

MINUTES OF THE MEETING
ACCESSIBLE TRANSPORTATION COMMITTEE

Tuesday, March 17, 2009
10 a.m. – Noon
Lane Transit District
3500 East 17th Avenue – Eugene, Oregon

MEMBERS PRESENT:

L. M. Reese, Chair, presiding	Mykal Taylor
Ann Angvick, Vice Chair	Bob Proctor
Hugh Massengill	Tara Sue Salusso
Kay Metzger	Jan Aho
Aline Goddard	Mary Otten
Mark Phinney	Kristine Sirmans

LTD BOARD MEMBER (ex officio)

Ed Necker

COMMUNITY REPRESENTATIVES:

Scott Whethem

MEMBERS ABSENT:

OTHERS PRESENT:

Eleanor Mulder	Ann Lauver
Kris Lyon	Michelle Apparcel
David Braunschweiger	Gail Lundeen
Beth Mulcahey	Mike Cetto
Susan Payne	Bill Morganti
Marcia Maffei	Irene Ferguson

STAFF:

Terry Parker	Rand Stamm
Susan Hekimoglu	Steve Rayack
Charlie Simmons	John Dahl

INTRODUCTIONS, ANNOUNCEMENTS, AND AGENDA REVIEW

Mr. Reese called the Accessible Transportation Committee (ACT) meeting to order and those present introduced themselves.

Ms. Parker recognized the sixth anniversary of Diamond Express and its history of service.

Eleanor Mulder distributed pamphlets from the League of Women Voters listing contact information for elected officials.

AUDIENCE PARTICIPATION

Mr. Reese determined there was no one wishing to speak.

ACTION: MINUTES APPROVAL – JANUARY 27, 2009, AND FEBRUARY 17, 2009

Mr. Massengill, seconded by Ms. Otten, moved to approve the January 27, 2009, minutes as submitted. The motion passed unanimously.

Ms. Otten, seconded by Mr. Proctor, moved to approve the February 17, 2009, minutes as submitted. The motion passed unanimously.

ACTION: DISCRETIONARY GRANT ALLOCATION REVISIONS

Ms. Parker announced that federal economic stimulus funds through the American Recovery and Reinvestment Act (ARRA) were available for 5311 capital projects, and LTD had received an allocation based on population for Florence and in South Lane County. She said intercity service funding was through a different category. ~~She said~~ there were strict use and reporting criteria and funds had to be spent quickly ~~in order to help~~ to stimulate the economy. She reviewed the considerations for allocation of ARRA funds as set forth in the agenda packet, noting that local match was not required. She said applications had to be resubmitted to the State by March 27, incorporating the new funding into project lists. ~~She said~~ Projects recommended for funding in order of priority were:

Vehicle preventive maintenance	\$ 35,277
– Florence (1), South Lane (10) vehicles	
Vehicle replacement	113,000
– Florence (1) small bus, South Lane (1) modified minivan	
New vehicle	105,536
– South Lane Wheels (1)	

Ms. Parker explained how the projects were selected and reviewed the resulting changes in the worksheet entitled *Project Ranking and Grant Amounts – Revised Worksheet with ARRA Funding*.¹

Mr. Necker asked what size the new South Lane vehicle would be. Ms. Salusso said there was a need for a larger vehicle to meet the demand for wheelchair and walker access.

Ms. Parker said she had received notice that there was an additional \$6,000 available and suggested adding it to the South Lane Wheels funding to assure a new vehicle would have the options that were needed. She said receipt of funding for rural services allowed a redistribution of the base allocation to fund additional items.

In response to a question from Ms. Angvick, Ms. Parker said that Special Transportation Funding (STF) discretionary program funding was firm; formula funding was not as firm, but she would verify the amounts.

¹ Subsequent to the meeting there were adjustments in the amount of funding available and amounts designated per project based on updated information.

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Mr. Phinney, seconded by Mr. Whethem, moved that the Accessible Transportation Committee approve the ODOT Public Transit Division Discretionary Grant allocation revisions, including the addition of excess funding applied to the South Lane Wheels vehicle acquisition, and forward a recommendation of approval to the LTD Board of Directors. The motion passed, 11:0:2; Ms. Salusso and Ms. Aho abstaining.

ACTION: STF FORMULA FUND BUDGET APPROVAL

Ms. Parker recommended a one-year budget because of uncertainties about funding availability. She reviewed considerations for allocating STF money in FY2010 as set forth in the agenda packet and the budget details presented in the worksheet entitled *Special Transportation Fund – Budget Worksheet for FY2010*. She anticipated a 10 percent decrease in STF revenue and recommended the following:

- A three percent increase in FY2009 allocations for White Bird mental health transportation services, Alternative Work Concepts travel training services, and South Lane Wheels
- A \$50,500 decrease in the amount of STF In-District funding for RideSource services
- Elimination of STF Out-of-District funding for Waivered Medicaid Non-Medical
- Adjustment in allocation for Rhody Express based on actual cost history and the transition of costs for assessments to the New Freedom Mobility Management [projectgram](#)

Ms. Metzger asked if there would be any reduction in RideSource services if the proposed budget was implemented. Ms. Parker said there would be no reductions because LTD General Fund ~~dollars would be used to ensure that~~ [backfilled](#) the [need requirements](#) for RideSource services [were fulfilled](#). She noted that using capital funds for ~~the vehicle acquisition of RideSource vehicles~~ [would help by allowing LTD to apply discretionary grant to cover](#) ~~free up additional funds for RideSource operational costs and purposes.~~

Ms. Parker explained the budgeting strategies she had used to produce the revised allocations for In-District and Out-of-District projects. She thanked those who participated in the work of the Budget Committee and Grant Review Committee.

Mr. Massengill, seconded by Ms. Otten, moved that the Accessible Transportation Committee approve the Special Transportation Fund allocations as presented and forward a recommendation of approval to the LTD Board of Directors. The motion passed, 11:0:2; Ms. Salusso and Mr. Whethem abstaining.

ACTION: RURAL JARC AND NEW FREEDOM PROJECT REVIEW

Ms. Parker reported that the Grant Review Committee met that morning to review project applications being submitted directly to the State from rural programs for Job Access Reverse Commute and New Freedom funding. She said applications would compete with other projects from across the State. ~~She said the~~ [The C](#)committee reviewed applications from South Lane Wheels for JARC and New Freedom funding. The JARC application included a morning route extension, a ride home program for service after 7 p.m., and a mobility management project; the New Freedom application was for a Creswell to Cottage

Grove shuttle. She described the Committee's review of the applications and highlighted areas that needed to be strengthened or clarified and where additional information was necessary in order to be competitive.

Mr. Massengill said Committee members were supportive and wanted to see the projects be successful, which was why areas were identified for additional work before the applications were submitted.

Mr. Proctor suggested obtaining written statements of need from other community organizations to document how the applications would fill gaps in service.

Mr. Phinney said the sources for data used in the applications should be identified, as well as populations that would be served by deviations in the proposed route.

Ms. Salusso thanked the Committee for its feedback.

LTD SAFETY UPDATE

Mr. Rayack was present to provide information about LTD's safety record as a follow-up to a discussion at a previous ATC meeting. He stated he had reviewed incidents logged into LTD's database over the past three years and researched benchmark standards for transit districts, which were identified as the number of accidents per 100,000 miles operated. He said LTD operated over 4 million miles last year and had a reported accident rate of slightly less than 3.5 accidents per 100,000 miles. He said that was higher than preceding years since 2005. He compared that to other districts, which typically ranged from 5.9 accidents to 3.32 accidents per 100,000.

Mr. Rayack said that every complaint of an incident on a bus, whether it was a vehicle accident or a passenger injury, was reported, and depending on the severity, investigated by an operations supervisor. All information was entered into the database and any accidents involving property damage, a confirmed injury, or medical response went before a review committee, which examined all available evidence and made a determination about whether the accident was preventable or non-preventable.

Mr. Rayack related that an examination of three years of information on EmX identified six trip-and-fall incidents related to ramps, six associated with the gap between the vehicle and the curb, and four that were unspecified. He described the other categories of incidents that he had reviewed and noted that operators were trained to evaluate people getting on the bus in order to make a decision about whether to move the bus, but were not required to keep the bus stationary while people were in the aisles. He reviewed a chart of the total number of LTD boardings annually, noting that boardings had doubled over the past decade with 12 million boardings in 2008.

In response to questions from Ms. Salusso, Mr. Rayack explained that incidents were reported by riders, operators and other passengers. He said the results of the review committee's determinations were used to provide refresher training to an operator involved in two preventable accidents over the course of a year; a third preventable accident within two years would initiate disciplinary action.

Mr. Rayack said approximately half of the accidents reviewed by the committee were determined to be preventable.

Mr. Dahl ~~said~~ added that the LTD training program stressed defensive driving and awareness of passengers with disabilities and was augmented ~~that training~~ with annual refresher courses.

Ms. Taylor said there were safety reminders posted throughout the LTD facility and vehicles.

Mr. Massengill said that the operators he observed were very careful drivers, but it was precarious for disabled or elderly passengers when the bus moved before they were seated. He asked if any districts required buses to remain stationary until people were secure.

Mr. Rayack said he was not aware of any systems with that requirement, but most vehicles had handholds strategically placed for passengers. He urged people to speak up if they saw a potentially dangerous situation.

EmX UPDATES: GATEWAY EXTENSION/GATEWAY STATION, EmX RAMP DEPLOYMENT REQUESTS, REAL-TIME INFORMATION

Facilities Manager Charlie Simmons reported that the design for the Gateway EmX extension had been completed and permits issued. He said there were still challenges with ramp deployment on EmX vehicles. An internal technical advisory committee was exploring options for making deployment safer, such as call buttons on the side of vehicles or at stations if a ramp was required. Testing various options on the Franklin corridor was being considered. He asked for feedback on how best to address the problem.

Ms. Ferguson liked the idea of a button near the front door of the bus to notify the driver that a ramp was required.

Ms. Angvick said that buttons at stations would need to be in the same place at each location to avoid confusing riders. Mr. Simmons agreed that consistency was essential and operators would need to recognize that even if the ramp signal had not been activated it did not necessarily mean a ramp was not required.

Mr. Morganti asked if the Gateway EmX would replace the #12 fixed routes. Mr. Simmons said that most of the #12 service would be replaced by EmX.

Ms. Taylor suggested that the ramp buttons could be placed on the railing at each station.

Ms. Parker said the ATC had decided not to locate ~~agreed that~~ ramp buttons ~~should not be placed~~ on the vehicles.

Mr. Necker suggested an external speaker to allow the operator to announce the ramp was being deployed. Mr. Simmons said there already were external speakers and training drivers to use them was an operational issue.

Mr. Whethem liked the concepts of activating a light at the station to alert the driver, consistency in location of buttons and designating a waiting area for passengers who would use a ramp. Mr. Simmons said he would work with Ms. Parker to develop some options for consideration.

Ms. Angvick recommended involving the Lane Independent Living Alliance and similar organizations in development of design options.

Mr. Simmons said real-time information at stations had been deferred because of budget constraints in the capital improvement plan. He said work on the Gateway corridor was progressing and trees were being removed, although LTD would preserve as many as

possible. He said there would be at least a one-to-one replacement of those that were removed, and landscaping along the corridor would include enhancements like shrubbery, irrigation, and lighting.

Ms. Metzger asked if there was a stop close to the roundabout. Mr. Simmons replied there was a station just to the south of the roundabout, located in the median.

Ms. Metzger asked if there were plans for controlled crossings. Mr. Simmons said LTD's original plan included controlled crossings, but the City of Springfield removed that design component.

Mr. Simmons said the station design could accommodate controlled crossings if those were installed in the future. He expected the Gateway project to be completed in late 2010.

The next meeting was scheduled for April 21.

PROGRAM UPDATES

There were no reports due to lack of time.

Mr. Reese adjourned the meeting at noon.

(Recorded by Lynn Taylor)