MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Monday, March 18, 2002

Pursuant to notice given to *The Register-Guard* for publication on March 15, 2002, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Monday, March 18, 2002, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present:	Gerry Gaydos, Vice President Patricia Hocken Dave Kleger, Treasurer Virginia Lauritsen, Secretary Robert Melnick Hillary Wylie, President, presiding Ken Hamm, General Manager Jo Sullivan, Recording Secretary
Absent:	(one vacant position)

CALL TO ORDER: The meeting was called to order at 5:35 p.m. by Board President Hillary Wylie. Mr. Melnick was not yet present.

WORK SESSION

Commuter Solutions Strategic Planning Goals: Commuter Solutions Program Manager Connie Bloom Williams called attention to the 2000-2005 Commuter Solutions Planning Goals on page 3 of the agenda packet. She noted that the Board had reviewed these goals at the December 19, 2001, meeting. At that time, there was some discussion about the wording used in Goal 2, which stated that LTD advocated parking management strategies. The local TDM Advisory Committee, which had been adopted as a formal advisory group to the Transportation Planning Committee (TPC), met in January 2002 and reworded Goal 2 to reflect the language used in TransPlan, which said that LTD would consider the use of parking management strategies in selected areas. The committee also made a minor language change to Goal 6, Objective 6A.

Ms. Wylie asked if there was a measurement system. Ms. Williams explained that the Lane Council of Governments (LCOG) would determine the TDM performance measurement strategies for TransPlan, and the local TDM Advisory Committee would work together with them. There also were a couple of aspects that LTD would want to measure aside from those listed in TransPlan, such as the impact of the group pass program on LTD ridership. The planning goals were to be taken to the Lane County Commissioners and the Eugene and Springfield City Councilors as an information item, and eventually the goals would be incorporated into the next TransPlan update.

Ms. Hocken asked a series of questions. She wondered who the regional jurisdictions were who were referred to in the document; what mobile transportation information centers were; why there would be a need for yearly symposiums on parking management strategies; and whether the

money for Commuter Solutions staff being reallocated in Goal 5 was TDM money from the State. Ms. Williams replied that the jurisdictional entities were the Cities, the County, and the Oregon Department of Transportation (ODOT). The mobile transportation information centers were described as anything from a static display that could be at the Amtrak station or the airport, to a more sophisticated, interactive system. Also, the local group was working with the State on a statewide trip-planning project that could provide a system that would let riders find out the timing of multimodal connections throughout the state. The purpose of hosting more than one symposium on parking management would be to have different audiences. There was some local interest in providing a fairly neutral ground for discussing parking management issues with various groups. However, it could be that after several were held, that goal would be considered completed and the group would move on to other goals. Regarding the Commuter Solutions support staff, Ms. Williams said that State TDM money would be used, as well as any new funding sources that could be found. Additionally, the local group was setting up an intergovernmental agreement (IGA) with the Cities of Springfield and Eugene and with Lane County, for those groups to help pay the local match for the program, recognizing that TDM was a regional program and the responsibility should not fall entirely to LTD.

APTA Public Awareness Campaign Television Commercials: Service Planning & Marketing Manager Andy Vobora showed the Board a 30-second commercial that would begin airing locally in March. It was part of an American Public Transportation Association (APTA) marketing program called PT^2 or Public Transportation Partnership for Tomorrow. The past year, LTD had dedicated some resources to the national campaign, which would appear in national newsmagazines and in national broadcasts on cable television stations. Part of the emphasis was on reauthorization of transit funding at the national level. The hope was for transit systems to fill in at the local level. LTD had added its logo to the end of the nationally-produced commercial.

Fiscal Year 2002-03 Fare Recommendation: Mr. Vobora explained that staff wanted to touch bases with the Board one more time about the fare recommendation, to see if the Board had any final concerns about the recommendation before being asked to make a decision the following Wednesday. He used a PowerPoint presentation to show the results of a peer group ranking showing that LTD was in the top 40 percent in terms of fares charged. The amount of estimated ridership loss had been factored in, based on a standard of a 4 percent ridership decrease for each 10 percent increase in fares. However, the 4 percent decrease would not last forever.

Mr. Vobora said that it appeared that Lane Community College (LCC) would be instituting a parking fee program. Staff would discuss that with the Board at a later date.

Mr. Kleger thought that LTD's public information on the fare structure should include the chart that showed that discounts were still available. He said he was not thrilled about the increases in fares, but thought that was better than even larger reductions in service.

Mr. Vobora discussed the specific service recommendations. Staff had used a rider survey to determine the occupations of the 10:40 p.m. and 11:40 p.m. riders, and how those compared with the occupations of riders throughout the day. The survey also asked about trip purpose, or why each person was riding at that time of the day. It showed that 43 percent were riding for work. Ridership frequency was very high, as nearly 80 percent of riders rode five to seven days per week. Additionally, 62 percent of respondents indicated that they had taken a trip earlier in the day.

Mr. Vobora said that staff were reviewing and categorizing all the input that had been received. Frequency seemed to be the highest priority for the riders, by about two to one. He discussed the average boardings expected with the loss of midday frequency, as well as the impact of a reduction in span of service. He said that the last trips at 11:40 p.m. involved approximately 150 boardings across the system. Mr. Kleger said that the second-to-last bus always had the biggest load, no matter what time the last bus was.

Mr. Vobora stated that the recommendation was for a 10.2 percent reduction in service, affecting span, coverage, and frequency, for a savings of approximately $1 million in the next fiscal year. He called the Board's attention to the Tier 1 system fixes on page 13 of the packet.

Ms. Lauritsen asked about the average cost of fuel per hour, which for the current year cost 93 cents per gallon, and the number of gallons burned per hour. Mr. Vobora said that he would ask Maintenance Manager Ron Berkshire, who was not present, but that $15.05 per hour included all vehicle costs. He added that Tier 2 cuts were not being recommended at that time, but could be the starting point if additional cuts were needed the following fiscal year.

Mr. Vobora then discussed specific recommendations that had changed following the testimony and Board discussion at the February meeting. Staff had settled on a plan to add some service back in to match the connections for the 41 and 43 routes. It had reduced the savings somewhat, but was a better configuration of service. Although a large number of boardings would be affected, the riders would be able to transfer to other routes and would not lose service; in fact, some would have better service. It was assumed that the connectivity from Barger to West 11th would increase ridership, because people wanted to go to Fred Meyer. Mr. Kleger said that there was a lot of ridership between Bethel and West 11th, and anything that made that connection easier would increase ridership. Mr. Vobora explained that the dilemma came in the evening, when service would be curtailed at Terry Street beginning at 7:40 p.m., so would not travel to the Meadowview neighborhood.

Mr. Melnick arrived at approximately 6:30 p.m.

Mr. Vobora said that the route 8X proposal had changed quite a bit. Staff were no longer proposing to eliminate any trips, but the east campus section of the route would be cut.

Mr. Melnick said that service needs could change once the University of Oregon began giving discounts to students who took earlier classes, and that it was clear that the morning classes were becoming much more popular. Desired class times used to be 10 a.m. to 2 p.m.; that had changed to 8 a.m. to 2 p.m. and was expected to change again to 8 a.m. to 5 p.m. He thought that there would be extra pressure on all routes during those hours beginning in September. Transit Planner Paul Zvonkovic said that staff could look at that again. He thought that the routes to the University still had a lot of capacity early in the morning. Mr. Melnick added that if classes ended at 5 p.m., people would be catching buses at 5:20 or 5:30 p.m. Mr. Zvonkovic noted that this was one area where an articulated vehicle would work very well, so the District would not have to add another bus and driver.

Staff also recommended that the #11 go back to 15 minutes all day long rather than after the a.m. peak. Ms. Hocken asked if the Sunday service on route 1 had been added back in. Mr. Vobora said that it had.

Ms. Hocken asked when LTD expected to receive the new articulated buses. Mr. Vobora stated that they had not yet been ordered, but that Maintenance Manager Ron Berkshire expected to tag onto another transit system's order. Mr. Hamm explained that Tri-Met in Portland was negotiating a sale with New Flyer, which included an option for other transit districts to tag onto their purchase, so the delivery date should be less than a year. New Flyer knew that LTD would tag onto the purchase and planned to put LTD in the production queue. Mr. Hamm said that staff also were looking for used lift-equipped articulated buses. He explained that the Duck Express buses were not lift-equipped and were old enough that day-to-day use would be hard on them. If staff were able to find used, lift-equipped articulated buses at a reasonable price, they would approach the Board about that. Ms Hocken said it sounded like LTD would have to have the pain of overloads for about a year before larger buses arrived.

Ms. Wylie asked about Tier 2 cuts. Mr. Vobora said they were not being recommended for FY 2002-03 but could be a starting point for the following year. If another 10 percent cut were needed in FY 2003-04, the District would have to talk about a more major reconfiguration of service, because piecemeal cuts could be made only for so long.

Ms. Wylie asked what might happen if an economic upturn occurred. Finance Manager Diane Hellekson said that the financial plan currently planned for two years of cuts. In the event of an economic upturn, the District would not proceed with the second year of cuts, but would not likely be able to restore service cuts from FY 2002-03 until sometime in the future.

ATU Issues: Ms. Hocken stated that she had read in the *Labor Press* that the Amalgamated Transit Union (ATU) had a plan to save money by moving paratransit in-house. Ms. Hellekson stated that LTD had in-house paratransit services 17 or so years ago, and at that time it cost LTD $1 million per year more than it cost last year to outsource the service. She explained that it did not save money because the operator wages were much higher under the ATU contract. Mr. Hamm noted that his experience at two other transit properties was that the costs for in-house paratransit services were much higher there, too. Mr. Kleger said that Ride*Source* used between $30,000 and $50,000 in volunteer services, as well, which would not be available with in-house services. He added that he knew that Mr. Hamm had asked for details about this ATU suggestion but had not received an answer.

ADJOURNMENT: There was no further discussion. Ms. Wylie adjourned the meeting at 7 p.m.

V Lauritsen

Board Secretary

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