

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING/WORK SESSION

JOINT MEETING WITH SPRINGFIELD CITY COUNCIL

Monday, July 10, 2006, 5:30 p.m.

Pursuant to notice given to *The Register-Guard* for publication on July 6, 2006, 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/work session with the Springfield City Council on Monday, July 10, 2006, beginning at 5:30 p.m., in the Springfield City Hall Library Meeting Room at 225 Fifth Street, Springfield.

Present: Gerry Gaydos, President
Susan Ban, Vice President
Debbie Davis, Treasurer
David Gant, Secretary
Mike Eyster
Dean Kortge
Mark Pangborn, General Manager
Amy Sowa, Springfield City Recorder/Minutes Recorder

Absent: (one vacancy, Subdistrict 6)

Present from Springfield were Councilors Woodrow, Ballew, Ralston, Lundberg, and Pishioneri. Also present were City Manager Gino Grimaldi, Assistant City Manager Cynthia Pappas, City Attorney Joe Leahy, Administrative Coordinator Julie Wilson, and members of the staff. Mayor Leiken and Councilor Fitch were absent (excused).

Joint City Council and Lane Transit District (LTD) Work Session.

Assistant Public Works Director Len Goodwin and Transportation Planning Engineer Gary McKenney were present. The previous joint meeting was held on June 12, 2004. At that meeting the Council and Board discussed updates on the Springfield Station, the Franklin EmX project, and the Pioneer Parkway EmX plan, and toured the Springfield Station project. At the joint meeting on July 10 LTD staff will give brief presentations on Ridership and Service trends, EmX Phase II Environmental Assessment, "Bus Plus" System Features, and Future EmX corridors; City staff will provide presentations on Bus Routes and Stops, and Gateway/Beltline Design.

Mark Pangborn, LTD General Manager, introduced this topic. He provided a power point presentation. The following points were reviewed:

- LTD Ridership, Service, and Service area population 1988-2005. He reviewed the population and service hours as well as customer trips.
 - Over 9.1 million boardings in last 12 months

- Ridership up 10 percent due to possibly the following reasons:
 - Student transit pass
 - Gas prices
 - Population and employment growth
- Ridership by day of week
- Ridership by time of day
- Ridership per route (weekly boardings)

Councilor Ralston asked how boardings were calculated.

Mr. Pangborn explained. They used the federal standard.

Councilor Ballew asked what percentage of LTD riders were Springfield residents.

Stefano Viggiano from LTD said Springfield was about twenty percent of the ridership and twenty percent of the population. He said LTD could calculate the percent of ridership of Springfield residents.

- Comparative Operating Performance
 - Transit property selection criteria
 - Service level comparable to LTD
 - University community
 - FY 2004-2005 data
 - Fixed-route bus service only
 - Tri-Met not included in averages

Mr. Pangborn discussed the following charts showing the comparisons of LTD with other comparable communities:

- Service hours per capita
- Boardings per capita
- Cost per service area

Councilor Ralston asked about the cost per boarding to run the bus. It was noted that overall ridership was highly subsidized throughout the United States.

Councilor Ralston asked how much of that cost was born by other vehicles on the road.

Mr. Pangborn said about 76% was paid by some sort of payroll tax, including the State of Oregon. There was also advertising revenue. Federal funds were received for construction.

- Ride *Source*
 - Federally mandated
 - Increasing demand
 - 121,171 rides per year
 - 25 vehicles
 - State funding flat
 - LTD Contribution Increasing (\$1.8 M in FY 07)

The cost per ride on Ride *Source* is about \$18 (LTD cost). Mr. Pangborn noted the efforts made by LTD to move people from the Ride *Source* program to the fixed route buses.

Councilor Pishioneri asked about the distance of the Ride *Source* trips.

Mr. Pangborn said the cost to the rider on Ride *Source* was about \$2.50. The federal law allowed them to charge \$1.25. Medicaid sometimes covered some of the cost.

- Commuter Solutions Program (a joint program with Oregon Department of Transportation, City of Springfield, City of Eugene, Lane Transit District, and Lane Regional Air Pollution Authority)
- Group Pass Programs
 - 62 participating organizations – private/public
 - 41,240 Group Pass Participants
 - 21,350 Student Transit Pass Participants
 - 62,590 Total Transit Pass Participants
- Service Changes
 - Major service changes considered once per year in annual route review process
 - Public Hearings February and March
 - Decision by the Board in March
 - Changes implemented in September
 - Possible changes:
 - Service fixes (overloads, scheduling problems)
 - Service enhancements (service requests; new development; improved frequency on routes)
 - Modification / deletion of substandard service
 - Comprehensive service re-design every 5-7 years

Councilor Lundberg referred to the chart that showed that Reno was making a couple of million dollars more than LTD. She asked why they had more revenue.

Mr. Pangborn said he could find out.

Councilor Lundberg said there was a lot of potential for businesses to contribute, such as PeaceHealth.

Mr. Pangborn said PeaceHealth was the first private organization to buy group passes. He discussed future service to new locations such as Peace Health, Symantec, and the Royal Caribbean Call Center.

LTD discussed Reno and the large visitor market in that area. LTD's fare types are different and can't charge as much.

LTD would call and find out about other companies and the possibility of having them pay or subsidize for service.

Councilor Ballew asked about the total number of miles of all routes.

Mr. Pangborn said LTD would need to calculate that figure.

Mr. Pangborn discussed capital purchases. He said they will look at a five year average of capital expenses to determine whether or not LTD was spending too much in that area.

Traffic Engineer Brian Barnett referred to Attachment C which outlined the Lane Transit District Annual Route Review Process for new routes or stops. Springfield's interest was for

safe operation and street wear. Springfield found the policy outlined in Attachment C worked quite well.

LTD Staff provided information regarding Pioneer Parkway EmX Status. The following points were reviewed:

- Corridor selected in 2001
- Stakeholder process to identify design alternatives
- Alternatives analysis (technical reports)
- Public improvement
 - Mailings/Open House/Stakeholder mtg./Presentations
 - Corridor contacts
- Locally preferred design (April/May 2006)
- Environmental Assessment (July – Sept. 2006)
- Project approval (September 2006)

Councilor Ralston said it was his understanding that the Pioneer Parkway design was not set in stone. Council was to revisit that design again.

Mr. Viggiano said more information would be coming to Council after the Environmental Assessment (EA) was completed. Council would then have the opportunity to formally approve the project and the design in September.

Councilor Ralston said he would like an opportunity before making the final decision to allow Council to state any objections to the proposed route. He said he had some serious problems with this route.

Mr. Viggiano said a work session was scheduled for September 11 and the decision was scheduled on September 18. He said the goal was to keep Council updated as they went through the process, but an earlier meeting could be scheduled.

Councilor Ralston said there were businesses at the end of the route that would be losing parking and he wanted to address that issue. He wanted it to go straight on Harlow Road, not jog over when it came to the schoolgrounds. Those and other issues still remained for him.

Councilor Ballew asked if LTD was issuing something for public comment.

Mr. Viggiano said the Environmental Assessment would allow comment. He said the option to retain the parking at the south end of the route had been retained along Pioneer Parkway East.

Councilor Ralston asked if there was an option for the corridor to go straight as it passed the school.

Mr. Viggiano said that was not the design that came out of the public meeting, but there was an alternative showing that. It was not being evaluated in the EA, but could be included.

Councilor Ralston said he made it clear when Council voted on this that it was not a done deal and Council would have additional input. He said he was disappointed to hear LTD was already moving forward.

Mr. Viggiano said LTD was moving forward with the EA, but recognized that Council had not given final approval.

Mr. Grimaldi asked Mr. Viggiano to discuss the steps following the EA, such as changes that could be made without starting the process over.

Mr. Viggiano said the EA looked at the design that was developed to about five percent of the total design and was fairly conceptual. He said issues would come up as they went through the design. If there were significant changes, such as additional property to purchase or remove additional parking, a supplemental EA would need to be done. If the changes were minor enough, the EA would remain. The Federal Transit has final authority related to specific decisions made related to the project. He said going from five percent to one hundred percent of design there would be changes and issues to resolve. He referred to the Franklin Boulevard corridor and changes made along the way in that process.

Councilor Ralston wanted to be sure there was some flexibility when they got down to the details. He wanted to continue to move forward, but wanted a chance to address his issues.

Discussion was held regarding the Franklin Boulevard corridor through Glenwood and decisions made before the EA.

Mr. Viggiano discussed the bike lane in this corridor.

Photos were reviewed displaying the following:

- Pioneer Parkway (existing)
- Pioneer Parkway (with transit lanes)
- Pioneer Parkway EmX Unresolved Issues were reviewed.
 - Environmental Assessment/Project Approval
 - Springfield Study of Gateway/Beltline (possible impact on EmX)
 - Funding
 - Federal funding request
 - Local match (including Connect Oregon)

Mr. Viggiano reviewed the Pioneer Parkway EmX Development Schedule

- Design and Engineering: 2007-08
- Construction: 2008-09
- Service Start: 2009-10

Mr. Goodwin discussed the RiverBend construction project and the cooperation between the City of Springfield, LTD and PeaceHealth to economize the EmX construction costs.

Councilor Lundberg said the Pioneer Parkway Corridor was a better plan than others, but she had understood that Eugene was going to do Coburg Road to complete the system. She said part of the piece that made the system work was the connectivity across to Coburg Road to relieve congestion. She asked about the status of that corridor.

Mr. Viggiano said the plan was to go through a process with the City of Eugene to select a third corridor in 2007. Coburg would be one of those options discussed, but may not be selected. A corridor on Highway 99 or West 11th was more supported by the Eugene City Council. As the system grew, it would improve the connectivity and eventually Coburg would be built.

Councilor Lundberg said it was not the fault of LTD, but she was frustrated that it did not work out.

An LTD representative discussed constraints with the infrastructure along that corridor that would have made the project very difficult.

Councilor Pishioneri asked if there was a plan in place for the interim for riders from RiverBend.

Mr. Viggiano said they did have an interim plan. He explained.

Councilor Ballew asked how people could provide comment on the EA.

Mr. Viggiano said it would be on the internet and copies would be at the Libraries in Springfield and Eugene as well as at LTD. CD's would also be available for people to view. The hard copies would be provided on a loan basis or at a charge.

LTD Staff reviewed the following:

- Elements of EmX
 - Exclusive Right-of-way
 - Transit Signal Priority
 - Level Passenger Boarding
 - Off-Board Fare Collection
 - Wider Stop Spacing
 - High Level of Amenities at Stations
 - Real-time Passenger Information
 - New, Sleeker, "Green" Vehicles
 - New Image (Brand)
 - Automated Guidance
- Bus Plus levels 1-4 were reviewed.
 - Level One: Transit Signal Priority
 - Level Two: Improved stops; somewhat wider stop spacing; selected queue-jumpers.
 - Level Three: EmX style stations with raised platforms and off-board fare collection; wide stop spacing; extensive queue-jumpers.
 - Level Four: Complete EmX design, including exclusive right-of-way.
- Future EmX Corridors (previously reviewed).

Councilor Ralston asked about the signal priority and if it would change the lights that were already timed for traffic to move through smoothly.

An LTD staff representative said those issues would be worked through and signal priority may not be feasible at all intersections.

Discussion was held regarding funding available for projects such as these corridors. LTD would be talking to the City of Eugene about the next corridor in the near future. It is important to have a system in place for the entire community. An LTD representative discussed shuttle services.

Mr. Viggiano discussed neighborhood connectors. He addressed a question from Councilor Ballew and said the intent was to make service changes once the Pioneer Parkway corridor is complete.

An LTD representative thanked Council for their support up to this point. He reminded Council of the challenge for funding. Transit failed in the late 1960's, but the Federal and now State government recognized the importance of transit. Transit continues to remain important and Springfield's support is critical. He said a work session would be scheduled before the September 11 date to allow Councilor Ralston time to address his concerns.

The Joint Meeting was adjourned at 7:00 p.m.


Board Secretary

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