to see an improvement in services and better communications as twice in one month buses had gone by without stopping. She said it was difficult for buses to make connections to downtown between 2 p.m. and 7 p.m. on Centennial Boulevard because of heavy traffic. She asked that students and traffic congestion be taken into consideration when scheduling to avoid stressing drivers and riders and ensure that people made their connections.

Jacquelyn King, Eugene, stated that there was no hand soap in bathrooms. She asked that drivers be trained to respond verbally to requests for the lift so that passengers knew they had been heard. She suggested that service on Coburg Road be 15 minutes apart and said starting the #67 at 15 minutes after would provide more varied arrival times at Delta Oaks.

Christine Gherardi, Springfield, said that attending 5:30 p.m. meetings was difficult without evening service and while people could get to the meetings there was no service to take them home. She said many elderly and disabled people rode the bus and it was confusing when there were different hours of service in the morning, afternoon and evening. She suggested that buses should run every hour on the hour from morning to evening every day of the week. She had noticed that some outlying areas had a bus in the morning and a bus at night and people got stranded in Eugene. She suggested adding one or two more runs on those routes.

Closing of Public Hearing: There being no further testimony, Mr. Gaydos closed the hearing and called for questions and comments from the Board and staff.

Board Discussion: Mr. Evans asked about the elimination of stops along the EmX route. Mr. Vobora replied that one of the features of EmX was different stop spacing and that on the route stops were farther apart to move the vehicle along more quickly. He said that many of the stops along Franklin Boulevard were close to the previous stops but there was a net loss of stops along the route.

Mr. Evans asked if there was a way to mitigate that as the system evolved or would it be necessary for the public to adjust to the new spacing. Mr. Vobora said the mitigation likely would involve a parallel service, which would not be an efficient use of resources; the spacing was

something the public would need to adjust to. He said that the location of stops could be evaluated as redevelopment occurred in Glenwood and around Walnut Station, but the premise behind EmX service was wider stop spacing.

Ms. Ban noted that an investment in the infrastructure for stops along Franklin Boulevard had already been made but there could be some opportunity for flexibility in Glenwood. Mr. Pangborn added that there had been stops every two blocks along Franklin Boulevard and the premise of EmX was fewer stops with better services at those stops. He said that even with redevelopment in Glenwood, it was likely that there would be fewer stops.

Mr. Vobora commented that late night and early morning service had been cut in 2002-2004 and were on the list for reconsideration, as were services in Springfield along Jasper Road and other areas. He said that many of those areas had experienced significant development and would be reevaluated. He said that the #12 Gateway would be considered for service to PeaceHealth's new RiverBend campus, and when EmX service became available in 2010, it would provide an opportunity to evaluate service in the entire northern area and perhaps provide service to new areas. He said a key to that would be partnering with the City of Springfield and the City's decision about what streets buses could operate on. He said that staff had been looking at ways to split service along the Thurston route to provide broader coverage.

Mr. Vobora explained that productivity data used in service decisions was based on people boarding buses and helped to determine where service hours were placed, based on how well routes were used. He added that late night services were cut because those trips were used less than other routes.

Ms. Ban emphasized that productivity reflected the number of people using a particular route and decisions to eliminate lower-productivity routes when services had to be cut meant that fewer people would be hurt by the cuts. Mr. Vobora added that cuts in 2002-2004 were done with a focus on keeping the system as a whole operating, which meant that reductions were made in late night/early morning service and some midday frequency service in order to maintain a system that still provided mobility to people while serving the greatest number of riders. He noted that some of the services had since been restored.

Mr. Eyster pointed out that at times decisions to maintain coverage were made at the expense of productivity. Mr. Vobora agreed and said that #18/#19 Mohawk/Fairview service in the Fairview neighborhood was an example of the Board keeping a service that did not meet productivity standards. He said that only the main corridor routes in the system had coverage in the late night and early morning. He said staff would cost out implementing #28 Hilyard service in the summer instead of the fall and present that to the Board at its next meeting.

Mr. Evans asked what type of neighborhood connector service was being considered. Mr. Vobora said that could be in the form of a loop off the main route instead of smaller circulating buses.

Mr. Vobora said the problems of more people on the buses and increased traffic congestion were what prompted many of the operational fixes and it was an ongoing challenge to address specific situations. He said that schedules were varied by time of day because of traffic considerations to assure that connections could be made. He said that operating buses on the same schedule all day long would take a tremendous amount of service dollars that would have to come from somewhere else in the system.

Ms. Ban asked how information was gathered from people who regularly used the service. Mr. Vobora responded that it was an ongoing process and drivers were one of the best sources of information. He said that riders communicated frequently and data were constantly collected throughout the year to assess the efficiency of service. He said the contingency was available to make necessary adjustments. He said that periodically riders were surveyed over a weeklong period. He also encouraged people to call in their comments or submit them in writing or via e-mail, as that had the same impact as testifying at a hearing.

Mr. Evans asked if research could be extended to include focus groups in a community setting so that people would feel comfortable coming in and having a conversation with staff. Mr. Vobora said that had occurred in the past and outreach to outlying communities was planned when rural services were being considered. He said that specific focus groups in targeted areas also could be done.

Mr. Kortge noted that the 2.11 percent increase—\$300,000—was significant.

WORK SESSION

Senate Bill 476 – Assistant General Manager Stefano Viggiano and Kelly Brooks of The Ulum Group provided an update on current legislative measures. Mr. Viggiano distributed a document entitled *Current Measure Status Report* that identified bills in three different priority groupings. He said that Priority 3 bills did not affect the District directly and he did not expect that the District would testify on them; Priority 2 bills did not address transit specifically but contained language that was of sufficient concern to the District to require testimony or a request to modify. As an example, he said that several Priority 2 bills were related to restrictions on communication devices while driving and, although intended to address the use of cell phones by drivers, the current wording would prevent bus operators from communicating with operations and that was a critical function. He said the District supported those bills as long as transit operators were exempted from that restriction.

Mr. Viggiano said that the Priority 1 bills were the most significant. Two bills in that category were funding measures—one related to ConnectOregon and the other to an increase in the cigarette tax—and the District supported those, although the Board had not taken a formal position. He said there were two other bills in the Priority 1 category and one of them, HB 2537, related to prohibiting bus operators from striking and required binding interest arbitration to settle disputes. He said the bill had just been introduced and would be discussed with the Board at its February 21 meeting, and it was likely that the Oregon Transit Association would have taken a position by that time. He said the only caveat was that if the bill moved more quickly than expected, a Board position might be required before the next meeting. He added that if that was the case staff would contact Board members.

Mr. Kortge noted that the position on all of the Priority 2 bills was indicated as "support with amendments" and suggested that the position could be "neutral with amendments." Ms. Brooks agreed that was an option if the Board preferred.

Mr. Viggiano pointed out that the District had prohibited personal cell phone use by staff on all of its vehicles. Ms. Brooks said the primary objective of amendments was to ensure that transit operators could use their radios.

Mr. Evans asked if other states in the region had extended the prohibition of strikes to transit workers. Director of Human Resources and Risk Management Mary Adams said that most states exempted some groups, generally related to public safety. She said the State of Washington exempted transit, although there was a different definition of arbitration. There the arbitrator could pick and choose among elements of employer and union offers and render a decision based on both offers if a contract could not be settled. She explained that the model in Oregon was that the arbitrator had to choose between the employer's and the union's final offer. She said some other states had binding arbitration for transit but it was not the norm.

Ms. Ban asked if HB 2514, which related to TriMet, could also affect LTD. Ms. Brooks said the bill was specific to TriMet and she was monitoring it, but did not expect to be involved unless the State indicated it would consider changing the rules in a way that would affect LTD.

Mr. Gaydos suggested that the Board could continue to be notified about legislative measures via e-mail and if there was something of particular interest that could require adopting a position, a special meeting could be considered. He asked for discussion of Mr. Kortge's suggestion about maintaining a neutral position with amendments on Priority 2 measures.

Mr. Eyster stated he was in favor of a position in support of Priority 2 measures with amendments because their purpose was to make the roads safer, including for LTD passengers and vehicles.

Mr. Kortge said he agreed with offering amendments but was concerned was making ad hoc policy statements. He preferred more discussion before taking a position.

Mr. Viggiano commented that sometimes bills moved quickly and it was necessary to take a position. He said that contacting the Board under those circumstances could be difficult. He said that some boards or councils created a subcommittee to handle legislative issues and that was something the Board could choose to do.

Mr. Dubick said he had mixed feelings on Priority 2 bills and was hesitant to support the bills without having actually seen them. He thought that the Board was more likely to be involved with Priority 1 measures and without more information his inclination was not to support HB 2537. Mr. Viggiano said that the subject of HB 2537 would be on the agenda for the February 21 Board meeting and copies of the bill would be provided. Ms. Brooks said that if the bill moved before that date, an emergency e-mail would be sent to Board members, as the District would need to address it.

In response to a question from Mr. Evans, Ms. Brooks said that HB 2537 did not have specific sponsors and seemed to be a committee bill, but it did appear to have support from many legislators. She would check on sponsorship and report back to the Board.

Mr. Pangborn explained that emergency telephone workers, parole and probation officers, police officers, firefighters, and guards at correctional institutions and mental hospitals were currently covered by binding interest arbitration, and the proposal was to add employees of mass transit districts and municipal bus systems. He said that staff would provide an analysis of the issue, including the motivation of those requesting the legislation and what problem the bill was solving.

Mr. Viggiano confirmed that the Board preferred that staff issue amendments that protected the District instead of taking a position on Priority 2 bills; there was no need to take a position on Priority 3 bills; and positions would be taken only on Priority 1 bills.

Mr. Kortge commented regarding HB 2422 that there would be considerable competition for the additional revenue from an increase to the cigarette tax.

Ms. Brooks stated that an explanation of SB 476, along with a copy of the bill, was provided in the agenda packet. She said Senator Morrisette proposed the bill and his argument was that LTD had taxing authority and the Board should be elected by the people. She said this bill was somewhat different from earlier versions and required that five Board members be elected and two appointed to represent riders with disabilities and regular riders (those who ride on a regular basis).

MOTION Mr. Kortge moved LTD Resolution 2007-007: "Be it resolved that the LTD Board of Directors hereby states its opposition to Senate Bill 476." Mr. Dubick provided the second.

Mr. Viggiano referred to the fact sheet contained in the agenda packet and said that another relevant fact to include would be that LTD worked cooperatively with elected officials on almost all of the District's major initiatives and projects. He said the EmX project would not have gone forward without the approval of the Springfield and Eugene city councils and the Lane County Board of Commissioners. He said the project would not have proceeded if any one of those bodies had not given its approval. Ms. Brooks pointed out that many elected bodies had direct control over the District's funding, including the legislature, which set the payroll tax.

Mr. Evans observed that it was poorly crafted legislation and done out of context, especially since it did not involve TriMet. He said it appeared to be based on a personal issue instead of good public policy.

Mr. Gaydos said the Board and the community needed to be concerned about good governance and his sense was that good governance had occurred throughout LTD's history. He said an appointed Board made sense and the *Register-Guard* editorial board had pointed out that the bill was a solution in search of a problem. He said that there would be a cost to the District to hold elections and that there was a possibility that many of the people who volunteered to be on the appointed board would not be willing to serve on an elected board because of the time and expense involved in an election campaign. He said that he came down on good governance in the sense that there was nothing broken and the community had been well served and would continue to be well served. He said that he did not understand Senator Morrisette's "taxation without representation" argument, as the senator was part of the body that allowed the authorization. Regarding accountability, Mr. Gaydos said that the governor had shown with the Higher Education board that members of an appointed board could be removed swiftly if they failed to perform their duties and, and that the LTD Board was subjected to significant oversight through state and federal audits and monitoring that did not occur on other boards. He said that he was proud to serve on the Board and thought that the opposition was appropriate.

Ms. Ban stated she saw no good reason for the bill and echoed Mr. Gaydos comments regarding accountability of the Board and the fact that taxation was set at the State level by an elected body. She said on a personal level she chose to be on the Board to represent a population that was disabled and low income and unlikely to be a business owner or involved in an election campaign. She was concerned that an appointed board could not effectively represent those populations even though the bill provided representation for those categories. She said she would not run for election.

Mr. Dubick commented that he had been on elected boards and there were advantages and disadvantages. He said disadvantages were the money and time issues associated with elections and the expectation that promises would be kept to people who donated to the campaign. He said that some elected board were considered merely a stepping stone to higher office and that presented problems in terms of how people addressed the issues that came before them. He agreed that the bill was a solution looking for a problem and an example of legislation based on someone's personal agenda because it did not address TriMet, which also had an appointed board. He was concerned that an elected board could politicize service decisions.

Mr. Eyster expressed concern that an elected board could damage the District by politicizing decisions. His only reluctance about the motion was that publicity about the bill was designed to make it appear self-serving if the Board opposed it, when in reality the people who opposed it were in favor of better governance for the District.

Ms. Davis echoed previous comments. She said she had gotten involved with the Board to serve her community and create a vision for the future. She felt the Board did a good job of planning for the future.

VOTE The resolution was approved as follows:
 AYES: Ban, Davis, Dubick, Evans, Eyster, Gaydos, Kortge (7)
 NAYS: None
 ABSENTIONS: None
 EXCUSED: None

Mr. Kortge asked if it was appropriate for Board members to discuss the bill with legislators.

Mr. Gaydos replied that it was appropriate to discuss the matter with legislators and members of the community now that the Board had taken a position.

ADJOURNMENT – The meeting adjourned at 7:05 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
REGULAR BOARD MEETING/WORK SESSION

Wednesday, February 21, 2007

Pursuant to notice given to *The Register-Guard* for publication on February 15, 2007, 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 21, 2007, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
Debbie Davis, Treasurer
Michael Dubick
Greg Evans
Mike Eyster
Dean Kortge, Secretary
Mark Pangborn, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Susan Ban, Vice President

CALL TO ORDER/ROLL CALL – Mr. Gaydos called the meeting to order and Mr. Pangborn called the roll.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA – There were no announcements or additions to the agenda.

BOARD CALENDARS – There were no questions.

EmX PLAQUE PRESENTATION – Mr. Pangborn presented plaques commemorating the inauguration of EmX service to Board members. Facilities Services Manager Charlie Simmons presented plaques to others involved in designing and implementing EmX and other transit services, including Harriet Cherry and Kari Greene of PIVOT Architecture; Brian McCarthy of Cameron McCarthy-Gilbert & Scheibe Landscape Architects; Mike Ware of Balzhiser & Hubbard Engineers, Vicky Bourcier of Hohbach-Lewin Inc. Structural Engineers; and Mark Pangborn and Stefano Viggiano of LTD.

UO ARCHITECTURE STUDENTS' PRESENTATION ON MULTI-WAY BOULEVARD CONCEPTS FOR FRANKLIN BOULEVARD – Director of Development Services Tom Schwetz introduced former American Institute of Architects (AIA) Eugene Chapter President Art Paz to begin the discussion of the multi-way boulevard concept. He said that Mr. Paz was instrumental in obtaining a grant from the national AIA organization for the project.

Mr. Paz said that the grant application had resonated with the national AIA office as it coincided with a desire to look into the future of architecture as the organization celebrated its 150th anniversary. He explained that AIA was interested in promoting community visioning to improve

safety, health and sustainability, and stakeholder ownership of the visioning process. He said the grant identified the University of Oregon and LTD as partners and the application was supported by the cities of Eugene and Springfield. He stated that a \$15,000 grant was awarded for the project and described the activities to date. He said the relationship with the University had been pivotal to the project's success. He noted that this would be the first comprehensive planning effort along the corridor from the new federal courthouse to Springfield. He said that a second design charrette (workshop) was scheduled for April 13-14, 2007. He thanked LTD for its participation in the project.

Architecture professor Mark Gillem introduced students from the University's urban design studios who had conducted research into design concepts. He said a number of clear design issues emerged from a recent workshop, including:

- o the riverfront should be a public area with a connected bike system
- o there should be green "fingers" extending from the river into the heart of the city
- o densities should be increased
- o Franklin Boulevard should be converted from an arterial to a multi-way boulevard

Mr. Gillem said the grant had provided an opportunity for students to conduct onsite research of multi-way boulevards in other cities. He explained that a multi-way boulevard was one that could accommodate transit, through traffic, local traffic, bicycles, and pedestrians. Students presented details of the following boulevard design alternatives:

- o Octavia Boulevard, San Francisco, California
- o Shattuck Avenue, Berkeley, California
- o The Esplanade, Chico, California

Students also presented design concepts for Franklin Boulevard that would promote the use of transit and improve pedestrian safety, and explained the design criteria that were used.

Mr. Gaydos commended the project and thanked everyone for their efforts and enthusiasm.

Mr. Pangborn thanked Mr. Gillem and his students for an interesting presentation and design concepts that embodied the EmX vision.

Mr. Schwetz said the Eugene Planning Commission was considering criteria that would support the design concepts presented for Franklin Boulevard, which recognized the need for two dedicated transit lanes that ran in direct lines instead of weaving in and out of traffic.

Mr. Dubick commented that Commonwealth Boulevard in Boston encompassed many of the design concepts discussed by the students.

Mr. Gaydos asked Mr. Gillem to brief LTD staff on any communications he and his students had with property owners along the corridor.

In response to a question from Mr. Eyster, Mr. Gillem said that the importance of two transit lanes along the corridor was explained to the public in terms of facilitating transit, access, and pedestrian safety. He thought that people were beginning to understand the need for two lanes and straight lanes.

REVIEW OF ANNUAL ROUTE REVIEW AND PRICING PLAN TESTIMONY ≎ Director of Service Planning, Accessibility, and Marketing Andy Vobora noted that the sound system at the Eugene Public Library had not worked well and LTD would take its own system for future hearings. He asked if the Board preferred a hearing format in which questions from those testifying were addressed at the end of the hearing or after each speaker.

Mr. Kortge preferred to have questions answered at the end of testimony instead of engaging in a mini-debate with each person who spoke. He commended Mr. Vobora for his responses to testimony at the hearing.

Mr. Vobora said that staff were investigating some of the suggestions and comments made during the hearing, such as beginning the #28 and #36 route changes in the summer.

In response to a question from Mr. Evans, Mr. Vobora said that staff were checking into concerns raised about delays along Centennial Boulevard because of the large number of students boarding on that route. He said that they would report back to the Board on criteria such as density and trip generators to guide future development.

Mr. Pangborn determined that the Board was satisfied with the hearing format.

EMPLOYEE OF THE MONTH ≎ Mr. Vobora introduced Administrative Secretary Eileen Mugglewortz. He said that Ms. Mugglewortz was nominated by co-workers because of the quantity and quality of her work and her positive attitude in the workplace.

Ms. Mugglewortz thanked the Board for her award and said that her 30 years of service with LTD had been very gratifying. She also expressed her appreciation for her co-workers.

AUDIENCE PARTICIPATION – Mr. Gaydos determined that there was no one wishing to speak.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** – Mr. Kortge moved adoption of LTD Resolution 2007-008: “It is hereby resolved that the Consent Calendar for February 21, 2007, is approved as presented.” Ms. Davis provided the second. The Consent Calendar consisted of the minutes of the January 17, 2007, regular Board meeting and the Budget Committee nomination of B. Dean Huber.

VOTE The Consent Calendar was approved as follows:
 AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
 NAYS: None
 ABSENTIONS: None
 EXCUSED: Ban (1)

Capital Improvements Program Adoption – Director of Finance & Information Technology Diane Hellekson explained that the Board had begun discussion of the Capital Improvements Program (CIP) at its November 2006 work session and at that time directed staff to present the proposed revised CIP to the Board Finance Committee. She said that had occurred in January 2007 and the Finance Committee approved the revised CIP; however, subsequent notification that LTD had been named in the New Starts legislation for funding of 80 percent of the Pioneer Parkway corridor resulted in removal of debt from the CIP. She said that the Finance Committee

approved the updated CIP on February 7, 2007. She added that in addition to removal of debt, the updated CIP reinitiated transfers from the Operating Fund sooner than previously anticipated as a prudent way to avoid debt.

Mr. Dubick, as a member of the Finance Committee, urged approval of the CIP.

MOTION Mr. Eyster moved approval of LTD Resolution 2007-009: "It is hereby resolved that the revised Capital Improvements Program is approved as presented." Mr. Evans provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSENTIONS: None
EXCUSED: Ban (1)

ITEMS FOR INFORMATION AT THIS MEETING

House Bill 2537/Legislative Update – Mr. Pangborn noted that the first hearing on Senate Bill 476 (the bill to change the governance structure of the LTD Board) was scheduled for February 22, 2007, and Ms. Ban would represent the Board.

Regarding House Bill 2537, a bill that would prohibit transit employees from striking, Mr. Gaydos said that the presentation would be informational and the Board could choose to support, oppose, or remain neutral on the bill, or take no action.

Director of Human Resources and Risk Management Mary Adams provided an overview of the practical implications if the bill did pass and discussed the advantages and disadvantages of the legislation. She said the Amalgamated Transit Union (ATU) requested the bill and the Oregon Transit Association (OTA) had taken a position opposing it, and Tri-Met and Salem Transit had significant concerns. She said that the language had been in Oregon Revised Statutes (ORS) for some time and the bill would add transit workers to the existing language. She said the good news was that other employers had been using binding arbitration for some time and LTD could draw on that experience. She said that binding arbitration added a level of complexity and cost to labor negotiations that LTD did not currently experience.

Ms. Adams reviewed the language of the bill and said that the practical impact was that LTD would still go through all of the steps to bargain in good faith and if impasse was reached a request would be made to the Employee Relations Board to go into binding arbitration; an arbitrator would be selected from a list of names. She said the arbitrator would choose between the final, best offers from both parties and could make the agreement effective retroactively to the end of the last contract.

Ms. Adams stated that an advantage of binding arbitration was the prevention of strikes; another advantage was that when impasse was reached, the matter was referred to a third party instead of continuing to cause conflict between the bargaining entities. She said disadvantages were that both parties lost control of the final decision and the process was expensive, although the actual cost was split equally between the parties. She said that other costs included the time and resources needed to go through the arbitration process and employees were kept in limbo longer.

Ms. Adams reported that some employers thought that binding arbitration in the area tended to favor employees and removed the threat of strike, which often provided an incentive to continue to bargain. She said the additional cost of binding arbitration also meant reductions elsewhere in the system and employers generally preferred the traditional process that did not include arbitration.

Mr. Kortge remarked that the current law seemed to be intended to apply to emergency services and he did not believe that transit was an emergency service.

Mr. Dubick expressed concern with subversion of the collective bargaining process and removal of the incentive to bargain if parties knew that eventually an arbitrator would make the decision. He worried that the collective bargaining process itself would become meaningless or at least less efficient.

Mr. Eyster said the right to strike was an important element in collective bargain because it forced the parties to continue to bargain in good faith. He was reluctant to change the process and remove that pressure. He was not inclined for the Board to take a position on the bill at the present time.

Mr. Evans concurred with Mr. Eyster. He said the Board's discussion tended to reflect lack of support for the bill, but since no organization was yet taking a lead on the legislation he thought would be premature to adopt a position.

Mr. Kortge observed that bills often could move quickly. He was comfortable with the Board's remarks being shared with the legislative committee responsible for the bill.

Mr. Dubick preferred to let OTA take the lead and adopt a Board position only if there was movement on the bill.

Mr. Kortge argued that it would be better to get a sense of the Board's opinion before the legislature as soon as possible.

Mr. Gaydos determined there was a consensus to take no action and possibly call for a special meeting if it became necessary for the Board to take a position.

Semi-Annual Performance Report – Mr. Pangborn said staff had developed a performance report to measure the District's progress on performance objectives associated with goals in the District's strategic plan. He asked for feedback from the Board about the usefulness of the report and appropriateness of progress measures.

Assistant General Manager Stefano Viggiano stated that the plan included five goals and each goal had associated performance goals. He provided a statistical report of progress on goals and performance objectives for the period July through December 2006:

- Goal: Deliver Reliable Public Transportation Service
 - Objective: Increase ridership by 3 percent
 - Objective: Increase per capita ridership by 1 percent

- Objective: Increase system productivity by 1 percent per year
- Objective: Reach and maintain on-time performance of 90 percent at key time points systemwide

Mr. Viggiano reported that ridership had been increased by 3.8 percent for the first half of the fiscal year. He said that ridership was being measured by boardings, which was an imperfect performance measure as boardings could be affected without increasing the effectiveness of the system or improving service. He said a better measure was passenger miles and staff would explore reporting that data in the future.

Mr. Dubick said that having more than one measure of performance would also prevent incorrect assumptions.

Mr. Viggiano said that per capita ridership had increased by at least 1 percent each year since 1990 and the goal had been met or exceeded. He said that productivity was well above the goal at 3.7 percent and on-time performance had been met or exceeded in five of the six months of the period.

Mr. Viggiano pointed out that on-time performance tended to dip slightly following service changes as riders and operators adjusted.

Goal: Develop Innovative Service That Reduce Dependency on the Automobile

- Objective: Increase peak-hour transit ridership on congested corridors by 2 percent per year
- Objective: Increase ridership on the Franklin EmX by 10 percent in the first year of operation, when compared with ridership on the #11 Thurston prior to EmX
- Objective: Increase the number of "choice riders" (those who could have used automobiles for their trip) by 1 percent per year

Mr. Viggiano said that the objective related to increasing peak-hour ridership was also in TransPlan, but data was not available as it required a count of vehicles along the corridors and that was not collected on a regular basis. He said there was an effort underway to compile data from both the cities and Oregon Department of Transportation to provide that measure. He reviewed preliminary data and said it was too early to measure the Franklin EmX ridership accurately, but ridership through the first five weeks was very encouraging. He said it was also difficult to determine who was a "choice rider" for purposes of measurement, particularly since that term had been defined differently over the years. He said staff were trying to use a consistent question to determine choice rider status and by all measures it did appear to be increasing.

Goal: Maintain LTD's Fiscal Integrity

- Objective: Maintain or lower the current cost per mile (with adjustments for inflation)
- Objective: Maintain or lower the current cost per boarding (with adjustments for inflation)
- Objective: Maintain administrative overhead expenses at no more than 20 percent of the General Fund budget
- Objective: Obtain unqualified annual independent audits

Mr. Viggiano said historically it had been difficult to achieve the goal of maintaining or lowering the cost per mile and, ideally, there would be an inflation adjustment specific to transit that put the proper weight on factors such as fuel costs and the impact of traffic congestion.

Mr. Gaydos observed that the goal did not seem realistic and the District was setting itself up for failure with the volatility of fuel prices. He thought that a more realistic goal should be developed.

Mr. Viggiano noted that the cost per boarding statistic was a similar measure and the District's performance was better simply because of the increase in ridership that tended to lower the cost per boarding. He said while the District was still above the Consumer Price Index, it was lower than the average fare increases across the country.

Mr. Viggiano said that the District was consistently below the 20 percent goal for administrative expenses.

Mr. Eyster asked how the 20 percent goal had been established. Director of Finance & Information Technology Diane Hellekson explained that public organizations typically had overheads between 20 and 25 percent; the District's overhead was always below 25 percent so 20 percent was established as the goal.

Mr. Viggiano related that unqualified independent audits were achieved on a regular basis.

Goal: Provide Leadership for the Community's Transportation Needs

- Objective: Maintain or improve "good to excellent" ratings on LTD rider and community surveys
- Objective: Maintain or increase staff and Board involvement on key local committees

Mr. Viggiano said that onboard and community surveys were conducted every three to five years and included questions about how respondents would rate LTD. He said that community results were a combination of good and excellent, and riders tended to rate the District higher than the general community. He indicated that both surveys were planned within the next year or two. He reviewed a list of Board member and staff activities and said tracking and reporting those would be more formalized in the future.

Goal: Develop a Workplace Environment That Allows Employees to Succeed

- Objective: Reduce employee turnover
- Objective: Improve workplace safety by reducing the number of accidents, time loss days, and total cost of accidents
- Objective: Improve workplace morale as measured by internal opinion surveys

Mr. Viggiano presented statistics on turnover related to retirement and turnover for other reasons, with the goal to reduce the latter, although in any year turnover was less than 6 percent, which was regarded as good performance.

Mr. Kortge questioned why retirement statistics were included in the measurement and suggested eliminating them. He preferred a goal of reducing negative employee turnover. Ms. Adams explained that retirements were included to demonstrate that employees seldom left LTD for other reasons.

In response to a question from Mr. Evans, Ms. Adams said that she could provide a more detailed breakdown of the reasons employees left the District.

Mr. Viggiano said that a focus in 2006 on improving workplace safety resulted in a significant decrease in claims, time loss days, and claims costs.

Mr. Evans asked if a significant percent of problems was associated with operators' back injuries and muscle strains. Ms. Adams replied that muscle strains were the largest category of claims, and measures to reduce injuries had been implemented with the assistance of physical therapy consultants. She said that excellent data from SAIF allowed the District to focus on particular injuries.

Mr. Kortge asked if there were pre-work stretching and toning exercises that could be done. Ms. Adams replied that mechanics and operators had those types of exercises that were designed specifically for them. Mr. Johnson added that operator refresher training would address using opportunities for stretching exercises during their shifts.

Mr. Viggiano concluded the report by noting that employee surveys taken over the past two years had resulted in some changes and the results from a recent diversity survey were being compiled and would be used improve the workplace environment. He asked if the Board thought that the performance report was useful.

Mr. Gaydos said it was a good idea to provide the report every six months; a formal presentation was not necessary but staff could be available to respond to questions and comments.

Mr. Kortge asked if the performance report to the Board provided an opportunity for staff to be accountable. Mr. Viggiano said that staff on a regular or monthly basis already evaluated many of the measures; preparing the report was valuable in terms of looking at other measures that were not typically reviewed.

Mr. Dubick suggested staggering goals throughout the year instead of reporting on all of them at once.

Mr. Evans asked that a comprehensive measure of employee satisfaction be added and that could perhaps be evaluated through a survey.

Board Member Reports [≠] There were no questions.

Monthly Financial Report – Ms. Hellekson reported that there had been serious technical problems and the monthly performance report was not available. She said for the first time in the current fiscal year the District was below budget in the average cost per gallon of fuel and she did not anticipate the same degree of negative variance experienced in prior years. She noted that a jump in personnel services was due to concentration in December and January on preparing for and implementing EmX, which resulted in overtime.

Ms. Hellekson said that an area of concern was payroll taxes, as expected revenues at that point in the year had not been seen. She said a University of Oregon honors class in economics was doing a special project with LTD focusing on identifying patterns of noncompliance in payroll receipts and developing a model for forecasting payroll tax receipts. She said the other area of concern was increase in the demand for Americans with Disabilities Act (ADA) services. She

saw no signs that those demands would decline and they had resulted in a deficit of \$180,000 in the Accessible Services Fund that required a transfer from the Operating Fund. She expected a larger amount by the end of the year and a need to increase the budget next year. She said that this eventually would divert funds from the fixed-route system.

Mr. Kortge commented that the award of New Starts funds would have a huge impact on the budget. Ms. Hellekson said the District had received half of the award and was scheduled to receive the other half next year. She said the United Front initiative would request award of the full amount in the first year.

ADJOURNMENT: The meeting adjourned at 7:40 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: NEWS ARTICLES ABOUT TRANSIT ISSUES AROUND THE WORLD

PREPARED BY: Mark Pangborn

ACTION REQUESTED: None. Information only

BACKGROUND: I thought that the Board might be interested in what is happening with bus rapid transit (BRT) in the United States as well as around the world. The first attachment comes from a publication, *Transport Innovator*, that is published in Washington, D.C. The editorial once again confirms the cost benefit of BRT. LTD is mentioned, but to me the most interesting point is that BRT is a world concept. In fact, large cities in developing nations are building BRT systems to move large volumes of passengers precisely because of their cost benefit over light rail. These BRT systems all include two-lane, exclusive right-of-way for the BRT vehicles.

Also attached is an article that appeared in *USA Today* that discusses record ridership on public transportation in 2006—the highest level in 49 years.

ATTACHMENT: See editorial and articles

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

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 Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are included with this packet for Board members.

Please contact Jo Sullivan with any changes in your availability for LTD-related meetings and events, or to provide your spring and summer vacation dates.

ATTACHMENT: Board activity calendars are included separately for Board members.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 21, 2007
- 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 21, 2007:
1. Approval of minutes: February 12, 2007, special Board meeting
 2. Approval of minutes: February 21, 2007, regular Board meeting
- ATTACHMENTS:**
1. Minutes of the February 12, 2007, special Board meeting
 2. Minutes of the February 21, 2007, regular Board meeting
- PROPOSED MOTION:** I move that the Board adopt the following resolution:
- LTD Resolution No. 2007-011: It is hereby resolved that the Consent Calendar for March 21, 2007, is approved as presented.



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

(541) 682-6100
Fax (541) 682-6111

MONTHLY DEPARTMENT REPORTS

March 21, 2007

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and Development

PIONEER PARKWAY CORRIDOR

Anita Yap, Transit Development Planner

Project Development: LTD, City of Springfield, and Oregon Department of Transportation (ODOT) staff have begun regular meetings to discuss and review the project design process, approvals, and communications. Engineering consultants will be selected soon.

LTD staff will be meeting quarterly with Region 10 Federal Transit Administration (FTA) staff to discuss the project and begin discussions concerning a construction grant agreement.

METROPOLITAN PLANNING

Anita Yap, Transit Development Planner

Metropolitan Policy Committee (MPC)/Transportation Planning Committee (TPC): At the March meeting, MPC adopted a resolution to program Surface Transportation Program–Urban (STP-U) funds for FY 2007-09 for preservation, modernization, and project development. Also on the agenda were a report from the Citizen Advisory Committee (CAC), amendments to the FY 2006-09 Metropolitan Transportation Improvement Program (MTIP), a review of the FY 2010-13 Statewide Transportation Improvement Program (STIP) Criteria and Factors, proposed modifications to the ODOT Regional Transportation Plan (RTP) project list for the 2031 update, and a review of the Draft FY 2008 Unified Planning Work Program (UPWP).

Walnut Station/Franklin Corridor Planning: The American Institute of Architects (AIA) held a design workshop in February to look at a community vision for the Franklin Corridor. The workshop was well attended by members of the community. Tom Schwetz and Anita Yap participated in the planning and the workshop. The AIA will conduct a follow-up workshop in April to refine the vision for the corridor.

West Eugene EmX Planning: LTD staff continue to meet with the City of Eugene and other interested groups regarding West Eugene transportation planning issues. LTD staff are beginning to gather background data for the corridor. LTD will coordinate public involvement and other work tasks with the City of Eugene.

Eugene Neighborhood Summit: Tom Schwetz and Anita Yap participated in this workshop held on February 17 that discussed the Neighborhood Association Initiative Action Plan. The goals of the summit were to learn more about the Plan, recommend priorities, and develop the next steps for the Plan.

COMMUTER SOLUTIONS

Connie B. Williams, Program Manager

Program Management: Staff presented information at two Neighborhood Climate Council events. Staff also were present to provide information at the Springfield Business Expo and at the Junction City Business Expo. Staff attended a lecture by Donald Shoup, author of *The High Cost of Parking*, who discussed managing parking in ways that promote compact livable cities. Commuter Solutions staffed an information booth at Royal Caribbean Cruise Line's Benefit Fair.

Group Pass/ETC Programs: Whitewater Designs, Inc., has enrolled in the Group Pass Program.

CarPool/VanPool/Emergency Ride Home Program (ERH): A \$4,900 mini-grant was received from Community Cycling Center/ODOT for the "Be Safe Be Seen" pilot bike light program. Commuter Solutions provided bike lights and information at the Project Homeless Connect event at the Lane County Fairgrounds. Forty-six commuters were added to the Rideshare database.

Smart Ways to School Program (SWTS): Efforts began this month for a new collaborative project that will be conducted at Monroe Middle School this spring and continue next year. The project will encourage more students to walk, bike, carpool, or ride a bus, rather than being driven to or from school. Project partners include Commuter Solutions' Smart Ways to School; City of Eugene—Traffic Engineering, Traffic Enforcement, Public Works Bike/Ped, Recreation Services, and Crime Prevention; Bicycle Transportation Alliance; Paul's Bicycle Way of Life; Eugene 4J School District; and Monroe Middle School staff, parent volunteers, and students. The project is funded, in part, by a \$5,000 grant from the Alliance for Community Traffic Safety in Oregon (ACTS). This project is modeled after the "Safe Routes to School" focus on education, engineering, and enforcement to encourage more walking and biking while improving conditions for safety.

A carpool contest was conducted to boost the number of registrants in our SchoolPool carpool-match service. More than 125 student commuters joined the service during the month-long contest--an increase of 30 percent.

Student Transit Pass Program (STPP): The successful Student Transit Pass Program is changing as it completes three years as a research and development project. During this time, the program significantly increased the number of students in grades 6-12 who rode LTD--especially for school transportation. The next step is to see if the program can find sustainable funding. LTD is offering a Student Group Pass Program that public school districts and private schools can purchase to provide free LTD passes to students for the coming school year. School districts and private schools will decide if this is a priority that fits within their budgets. Students at schools without a group pass will be able to purchase LTD monthly youth passes or pay cash to ride LTD. LTD hopes that the positive experiences students and parents enjoyed throughout this successful research program will encourage them to use LTD as one of their travel options.

CAPITAL PROJECTS

Charlie Simmons, Facilities Services Manager

Shelter Replacement: In February, a new shelter and boarding area were installed adjacent to the Housing Authority complex in Cottage Grove. This installation completes the group of 10 shelters funded by Oregon Department of Transportation's Discretionary Grant Program, targeted for locations that benefit senior and disabled passengers. Other shelter installations are proceeding around the community.

Franklin EmX: Construction on the Franklin EmX Corridor is complete; however, the traffic signal timing adjustments to reduce travel times are ongoing.

Gateway Station: LTD staff and Rowell Brokaw Architects met with Barry O'Conner from General Growth for a design review work session on Wednesday, February 28, in Salt Lake City, Utah. The proposed designs were warmly received and Barry O'Conner approved the design concepts. The design concepts were then sent to General Growth Development's architect in Chicago for further review.

SERVICE PLANNING, ACCESSIBILITY, AND MARKETING

Andy Vobora, Director of Service Planning, Accessibility, and Marketing

SERVICE

Event Shuttle planning: Projects include the Olympic Trials service, UO Women's National Invitational Tournament, the Eugene Marathon, and several of the regular community events.

Bids: Work on the summer bid is in full swing and fall bid is right around the corner.

MEDIA

Several news media pieces ran over the past month. Topics included EmX updates, annual route review and pricing plan, elected Board legislation, and LTD's diversity survey.

Paid media included EmX newspaper and television, and a "Thank You" ad to our EmX project partners. Ads were placed in a variety of other publications, including *The Post* (a weekly paper distributed in the Lowell, Pleasant Hill, Goshen, Creswell, and Cottage Grove areas), and the *Eugene Magazine*.

OUTREACH

LTD was a sponsor at the Springfield Chamber quarterly breakfast. Staff participated in both the Junction City and Cottage Grove Chamber business fairs. A number of community

dinners were attended by staff and the Board. (Or, LTD staff and Board members represented LTD at a number of community dinners.)

PROJECT HOMELESS CONNECT

This is the first year for this event, which took place at the Lane County Fairgrounds and was a resounding success. More than 1,000 homeless individuals took part in the event and LTD played a major role by ensuring that transportation was not a barrier to attending the event. LTD provided free-ride coupons, an event-day shuttle from the Eugene Station, and follow-up day pass coupons for those who booked appointments with providers.

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

The Accessible Services staff, Terry Parker, Susan Hekimoglu, and Rand Stamm, have relocated to the west end of the administration building. The focus of the department in February was accessible service on EmX. A focus group of people with blindness and low vision was taken on a field trip to review audible pedestrian signals and evaluate station raised-lined maps and other system features. Staff currently are preparing the Request For Proposal that combines metro paratransit, Oakridge, and call center services. Rand Stamm is making visits to other Oregon call centers as the development of the Lane County Call Center progresses.

TRANSIT OPERATIONS

Mark Johnson, Director of Transit Operations

Willamette Leadership Academy Students Recognized for Assistance: In a recent incident on a bus, a 93-year-old woman fell and became disoriented. Three students from Willamette Leadership Academy assisted her. They went out of their way to comfort her and make sure that she was unhurt. There have been some problems with students from the Academy in the past, so this is a great opportunity to recognize these three students for their very positive actions. A letter of appreciation has been sent to the academy to ensure that the students are appropriately recognized.

Critical Incident Response Team: Operations and HR staff are reestablishing the LTD Critical Incident Response Team. LTD had a team in the past but, due to key personnel leaving the District, the team became inactive. It is important that LTD have a team in place who are trained to assist employees who are dealing with experiences that can have a serious emotional impact. The Critical Incident Response Team attended training in Tacoma recently and also received in-house training. The Critical Incident Response Team is learning what a critical incident is, how to recognize an employee who is affected, and how to handle the situation. The goal of this important process is ensuring that LTD employees receive care when they have experiences that affect them in a negative way.

MAINTENANCE

George Trauger, Director of Maintenance

EmX VEHICLES

A/C Issues: Recent warm weather affected the air conditioning in the front half of the vehicles. This was due to a coolant water valve malfunction, which can be corrected by installing an updated water valve kit. Thermo King is in the process of ordering the kits and should have them installed by the end of next week.

GILLIG BUSES

Delay of In-service Date: Radio installation is ongoing; however, some wiring issues are taking longer than anticipated. Staff predict that most of the Gillig buses will be in service by the end of March, or possibly mid-April.

NEW FLYER

Pre-production Meeting: The following issues were addressed during the pre-production meeting, March 6-7:

- Reviewed technical summary
- Discussed and reviewed required documentation
- Agreed that the build schedule will begin at the end of July, with delivery in late August or early September

LTD should receive an updated schedule in the next few weeks.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

FINANCE

Carol James, Accounting Manager

Three hundred eleven (311) vendor paper and electronic checks totaling \$6,261,708 were processed during the month of February, including \$4,583,904 to Gillig Corporation as progress payments on 20 new 40-foot revenue vehicles. (An electronic check, totaling \$1,611,615 for the final five vehicles, was disbursed on March 5, 2007.) Of this amount, \$853,273 has been reimbursed with federal formula grant proceeds. The remaining approximately \$4.1 million in federal formula grant reimbursement anticipated for these vehicles awaits overall congressional action to appropriate federal FY 2007 funds. This delay was anticipated, and interim financing of \$3 million was placed and received in December 2006 to cover the District's cash outflow while awaiting congressional action.

Seventy-seven (77) payroll checks and 944 payroll direct deposits totaling \$820,815 were made in February 2007. These numbers reflect two pay dates in February.

Eleven (11) cash fare deposits totaling \$114,101 were made in February 2007.

Upon receipt of the Altoona report, District staff requested reimbursement of \$3,773,079 in the federal discretionary grant for BRT vehicles. An additional approximately \$1 million in reimbursable expenditures for the BRT vehicles also awaits congressional action on the FY 2007 formula funds.

Currently, Finance staff are reporting on a total of 33 separate grants from federal, state, and local sources.

PURCHASING

Jeanette Bailor, Purchasing Manager

LTD received responses to requests for qualifications regarding design services for the Pioneer Parkway EmX Corridor and for environmental planning services. Proposals will be reviewed and interviews conducted. Semiannual reports went to the FTA for reporting on the Disadvantaged Business Enterprise program, as required. Purchasing staff will be at New Flyer in Winnipeg to attend a preproduction meeting and finalize reviews needed for the current purchase of hybrid-electric articulated vehicles.

INFORMATION TECHNOLOGY

Steve Parrott, IT Manager

(There is no Information Technology report this month.)

HUMAN RESOURCES

Mary Adams, Human Resources Director

HEALTH CARE

The Joint Insurance Committee is forming a subcommittee to work on wellness activities. The subcommittee, representative of all departments, will hold its first meeting on March 15. The subcommittee's charge will be to research and recommend a series of wellness-related activities for 2007.

Health care seminars were conducted for represented employees on February 28. Representatives from HRA-VEBA, Pacific Source, and LTD's insurance broker conducted thirty-minute seminars followed by one-on-one counseling for anyone with questions. More than 50 employees attended the seminars.

SELECTION AND HIRING

Three journeyman mechanic instructors were selected from the internal posting, with a February 25 starting date. The new instructors are Doug Covey, Perry Crawford, and Chuck Woolsey. This is a secondary job; each of the instructors will continue to work primarily as a mechanic.

A position for journeyman mechanic is currently open. The application deadline was February 23; only twelve applications were received.

LOOKING TO THE FUTURE PLAN

The Risk Oversight Committee has completed its review of all areas related to employee safety. The next task will be to organize the activities identified by the review into a structured training program that assures compliance with all regulations and leads to a safer workplace.

The Rewards and Recognition Task Force continues its work on designing a rewards and recognition program that encourages LTD's core values. The task force reviewed the District's ten valued competencies.

Five members of the Safety Committee attended the Governor's Occupational Safety and Health conference in Portland on March 12-15. The members attended more than 100 sessions during the four-day conference, all related to improving safety and health at LTD.

OTHER ACTIVITIES

The Labor Management Committee will attend a two-day seminar conducted by retired federal mediator Paul Stuckenschneider on March 21-22. The seminar is designed to give the committee new tools for solving issues.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: FORMING FOCUSED SUBCOMMITTEES FOR EmX STEERING COMMITTEE

PREPARED BY: Tom Schwetz, Planning and Development Director

ACTION REQUESTED: Establishment of Individual EmX Corridor-Focused Subcommittees

BACKGROUND: In January 1998 the LTD Board established a BRT (renamed EmX) Steering Committee charged with providing oversight of LTD's EmX project. In addition to three LTD Board members, this committee consists of representatives from the Eugene and Springfield City Councils, the Lane County Board of Commissioners, the Oregon Department of Transportation, and four at-large community members. During the design and construction of the Franklin EmX corridor and the planning of the Pioneer Parkway EmX corridor, this committee provided invaluable input to staff and the LTD Board.

With the EmX project now focused on two geographically separated areas (Pioneer Parkway and West Eugene), the Committee discussed the desirability of creating a more focused means of providing input regarding EmX corridor issues. The EmX Steering Committee suggested that corridor-focused subcommittees be formed to enable the discussion of more detailed design issues. The recommendations of these subcommittees will be forwarded to the EmX Steering Committee.

The formation and composition of these subcommittees will be determined by the EmX Steering Committee and will include a minimum of three EmX Steering Committee members. Additional subcommittee members can be added by the EmX Steering Committee as deemed appropriate. The subcommittees would meet on an as-needed basis and address issues as directed by the EmX Steering Committee.

ATTACHMENTS: None

PROPOSED MOTION: I move approval of LTD Resolution No. 2007-014: It is hereby resolved that the EmX Steering Committee is directed to appoint individual corridor-focused subcommittees as needed.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 21, 2007
- ITEM TITLE:** APRIL 2007 EMPLOYEE OF THE MONTH
- PREPARED BY:** Jo Sullivan, Administrative Services Manager/Clerk of the Board
- BACKGROUND:** **April 2007 Employee of the Month:** Bus Operator Gloria Turcotte has been selected as the April 2007 Employee of the Month. She has been a bus operator for LTD since 1977 and has received the Safe Driver Award 15 times. Gloria was nominated by a fellow bus operator who states that Gloria, "always comes to work with a positive attitude and a beautiful smile." The bus operator wants Gloria to receive the recognition she deserves, reporting that many passengers have mentioned how much they appreciate Gloria and the kindness she shows.
- When asked to comment on Gloria's selection as Employee of the Month, Transit Operations Supervisor Karl Hayes said:
- November of this year will mark Gloria's 30th year of great customer service, safe driving, and a positive attitude. Her great personality is enjoyed by not only her fellow operators, but the customers who ride her bus. Gloria loves driving the football and basketball game shuttles and especially enjoys that time of the year.
- Gloria particularly enjoys spending time with her children and grandchildren. They are the center of her world.
- Over the years, Gloria has been nominated for Employee of the Month many times. Her professionalism has earned her this award. Please help me congratulate Gloria on this special award to this wonderful person.
- Congratulations to Gloria for her selection as the April 2007 Employee of the Month!
- AWARD:** Gloria will attend the March 21, 2007, meeting to be introduced to the Board and receive her award.

Three hundred and eleven (311) vendor paper and electronic checks totaling \$6,261,708 were processed during the month of February, including a total of \$4,583,904 to Gillig Corporation, as progress payments on twenty new 40-foot revenue vehicles. (An electronic check, totaling \$1,611,615 for the final five vehicles, was disbursed on March 5, 2007.) Of this amount, \$853,273 has been reimbursed with federal formula grant proceeds. The remaining approximately \$4.1 million in federal formula grant reimbursement anticipated for these vehicles awaits overall Congressional action to appropriate federal FY 2007 funds. This delay was anticipated, and interim financing of \$3 million was placed and received in December 2006 to cover the District's cash outflow while awaiting Congressional action.

Seventy-seven (77) payroll checks and 944 payroll direct deposits totaling \$820,815 were made in February 2007. These numbers reflect two pay dates in February.

Eleven (11) cash fare deposits totaling \$114,101 were made in February 2007.

Upon receipt of the Altoona report, District staff requested reimbursement of \$3,773,079 in the federal discretionary grant for BRT vehicles. An additional approximately \$1 million in reimbursable expenditures for the BRT vehicles also awaits Congressional action on the FY 2007 formula funds.

Currently, Finance staff is reporting on a total of 33 separate grants from federal, State of Oregon, and local sources.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

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. **Second Reading of Amended Fare Ordinance:** The second reading and adoption of the amended fare ordinance, LTD Ordinance No. 35, will be on the agenda for the April Board meeting.
- B. **Budget Committee Meetings and Budget Adoption:** The Budget Committee will hold meetings at 6:30 p.m. on April 25 and 26 in the LTD Board Room in Glenwood. The fiscal year 2007-08 proposed budget will be on the agenda for adoption at the June 20, 2007, regular Board meeting. The budget must be adopted before the end of the fiscal year on June 30.
- C. **UO Economics Students' Presentation on Payroll Tax Forecasting:** The results of a project on payroll tax forecasting will be presented by University of Oregon economics students at the June 11, 2007, Board work session.
- D. **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 20, 2007, regular Board meeting.
- E. **Pioneer Parkway EmX Design and Budget:** The Board will periodically review the Pioneer Parkway EmX design and budget as the project proceeds to construction.
- F. **Park & Ride Program:** Issues regarding LTD's Park & Ride facilities will be discussed with the Board's Service Planning and Marketing Committee, and then brought to the full Board for discussion at a future Board meeting.
- G. **Surface Transportation Policy Project (STPP):** This program will be discussed with the Board Service Planning and Marketing Committee, and then brought to the full Board for discussion at a future meeting.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: UPDATE: LTD BOARD PARTICIPATION ON LCOG BOARD

PREPARED BY: Tom Schwetz, Planning and Development Director

ACTION REQUESTED: None. Information only.

BACKGROUND: At its January 17 meeting, the LTD Board passed Resolution No. 2007-005: "Approving LTD Board Member participation on the Lane Council of Governments Board of Directors, following discussion and approval by the LCOG Board." At its February 22 meeting, the LCOG Board of Directors passed a resolution Providing LTD "seat and voice" on the LCOG Board.

In his memo to the LCOG Board regarding this matter, LCOG's Executive Director George Kloeppe noted the following:

The Lane Transit District (LTD) is an established public agency in the Lane County region. The LCOG and LTD organizations have a variety of mutual interests, ranging from transportation planning through human services delivery and land use planning. LTD is a full voting partner on the Metropolitan Policy Committee, when that body is dealing with transportation planning matters, and there has been a long-standing and close working relationship between LTD and LCOG's Senior & Disabled Services Division in their respective public service roles. In many respects, LTD would be a natural member of the Lane Council of Governments.

"Seat and voice" at LCOG's Board meetings means that the LTD representative (currently Michael Dubick) will be provided all meeting materials and would be afforded an opportunity to fully participate in the discussions and deliberations of the LCOG Board. However, the District's representative would not have a vote, nor would he or she be eligible to hold office.

ATTACHMENTS: None

PROPOSED MOTION: None

Legislative Report: LTD Priority Bills March 9, 2007

HB 2278: ConnectOregon 2 (Issuance of lottery bonds for transportation funded from Multimodal Transportation Fund)

Board Position: Support

Status: The House Transportation Committee held a hearing on this bill on January 29, 2007, and a work session on February 21, 2007. There is strong support for the bill. One change under consideration is to reduce the guaranteed allocation to each of the five ODOT regions from 15 percent to 10 percent. This change would allow 50 percent of the funds to be allocated on a statewide basis. Under the first ConnectOregon, 75 percent of the funds were allocated by region, with only 25 percent of the funds allocated on a statewide basis.

HB 2422: Increase in cigarette tax by three cents to fund Elderly and Disabled Transportation

Board Position: Support

Status: The House Transportation Committee held a hearing on this bill on February 28, 2007. There was considerable testimony in support of the bill, and Committee members indicated an understanding of the problem. The primary challenge for this bill is the competition for cigarette tax revenues, particularly from the Governor's Healthy Kids/Healthy Oregonians proposal that would add 84.5 cents to the cigarette tax.

HB 2537: Prohibits transit employees from striking; contracts subject to binding arbitration if no agreement is reached

Board Position: No Position

Status: This bill has been referred to the House Business and Labor Committee. As of the date this report was written, no hearings had been scheduled.

SB 476: Changes the governance structure of the LTD Board from seven appointed positions to five elected and two appointed positions

Board Position: Oppose

Status: A hearing on this bill was held before the Senate Education and General Government Committee on February 22, 2007. There was testimony both in favor of and opposed to the bill. Senator Bill Morrisette, chief sponsor of the bill, testified that he will amend the bill to include seven elected positions. This was apparently done in order to avoid costly redistricting that would have been necessary if the current seven subdistricts were reduced to five subdistricts. Staff have since learned that the probable amendment will call for seven elected positions and two appointed positions, for a nine member Board. At the time this report was written, the amended bill had not been dropped and no further hearings had been scheduled.

High Capacity Transit Bonds

Lottery bonds currently funding the Westside Max Light Rail project in Portland will be paid off in the 2009-11 biennium. LTD is seeking to have \$10 million of this bonding capacity allocated for the third EmX corridor. These state funds can be used to match federal funds.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: LEGISLATIVE UPDATE

PREPARED BY: Stefano Viggiano, Assistant General Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: Included in this packet is a summary of the status of legislative bills that have been identified as a high priority for LTD. The summary reflects the status of the bills at the time this packet was prepared. Updates on significant changes that occurred to the status of these bills since the summary was written can be provided at the Board meeting.

ATTACHMENTS: Legislative Report: LTD Priority Bills

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 21, 2007
- ITEM TITLE:** FISCAL YEAR 2006-2007 PRICING PLAN AND FIRST READING OF AMENDED FARE ORDINANCE
- PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing
- ACTION REQUESTED:** Hold the first reading of Fourteenth Amended Ordinance No. 35, which sets fares for Fiscal Year 2007-2008
- BACKGROUND:** Following public hearings in March and February 2007, staff were directed to make the following changes to the District fare structure:
1. Increase monthly pass prices:
 - Adult monthly pass price from \$35 to \$38
 - Youth, senior, and half-fare monthly pass price from \$17.50 to \$19
 - Adult three-month pass price from \$95 to \$103
 - 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:
 - Current quarterly rates: \$11.04 taxpayer
 \$12.84 non-taxpayer
 - Proposed quarterly rates: \$11.93 taxpayer
 \$13.88 non-taxpayer
- Fare changes must be implemented by ordinance. The first such ordinance, Ordinance No. 35, was adopted in June 1992. This will be the fourteenth amendment to Ordinance No. 35. The first reading of Fourteenth Amended Ordinance No. 35 will be held on March 21, 2007. The second reading and adoption of the ordinance are scheduled for the April 18, 2007, Board meeting. The Board can elect to read the ordinance by title only. Staff will have additional copies of the ordinance available for anyone in the audience who desires a copy.
- CONSEQUENCES OF REQUESTED ACTION:** The second reading and adoption of the ordinance will be scheduled for the April 18, 2007, Board meeting. Following adoption, a copy of Fourteenth Amended Ordinance No. 35 will be filed with the County Clerk and made available for public inspection.

- ATTACHMENTS:**
- (1) Pricing Proposal Summary
 - (2) Fourteenth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services

PROPOSED MOTION: I move that Fourteenth Amended Ordinance No. 35 be read by title only.

Following an affirmative vote, the ordinance title should be read:

Fourteenth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Mark Pangborn, 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.

ATTACHMENTS: February 2007 Performance Report
January 2007 RideSource Activity and Productivity Report
February 2007 RideSource Activity and Productivity Report

PROPOSED MOTION: None

LTD survey gauges attitudes
By Jeff Wright
The Register-Guard
Published: Tuesday, March 13, 2007

A preponderance of older white males in top management is the most pressing diversity issue at Lane Transit District, according to LTD employees in a recent workplace survey.

The "climate survey" found that most LTD workers enjoy their jobs, with 87 percent agreeing that the transit district provides a comfortable workplace atmosphere.

But only 58 percent of respondents agreed that LTD provides advancement opportunities to all employees, with women and short-time employees less likely to view such opportunities as equally open to all.

"There are no managers or department heads who are nonwhite," one respondent said. "The last three director hires were white males over 50."

Public transit is a traditionally male-dominated field, and LTD is no exception. Sixty-five percent of LTD's 326-member workforce is male, compared with 49 percent in Lane County's population at large.

The LTD survey, conducted in January by Lockwood Research of Eugene at a cost of \$1,800, was completed by 106 employees, a 32 percent response rate. The surveys were mailed to employees' homes to assure confidentiality.

An eight-member diversity council asked for the survey to help devise strategies for improving workplace diversity. "We felt it was important to understand what the issues are from the standpoint of employees," said Anita Yap, a transit development planner and council member.

LTD is among 11 public agencies in the area that in 2002 established a Diversity and Human Rights Consortium dedicated to promoting workplace diversity. Several of the other agencies - such as Lane County, Lane Community College, the city of Springfield and the Eugene Water & Electric Board - have conducted similar workplace surveys.

It's unclear how many at LTD see workplace diversity as a troubling issue. More than half of all survey respondents, for example, offered no answer when asked what they consider to be the most pressing diversity issue at work.

Lingering perceptions of male dominance persist despite the fact that a woman, Phyllis Loobey, served as general manager for 21 of the district's 37-year history. Currently, there are three women and no minorities among LTD's nine top managers. No minority person has ever held a top management job at the district.

The most recent management hires - Mark Pangborn as general manager, Stefano Viggiano as assistant general manager, George Trauger as maintenance director and Tom

Schwetz as planning and development director - went to white males. Pangborn, Viggiano and Trauger were internal promotions.

Pangborn said he's struck by the fact that only one in three employees chose to answer the survey.

"If things were wrong, with people feeling like something is out of whack in the area of diversity, this was a way to comment anonymously," he said. "If two-thirds didn't comment, the thinking may be, 'If it's not broke, you don't need to worry about fixing it.' Generally, that's the feedback I get, that things are going fine."

Pangborn said he is mostly pleased with the responses of those who did choose to complete the survey. "We do our very best to have a labor force that reflects the community in general, and I think we have," he said. "Could we do better? Absolutely."

LTD has hired recruiters and advertised in larger markets to seek qualified minority candidates, Pangborn said. The challenge can be greatest at department-head levels, where candidates generally must have some professional familiarity with transit, he said.

A black male was among the finalists for the assistant general manager job, but he withdrew his candidacy prior to a selection being made, said David Collier, a human relations senior analyst and member of LTD's diversity council.

"We do have women directors, but we don't get a lot of minority candidates," Collier said.

Part of the challenge at LTD is a low turnover rate - 6.3 percent last year, and only 4.4 percent when retirements are excluded. "More of the retirements have been in the lower ranks - in terms of management, we've not seen that bubble burst," Collier said.

Yap, who is Chinese-American, said she has given presentations, moderated panels and written articles about diversity issues for professional trade groups. While the survey's suggestion of limited diversity at LTD rings true to her, "it's a bigger picture" than just one employer, she said.

"We have changing demographics in this country where the minorities are not going to be the minority anymore," she said. "This is such a big shift, and my concern is whether we're prepared to serve this new kind of population."

Yap, whose previous workplaces include the Lane Council of Governments and the cities of Coburg and Bend, said LTD is the first place she's worked that's created a diversity council, which she called "a big step." But the test, she said, is whether policy discussions lead to actual change.

Other survey findings:

- Thirty-four percent of respondents said they had seen or heard of instances of sexual harassment in the past year. That was higher than the percentages who said they had heard racial or racist comments (29 percent), had seen or heard of racial discrimination

(20 percent), or seen or heard of discrimination or harassment based on sexual orientation (27 percent).

Only 56 percent of LTD respondents said they believe managers ensure that acts of harassment don't take place. But 77 percent said they would feel safe taking complaints about being harassed to someone at work.

The perceptions of sexual harassment "indicate to us that that's an issue we need to look into a little further," said Viggiano. "It's a concern if even one person thinks that."

Hannah Bradford, a graphic artist and diversity council member, said LTD began as a small, family-like organization where people "were very informal and comfortable telling jokes."

Now the district has grown to a midsize agency and is evolving in its understanding of what is and isn't appropriate workplace behavior, she said.

- When asked if they'd heard co-workers make negative comments toward others in the past year, 29 percent said they had heard such comments related to ethnic background, race or color. But a higher percentage - 30 percent - said they'd heard negative comments tied to political affiliation.

Bradford hypothesized that last year's tumultuous national elections, viewed by many as a referendum on the Iraq war, and labor-related comments made just a year after LTD bus drivers went on strike, might have contributed to that high rating.

Bradford and others said the survey provides a baseline that will help managers and the diversity council create a multiprong plan for improving workplace diversity.

"I'm just real excited," she said. "We have some work ahead of us, but for the most part people are open and willing to learn more about this."

LTD LEADERSHIP COUNCIL

District's top managers include three women, no minorities

- Mark Pangborn, general manager
- Stefano Viggiano, assistant general manager
- Jo Sullivan, executive assistant
- Diane Hellekson, finance director
- Mary Adams, human resources director
- George Trauger, maintenance director
- Mark Johnson, operations director
- Tom Schwetz, planning/development director
- Andy Vobora, service/marketing director

Surveys assess workplace diversity

Employees at seven public agencies offer their perceptions on what it's like at work.

Agencies surveyed and percentage of employees who were in agreement with these statements:	I work in a comfortable environment, free from harassment and discrimination	My employer gives me as many opportunities to grow and advance as anyone else	My employer has policies against discrimination and harassment	My employer provides training to promote multiculturalism	I consider whether language may be offensive to others	I initiate contact with people not of my ethnic background	I enjoy my job (LTD: I have a good job)	I would recommend that a friend seek employment where I work
Lane County	72%	63%	95%	61%	61%	48%	82%	72%
EWEB	74%	66%	91%	41%	60%	31%	87%	78%
Springfield	79%	74%	96%	54%	60%	45%	96%	78%
Bethel SD	90%	78%	93%	62%	74%	52%	90%	85%
LCC	82%	76%	95%	63%	62%	55%	93%	87%
Lane ESD	83%	73%	92%	36%	47%	30%	92%	85%
LTD	87%	58%	74%	62%	81%	77%	90%	86%

Note: LTD employees were surveyed in January 2007; employees at six other agencies were surveyed in late 2004 or early 2005.
Source: Oregon Survey Research Laboratory, Lockwood Research

STEPHANIE BARROW / The Register-Guard

But what about the bigger picture?

The context of Lane Transit District employees' views on workplace diversity is easier to appreciate when tested against the perceptions of workers at six other public agencies in the Eugene-Springfield metro area.

The comparisons are possible because of similar "diversity climate" surveys conducted within the past three years at Lane County, the city of Springfield, Lane Community College, Bethel School District, Lane Education Service District and Eugene Water & Electric Board.

For example, LTD employees are least likely to feel that all co-workers are given equal opportunity to advance in the organization, and least likely to perceive that their employer has policies in place prohibiting discrimination and harassment.

On the other hand, roughly four in five workers at LTD say they try to consider whether the language they use might be offensive to co-workers, and that they initiate contacts at work with people of ethnic backgrounds different than their own. Those percentages are highest among the seven surveyed agencies.

Of course, most respondents at all seven workplaces may have limited opportunities to interact with people of other ethnicities: The number of workers who identified themselves as white ranged from 79 percent at LCC to 92 percent in the Bethel School District.

LTD's workforce is 90 percent white, the same percentage as for all residents countywide, as reflected in 2005 U.S. Census data.

LTD is the most male-dominated agency among the seven at 65 percent, followed closely by EWEB at 61 percent. Males made up 52 percent of survey respondents in the city of Springfield, 47 percent in Lane County government, and less than 30 percent at Bethel schools, LCC and the education service district.

All seven agencies conducted the surveys after joining the Diversity and Human Rights Consortium in 2002.

The consortium consists of 11 taxpayer-supported agencies that have publicly committed to assessing and improving workforce diversity. (The other agencies are the city of Eugene, University of Oregon, and Eugene and Springfield school districts.)

Some important caveats are necessary when comparing the survey results. The six other agencies' surveys were conducted by the Oregon Survey Research Laboratory, a UO-affiliated resource that went defunct in 2005. Those agencies were surveyed in late 2004 or early 2005, whereas LTD workers were surveyed by a different firm this past January.

More importantly, while the template used by LTD was modeled after the earlier surveys, some questions were omitted, others were added, and still others were revised slightly. One example: LTD workers were asked if they agreed with the statement "I have a good job" rather than "I enjoy my job."

Ninety percent of LTD workers said they have a good job, while respondents who said they enjoyed their jobs ranged from 82 percent at Lane County to 96 percent at the city of Springfield.

LTD workers were about as likely to believe that their employer hires from a variety of backgrounds (76 percent) and does a good job serving diverse populations (77 percent) as did workers at other agencies. Sixty-two percent of LTD workers feel that their employer provides training to promote multiculturalism, a percentage that matches or exceeds those at the other agencies.

When asked to identify barriers to attracting a more diverse workforce, employees at LTD and EWEB said the biggest obstacle is low turnover. Respondents at Lane County, Springfield, LCC and Lane ESD felt the biggest challenge was too few qualified minority applicants, while workers in the Bethel School District identified budget issues as the biggest constraint.

Jeff Wright

<http://www.registerguard.com/news/2007/03/13/e1.cr.ltdsider.0313.p1.php> 3/13/2007

Surveys assess workplace diversity

Employees at seven public agencies offer their perceptions on what it's like at work.

Agencies surveyed and percentage of employees who were in agreement with these statements:	I work in a comfortable environment, free from harassment and discrimination	My employer gives me as many opportunities to grow and advance as anyone else	My employer has policies against discrimination and harassment	My employer provides training to promote multiculturalism	I consider whether language may be offensive to others	I initiate contact with people not of my ethnic background	I enjoy my job (LTD: I have a good job)	I would recommend that a friend seek employment where I work
Lane County	72%	63%	95%	61%	61%	48%	82%	72%
EWFB	74%	66%	91%	41%	60%	31%	87%	78%
Springfield	79%	74%	96%	54%	60%	45%	96%	78%
Bethel SD	90%	78%	93%	62%	74%	52%	90%	85%
LCC	82%	76%	95%	63%	62%	55%	93%	87%
Lane ESD	83%	73%	92%	36%	47%	30%	92%	85%
LTD	87%	58%	74%	62%	81%	77%	90%	86%

Note: LTD employees were surveyed in January 2007; employees at six other agencies were surveyed in late 2004 or early 2005.

Source: Oregon Survey Research Laboratory; Lockwood Research

AGENDA ITEM SUMMARY

K

DATE OF MEETING: March 21, 2007

ITEM TITLE: NEWS ARTICLES ABOUT TRANSIT ISSUES AROUND THE COUNTRY

PREPARED BY: Mark Pangborn, General Manager

ACTION REQUESTED: None

BACKGROUND: Each month's Board packet includes articles about transit issues, including bus rapid transit (BRT) initiatives throughout the U.S. and the world. These articles are included in the packet for information purposes only.

ATTACHMENTS: See news article

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: TRASH AT BUS STOPS

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

ACTION REQUESTED: None

BACKGROUND: Every transit district faces the issue of trash at bus stops. It is a tough problem and one that will not go away. LTD has developed a process to deal with trash at shelters, but staff have resisted putting out trash cans at other stops for a number of reasons:

- The cost to fabricate and install
- The maintenance cost of emptying them on a regular basis
- The tendency to collect neighborhood trash and not just customer trash

Several ideas for long-term solutions are still under consideration, but in the short-term, a process to provide immediate cleanup is in place. Following this cleanup, LTD will appeal to the customers to assist the District in addressing the problem at bus stops. Small signs have been placed on the bus stop poles asking customers to pick up after themselves.

In the long-term, staff are looking at several programs to involve the community in ways to address the issue of litter in a more comprehensive way.

At the meeting, staff will review the processes being employed and discuss ideas for addressing the issue in new ways.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: UNITED FRONT REPORT

PREPARED BY: Stefano Viggiano, Assistant General Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: LTD participates with Lane County; the cities of Eugene, Springfield, and Coburg; and Springfield Public Schools to develop a package of federal funding requests. This annual effort, called the United Front, is intended to provide a coordinated set of local priorities for federal funding. A 15-member local delegation traveled to Washington, D.C., in late February to meet with various elected officials, congressional staff, and agency representatives to advocate for the federal funding requests. Gerry Gaydos and Stefano Viggiano represented LTD on the delegation.

Mr. Gaydos will provide a report on the trip at the Board meeting.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 21, 2007

ITEM TITLE: STATUS REPORT ON WEST EUGENE EmX EXTENSION PLANNING

PREPARED BY: Tom Schwetz, Planning and Development Director

ACTION REQUESTED: None. Information only.

BACKGROUND: On October 9, 2006, the Eugene City Council voted to recommend the West 11th corridor as the next EmX line to study. At its October 18 meeting, the LTD Board of Directors endorsed the Eugene Council action through adoption of Resolution 2006-034. These actions removed the need for a full corridor selection process. Based on this direction, staff have begun working on plans for the West Eugene EmX Extension.

Work has focused on preliminary data gathering and development of a coordinated work plan with the City of Eugene. In addition, staff and Board President Gerry Gaydos have been participating in discussions with the West Eugene (WE) group, an outgrowth of the Roundtable group. This group has been meeting for the past three years on a variety of Eugene-related topics--in particular, the West Eugene Parkway.

The WE Group hopes to conduct a collaborative process among West Eugene stakeholders with the following purpose: "Develop an integrated land use and transportation solution supported by stakeholders that will facilitate movement of people and commerce from/through/to West Eugene and west of Eugene while enhancing community, business, and the environment."

Many of the stakeholders whom LTD would want to involve in the EmX planning effort are, or will soon be, participating in the WE Group. This may represent an opportunity for LTD; though how the group's efforts coincide with what LTD needs to accomplish within the District's allowable time frame remains to be determined.

The objective of LTD's planning effort is to achieve adequate detail on an EmX Corridor alternative, and to develop a cost estimate to include in a funding request in the next federal transportation bill, scheduled to start in October 2009. In order to be considered for inclusion in that bill, a request will need to be developed by Fall 2008 (approximately 18 months from March 2007). Because LTD will be seeking the use of FTA Small Starts funding, the request will need to follow FTA's Alternatives Analysis (AA) process.

The AA process will build on the results of systems planning completed in preparation for the Metropolitan Planning Organization's (MPO) Regional Transportation Plan (RTP). It will focus on a specific transportation need (or set of needs) along the West Eugene corridor, and on identifying alternative actions to address these needs. The process will generate the information needed to select a preferred project for implementation. The process is expected to address such issues as costs, benefits, environmental and community impacts, and financial feasibility.

The work over the coming months will focus on the specification of transportation problems and needs along the corridor for use in the development of a Purpose and Need statement, conceptual alternatives to be evaluated in the study, and preliminary measures for the evaluation of the alternatives. In addition, a coordinated work plan will be completed for the work with the City of Eugene, and a strategy for interaction with the WE Group will be determined.

ATTACHMENTS: None

PROPOSED MOTION: None