

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING

Monday, November 12, 2012

Pursuant to notice given to *The Register-Guard* for publication on November 8, 2012, 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 on Monday, November 12, 2012, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Greg Evans, President
Doris Towery, Vice President
Ed Necker, Treasurer
Michael Dubick
Mike Eyster
Dean Kortge
Andy Vobora, Acting General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Gary Gillespie, Secretary

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

PRELIMINARY REMARKS BY BOARD PRESIDENT: None.

COMMENTS FROM THE GENERAL MANAGER: None.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: None.

BOARD CALENDARS: Mr. Vobora reminded the Board that on November 13 staff would present an update on the Main Street/McVay Highway project during the Springfield City Council meeting. He said that the discussion would focus on project governance and collaboration between LTD and the City of Springfield.

EMPLOYEES OF THE MONTH: The Board recognized Maintenance Technical Supervisor David Svendsen as the December 2012 Employee of the Month.

Mr. Evans thanked Mr. Svendsen for his service and dedication to LTD's mission and presented him with a certificate of appreciation, a check, and a pin commemorating his award. Mr. Svendsen thanked the Board for its recognition and expressed appreciation for LTD as a good company to work for with excellent employees.

WORK SESSION

Long-Range Transit Plan Update: Planning and Development Manager Tom Schwetz said that the essence of long-range planning was that everything changed, and everything was connected. He reviewed the evolution of planning from the 1960s to the present. He said that the general focus had

changed from a dominant mode to multiple modes, with transportation perceived as an enabler to other community goals. Collaboration between transportation and land use was now an integral part of planning and policy development.

Mr. Schwetz indicated that there were many reasons to engage in long-range planning, including volatility of fuel costs and growing demand for transit services with a shrinking supply. He said that there was a natural tension between long-range planning and operations, and current operational strategies could not be used to develop forward-thinking, effective strategies for the future.

Mr. Schwetz emphasized the importance of connecting transportation and land use as transportation provided access to necessary activities. High corridor densities of population and employment meant high levels of activity and elevated potential for transit ridership. Adding service to those corridors was justifiable and would lead to continued densification of the corridor. He said that the concept of a "frequent transit network" (FTN) was defined as a subset of the transit network with 15-minute or better service, which could provide a certainty of high quality transit to local jurisdictions. He said that an FTN enabled a well-connected network that provided regional circulation, supported jurisdictions' urban design goals, was intended to operate seven days a week with an average frequency of 15 minutes or better, and would increase ridership. He said that at a recent meeting, transportation and land-use planners worked to identify opportunities for growth and coordination. He noted that both Eugene and Springfield were updating their transportation system plans, and LTD was a collaborator in that process. The Board will receive updates as policies emerge from those processes.

Mr. Evans asked if LTD would continue to develop its hub and spoke system or would expand using other models to provide crosstown routes that would not require riders to go downtown. Mr. Schwetz replied that the hub and spoke model still had a role to play, but EmX changed the nature of LTD's operations. Continuing to implement the FTN concept would further change how service is provided.

Mr. Vobora said that the geography of a community or region was a factor; and, even in Portland, the hub and spoke model was modified with satellite hubs in outlying areas. The smaller size of LTD's service area made it more complex to move beyond the hub and spoke model, but there were a number of opportunities for cross-town connections as EmX expanded.

Bike Parking Study: Christine Watchie, owner of Trans-Watch and consultant to Point2point, provided an overview of the Metropolitan Planning Organization (MPO) Regional Bike Parking Study. She said that in 2010 under LTD's leadership, a stakeholder group was brought together to discuss demand and supply because of its importance to multi-modal issues and connectivity to transit. Bicycles represented 7 percent of commute to work trips in the region, and that percentage was steadily growing. The stakeholder group discussed the infrastructure, including parking, necessary to support and promote bicycling. The study focused on the MPO area and adjacent communities that are served by LTD.

Ms. Watchie said that the study included an inventory of current short- and long-term parking facilities, identification of new parking locations, recommended standards, and city code changes for bike parking. She gave as an example the number of bike parking spaces required for certain types of new development. She used photographs to illustrate types of short- and long-term bike parking and described the issues associated with the various options.

Ms. Watchie said that the Alta Planning and Design Group was selected to conduct the study. An inventory had been completed, and presentations of preliminary information were being made to many groups around the region. An electronic survey would be launched within two weeks to solicit

input from the public on bike parking, and a community open house was scheduled to be held in February 2013. She said that initial findings would be provided to the LTD Board, with a final report to be presented to the LTD Board, the Metropolitan Policy Committee (MPC), and the MPO Citizen Advisory Committee.

Mr. Schwetz added that the bike study was one of several LTD initiatives to connect transit more efficiently with the bicycle mode.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar:** Mr. Kortge moved adoption of LTD Resolution No. 2012-025: It is hereby resolved that the Consent Calendar for November 12, 2012, is approved as presented. Mr. Eyster provided the second. The Consent Calendar consisted of the minutes of the October 8, 2012, Special Board Meeting.

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

RideSource Out-of-Area Pilot Project: Accessible and Customer Service Manager Cosette Rees said that the RideSource Out-of-Area Pilot Project was created at the direction of the LTD Board based on a rider's request. The project consisted of a five-minute extension of paratransit service to provide better access to people who live very close to, but not within, the service area. She said that the extension exceeds the Americans with Disabilities Act (ADA) requirement for a three-quarter-mile expansion beyond the District's regular service. She said that the pilot project requires users to live within a five-minute drive of the current RideSource boundary and be RideSource eligible. In 2010 the regular RideSource fare was \$3.00 and a premium of \$4.00 was charged for the extended five-minute service. She said that the Board directed staff to review the project in November 2011; and, as a result, the premium was reduced to \$2.00 to make it more affordable.

In response to a question from Mr. Evans, Ms. Rees said that LTD provided RideSource services to any eligible person who could get to the RideSource service area, which was three-quarters of a mile beyond the fixed-route service within the urban area. She said that the pilot project was not actively marketed, but partner agencies were aware of the service and provided referrals; although some of those individuals lived beyond the five-minute extension. She said that four people had used the service: 1) the individual who initially requested it used it regularly to commute to work and for other trips; 2) one person used it for a year to go to dialysis before moving within the service area; 3) one person was currently using it to get to dialysis; and 4) another person only used the service once. She said that staff recommend continuing the out-of-area service at the current rate. She said that those who did use it had expressed that they enjoyed a higher level of independence, and it also reduced stress on their families. The low usage of the service placed no strain on the system or created negative impacts on capacity.

Ms. Towery shared a conversation that she'd had with the father who had initially requested the service for his son and how the pilot project had changed his son's life. She said that the service had a profound impact on the quality of life of those who used it.

MOTION Ms. Towery moved the following resolution: LTD Resolution No. 2012-026: It is hereby resolved that the LTD Board of Directors approves the continuation of the RideSource Out-of-Area service as proposed using the current formula to calculate additional fee for service. Mr. Necker provided the second.

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

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Ms. Towery reported that there was overwhelmingly positive support for EmX from a diverse group of speakers at the Metropolitan Policy Committee's recent meeting.

Mr. Kortge reported that both pension trusts, the Amalgamated Transit Union (ATU) and the Administrative employees, had met, and the subject of whether to hold open meetings was addressed. He said that the administrative employee's pension trust would hold open meetings, while the ATU pension trust preferred to have an executive session to discuss the matter further due to complex issues affecting more than just the local ATU. He said that the ATU pension trust delayed the decision until its March 2013 meeting. His concern was that if the trust decided not to hold open meetings and that decision was challenged in court, trustees could be held personally responsible if the court determined their decision violated the intent of the law.

Mr. Kortge said that the ATU pension document required an annual vote of the trustees on whether there should be a cost of living increase granted to current retirees. The decision had to be unanimous in order to grant an increase, and the proposed increase did not receive a unanimous vote.

Mr. Kortge added that Board Member and Trustee-elect Gary Gillespie attended the meetings and was currently attending the International Foundation of Employee Benefits (IFEB) meeting.

Mr. Kortge strongly encouraged the LTD Board to continue discussing how to provide pension benefits for LTD employees. He said that the main issue was defined benefit plans as opposed to defined contribution plans; and if the idea was to provide retirement funds to employees; that did not mean providing a specific benefit, it meant providing a specific level of funding. He said he is aware that many large private companies had outsourced their pension plans to private insurance companies because of the expense of managing pension trusts.

He said that investments were doing well.

Mr. Evans said that the question was whether LTD wanted to remain involved in the benefits business, which was expensive. Mr. Kortge said that considerable time and resources were involved in trust management, which was not LTD's primary mission.

Director of Finance and Information Technology Diane Hellekson said that the LTD representatives attending the IFEB pension training would return with a great deal of information and new perspectives to bring to the discussion.

Mr. Eyster said that the direction that Mr. Kortge favored could create a gap, and most employees might not have the necessary financial expertise. He assumed that there were other models for managing pension trusts than the one LTD currently used.

Mr. Kortge agreed that there were other models that were less expensive and could empower employees while continuing to do the right thing by providing retirement resources.

AUDIENCE PARTICIPATION: Mr. Evans explained the procedures for providing public testimony.

Bob Macherione, 1994 Brewer, Eugene, said that he attempted to attend the pension trust meetings and was unhappy about being initially denied access, which he perceived as a trend. He said that he felt that LTD meetings should be listed in the *Register-Guard's* civic calendar. He expressed his displeasure that Board member Greg Evans was being considered for appointment to the Eugene City Council, which he felt would be a conflict of interest if he continued to serve on the LTD Board. He said that LTD counted on support from uninformed and naïve people, and he and his organization intended to educate them about LTD's methods. He said that LTD should be more open and transparent.

Josef Siekiel-Zdzienicki, 1025 Taylor Street, Eugene, said that he attended the pension trust meetings; and, while he did not understand pension funds, all he saw were dollar bills. He saw a large number of professionals and experts from different companies and questioned the cost of having them present. He felt that there had to be a more efficient way to handle the trusts, as Mr. Kortge suggested. He objected to the West Eugene EmX Extension because he believed it would cost more than it would save, and more service reductions would be required. He said that LTD should look at reducing costs wherever it could.

ITEMS FOR INFORMATION AT THIS MEETING (continued)

River Road Station: Mr. Vobora provided an update on the River Road Station. He said that the station was constructed in 1982 and had not been upgraded since then. He said that the initial arrangement with Lane County was a lease of the site at virtually no cost; but, in 2007 the County wanted to sell the property, and LTD purchased a portion of it. He said that the facility included a Park & Ride lot and was used for events. But the lot did not meet the need for large events, and LTD used nearby parking as overflow. He used a map and an aerial photograph of the location to illustrate the challenges from growing congestion, new development farther out River Road, and the Oregon Department of Transportation's intent to install ramp metering for Beltline access.

Mr. Vobora said that the River Road corridor had strong ridership, and that would increase as dense residential and employment development occurred. Staff had researched locations along the corridor for possible development of a new station north of the congested area, closer to new development, and with creation of a trunk system with circulator routes in neighborhoods. One potential location was the Santa Clara Crossing site, which was a planned mixed-use residential/commercial development; although those plans were currently on hold. He said that staff would continue to work with the City to identify possible locations north of the River Road Station that could accommodate the District's needs. He said plans would proceed this fiscal year for replacing the glass roof on the

River Road Station with a metal roof. He hoped that funding for a future facility on the corridor could be included in the 2015-18 State Transportation Improvement Program.

Statewide Transportation Improvement Program (STIP) Funding: Mr. Schwetz referred to a handout that outlined the schedule for the current STIP application process. The process this year was very different from past years: instead of having several different funding silos, the Oregon Department of Transportation (ODOT) had collapsed funds into two categories: 1) Enhance; and 2) Fix It. The selection process was intended to fund the best projects based on local and state input. He said that the Enhance program application was open to all local government agencies and others and would use the Lane Area Commission on Transportation (ACT) and the MPO/MPC to develop a set of local priorities.

Mr. Schwetz explained that the state was divided into five regions, and Lane County was in Region 2. The ACTs in Region 2 would meet together to prioritize projects for the region. Applications were due on November 27, and the ACTs were expected to complete their work by March 15, 2013. Agencies, MPOs, and ACTs were being asked to prioritize projects at 150 percent of the funding they expected to receive. He said that the ACTs' priorities were due to be submitted to the Oregon Commission on Transportation (OTC) in about a year from now. The OTC would review and approve a 2015-18 STIP the following year. Federal approval and funding was expected in February 2015. Mr. Schwetz said that it was challenging to determine which capital projects would be ready to go in the 2016-18 time frame.

Mr. Schwetz said that a number of LTD projects had been considered for submission: River Road Station, the Northwest Eugene to Lane Community College National Environmental Policy Act (NEPA) process, the Springfield Main Street/McVay NEPA process, and the Pavilion Station at RiverBend. He said that the Main Street/McVay and Pavilion Station projects were dropped from the list, and applications for the other projects would move forward.

Monthly Financial Report: Ms. Hellekson said that the regular report for the month of October would be available on November 20, published on the LTD website, and e-mailed to the Board. She said that the first week of November was disbursement week for payroll tax receipts for the quarter ending September 30, and receipts were up 5 percent over the same quarter last year. She added that it represented a gradual economic recovery for the area. She said that fuel prices were down, and the fiscal year status was good to date.

Board Member Reports (continued): Mr. Dubick reported that the Finance Committee discussed several issues, including whether to proceed with Group Pass Program fare increases and potential revisions to the reserve policy. He said that the Committee would meet again on December 19 and develop recommendations to be presented to the Board.

Lane Coordinated Public Transit-Human Services Transportation Plan (The Plan): Mr. Vobora noted that Accessible Services Program Manager Terry Parker, who had retired earlier in the year, had agreed to return and assist with The Plan update and the discretionary grant process through the end of the year.

Ms. Rees said that The Plan was required by the federal government and ODOT for the coordination of services to seniors and people with disabilities. She said that the future funding level was unknown, but it was likely to remain flat; so the updated plan was based on that assumption. She said that The Plan and the discretionary grant were different but linked processes. In order to apply

for discretionary grant funds, it was necessary to be included in The Plan. She anticipated conducting a public hearing on The Plan in January 2012 and finalizing it in February. She said that Plan requirements were vague and general, but LTD's plan went beyond the basic requirements and took a holistic look at the existing conditions, projects, and programs as well as resources, gaps, and opportunities for more coordination. She said that The Plan also provided a framework for accessible services, and a robust outreach was being conducted as part of The Plan development.

Ms. Parker said that also in the update was veterans' transportation. She said that The Plan told the story about how coordination was accomplished in order to make the RideSource Call Center a meaningful business model for efficient transportation. It helped to get information to the public about the individualized assistance that LTD provided within the community. She said that ADA paratransit and Medicaid medical transportation were the two most expensive services that LTD provided, and the Call Center and Plan demonstrated the benefits of coordination and collaboration.

Mr. Vobora added that under the federal transportation legislation, *Moving Ahead for Progress in the 21st Century (MAP-21)*, funding for some programs was eliminated and collapsed into a single funding stream, and LTD was the designated recipient of those funds. The MPC would take action to formalize that designation.

Mr. Vobora said that LTD distributed about 700 day pass coupons to area veterans who wanted to attend the Stand Down event held on November 10 at the Springfield Armory.

Ms. Parker said that people who had used the veterans' transportation service were extremely appreciative. She gave several examples of how the service had been critical to those using it.


ADJOURNMENT: Mr. Evans adjourned the meeting at 7:10 p.m.

LANE TRANSIT DISTRICT



Gary Gillespie
Board Secretary

ATTEST:



Jeanne Schapper
Clerk of the Board

Date Approved: December 19, 2012

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