

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
MONDAY, JUNE 14, 2004

Pursuant to notice given to *The Register-Guard* for publication on June 10, 2004, 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, June 14, 2004, beginning at 5:30 p.m., in the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, Vice President, presiding
Dave Kleger
Pat Hocken, Secretary
Virginia Lauritsen, Treasurer
David Gant
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Susan Ban
Hillary Wylie, President

CALL TO ORDER – Mr. Gaydos called the meeting to order at 5:45 p.m.

ROLL CALL – Mr. Hamm called the roll. Mr. Gant was not yet present.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Gaydos welcomed those present.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – There were no additions or announcements.

WORK SESSION

A. Prepare for Joint Meeting with Springfield City Council – Mr. Hamm presented a tentative agenda developed by staff for the July 12, 2004, joint meeting with the Springfield City Council. He asked for comments and suggestions for discussion topics.

Ms. Lauritsen inquired about the status of the MLK Parkway right-of-way. Mr. Hamm replied that an agreement for an 86-foot right-of-way had been reached between the Lane County Board of Commissioners and still had to be formally adopted by the Springfield City Council. He said that the issue could be included as a discussion topic for the joint meeting.

Ms. Lauritsen commented that the tentative agenda was primarily "feel good" and asked if there were business issues that should be discussed. Mr. Hamm said that the main purpose of the meeting was to continue the partnership with the Council, which had been very supportive of LTD

initiatives. He said that the MLK Parkway and Pioneer Parkway right-of-way and the incremental EmX topics addressed business issues.

Mr. Kleger suggested that the agenda include a briefing on the Springfield Station public safety plan. Mr. Hamm replied that he had asked Director of Transit Operations Mark Johnson to coordinate with the Springfield Police Department on public safety for the station and agreed it would be helpful to inform Councilors of the activities.

Ms. Hocken suggested that new route structures in Springfield that would result from relocation of the station should be discussed. She noted the difficulties LTD had encountered in acquiring the 86-foot right-of-way and asked if a general discussion of how LTD and Springfield staff could work together more closely might be appropriate. Mr. Hamm related that he had begun monthly meetings with Springfield City Manager Mike Kelly and Assistant City Manager Cynthia Pappas, as well as members of the engineering staff. He said a meeting to bring staff together to "brainstorm" ways to improve collaboration was being planned.

Mr. Gaydos commented that County Commissioner Peter Sorenson encouraged collaboration and mutual assistance among local jurisdictions and LTD in developing the EmX system.

Mr. Gant arrived at 5:50 p.m.

Ms. Lauritsen asked for additional clarification on the acquisition of the 86-foot right-of-way. Mr. Hamm replied that County Commissioner Bill Dwyer was instrumental in negotiating an arrangement that met the needs and addressed the concerns of the County, Springfield, and LTD. He said that specific concerns were related to the roundabout proposed at Hayden Bridge and Pioneer Parkway East and potential restrictions on access to the mobile home park on Game Farm Road.

Ms. Hocken stated that she would not be able to attend the joint meeting and asked if Board members would be assigned to address specific topics at the meeting similar to the process used for the joint meeting with Eugene. Mr. Hamm said that the format was subject to the Board's preference.

Mr. Gaydos said he thought the format of the Eugene meeting was helpful and provided Board members an opportunity to make preliminary remarks prior to the discussion. Mr. Hamm said he would consult with the Springfield city manager and staff on an appropriate format for the joint meeting.

B. Board Working Agreements – Mr. Gaydos directed the Board's attention to the *Board of Directors Working Agreement Draft: May 8, 2004* in the agenda packet and asked for comments. Following a discussion, the following amendments were accepted by consensus:

The Board Job Description:

- ~~4. Support decisions of the majority after encouraging~~ *Encourage* the right of individual members to express opposing viewpoints and vote their convictions. ~~Do not work to undermine Board decisions in an indirect way.~~

Orientation of New Board Members:

1. Assure timely orientation of new Board members. This is a shared responsibility of staff and the Board president.

Role of the President:

1. Recognize the role of the president to ~~spea~~ ~~k~~ ~~for~~ ~~and~~ ~~about~~ ~~the~~ ~~Board~~ ~~and~~ ~~to~~ ~~describe~~ ~~the~~ ~~Board's~~ ~~process~~ ~~and~~ ~~positions~~ *state the Board's adopted positions and to describe the Board's process in arriving at those decisions.*

C. Incremental EmX Development – Director of Development Services Stefano Viggiano presented an overview of Board direction regarding incremental development of future EmX corridors. He said that the understanding was that the Board directed staff to proceed with the Franklin and Pioneer Parkway corridors with a full EmX treatment. He referred to four key questions in the agenda packet relating to incremental development:

1. What level of improvements should be considered as steps for incremental EmX development?
2. Which corridor(s) should be considered at this time for incremental EmX development?
3. How are these improvements "branded"?
4. How does incremental development fit into the Capital Improvements Program (CIP)?

Mr. Viggiano reviewed charts indicating the cost and cumulative travel time savings for various EmX development elements such as signal priority, increased stop spacing, level boarding and off-board fare collection, median stations, queue-jumpers, and exclusive right-of-way, and explained how the cumulative travel time savings were calculated. He indicated that the cost of full bus rapid transit (BRT) development was \$5 million per mile.

Mr. Hamm pointed out that an improvement such as signal priority on a fixed route also would result in a travel timesavings and increased efficiency for the fixed-route system at a modest cost.

Ms. Lauritsen asked how reliable the cost and time savings figures were. Mr. Viggiano replied that the data were based on Franklin Corridor estimates and the experience of other transit districts. Mr. Hamm added that the industry was beginning to see paybacks substantially greater than predicted where BRT had been implemented.

Mr. Gant observed that queue-jumpers represented less than half the cost of EmX development, but more than half the benefit in terms of travel timesavings, and said he would like to see them used in all of the corridors. Mr. Viggiano agreed that queue-jumpers were effective; however, at some point congestion would become so severe that queue-jump lanes would need to be extended and became virtually exclusive lanes.

Mr. Gant said that queue-jumpers could introduce more people to the BRT concept more quickly and build consensus and support for a BRT system. He thanked staff for the helpful data.

Mr. Gaydos commented that BRT was an iteration of current service and as the BRT developed it delivered the same services in a more efficient manner and was the right direction for LTD to go.

Mr. Kleger remarked that many of the BRT strategies had a limited useful lifespan without an exclusive right-of-way. Mr. Viggiano said that queue-jump lanes were a good example of that. Mr. Hamm added that current services would be improved by incremental improvements implemented as interim strategies.

Mr. Kleger agreed with Mr. Hamm's remarks, but cautioned that LTD should not get into a position where a great deal of money was spent on "lesser measures" that would wear out before a right-of-way was obtained.

Mr. Viggiano said that possible options for the first key question could include identifying an element or elements for implementation wherever possible throughout the system or selecting several elements for implementation in a corridor, with the remaining elements to be implemented later.

Ms. Hocken said she was not certain that one option would fit all situations.

Mr. Kleger agreed with Ms. Hocken and said the approach would need to be designed by corridor because of the unique characteristics of each one, and corridors should be assessed annually to determine what development elements were practical. He said that signal prioritization should be done system-wide as quickly as possible.

Mr. Gant said his assumption was that the Franklin and Pioneer Parkway corridors would be built and other corridors would not be developed at the present time. Mr. Gaydos said that incremental development could help LTD take advantage of future opportunities to expand BRT. Mr. Hamm remarked that erosion of the fixed-route system was a major concern and improvements were necessary to enhance its competitiveness and maintain service in the face of increasing congestion.

Mr. Viggiano referred the Board to information in the agenda packet relating to a possible approach to incremental development for two potential EmX corridors, Coburg Road in Eugene and Main Street in Springfield, and asked the Board for feedback on the second key question.

Mr. Gaydos observed that the Oregon Department of Transportation was implementing a project on Main Street that could be compatible with incremental EmX development if done collaboratively.

Ms. Hocken asked if the proposed termination of the route at the Thurston station would provide for a neighborhood feeder route. Mr. Viggiano said that there would be a neighborhood feeder route that also could serve future development in the area.

Referring to the issue of branding, Mr. Kleger said that it would be a mistake to take an EmX-identified vehicle beyond an exclusive right-of-way area without a commitment to eventual exclusive right-of-way because BRT represented a delay-prevention strategy. He said it was important to have the option to get out of traffic when necessary to avoid stretching the EmX schedules the way conventional schedules were stretched. He said he had no preference regarding the order or timing of incremental development as long as it was productive and prevented further delays. He raised the issue that the design and cost of median stations would be affected by what vehicles were used.

Mr. Gant stated he felt it was important to have a BRT vehicle in operation between Eugene and Springfield to promote recognition of and build support for a BRT system.

Ms. Hocken said that improvements such as signal priority and stop spacing did not warrant branding or other special designation, but once elements such as level boarding and median stations were implemented, the identity went beyond fixed-route service. Mr. Hamm suggested that median stations were the "trigger point" for EmX identification.

Ms. Hocken asked what impact level boarding and off-board fare collection would have on the system. Mr. Viggiano explained that fare collection methods could be mixed throughout the system and machines at platforms would accept cash or tokens and provide riders with proof of payment. He said that some type of fare enforcement would be required.

Mr. Gaydos asked how many EmX vehicles would be required to operate the entire corridor if LTD went forward with it in the next two years. Mr. Viggiano replied that staff estimated that 11 vehicles would be necessary to operate the Franklin Corridor, the Pioneer Parkway Corridor, and Main Street to Thurston.

Mr. Kleger asked if there was any fare collection advantage to having an occasional curbside raised platform combined with sidewalk-level boarding points. Mr. Viggiano said there could be some advantage at the heaviest use stops; however, combining fare collection techniques and fare enforcement could become too complicated.

Mr. Kleger said that raised boarding for timesaving purposes could be implemented without off-board fare collection initially, with easy installation planned for a later date.

Mr. Viggiano asked for clarification from the Board on whether the issue of a Main Street route should be raised with the Springfield City Council.

Mr. Gaydos determined that it was the consensus of the Board to remove the discussion of a Main Street corridor from the agenda and retain corridor selection as an internal dialogue at present.

Ms. Hocken reminded the Board that the Eugene City Council was on record as wanting at least 80 percent exclusive right-of-way on any BRT corridor. She also noted that timing on the Main Street corridor was important because of the ODOT project and the need to assure that it did not make BRT more difficult.

Mr. Viggiano said that it appeared that more information was required before the Board could make a determination about how incremental development fit into the Capital Improvements Program (CIP). He said that there were some funds available for signal priority and LTD could move forward with that where appropriate, but the other improvements would require significant investments that could not be accommodated within the current CIP.

Mr. Kleger suggested that the 8th Avenue and Chambers Street intersection often had a lengthy queue and might be a good location to start signal prioritization.

D. Franklin EmX Schedule, Vehicle, and Budget – Assistant General Manager Mark Pangborn reported that a draft memorandum of understanding for a vehicle purchase price of \$900,000 was in New Flyer's possession and LTD had indicated it wanted a final agreement by June 16, 2004. He said the next step would be a cost analysis conducted by an independent consultant to verify that the vehicle costs were appropriate. He said that once the cost analysis was satisfactorily com-

pleted, LTD would sign a contract for five vehicles. He said the design vehicle would go into production in November 2004 and be available for testing when completed, at which point LTD would need to decide whether to conduct testing at Cleveland or ship the vehicle to LTD's facility. He said that following LTD's testing, the vehicle would go to Altoona for stress testing in accordance with federal requirements. He said if no major design flaws or failures were detected, LTD's vehicles would go into production in April 2006 with delivery between that date and August 2006.

Mr. Pangborn related that the federal reauthorization legislation included \$4 million earmarked for BRT vehicle purchase with a 20 percent local match requirement; however, status of the legislation was uncertain and if the legislation was not enacted until next year, a backup funding strategy of debt financing could be used. He said that major expenditures would not be necessary until April 2006, at which point he hoped that the federal legislation would have been enacted.

Referring to the corridor construction budget, Mr. Pangborn indicated that Wildish Construction estimated the cost at \$17 million, which was \$1.1 million greater than the amount budgeted in accordance with project design engineers Parsons Brinckerhoff's estimate. He said the difference did not include the potential costs of inflation for 2005, which was estimated at 5 or 6 percent. He indicated that the goal for 2004 was to complete improvements on South A Street in Springfield in order to open the Springfield Station in September and Main Street improvements would be completed in the summer of 2005. He said that it would not be necessary to acquire property for the exclusive right-of-way on Main Street because it was within the existing right-of-way. He said that LTD had an agreement with the City of Springfield to remove the parking in the right-of-way when the exclusive lane was developed. He indicated that undergrounding utilities and widening Franklin Boulevard at Agate Street would proceed in 2004 once a building permit was received from the Oregon Department of Transportation (ODOT). He said that property acquisition from the University of Oregon in Glenwood and at the Williams Bakery site was on hold, pending further discussion of the impact of a new sports arena at the Williams Bakery location and whether the three median stations planned in Glenwood should be less expensive curbside stations.

Mr. Pangborn said that staff would work with the Board during the fall and winter to identify cost-saving design alternatives and produce new construction estimates. He announced that an EmX groundbreaking ceremony would occur on July 1, 2004, with Congressman DeFazio and Senator Wyden in attendance.

E. Overview of National and International BRT Projects – Mr. Viggiano presented a selection of slides from a recent BRT conference that depicted a variety of BRT station and vehicle design options, fare collection methods, and comparisons of time savings, cost, and ridership.

ADJOURNMENT – The meeting adjourned at 7:50 p.m.


Board Secretary

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