

MINUTES OF THE MEETING  
ACCESSIBLE TRANSPORTATION COMMITTEE

Tuesday, April 19, 2011  
10 am – Noon  
Lane Transit District  
3500 East 17<sup>th</sup> Avenue – Eugene, Oregon

MEMBERS PRESENT:

Hugh Massengill, Chair	Mary Otten, Vice Chair
Bill Morganti	Misty Brazell
Eleanor Mulder	Aline Goddard
Kay Metzger	Ruth Linoz
Gail Lundeen	Annie Saville
Renée Van Norman	

MEMBERS ABSENT:

Mark Phinney	Scott Whetham
Kristine Sirmans	

LTD Board Member (Ex Officio) ABSENT

Ed Necker

COMMUNITY REPRESENTATIVES

Paul Blaylock	Stefan Kwiatkowski
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STAFF:

Rand Stamm  
Susan Hekimoglu  
Terry Parker

OTHERS PRESENT:

Fred Stoffer  
David Braunschweiger  
April Georgi  
Janice Friend, captioner  
Linda Henry, minutes recorder

**I. Call to order**

Mr. Massengill called the meeting of the Accessible Transportation Committee (ATC) to order at 10:00 a.m.

## **II. Introductions, Announcements, Agenda Review**

Those present introduced themselves. Mr. Morganti said LTD General Manager candidates would be interviewed on April 28, 2011. Ms. Parker noted participation was by invitation. Ms. Hekimoglu added a public reception for the candidates would be held at a time to be announced.

Mr. Kwiatkowski had visited all of the stations to check for the braille signage and had submitted a report to Ms. Hekimoglu.

## **III. ACTION: Minutes Approval, March 15, 2010**

Ms. Lundeen offered the following correction: page 6, paragraph 7, sentence 3 should read: Ms. Lundeen asked if the RideSource Shopper could go to ~~Junction City~~ **Coburg**, since one rider, who had been grandfathered in, lived in Coburg.

Mr. Stamm offered the following correction: page 6, paragraph 4, sentence 4 should read: ~~Current~~ **Prospective** Shopper riders had expressed a desire to go to Winco and Wal-Mart rather than Fred Meyer, therefore these locations were being added to the schedule.

Mr. Morganti, seconded by Ms. Lundeen, moved to approve the March 15, 2011 minutes as amended. The motion passed unanimously, 10:0.

## **IV. Audience Participation**

There was no one in the audience who wished to address the committee.

## **V. ACTION: Special Transportation Fund—Proposed FY2011-2012 Allocations**

Ms. Parker directed ATC members to pages 12 and 13 in the agenda packet.

Ms. Linoz arrived at 10:10 a.m.

Ms. Parker reviewed the Special Transportation Fund (STF)—Budget Summary for FY11 and FY12. ATC members had asked Ms. Parker to try to keep those services that were most vulnerable to changes whole, and consider services that had other funding for reductions. RideSource Metro and RideSource Escort services had been reduced, while the RideSource Shopper had been slightly increased. As a result of a recalibration of programs it had been determined that the real cost of Pearl Buck Preschool services had been underrepresented. The STF allocation had been lowered by approximately \$30,000 due to more grant money going into the program. The goal was to have the STF contribution be zero, and to have Pearl Buck cover all of the local match. It felt like it was too much to ask of them to make such a significant change in one year.

Ms. Parker stated the Mental Health Transportation program was operated by White Bird Clinic. The \$34,570 was the match to federal money for the program. The allocations for Transit Training & Hosts, Mobility Management – In-Person Assessments - and South Lane also were grant matching funds. The funding levels were basically flat, with increases based on a slight inflationary adjustment.

Ms. Parker reviewed Out-of-District Services, noting much of the increase was for vehicle purchases. She noted that proposed spending for these services exceeded the proposed revenue because there was \$122,000 available from STF Out-of-District Reserves. She acknowledged an error in the line item for FY12 Budget/Total STF Out-of-District Proposed Allocation, and agreed to send corrected copies out to ATC members. She noted increases in the rural services were not sustainable over time, and eventually the reserve would need to be replenished. An important element would be reviewing whether Oakridge and Florence actually spent their full allocations.

In response to a question from Mr. Massengill, Ms. Parker explained the State of Oregon collected the cigarette tax and other funds and distributed them to local jurisdictions based on population, noting approximately 84 percent of the funds allocated for Lane County went to in-district services and 16 percent went to out-of-district services. LTD is the designated recipient, as per the legislation that established the fund. LTD primarily used the funds to contract for services that were reimbursed on a monthly basis for actual service provided.

In response to a question from Mr. Stamm, Ms. Parker explained the "lawnmower" fund directed gas taxes collected for the filling of small gas cans (not pumped into cars or trucks) to the STF fund.

Ms. Metzger inquired about the local match for rural vehicles. Ms. Parker explained the amount allocated varied depending on how many vehicles were aging during a funding cycle. Some years, no vehicles met the replacement threshold, while multiple vehicles met the replacement threshold in other years. LTD rarely had sufficient grant money to fund large purchases, and tried to distribute the costs over time. During the last couple of years, LTD had more money for vehicle purchases due to American Recovery stimulus money and the Jobs Transportation Act. However, five years from now, all of those vehicles would become due for replacement at the same time.

Ms. Lundeen, seconded by Ms. Mulder, moved that the Accessible Transportation Advisory Committee approve the Fiscal Year 2011-2012 Special Transportation Fund allocations as presented and amended, and forward a recommendation of approval to the LTD Board and Budget Committee.

Ms. Hekimoglu explained that ATC members who represented agencies that received STF funding needed to declare a conflict of interest but did not need to abstain from voting. Ms. Metzger, Ms. Goddard, Ms. Linoz, and Ms. Van Norman declared potential conflicts of interest.

The motion passed unanimously, 11:0.

## **VI. West Eugene EmX Update**

Dan Tutt provided the staff presentation on the EmX project. He said the Metropolitan Policy Committee (MPC) voted to support the decision of the Eugene City Council and the LTD Board to select the West 6<sup>th</sup>/7<sup>th</sup>/11<sup>th</sup> Avenue alternative. He stated the votes came after several years of study of multiple alternatives that had been narrowed down to the locally preferred alternative. LTD would now be able to conduct the final environmental study to consider the benefits, impacts and costs, which should be ready for public review later this year. The MPC and the City Council asked that the final document be brought back to them for review. Although this was not required by the federal government, LTD would honor the requests from the other agencies for the purposes of a final vote after the environmental review was completed. He noted the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment posed some challenges for LTD. The original West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment was supported by LTD because it was a less expensive option. However, the City Council decided to support the West 6<sup>th</sup>/7<sup>th</sup>

Avenue alignment, and LTD would make needed adjustments to make it work. The LTD Board would not pursue a project that did not make sense. After completion of the environmental work, and if a notice to proceed was issued by the local agencies, LTD would have to compete at a national level for the funding. LTD would solicit funds from the federal government and the state government for the local match. If funding was secured from the state and federal governments, construction would start in about 2015, and the operational date would be in about 2017. The corridors had taken almost ten years each to develop and the current project had received more opposition than had been seen in the past.

In response to a question from Mr. Massengill, Mr. Tutt opined that LTD would begin planning the next corridor after the west Eugene EmX corridor received approval to proceed. River Road and the Bethel area wanted service, and Springfield wanted additional service, possibly in the Thurston area.

Responding to Mr. Morganti, Mr. Tutt said LTD had provided airport service over the years, but it had never worked out. There was not sufficient demand and the airlines changed frequently, making it impractical.

Ms. Mulder asked if the greater expense of operation and building the West 6<sup>th</sup>/7<sup>th</sup> Avenue EmX would be a detriment LTD securing the funds. Mr. Tutt said in the past, LTD had scored well when competing for federal funds. However, those increased expenses would impact how the proposal was viewed at the federal level.

Mr. Kwiatkowski asked why the West 13<sup>th</sup> Avenue option was abandoned. He said he was part of the Jefferson Westside Neighbors and he did not appreciate them speaking for him without his permission. Their decision was not representative of the people who lived in the neighborhood.

Ms. Linoz said the traffic lights on West 6<sup>th</sup>/7<sup>th</sup> Avenue, which was a state highway, were geared to allow traffic to flow. She asked what support the State of Oregon had given the project.

Mr. Tutt said the State controlled portion of West 6<sup>th</sup>/7<sup>th</sup> Avenue was west of the Washington/Jefferson Street bridge, thus the portion from Jefferson Street to Garfield Street was controlled by the State. The State was a reviewing agency and the Oregon Department of Transportation (ODOT) would play a role in access management.

Ms. Mulder noted the local ODOT representative on the MPC was pro West 6<sup>th</sup>/7<sup>th</sup> Avenue.

Ms. Parker observed because the projects took such a long time, things changed, staff changed, political positions change, which was part of the experience. Although agreements may be reached, changes over time could impact those agreements.

Ms. Mulder emphasized the importance to members of the ATC speak as individuals when they spoke before public bodies unless they were authorized to speak on behalf of the ATC.

Ms. Otten said if people did not live in the neighborhood that opposed the EmX route, they did not have a say in the neighborhood association's deliberations. People with disabilities often were challenged to have transportation to and from public meetings. Those people who would be most impacted by having to walk an extra five or six blocks to a bus stop were those people who had the most difficult time getting to public meetings.

Ms. Parker said RideSource services were available to people. Some people were not comfortable attending evening meetings. She agreed with Ms. Otten that people tended to be underrepresented

for reasons other than desire, and their choices were impacted by complicated lifestyle reasons.

Ms. Lundeen left at 11:00 a.m.

## **VII. Criteria for Bus Stop Improvements**

Ms. Parker directed ATC members to page 13 of the agenda packet. She said in order to respond to bus stop improvement requests, staff were formalizing the criteria based on street level improvements, such as available resources, current use of the stop, improving accessibility, existing sidewalks and curbs, and safety. New buses currently on order would include a new ramp style that has a lower slope ratio for easier passenger boarding at locations without sidewalks and curbs. She directed ATC members to additional information on page 16 of the agenda packet. The first round of new vehicles that would feature the new ramp design were expected to be delivered in late summer, with additional vehicles arriving in January 2012.

Mr. Massengill applauded the idea of accessibility focusing on people other than those who used wheelchairs, noting there were other people who had problems getting around, including the senior community. It was difficult for people with mobility issues to get on and off the buses when they used the back door.

## **VIII. Program Updates**

### a) ATC Chair Report

Mr. Massengill thanked LTD for the information about ADA Essentials in the packets. He thought everyone who identified as disabled under the Americans with Disabilities Act (ADA) should be entitled to half-fare transportation.

Ms. Parker said this issue came up during a recent meeting she attended in Washington, D.C. People still battled the idea that only people who had physical disabilities required accommodation. The ADA had a broad definition of disability, but the half-fare program came before ADA, and the issue had been inadequately addressed.

Ms. Metzger announced Senior and Disabled Services was hosting a local advocacy forum on April 30, 2011.

### b) Lane Transit District

Ms. Parker said the LTD Board had approved a Carsharing Pilot Program developed by point2point Solutions, who would manage the program. The Board approved changes to the Service Policy that included a revision to the bus stop spacing standard, changes to on-time performance standards, and an increase to the standing load factor. Approval also was given to send a letter to the Oregon State Legislature indicating LTD's support of two legislative bills that would strengthen interconnectivity between rail and transit in Lane County.

Ms. Metzger reported that May 10, 2011, had been designated as Advocacy Day in Salem for the Area Agencies on Aging, with organized meetings with local representatives. She encouraged ATC members to participate.

Ms. Parker met with a team of researchers from Portland State University (PSU) on April 18, 2011. They had received funding to do a case study of LTD's in-person, in-home assessment processes that engages staff from Lane Council of Government (LCOG) Senior and Disabled Services and Alternative Work Concepts.

c) RideSource Call Center – Call Center Advisory Committee Update

Mr. Stamm reported a consultant had been selected to assist with the development of a recommendation for future software applications for the RideSource Call Center. The Shopper program was being reviewed, revised communication materials were being prepared, and new destinations were being added. The Department of Medical Assistance Programs, with which LTD contracted for providing Medicaid/OHP transportation, had moved from the Department of Human Services to the newly formed Oregon Health Authority. At its quarterly meeting, the RideSource Advisory Committee had analyzed complaints and compliments, looking for common threads and to identify where LTD could do a better job.

Ms. Metzger commended Mr. Stamm for having the advisory committee. It operated in a transparent, open environment.

d) RideSource ADA Paratransit Service

Mr. Stamm said there had been a leveling of demand during the last six to nine months. The service provided 3,000 to 3,300 trips per week. There currently were three new drivers in training.

e) South Lane County

Ms. Linoz appreciated the network of people who shared their suggestions for saving on costs with the State contracts, which would help with her budgeting. She looked forward to Senior and Disabled Services assessments because she did not have a marketing staff. The assessments may bring new customers to South Lane Wheels.

f) West Lane County

Ms. Parker reported that the budget for the Florence service was recently completed. The City of Florence was receptive to providing additional funding to help meet match requirements. Susan Hekimoglu was overseeing a project for bus stop and signage improvements. City staff was very engaged around transportation services.

g) East Lane County

Ms. Goddard reported that RideSource had been busy, recently hiring two part time drivers. The volume varied significantly from day to day, and a round trip was often 100 miles. The Diamond Express vehicle had presented numerous maintenance issues. Ms. Parker emphasized the importance of engaging Ms. Hekimoglu early on when warranty issues arose.

Ms. Goddard announced that Tree Planting Weekend was scheduled for April 29 through May 1, 2011, in Oakridge, with a parade on April 30.

h) White Bird Clinic

April Georgi from White Bird Clinic said the agency was currently serving more than 200 people with

mental health disabilities and helping them access transportation. The agency was limiting rides in April and May due to funding availability so that funding would still be available in June.

i) Other

Ms. Van Norman reported that 30 children traveled daily to school at Pearl Buck and she was not aware of any issues.

Ms. Parker advised ATC members that a copy of a booklet entitled *ADA Essentials for Transit Board Members—Fundamentals of the Americans with Disabilities Act and Transit Public Policy* had been included in their agenda packets. LTD Board member Greg Evans had sat on the Access Committee that helped produce the document. The booklet had been given to Board members. She also directed members to the booklet entitled *Riders' Guide to Public Transit for People with Disabilities*, copies of which had also been included in the agenda packet. Additional copies of this were available at <http://transitaccessproject.com/>.

Ms. Hekimoglu said the Eugene Public Library had new Braille translation software and printer. She had samples of documents available. She had translated the minutes from the March 15, 2011 ATC meeting.

Ms. Parker told Mr. Kwiatkowski that staff would be able to provide Mike Cetto with information in braille.

Ms. Parker recently attended a meeting where the Executive Director of the U.S. Access Board was present. The U.S. Access Board promulgated the rules and guidance for meeting regulatory requirements of the ADA in construction, commercial buildings, and other venues. They currently were seeking comments on access to shared use paths and working with park and recreation environments. Those who were interested in commenting should let staff know. They also were publishing guidelines on public right-of-way and regulations on new ADA standards. A report was recently released from the Transit Research Board, which is part of the Academy of Sciences, on multi-lane roundabouts. She understood there may be plans for additional multi-lane roundabouts in Springfield.

**X. Adjourn**

Mr. Massengill adjourned the meeting at 11:50 a.m. The next meeting would be scheduled for June 21, 2011.