

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Friday, December 20, 1996

Pursuant to notice given to *The Register-Guard* for publication on December 17, 1996, and distributed to persons on the mailing list of the District, a special meeting of the Board of Directors of the Lane Transit District was held on Friday, December 20, 1996, at 12:00 p.m. in the LTD Board Room at 3500 East 17<sup>th</sup> Avenue, Eugene

Present: Rob Bennett  
Patricia Hocken, President, presiding  
Dave Kleger, Treasurer  
Phyllis Loobey, General Manager  
Susan Hekimoglu, Recording Secretary

Absent: Kirk Bailey, Vice President  
Thomas Montgomery, Secretary  
Mary Murphy  
Roger Saydack

**CALL TO ORDER:** The meeting was called to order at 12:10 p.m. by Board President Pat Hocken.

**DISCUSSION OF TRANSIT ISSUES WITH MEMBERS OF U.S. SENATOR WYDEN'S STAFF:**

Ms. Hocken welcomed Mary Gautreaux and Carolyn Bourdeaux to the meeting and introduced the Board members and staff present.

**BUS RAPID TRANSIT:** Ms. Hocken then introduced LTD Planning and Development Manager Stefano Viggiano who gave a presentation on the Bus Rapid Transit System (BRT). Mr. Viggiano discussed where LTD was today and how it came to the BRT idea. He pointed out LTD's various innovative transit programs, such as Group Pass and Commuter Solutions, Accessible Services, and Bikes on Buses. He also mentioned the national study conducted by the University of North Carolina at Charlotte (UNCC) in which LTD had been rated in the top 20 percent of all transit systems surveyed, as well as in the top 25 percent of its peer group. The study focused on 12 different performance factors, some of which were efficiencies such as cost per trip or cost per service hour, how effective LTD was in serving the community, how many riders per hour, what the road call rate was, etc. Mr. Viggiano further noted that when LTD asked the community how it was doing, it rated well.

LTD currently carried about 2 to 3 percent of the total trips taken in the community, and about 4 percent of the work trips.

He then pointed out the need for the expanded transit role. Traffic congestion and Vehicle Miles Traveled (VMTs) were increasing and would eventually cause air quality problems. At the federal level, the Clean Air Act and the Intermodal Surface Transportation Efficiency Act (ISTEA) were mandating expanded roles of public transit agencies. At the state level, there were land use planning goals and the Transportation Planning Rule (Goal 12) which called for a decrease in vehicle miles traveled per person by 10 percent over 20 years and 20 percent over 30 years. At the local level, the *TransPlan* called for bigger roles for alternative modes including transit, and the Eugene City Council had for several years a fairly aggressive alternative mode goal as one of their priorities.

Mr. Viggiano noted that there had been surveys that indicated that people wanted more transit service, and transit to play a bigger role. The Oregon Department of Transportation (ODOT) had conducted a statewide survey in which they asked if the respondent was in charge of ODOT, what would be their priority. More people said improve public transportation than said anything about roads. A local survey was conducted in conjunction with the initial *TransPlan* effort. What that survey showed was that people did want more transit service and that should be a priority for our community.

Mr. Viggiano then discussed the barriers to transit use. He noted that while there was spoken support for an expanded role of public transportation, the census data on journey to work showed an increase in single-occupant vehicle use and VMTs. He pointed out what were identified as the top five reasons that people were not using transit. The most important reason was that travel time on the bus was longer than travel time by car. He noted a good example of that was LTD's service to the UO football games, where transit actually out-performed the auto in travel times, due to the express transit-only lanes in and out of Autzen stadium. Once the express lanes were implemented, ridership to the games had greatly increased. It was a good example of where LTD offered a travel-time incentive and people responded.

Other factors included frequency of service, direct connections, passenger amenities at bus stops and stations as well as on the bus, and the image of transit. Even if you could get there fast, the service would need to be offered frequently so that it would be convenient as well. Direct connections were important as people did not want to have to transfer or to have to go out of their travel direction to make that transfer. Passenger amenities were identified as important so that riders would feel safe and comfortable. The last barrier identified was the image of public transportation. Many people looked upon transit as a second-class option when compared with the automobile.

When all of those issues were considered, the solution that LTD developed was Bus Rapid Transit (BRT). BRT was defined as a system that established a more

convenient transit system. BRT for the Eugene and Springfield area would bring together a variety of proven, low-cost technologies to reduce travel time and allow buses to move efficiently through and around traffic congestion. In other words, LTD proposed to use the bus system to emulate many of the desirable characteristics of a rail system at a much reduced cost. Mr. Viggiano noted that the Lane Council of Governments (LCOG) conducted a study on urban rail, and determined that this community was not big enough to support a rail system. LTD viewed BRT as the next step in the progression of transit service in our community.

The elements of a BRT system would include high-frequency corridor routes with neighborhood connectors, exclusive bus right-of-ways, transit signal priority, new vehicles, a prepaid fare system, new stops and stations, and marketing and imaging.

Mr. Viggiano noted that the exclusive bus lanes were a key feature of the BRT concept. It meant that the bus would be able to travel like a rail vehicle without being impeded by traffic. This was by far the most controversial aspect of the proposal and the costliest. However, LTD believed that it was essential, especially when looking out over 20 to 40 years, as traffic congestion only was going to continue to get worse. Eventually, other methods to try to get through traffic would have limited success.

Ms. Bourdeaux asked if the exclusive bus lanes would mean widening the roads or if LTD would take lanes from the existing roadway to operate this system. Mr. Viggiano responded that this was not known at this time. He thought it would end up being a combination of those strategies as well as using parking lanes. In situations where use of existing lanes was not possible, LTD most likely would seek to purchase right-of-way for a new lane.

Mr. Viggiano continued his presentation to say that signal priority would allow buses to affect the signal phasing, so buses would be less likely to be stopped at red lights. This would improve travel time significantly. The system would be operated with a new type of bus that is tailor made to this type of system. The buses would have low floors that would speed up the boarding and deboarding processes. There would be more doors, and related to that would be a prepaid fare system, where riders would no longer have to file past the bus operator to pay their fares or show their passes, but instead could enter and exit from any door. This also would reduce the amount of time the bus was stopped. Rather than poles and small shelters, the BRT stops would be more extensive where each stop was more like a mini station. As part of BRT, an image would be created that was more like a rail system. In many cities, the rail system is a source of civic pride, and LTD would like to create that same situation with the BRT system.

As proposed, the BRT system would, over a 20-year period, consist of four lines operating on major corridors from one end of the community to the other. Mr. Viggiano displayed a map to demonstrate the possible BRT lines. One line, for example, would be from West 11<sup>th</sup> in Eugene to Main Street in Springfield. There also would be a circumferential (or beltline) route to provide for fast travel for trips that skirt the center of

the community. Neighborhood connectors would provide feeder service to the BRT line, and also provide for neighborhood connections to nearby activity centers. Transit service currently was available for about 85 percent of all households in the community. Mr. Viggiano noted that the neighborhood feeder service for BRT would preserve that extensive service.

Ms. Bourdeaux asked how LTD planned to deal with exclusive right-of-way in locations such as the Ferry Street Bridge. Mr. Viggiano stated that in the case of the Ferry Street Bridge, LTD might propose to build a separate bus bridge next to the current bridge. There currently were plan to make improvements within the existing corridor surrounding the Ferry Street Bridge, such as improvements to the approaches at either end, but not a widening of the bridge. However, it was known that at some point, added capacity would be needed across the river, and LTD's preference would be an alternate modes bridge for use by transit and possibly by other high-occupancy vehicles (HOVs).

Mr. Viggiano further demonstrated that there were many benefits of a BRT system. It would allow transit to compete more favorably with the private automobile by reducing bus travel time, increasing service frequency, and improving passenger amenities. A BRT system could be expanded over a period of time, with each step based on the experience gained during the previous step. Since it was a bus-based system that operated on roads, it would have a much higher level of flexibility than a rail system. It was expected that BRT would cost about 1/20<sup>th</sup> as much as a comparable rail system. Exclusive bus lanes of a BRT system could eventually be converted to rail if and when that became a feasible transit alternative in this community.

Ms. Gautreaux asked if BRT could be started without the purchase of new vehicles, or were those necessary prior to the start of BRT. Mr. Viggiano responded that it could be operated without a new vehicle; however, if LTD wanted to highlight BRT as a new service, it was believed that certain things should be in place in order to create that impression. He thought that new vehicles were a very important part of the image, and LTD might be reluctant to start BRT without those things in place.

Mr. Kleger noted that the first line could be built initially in a 5- or 6-miles length, then expanded 10 miles. It would not require the huge lump sums of money to implement as would a light rail system.

Ms. Bourdeaux asked about the cost of BRT as proposed by LTD. Mr. Viggiano responded that it was estimated that the cost of BRT would be about 5 percent of the cost of a comparable light-rail system, even with the exclusive right-of-way. By purchasing the right-of-way now, it would be in place when the community was ready for a light-rail system.

Mr. Viggiano continued that currently, LTD actively was pursuing the implementation of a pilot corridor. The corridor under consideration was the east/west corridor along 11<sup>th</sup>, Franklin, and Main Streets. He noted that the line actually had been

a street car line back in the 1920s. A inter-jurisdictional technical advisory committee was formed and included representatives from both cities, the County, ODOT, and LCOG. LTD also had started a concerted community outreach program. This program included meetings with various groups, contacts with people along the proposed corridor, and other efforts aimed at the entire community. Mr. Viggiano noted that the tentative implementation of the pilot corridor was the fall of 1999. The estimated start-up cost was approximately \$10 million. That amount would not purchase the exclusive right-of-way along the entire length of the corridor.

Ms. Hocken asked Mr. Viggiano to clarify what the cost would be if LTD planned to purchase exclusive right-of-way along the entire length of the corridor. Mr. Viggiano stated that the technical advisory committee looked at that possibility, and the assumption was made that LTD would have to buy about 10 feet of property along that entire 11-mile corridor. He thought that there were many opportunities there where LTD could use existing right-of-way, and additional right-of-way would not have to be purchased. However, assuming that 10 feet along the entire corridor would need to be purchased, the estimate of the cost was \$50 to \$75 million.

Ms. Bourdeaux asked what the process would be for deciding where the BRT line would start and stop. Mr. Viggiano thought that the community input process would be used; the technical advisory committee would make recommendations, figuring out where logically it made sense to start and end from a transit service perspective; and the cost would be considered.

Ms. Bourdeaux then inquired as to what the proposed \$10 million would buy. Mr. Viggiano responded that it would buy some exclusive right-of-way, a few buses, the prepaid fare system, stop improvements, hardware and software for a transit signal priority system, and some support costs, such as an environmental assessment. Ms. Bourdeaux asked how the prepaid fare system would work, and if it would be different from the regular bus system. Mr. Viggiano replied that those fare systems would be compatible; for example, if someone were to ride one of the neighborhood connector buses and take a transfer slip, that slip would be valid for the BRT bus.

Ms. Bourdeaux then asked about the percentage of commuters who currently rode LTD. Mr. Viggiano replied that in the last census, it was about 4 percent. He noted that the current *TransPlan* had a specific goal of 8 percent of the commuters using alternative modes of transportation over the next 20 years. However, the revised version of *TransPlan* called for a system that achieved better balance in transportation by providing more alternatives for choices. The current plan was a 20-year plan that was adopted in 1986. Ms. Bourdeaux asked if LTD knew what sort of traffic the *TransPlan* would take off the road. Mr. Viggiano stated that information was not known; however, a cost benefit study of BRT was in the plan, as was a major investment study that was intended to look at the various alternatives to determine which alternatives best met the community's needs. As part of those studies, he thought that LTD would gain information such as the sort of traffic *TransPlan* would take off the road. Mr. Viggiano also mentioned that as part of the long-range transportation plan, LCOG

was using a fairly sophisticated model to predict how different improvements, such as BRT and reduction in transit fare, would impact total transportation choices and how many trips there were. Those models had shown that BRT significantly would increase transit ridership and would reduce to some extent, automobile use. Ms. Loobey noted that a lot of this data still was being refined at this stage, and most of what was available now was used to make projections. Of the nearly 6 million trips that LTD provided per year, almost 60 percent were work or school related trips. Mr. Viggiano stated that the high student ridership was due to the Group Pass program at the UO and the high school bus service that was provided by LTD.

Ms. Gautreaux asked if the high schools also were included in the Group Pass program. Mr. Viggiano replied that Eugene School District 4J had worked with LTD to provide the high school bus service as a cost saving measure. They had chosen to buy a large number of youth passes and then sell them at the high school offices at a reduced rate for students. They had chosen not to join the Group Pass program at this time, but that arrangement could be made in the future. Mr. Kleger said that recently he had met with District 4J Superintendent Margaret Nichols. She indicated that the District was very pleased with the high school LTD service, and that with Measure 47 calling for more budget cutting, the District would be looking at expanding their arrangement with LTD to include some of the lower grade levels as well. Ms. Murphy thought that LTD's high school service was an excellent way of training local youth to be aware of public transit, so that as they transition to higher education, they would know that they can get around town without driving a car. Mr. Viggiano noted that District 4J saved approximately \$250,000 by not providing high school bus service. The revenue that LTD earned from the sale of passes to high school students more than paid for the direct cost of the service LTD added. In many cases, students were riding buses on current routes, and LTD did not have to add very much service.

Ms. Bourdeaux asked if there were other areas that had a BRT system. Mr. Viggiano replied that there were quite a few transit systems that were using some of the elements of BRT that he had discussed earlier. However, LTD had not found one transit system that had put all those elements together. The elements were not new technologies, but LTD's BRT proposal was very unique in that it brought those elements together into one package. The best examples of BRT in North America would be in Ottawa, Canada. Ms. Bourdeaux asked if it was known how car operators felt about exclusive bus lanes and if there was any confusion related to the bus lanes. Mr. Viggiano thought that proper signage and intersection signals would help alleviate that problem. Ms. Gautreaux noted that Eugene has extensive bike lanes along its city streets, and most drivers knew how to use those.

Ms. Bourdeaux asked if Mr. Viggiano could discuss the process for how decisions would be made. Mr. Viggiano stated that the biggest decision-making process to date had been the *TransPlan* update. It was the community's most comprehensive transportation plan. Bus Rapid Transit was actively being considered as part of that update. It appeared that BRT would be in the draft plan; however, the only question that remained was the issue of exclusive bus lanes. LTD would be

arguing for the goal of 100 percent exclusive lanes on all the BRT lines. The concept itself made sense to people to whom it was presented, but some of the implementation issues would be more difficult. The *TransPlan* reflected community decision making around the BRT idea.

Ms. Bourdeaux asked if the *TransPlan* update would include just the first phase of BRT, and Ms. Loobey replied that the update was a 20-year document, and the full implementation of the BRT would be included. There might be more detail about the pilot corridor, but it would include the map of the entire proposed system. She further stated that the major investment strategy that LTD had to prepare was part of the requirements for Federal Transit Administration (FTA) funding. Also, under the Intermodal Surface Transportation Efficiency Act (ISTEA), the local MPO made the decisions about the use of the transportation dollars, especially in an area with fewer than 200,000 population. The local MPO was the Metropolitan Policy Committee (MPC), of which two of LTD's Board of Directors were members. MPC was the policy maker for the land use and transportation issues in the region.

LTD had met with the FTA, both at the regional and national levels, and had been given early affirmations about the project. The Oregon Department of Transportation (ODOT) intended to include the BRT project in its priority list for federal funding. And, staff and Board members were introducing the idea to civic and community leaders.

What LTD was proposing for funding was to look at whatever sources might be available, such as earmarking, Section 3, reauthorization of ISTEA, etc.

Ms. Bourdeaux asked when LTD would have the route plan for the first phase. Mr. Viggiano replied that in February, staff would present options for specific alignments to the Board with the hope that the Board would be able to pick one of those. It would be a tentative alignment, as there still would be engineering processes and an outreach to the corridor-specific community. The chosen route would have been evaluated to an extent that it would be considered a feasible alternative. Ms. Loobey noted that there currently was outreach going on, and that would continue. The Board would hold the required public hearings, as well as meet with neighborhood groups, service clubs, and the Chambers of Commerce.

Ms. Gautreaux asked where the business community stood on the BRT issue. Mr. Bennett replied that the business community conceptually supported BRT. He had not talked with anyone who did not think that in order to get to the next level, from a transportation balance point of view, that LTD would have to do something significant. The alternative would be to continue to be proud of what LTD had done and never get to the next step of competing with the automobile. When he talked to business people from a competitive point of view, it was something they understood. The way he spoke about BRT to other business leaders was that it was a way for LTD to aggressively compete in the market for people's transportation needs and have an honest chance to succeed. He had heard good feedback. However, the issue of exclusive right-of-way

was not going to go away, and he thought BRT would be a tough sell because it was hard to get people to look very far ahead. His attitude was that if LTD did not start now, it would never get there. The urban services boundary would be held onto for sometime, but eventually it would be hard to tell Eugene from Junction City and/or Veneta. Mr. Viggiano had mentioned the transportation plan, but there were also a number of land use issues, not only as part of the transportation plan, but in and of itself to get to the discussion about growth, and what the community would do in the next 20 years as well. Mr. Bennett thought BRT was an important part of those discussions.

Mr. Saydack agreed with what Mr. Bennett had said, in that people looked at this as a chance to make a difference. They were seeing the community change in ways that were both good and bad. Mr. Kleger added that LTD was providing the inexpensive rides that were available in this town, and the cost per ride was going to go up. There was no way LTD could do something this far-reaching without the costs going up. There was a political price to pay for something like that when taxes were being relied upon. If LTD was not going to make the front-end investment, it would not make any more progress on its market share. As the community continued to grow, LTD's ridership numbers would look good, but the percentages would not change.

Ms. Loobey asked if there was any other information that LTD could provide to Senator Wyden's staff. She noted that LTD representatives would visit Washington, D.C., again in February as part of the local United Front lobbying trip. Ms. Bourdeaux replied that she would like to have a layout of how LTD was going to proceed with the different stages of the BRT proposal.

Mr. Bennett discussed the \$10 million cost figure that Mr. Viggiano had presented for the pilot corridor route. He noted that the \$10 million would certainly get LTD started. He thought it was important to add that in his point of view, without the exclusive right-of-way, the BRT plan would not work. He did not think that BRT would make a significant difference unless it would materially increase LTD's competitive position. He hoped that the Senator's staff would present BRT as something that was significantly different than what was being done today at LTD. Mr. Kleger added that the most expensive parts of the right-of-way were in the most congested areas, and would be the hardest to obtain. However, in order to compete, those areas were the most crucial to the right-of-way issue.

Ms. Gautreaux asked what it would look like in downtown Eugene – would it mean the removal of parking spaces or something else. Mr. Kleger stated that it would depend on which street it ran on, but most likely it would be West 11<sup>th</sup> to put buses into the new Eugene Station. Mr. Viggiano added that it was not known yet, but there were several options being considered. In downtown Eugene, West 11<sup>th</sup> carried westbound traffic, and West 13<sup>th</sup> carried eastbound traffic. There could be an exclusive lane on 11<sup>th</sup> and one on 13<sup>th</sup>, and the buses could travel in the same direction as traffic. The easiest way to accomplish this would be to remove parking along those streets. On West 11<sup>th</sup>, to require right-of-way meant taking out some fairly major trees, which in our community, actually required a public vote. The other option was to remove parking on



both sides of 11<sup>th</sup>, and possibly add parking back in bays between the trees where the curb could be cut in, then have the bus run on 11<sup>th</sup> in both directions resulting in the eastbound lane being contra-flow to traffic.

Mr. Saydack added that the alternatives to this solution were not very attractive. This proposal was designed to encourage both work commuting and school commuting. BRT would travel directly to the heart of the University and Sacred Heart area. There would be Park & Ride facilities located all along the corridor to encourage people to drive, park, and ride the bus. This will locate their cars near the shopping area for their errands, etc. The alternative to this would be for the University and Sacred Heart to try to find more space for parking, which may not be feasible, but if it did happen, it would be enormously expensive and would consume some critical land that could be used for many other purposes.

Ms. Gautreaux added that the parking at the University currently had expanded to a 6- or 8-block radius into nearby neighborhoods, which had infuriated homeowners who had difficulty finding parking for their own vehicles due to students parking there.

Ms. Loobey noted that one of the real values of this project was its relative low cost in relation to solutions that communities across the country were trying to reach, in dealing with more cars. She cited the fact that in this country, there were more cars registered than people. LTD had developed a solution that would help the community preserve its compact urban growth and the urban growth boundary for a longer period of time and assist with the reduction in VMTs.

Ms. Bourdeaux asked what the cost would be for two new parking structures. Ms. Loobey responded that the cost was approximately \$13,000 per parking space, and up to \$20,000 per space if the structure were built underground.

Mr. Saydack added that the University had not had to build a parking structure since the group pass program was implemented. However, they were just beginning to look at the need.

Mr. Bennett stated that the inefficiency of congestion had to come first. He discussed the Ferry Street Bridge improvements. He lived north of the bridge, and noted that it had become a thoroughfare with the speed limit up to 40 mph where people actually were driving at speeds of 50 mph. He further noted that 40 percent of the people who lived in Springfield worked in Eugene. Current improvements called for two new sets of traffic lights at the Centennial/Coburg Road interchange to calm traffic, but with all the new development, people were going to get a rude awakening when their travel time increased. He thought that now was the opportunity to compete.

Mr. Viggiano added that one good example locally where transit competed favorably with travel times and made a huge impact with ridership was the UO football games. This year, LTD worked with the University and the Police Department to have an express lane leaving the football stadium following each game. Currently, those

who rode the bus to the game could be home in 20 minutes; whereas, it took 1.5 hours for the parking lot to fully empty. LTD charged \$1.00 each way, which was higher than the regular fare and ridership increased so tremendously that LTD was hard pressed to provide enough buses for the service.

Ms. Hocken added that people who previously had not thought highly of LTD, now were raving about that travel time by bus to the stadium without have to hassle with driving and parking there. Mr. Saydack added that this was a very graphic example of how the bus service helped solve a very serious congestion problem. What was unique about the BRT proposal was the timing of it, as this community was just beginning to experience serious traffic problems, and over the next few years it would become a real irritation for people, and here was the solution.

Ms. Gautreaux noted that it was great that ODOT included BRT on their priority list, but BRT really gave this community the ability to do what it loved to do, and that was to try to do things differently.

Ms. Bourdeaux asked what the fares were now as compared to what they would be with BRT. Ms. Loobey replied that LTD currently had a fare policy that stated that fares would be adjusted on an annual basis based upon inflation, and the current fare was \$.80. However, most riders used a discounted fare instrument of one kind or another; they purchased a monthly pass or tokens, or were among the 29,000 people enrolled in the group pass program.

Mr. Bennett stated that the difference was that LTD could involve the private sector more. Even though there were some private sector employers in the group pass program, the idea was that if the employees could get to their places of business with the transit system, then they would participate in the cost. Less parking would be required. But the employees would need to arrive on time, and the service would have to be reliable.

Mr. Saydack stated that businesses had to provide parking for their employees, but if LTD could do that for them by having people park off-site and take the BRT, then they might be willing to support it.

Mr. Kleger added that if it worked the way LTD envisioned, the retail establishments might offer their good customers free fare instruments to encourage bus travel to shop, rather than having to build huge parking lots. Another factor that he wanted to mention was that if there were a segment that did not work, it could be changed. BRT, with its own right-of-way, would not be as easy to move, but if it were necessary, LTD would recover all but about 15 percent of the cost by transferring the right-of-way to other uses. On the other hand, if a light rail system corridor had to be moved, the recoverability would only be about 15 percent.

Mr. Bennett added that LTD intended to consider those routes very carefully, and it was intended to get the engineering people at the City of Eugene, the County

planning staff, and the Springfield City staff to support those corridors prior to implementation to reduce the risk of having to move them later. He also noted that BRT would be an evolving system, where the existing right-of-way could be converted to light rail in the future if needed.

BUS PURCHASE: Assistant General Manager Mark Pangborn was present to discuss the bus purchase. He stated that there were two pieces to successful business. One was to be forward thinking and planning for the future, the other was to be successful at what you currently were involved in. You needed to be able to keep up the current success to ensure that you did not lose your market when those future transitions were made. For LTD, those pieces were equally important. LTD had been very successful; where throughout the country bus ridership had remained level or had decreased, LTD's ridership had increased by 6 percent last year and by 5 percent this year. So LTD was growing faster in terms of ridership than population growth. A key piece of LTD's continued success was the fleet needs. LTD looked at peak bus needs projected from 1997 through 2003 in terms of where equipment would be needed and what kinds of service it would be needed for.. He referred to a chart that showed that in 1997 LTD would need 9 additional peak service buses, then 6, 11, and 5 in the ensuing years. The chart showed the factors that LTD used to determine those needs, such as the Hyundai Corporation starting operations and Lane Community College joining the group pass program, service to Creswell and Cottage Grove, and School District 4J middle schools joining the group pass program.

He further explained that LTD also used the age and number of buses to determine future needs. Last year, LTD had requested money to purchase 32 buses, but it received funding for about 14 buses. This year, LTD would go back to the federal government to request funding for 32 more buses at a cost of \$8,000,000. He explained that LTD had experienced significant ridership growth beyond it's initial projections, so it would need the 32 buses that would arrive in the year 1999, and another 18 buses to arrive in the year 2001. This request was not assuming BRT, but rather the service that LTD currently provided.

In addition, LTD would request funding for a new, automated fare box system at a cost of \$1,000,000. Technology had changed in fare collections to smart card or credit card type collection. There were 29,000 people in the group pass program who would use their ID cards. Also, LTD would need additional bus parking at a cost of \$200,000. In total, the funding request would be for \$9,200,000. He noted that the automated farebox request was very important as it would be the precursor to the prepaid fare.

He reminded the Senator's staff that the initial BRT request would be for \$10 million, so they could expect to see those two requests, for BRT and bus purchases, coming from LTD.

Mr. Pangborn noted that the federal government had a depreciation schedule for buses that called for 12 years and .5 million miles. However, he pointed out that LTD

had 18 buses that were purchased in 1980. They were already 16 years old, and LTD expected to use them for at least two more years. LTD used its buses for nearly 18 years or almost 50 percent longer than the expected life. This was due to the fact that they were well maintained and were very expensive. He also noted that it was very difficult to purchase parts for those older buses.

Ms. Bourdeaux asked if there was a local match for buses. Mr. Pangborn replied that the current match for all transit-related federal funding was 80/20. Ms. Bourdeaux further asked if the state contributed to this funding. Ms. Loobey replied that it was 80 percent federally funded and 20 percent locally funded. The state had not contributed for some time. She added that there was nothing in the Governor's transportation plan that would have the State picking up half of the local match. However, the Governor intended to have the State pick up the cost for the elderly and handicapped transportation, which was about \$35 million across the state per year. If his plan passed, LTD would receive about \$1.2 million per year for this service. Currently LTD received about \$450,000 from cigarette/tobacco taxes, which went to support RideSource, the local paratransit service.

Ms. Hocken clarified that RideSource actually cost \$900,000 to operate, and half of that came from the state cigarette tax money. That tax supported many of the small paratransit services around the state. Ms. Loobey added that every county in the state of Oregon received the Special Transportation Fund (STF) money for paratransit services. Mr. Kleger pointed out that those funds could not be used for any other type of transit service.

Ms. Bourdeaux asked how easy it was for states to obtain funding when they did not have a Senator on the Appropriations Committee. Ms. Loobey replied that it was not known at this time, since Senator Hatfield sat on the committee for 12 years. Partnerships with Senator Wyden's office, Senator DeFazio's office, and the other Oregon delegates, as well as presenting the best case for funding would be of utmost importance. Part of the problem with Section 3 money under the FTA was that it was all programmed and had not been appropriated at authorizing levels. If it were fully appropriated, LTD would need to get in line. LTD would use the traditional grant process as well as the earmarking process. Ms. Bourdeaux noted that Senator Wyden would have more influence with ISTEA than with appropriations. Ms. Loobey noted the major features of ISTEA, such as the MPO, local decision making, or the flexibility in the use of STP funds.

Ms. Bourdeaux pointed out that there was a lot of resistance to local decision making, and it seemed that the states actually had more clout.

Ms. Gautreaux asked about LTD's plans to extend service south to Creswell and Cottage Grove. Mr. Kleger responded that until the people of those communities decided that they were willing to participate in the transit tax, LTD could not provide service. Ms. Hocken added that initially, when the District was formed, it included all of Lane County, but the boundaries were reduced to include only the metropolitan area.

had 18 buses that were purchased in 1980. They were already 16 years old, and LTD expected to use them for at least two more years. LTD used its buses for nearly 18 years or almost 50 percent longer than the expected life. This was due to the fact that they were well maintained and were very expensive. He also noted that it was very difficult to purchase parts for those older buses.

Ms. Bourdeaux asked if there was a local match for buses. Mr. Pangborn replied that the current match for all transit-related federal funding was 80/20. Ms. Bourdeaux further asked if the state contributed to this funding. Ms. Loobey replied that it was 80 percent federally funded and 20 percent locally funded. The state had not contributed for some time. She added that there was nothing in the Governor's transportation plan that would have the State picking up half of the local match. However, the Governor intended to have the State pick up the cost for the elderly and handicapped transportation, which was about \$35 million across the state per year. If his plan passed, LTD would receive about \$1.2 million per year for this service. Currently LTD received about \$450,000 from cigarette/tobacco taxes, which went to support RideSource, the local paratransit service.

Ms. Hocken clarified that RideSource actually cost \$900,000 to operate, and half of that came from the state cigarette tax money. That tax supported many of the small paratransit services around the state. Ms. Loobey added that every county in the state of Oregon received the Special Transportation Fund (STF) money for paratransit services. Mr. Kleger pointed out that those funds could not be used for any other type of transit service.

Ms. Bourdeaux asked how easy it was for states to obtain funding when they did not have a Senator on the Appropriations Committee. Ms. Loobey replied that it was not known at this time, since Senator Hatfield sat on the committee for 12 years. Partnerships with Senator Wyden's office, Congressman DeFazio's office, and the other Oregon delegates, as well as presenting the best case for funding would be of utmost importance. Part of the problem with Section 3 money under the FTA was that it was all programmed and had not been appropriated at authorizing levels. If it were fully appropriated, LTD would need to get in line. LTD would use the traditional grant process as well as the earmarking process. Ms. Bourdeaux noted that Senator Wyden would have more influence with ISTEA than with appropriations. Ms. Loobey noted the major features of ISTEA, such as the MPO, local decision making, or the flexibility in the use of STP funds.

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LTD did not want to force itself into other areas, and there was a lot of resistance in the business community in Cottage Grove and Creswell to pay the payroll tax, which was LTD's primary source of revenue. A local citizen's committee had wanted to fund a demonstration project out of property taxes to establish bus services. The ballot measures for that demonstration project were defeated both in Cottage Grove and Creswell. It was a very political issue. Mr. Saydack added that LTD only taxed the areas that it served. However, Ms. Loobey noted that LTD was aware that the citizen's committee would try again to get the service extended. With the passage of Measure 47, it was thought that the cities of Cottage Grove and Creswell would focus their attention on keeping their necessary services, such as fire and police, rather than doing an LTD demonstration project.

Ms. Loobey further explained that it was LTD's hope that if the Governor's Transportation Initiative passed, it would free up money that was just about equivalent to what was lost in Section 9 funding. Ms. Loobey suggested that when Congress reauthorized ISTEA, they should give more points to the states that have land use planning. Ms. Bourdeaux replied that Senator Wyden had actually proposed something like that. There were not many states that do have land use planning. Ms. Loobey said that the costs for projects in communities that did not use compact urban growth practices were much greater.

Ms. Bourdeaux stated that one thing Senator Wyden's office had considered for states with land use planning and required environmental impact statements, etc., was to exempt those states' projects from some of the federal duplicative requirements. She thought that might be easier to get through Congress. She asked the LTD staff and Board to look over the Senator's proposal and provide feedback. She said she would send a copy to Ms. Loobey.

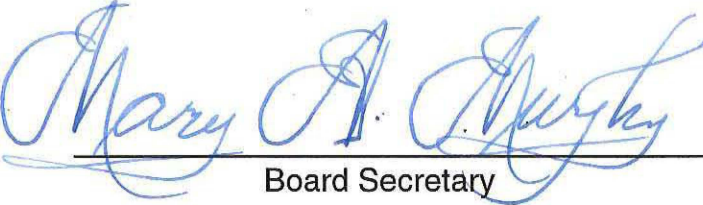
Ms. Gautreaux asked if LTD had more complications with duplicative requirements at the state level or at the federal level. Ms. Loobey replied that the complications of the federal regulations were more complicated than the process at the state level. She cited the locating of a Park & Ride lot on West 11<sup>th</sup> as an example. LTD had conducted a level 1 Environmental Site Assessment (ESA), but a level 2 ESA was needed but could not be done until an Environmental Assessment (the NEPA process) was completed. It was too time consuming to go through all those assessments on property that was zoned commercial or light industrial that was located in an area that was already developed and paved. The level 1 and 2 Environmental Site Assessments should be adequate to determine if there was contamination on the site.

Ms. Bourdeaux mentioned that Senator Wyden, as the senior Oregon Senator, was 84<sup>th</sup> in seniority now, and that there was a sense in Congress that Oregon had its fair share of funding while Senator Hatfield was in office. Senator Wyden would do his best to get money for Oregon, but would focus on the reauthorization of ISTEA. Mr. Bennett asked whether it would make a difference if there was excitement around the concept of BRT. Ms. Bourdeaux replied that BRT would go through ISTEA, and

that she was actually referring to the appropriated funding for capital and operating money. She added that Senator Wyden sat on the EPW in Commerce, but not on the Banking Committee, which controlled transit.

Ms. Gautreaux asked if the proposed West Eugene Parkway would conflict with BRT. Ms. Loobey responded that LTD had planned a Park & Ride along the West Eugene Parkway, and BRT would tie in with the Parkway with the circumferential route that was in the long-range plan. Mr. Kleger noted that the Parkway was intended to bypass the West 11<sup>th</sup> business district.

CLOSING REMARKS: Ms. Hocken thanked Ms. Gautreaux and Ms. Bourdeaux for meeting with the Board and staff. Ms. Bourdeaux promised that Senator Wyden's office would help in any way it could.

  
Board Secretary