

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, March 21, 2012

Pursuant to notice given to *The Register-Guard* for publication on March 15, 2012, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular Board meeting on Wednesday, March 21, 2012, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Mike Eyster, President
Greg Evans, Vice President
Michael Dubick
Gary Gillespie
Dean Kortge
Doris Towery
Ron Kilcoyne, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Ed Necker, Treasurer

CALL TO ORDER/ROLL CALL: Mr. Eyster convened the meeting and called roll at 5:30 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Eyster invited David Braunschweiger of Special Mobility Services to address the Board on the organization's recent coordination efforts following an accident on Highway 58. Mr. Braunschweiger said that on Monday, March 12, 2012, Highway 58 was closed due to a traffic accident, which prevented the Diamond Express from making its mid-day trip. He described coordination with RideSource and Oakridge staff to ensure that people were able to return home that evening when the road reopened. He thanked everyone for outstanding teamwork.

Accessible Services Program Manager Terry Parker commended Special Mobility Services for its efforts to ensure the comfort of passengers and their safe return to Oakridge. She thanked Mr. Braunschweiger for his strong customer service response and ethic which makes LTD's partnership with his agency such a valuable one.

COMMENTS FROM THE GENERAL MANAGER: There were no comments.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: There were no announcements or additions to the agenda.

BOARD CALENDARS: Mr. Kilcoyne reviewed activities on the Board calendars. He noted that there would be a special Board meeting on April 9 with a public hearing on proposed fare changes and that the regular Board meeting on April 18 would be canceled. Staff would be contacting Board members to determine another date to reschedule the April regular Board meeting.

WORK SESSION

Regional Carsharing Program: Point2point Solutions Program Manager Theresa Brand provided an update on the Regional Carsharing Program. She said that a vendor, WeCar, had been selected. The program would launch on April 2, 2012, in Eugene; and shortly thereafter, in Springfield. She explained that cars could be reserved by phone or online, and customers would pay via credit card for the amount of time the car was used. She said that typically each shared car takes an average of 11 cars off the road, and the program helps reduce carbon emissions and promotes multi-modal connectivity. She used a map to illustrate the locations of carshare vehicles and said that the cars would be Ford Fusions. The rental fee would be between \$4 and \$8 per hour, depending on which fuel and insurance options were selected. She emphasized that the program would pay for itself and did not require funding from LTD.

West Eugene EmX Extension Update: Mr. Kilcoyne stated that a survey had been conducted to determine the community's understanding regarding the West Eugene EmX Extension and to try to determine the reasons behind any misconceptions.

Senior Project Manager John Evans introduced John Horvick of DHM Research to present the survey report.

Mr. Horvick relayed that the purpose of the survey was to assess community attitudes related to transportation in general, not just EmX. He described the survey methodology and encouraged the Board to consider the report as another public involvement tool. He said that jobs and the economy were at the top of residents' concerns; however, there were many other issues that people mentioned. In the category of Transportation Project Priorities, respondents emphasized repairing and maintaining existing roads and side streets; reducing congestion; and improving connectivity between neighborhoods, bus stops, shopping, and other areas. With respect to an EmX extension in West Eugene, 50 percent of respondents somewhat or strongly supported it and 45 percent were somewhat or strongly opposed; the remainder were undecided.

Mr. Horvick displayed demographics for survey respondents and noted that Republicans were more likely to oppose the project and Democrats were more likely to support it. The results showed that fiscal ideology, education, and current use of transit were driving forces behind opinions. He said that opinions did not vary significantly among City Council wards, including wards adjacent to the corridor and wards not directly affected.

Mr. Kortge asked why the study had been conducted and how much it cost. Mr. Kilcoyne replied that the cost was \$30,000 and that it had been conducted to provide LTD with a better understanding of what people thought about the project and why they held those opinions. He added that the reasons for community members' opinions were illuminating.

Ms. Towery said that Springfield had recently conducted a community survey, and City officials and staff said that they felt that the results were very beneficial to future planning efforts; particularly as they, in some cases, contradicted previous assumptions.

Mr. Horvick stated that the full survey report was available, and results would be displayed on the LTD website.

Mr. Evans asked about the validity of the sample size of 400. Mr. Horvick replied that the margin of error was 4.9 percent.

Mr. Horvick added that in addition to size, the key consideration of any sample was that it was representative of the population, which the sample in this survey was.

Mr. Gillespie observed that 56 percent of LTD's ridership was students, while only 25 percent of survey respondents were in the 18-34 age category. Mr. Kilcoyne commented that the survey was representative of the community, not just LTD ridership.

EMPLOYEES OF THE MONTH: The Board recognized Bus Operator John Hampton as the April Employee of the Month.

Mr. Eyster thanked Mr. Hampton for his service and dedication to LTD's mission and presented a certificate of appreciation, a check, and a pin commemorating the award. Mr. Hampton expressed his appreciation for the acknowledgement and thanked the Board for his award.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar:** Mr. Kortge moved adoption of LTD Resolution No. 2012-005: It is hereby resolved that the Consent Calendar for March 21, 2012, is approved as presented. Mr. Evans provided the second. The Consent Calendar consisted of the minutes of the February 10, 2012, Strategic Planning Session and the February 15, 2012, Regular Board Meeting.

VOTE The Consent Calendar was approved as follows:
AYES: Dubick, Evans, Eyster, Gillespie, Kortge, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker (1)

ITEMS FOR INFORMATION AT THIS MEETING

LTD Subdistrict Boundaries: Director of Human Resources and Risk Management Mary Adams introduced Josh Goldberg of the Secretary of State's Office and contractor Wayne Coffey to present information on alternations to LTD's subdistrict boundaries.

Mr. Goldberg distributed a March 21, 2012, memorandum related to the subdistrict boundaries modification process. He said that the purpose of the process was ensuring that subdistrict boundaries were consistent with population results from the U.S. Census and that approximately the same population and communities within the district were fairly represented. He said that ORS 267.090 gave the Secretary of State the authority to work with transit districts on the alteration of subdistrict boundaries. He explained the methodology for using census and housing data to develop a proposed redistricting map for the Board's consideration. He said that if the Board suggested any revisions to the proposed boundaries, then the plan could be refined prior to adoption by the Board.

Mr. Coffey used a map to explain and illustrate the current and proposed subdistrict boundaries. He noted that boundaries followed natural and built features to the greatest extent possible.

Mr. Gillespie asked if any Board members' residences were no longer in their subdistrict as a result of altered boundaries. Ms. Adams said that it did not appear that any Board members would be affected by the proposed alterations.

In response to questions from Board members, Mr. Coffey demonstrated the changes to specific subdistricts. He said that a map with street labels could be made available to the Board for more precise detail.

Mr. Goldberg said that a new subdistrict boundaries map would be finalized the following week unless the Board wished to have more time to provide input. He said that if there were no changes, Mr. Coffey would prepare the data and documentation for the new boundaries, and that information would be provided to Ms. Adams.

Mr. Eyster said that his only concern would be dislocation of a Board member from his or her subdistrict.

Mr. Gillespie said that he wanted to see the specific details of subdistrict boundaries on the map with street information. Ms. Adams said that she would work with Mr. Goldberg and Mr. Coffey to develop maps with that information. She anticipated that the proposed boundaries would be presented to the Board for adoption at its June 2012 meeting.

AUDIENCE PARTICIPATION: Mr. Eyster explained the guidelines for providing testimony.

David Sale, 1015 Y Street, Vancouver, WA, of the Transit Safety Alliance of Vancouver, Washington, spoke to the Board about driver behavior. He said that transit districts often discuss pedestrian and bicycle safety awareness, but seldom discuss awareness of driver behavior. He said that his daughter and her friend were struck and killed by a bus in Portland, Oregon, in April 2010. He said that they were crossing the street in a crosswalk and crossing with the light. He described the accident and said that as a result of it, he had begun to research the causes of these types of accidents and concluded that it was due to driver behavior and poor training. He had attended transit district board meetings across the country, determined that a better training program for drivers was desperately needed, and subsequently developed such a program.

Mr. Eyster thanked Mr. Sale for his comments and suggested that he discuss the training program with LTD's Director of Transit Operations Mark Johnson.

Bob Macherione, 1994 Brewer, Eugene business owner and member of Our Money, Our Transit (OMOT), said that LTD as a transit agency should not be as controversial as the West Eugene EmX Extension (WEEE) survey results indicated. He said that he felt that the District had lost sight of why the WEEE was opposed and by whom; opposition was not limited to businesses along the corridor. He said that there was something wrong with the EmX plan, and he pointed out that there were many changes in proposed routes along West 11th Avenue because of opposition. He contended that the bus was too large and would ruin public roadways when running in mixed traffic and not on concrete infrastructure.

ITEMS FOR ACTION AT THIS MEETING CONTINUED...

Public Hearing: FY2013-20 Capital Improvement Program (CIP): Finance Manager Todd Lipkin said that the draft CIP was available for public comment through March 31, 2012, and any comments received would be forwarded to the Board. He said that the public hearing was in place to give people the opportunity to speak directly to the Board. The CIP would be presented for Board approval at the April 2012 meeting.

Mr. Eyster opened the public hearing. He determined there was no one wishing to speak and closed the hearing. He called for comments and questions from the Board.

Mr. Evans said that vehicle replacement and other capital improvements were expected to be funded with Federal 5309 money in future budget years; however, Congress was considering converting that discretionary money to formula funds, making it difficult to use for vehicle purchases and facility improvements as planned. He asked if there was a backup plan for those expenses. Mr. Lipkin said that some funds that could be used for preventive maintenance would remain discretionary, which could displace some of the 5307 funds currently used for that purpose and make them available to pay off debt-financed vehicle purchases. Mr. Lipkin said that the first purchase of five articulated buses was almost fully funded, and the District would be submitting a grant application for the remainder of the funding.

Mr. Kortge commented that the Board had often discussed the possibility that debt financing of vehicle purchases may be necessary in the future.

Mr. Evans asked what the average fleet age was and how long purchases of vehicles could be deferred. Mr. Lipkin replied that currently the average fleet age was 7.6 years and could increase to eight or nine years if purchases were delayed. In response to a question from Mr. Gillespie, Mr. Lipkin said that the life expectancy of EmX vehicles was 13-15 years, which was the typical service time for most of the fleet.

ITEMS FOR INFORMATION AT THIS MEETING CONTINUED...

2012 Legislative Session Review: Ms. Adams introduced Doug Barber who had advocated for LTD during the legislative session.

Mr. Barber said that 2012 had been the first official short session of the legislature. He said that there were few transit issues under consideration, but the matter of brokerages was the subject of some debate. He said that a statewide brokerage was proposed by a for-profit company to replace the eight brokerages currently in existence, which includes the RideSource brokerage. The brokerages provide Medicaid medical transportation and a full spectrum of integrated transportation for the senior and disabled population. Mr. Barber said that Oregon's current system was well-organized and efficient; and the Oregon Transit Association had made the case that while some administrative adjustments could further improve the system, it was not necessary to replace it with a statewide brokerage. The legislature directed its Government Efficiency Task Force to look at efficiency measures, rather than create a new system.

Mr. Kortge asked if the Oregon Health Authority (OHA) was agreeable to that approach. Mr. Barber said that the OHA was not opposed to exploring efficiencies, and its position would depend on what emerged from the task force's work.

Mr. Barber briefly discussed the fall elections and potential changes in the composition of the House and Senate.

Mr. Kortge asked how the retirement of Representative Terry Beyer would affect transit. Mr. Barber replied that Representative Beyer was a great friend of transit and transportation issues in general; although, there were still a number of legislators that were supportive of transit, along with candidates for various seats.

LTD Fare Increase Analysis: Director of Service Planning, Accessibility, and Marketing Andy Vobora reviewed the current fares and proposed increases in the following categories:

<u>Category</u>	<u>Current Fare</u>	<u>Proposed Fare</u>	<u>% of Increase</u>
Adult cash	\$1.50	\$1.75	16.7%
Half-Fare and Youth Cash	\$0.75	\$0.85	13.3%
Adult Day Pass	\$3.00	\$3.50	16.7%
Half-Fare and Youth Day Pass	\$1.50	\$1.70	13.3%
RideSource Fare	\$3.00	\$3.50	16.7%
Group Pass Monthly Contract Rate -- Taxpayer	\$4.57	\$4.84	5.8%
Group Pass Monthly Contract Rate -- Non-taxpayer	\$5.32	\$5.63	5.8%

Mr. Vobora stated that the last fare increase occurred about four years ago. He said that factors that the LTD Board considers when deciding whether to adopt fare increases included: impacts on Title VI populations; the local inflation rate; ridership and revenue trends; local economic trends; automobile-related costs; the current LTD service package; economic impact on customers; market conditions; and LTD's financial position, goals, and objectives.

Mr. Vobora said that a rider survey had been conducted in November 2011 and had provided recent data to evaluate the impact on users. He said that use of cash and day pass fares was virtually the same for minority and Caucasian riders and across income brackets, although among riders in the \$25,000-\$35,000 income range, minorities tended to use cash fares at a somewhat higher level. He also reviewed data on the intensity of use by categories of riders. Less frequent riders tended to have a somewhat higher use of cash and day pass fares; frequent riders made greater use of monthly passes. He said that 25 percent of riders used cash and day pass fares, which was low compared to other transit districts. He said that there also was consistency between student and non-student riders.

Mr. Gillespie asked if inability to pay the cost of a monthly pass was a factor in riders' choice of cash or day pass fares. Mr. Vobora said that the Board would need to balance the impact of a \$0.25 increase as it considered the proposed fare changes.

Mr. Vobora compared RideSource fares and service costs between 2004 and 2012, including proposed increases. He said that costs were increasing at a steeper rate than fares; although LTD had been successful at managing the cost of paratransit services through a variety of strategies such as applying for grants, establishing a call center, incorporating Medicaid medical trips, and grouping rides. He noted that the proposed fare increases also were discussed with LTD's Accessible Transportation Committee.

Mr. Vobora estimated that the fare increases would result in approximately \$200,000-\$300,000 annually from cash fares and \$160,000 from group pass sales. He reviewed a range of economic factors that influenced LTD's budget, pointing out that the increased cost of fuel was offset by the purchase and storage of fuel when it was less expensive. He said that the budget was balanced; however, uncertainties related to fuel, labor, and pension costs still existed.

Mr. Vobora said that the fare increases would impact 25 to 29 percent of riders who used cash fares and day passes; and, based on the preliminary Title VI analysis, it appeared that there would not be disparate impact on minority and low-income riders. He hoped to extract more detailed information on household size and income in the next rider survey. If the Board felt that the information was sufficient to move forward, the next steps would include public hearings in April and May, followed by Board action. He said that if the Board approved the fare increases, they would be implemented on July 1, 2012.

Mr. Evans asked if there were other types of fare instruments that could be made available to intermittent riders who did not need a monthly pass. He asked if instruments such as a punch card or weekly pass would be administratively feasible. Mr. Vobora said that staff would need to research the

cost; however, Mr. Kilcoyne had expressed an interest in automated fare boxes and fares, which would provide greater flexibility in fare instruments and customer convenience. He said that punch cards were not prohibitively expensive; however, the disadvantage was the extra time spent for the driver to stop and punch the cards. Mr. Kilcoyne added that punch cards also had the disadvantage of being punched each time a rider boarded a bus, which could result in more expense to the rider. He said that automated fares and fareboxes had many advantages, and he hoped to see them implemented by the District at some point in the future.

Mr. Eyster indicated that it was the consensus of the Board to move forward with the fare increase proposal.

LTD Charter Service Pricing: Mr. Vobora said that there had been a rapid escalation in the fully allocated cost of charter service because of how the District had to account for the amortization of capital infrastructure, such as EmX stations and vehicles, 80 percent of which was funded by federal dollars. The matter was reviewed with the Finance Department, and the fully allocated cost was recalculated based only on the District's 20 percent payment towards infrastructure. This resulted in a fairer allocated cost, and vendors were satisfied with the revised methodology. He said that the methodology and proposed increase were presented to the LTD Board Finance Committee.

Mr. Kortge, speaking on behalf of the Finance Committee, said that the Committee concurred with the new methodology.

Monthly Financial Report: Mr. Lipkin reviewed the financial report and noted that payroll tax receipts were somewhat lower than expected but still ahead of projections; next receipts were due in May. He said fuel costs remained high.

Board Member Reports:

Metropolitan Planning Organization's Citizen Advisory Committee (MPO CAC): Mr. Kilcoyne reported that the MPO CAC had reviewed applications for appointment to the Committee's seven vacancies and recommended seven applicants to the Metropolitan Policy Committee (MPC). He said that an eighth applicant had not provided sufficient information to be considered. He noted that among the recommended applicants were four current CAC members whose terms were expiring, which included LTD Board member Gary Gillespie. He said that a question was raised about Mr. Gillespie's membership on the LTD Board, to which he was appointed after he had joined the CAC. Although the CAC bylaws did not prohibit this kind of membership, the MPC did not reappoint Mr. Gillespie. Another CAC member was not reappointed for other reasons. Mr. Kilcoyne said that the CAC was unhappy that the MPC did not accept its recommendations and would raise that issue at the next MPC meeting.

LTD Board Service Committee: Mr. Evans said that the Committee met on February 23 and reviewed proposed services changes, which were minor.

Lane Council of Governments (LCOG) Board: Mr. Dubick said that the Board received a presentation on coordinated care options. Also discussed was the possibility of Eugene withdrawing from LCOG. This would be the subject of further discussion at another meeting. Mr. Kilcoyne said that there was concern that if Eugene withdrew, it could create a domino effect resulting in the withdrawal of other jurisdictions.

Springfield Stakeholder Advisory Committee: Mr. Eyster reported that the Committee had provided input to City staff that language of information provided to the community should be clear enough to be easily understood by the public, and that technical transportation planning jargon should not be used. He also

reported that a public open house would be held on April 4, from 4:00 p.m.-7:00 p.m., to obtain input on the Springfield Transportation System Plan.

Lane Area Commission on Transportation: Director of Planning and Development Tom Schwetz reported that the Commission would begin establishing regional priorities at its next meeting.

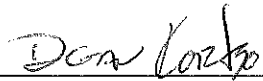
Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan: Mr. Gillespie reported that the group reviewed draft goals, objectives, and policies and the group agreed that they were sufficient for the preliminary round of public review. The TCRG consented to have six community forums shared with the Envision Eugene outreach. LTD Board members were encouraged to attend the community forums.

American Public Transportation Association Board of Directors Executive Committee: Mr. Evans reported that the Board had discussed the federal transportation bill. It appeared that any legislation would be limited to an 18- to 24-month bill because of disagreement between the House and Senate. He said that the major issue was elimination of 5309 earmark funds. He said that medium- and smaller-sized districts, such as LTD, would be adversely affected by that change because distribution of funds by formula would give larger districts the majority of the money. This would force smaller districts to use alternative financing in order to maintain fleets and capacity.

Mr. Kilcoyne commented that a three-month extension of the current bill was likely.

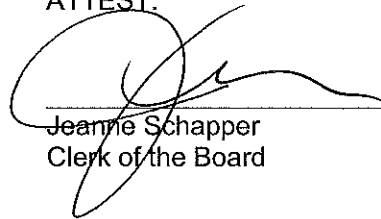
ADJOURNMENT: Mr. Eyster adjourned the meeting at 8:05 p.m.

LANE TRANSIT DISTRICT



Dean Kortge
Board Secretary

ATTEST:



Jeanne Schapper
Clerk of the Board

Date Approved: April 9, 2012

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