

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, September 15, 1993

Pursuant to notice given to *The Register-Guard* for publication on September 10, 1993, and distributed to persons on the mailing list of the District, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, September 15, 1993, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Janet Calvert
Tammy Fitch, Vice President
Patricia Hocken
Keith Parks, President, presiding
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Peter Brandt, Treasurer
Thomas Montgomery, Secretary
(one vacancy in Subdistrict 5)

CALL TO ORDER: The meeting was called to order at 7:30 p.m.

INTRODUCTION OF BOARD APPOINTEE: Mr. Parks introduced Kirk Bailey, Governor Roberts' appointee to fill Subdistrict 5, vacated by Jack Billings. Mr. Bailey was scheduled to attend a Senate confirmation hearing on September 29, and staff had begun briefing him on LTD and local transportation issues.

AUDIENCE PARTICIPATION: Mr. Parks asked for participation from any member of the audience. There was none.

EMPLOYEE OF THE MONTH: Mr. Parks introduced the September Employee of the Month, Customer Service Representative Beth Noon. Ms. Noon was hired in September 1978, and at the 1993 Employee Awards Banquet had received an award for excellent attendance. She was nominated by a grateful customer, who said that Ms. Noon was very helpful, and should be congratulated for her humanitarian services in helping him when he was on the verge of passing out due to the heat. Mr. Parks reported that Customer Service Administrator Andy Vobora had described Ms. Noon as a long-time employee who knew LTD and her customers, and whose excellent attendance meant that he always knew that Ms. Noon would be ready to serve her customers, who also could count on receiving accurate information.

MOTION VOTE **CONSENT CALENDAR:** Ms. Fitch moved that the Consent Calendar for September 15, 1993, be approved as presented. Ms. Calvert seconded, and the motion carried by unanimous vote. Consent Calendar items were: approval of the minutes of the August 18, 1993, regular Board meeting and the August 25, 1993, special Board meeting; a resolution authorizing the

General Manager to enter into a contract with Gillig Corporation for the purchase of 28 new buses; and a Board Legal Services Committee recommendation to retain Luvaas, Cobb, Richards & Fraser as District Counsel.

Ms. Calvert commented that the legal counsel selection process had been an interesting one, and that she had learned a lot in talking with the representatives of the legal firms. She said the committee was pleased to have selected a firm that they thought would do a very good job in the course of the future.

Mr. Parks introduced Joe Richards, Bob Fraser, and Greg Skillman of Luvaas, Cobb, Richards & Fraser, and welcomed them as the District's legal counsel. Mr. Fraser expressed the firm's appreciation for the confidence the selection committee placed in them. He said they previously had the opportunity to work with LTD in the area of insurance defense, and the reason they all came that evening was that they wanted the Board to know that they were appreciative and that they would do their very best to assist the District in its objectives.

SECTION 9 OPERATING AND CAPITAL GRANT APPLICATION:

Staff Presentation: Mark Pangborn, Director of Administrative Services, explained that the District annually applied for federal funds for operating and capital support. The funds primarily came out of federal general funds. However, for Fiscal Year 1993-94, or Federal Fiscal Year 1994, LTD expected to have additional capital funds due to Congressional continuation of the 1.5-cent gas tax for the transit trust fund, which amounted to about \$4 billion per year. Ms. Loobey explained that the additional 4.3-cent federal gas tax recently approved by Congress was for deficit reduction only.

Page 23 of the agenda packet showed a summary of the funding, in the amount of approximately \$1.1 million for operational support and \$600,000 for capital support. Mr. Pangborn explained that these figures were approximate because Congress was still going through the appropriations process, since its fiscal year began on October 1. The District would have its application on file when the money was appropriated, and the funds probably would become available sometime around January 1994.

Mr. Pangborn stated that the level of operational support was expected to remain about the same, at about \$1 million; however, depending on Senate action, it could decrease by as much as 6 percent. He said this was a reflection of the federal position that operational funding was a local mandate. However, because of political considerations, Congress generally was not able to decrease operational support. The federal government was more willing to help with capital funding because of the high, intensive capital costs of transit. The funding would be applied to the current fiscal year, and LTD would receive it as soon as it was allocated by the federal government. The District essentially would operate off reserves until the money was received, and capital funds would be spent over approximately the next 24 months. Ms. Calvert added that capital money was not actually received until it was spent, and Finance Administrator Tamara Weaver explained that the District drew down the funds from Washington, D.C., by modem, and the funds were then transferred to LTD's account.

Ms. Fitch asked about the funds for "facilities improvements." Mr. Pangborn explained that those funds were for a storage facility to be located behind Maintenance.

Public Hearing on FY 93-94 Section 9 Capital and Operating Grant Application:

Mr. Parks opened the public hearing on the District's application for Section 9 capital and operating funds for FY 93-94. There was no testimony from the audience, and the public hearing was closed.

MOTION **Board Deliberation and Decision:** Ms. Hocken moved approval of the 1994 ISTE Section 9 federal grant application as presented in the September 15, 1993, agenda packet, for \$600,000 in capital funds and \$1,100,000 in operating funds, for a total of \$1,700,000 in Section 9 funding. Ms. Calvert seconded the motion. Ms. Fitch called for the question, and

VOTE the motion carried by unanimous vote.

FERRY STREET BRIDGE ALTERNATIVES: The Board members received some additional materials explaining the proposed alternatives for Ferry Street Bridge reconstruction. Ms. Loobey explained that the Board typically had not taken a position on these types of projects, but this one was going through a review by the Metropolitan Policy Committee (MPC), and the Board had taken a position on a list of projects submitted to the MPC. The Ferry Street Bridge project was listed as the first priority on that list, and LTD's Eugene Station was the second priority. Also, the Board had approved Transit Principles that clearly identified the Ferry Street Bridge project as very important to the District's ability to move toward the goals of the Transportation Planning Rule (TPR). One of the Ferry Street Bridge options, Option B, included a very strong component for alternative transportation.

Planning Administrator Stefano Viggiano said that even though the Draft Environmental Impact Statement for the Ferry Street Bridge project had not yet been released, the first public hearing had been scheduled. The Board's position would be communicated by letter and testimony at public hearings. Ms. Hocken agreed to present LTD testimony at the public hearing before the Planning Commission and the Citizen Advisory Committee on October 12, 1993.

Mr. Viggiano said that staff were asking the Board to support Ferry Street Bridge Alternative B. He briefly described the four alternatives, stating that Alternative A was the "no build" alternative, which would leave the bridge as it currently was. Alternative B proposed a new six-lane bridge on the site of the current Ferry Street Bridge, and a new alternative modes bridge from Agate Street north through Alton Baker Park, connecting with the Leo Harris Parkway. A key feature of this would be an Oakmont connector, which would connect Coburg Road with Centennial, the Leo Harris Parkway, and the second bridge. This would mean that alternative modes traffic, such as buses, could travel down Coburg Road and have a fairly direct connection to the University of Oregon (UO). Also, Centennial Boulevard bus routes could use the new bridge fairly easily.

Mr. Viggiano mentioned a couple of changes involved with all the alternatives. The ramps onto the current Ferry Street Bridge, which were unsafe and fairly congested, such as the Fourth Avenue ramp by EWEB, would all be improved. At the north end of the bridge, one of the key concerns currently was the left turn to I-105 from the southbound lanes on Coburg

Road. That would no longer be a left turn across traffic. A new bike bridge also was proposed in the three "build" alternatives.

Ms. Hocken said that one of the concerns raised about Alternative B and maybe one of the others was the proposed Oakmont connector, which would be open to all sorts of vehicular traffic and disruptive to the neighborhood. Mr. Viggiano agreed that this was one of the controversies, since the road would be restricted to alternative modes only after a certain point. The other controversy about Alternative B was that it would put a new road through Alton Baker Park. A citizen advisory committee for the park had looked at this issue and had recommended against either of the alternatives that included a new bridge through the park.

Ms. Fitch asked if the Leo Harris Parkway was actually big enough to handle the additional traffic. Mr. Viggiano explained that the new bridge would be two lanes, for alternative modes only. It was as yet undecided what would constitute alternative modes, so if it were just transit vehicles, there would not be a lot of demand on the Leo Harris Parkway for access to the bridge. If car pools were allowed, the demand would depend on whether they were two-person, three-person, or four-person car pools. He thought a two-lane access road would be sufficient for a two-lane bridge.

Alternative C included the option of creating an eight-lane bridge where the current four-lane bridge was located. The Franklin Boulevard option also could be applied to Alternatives B and D, as well as C. Mr. Viggiano explained that the alternative that would be selected could be a combination of any of the alternatives. The Franklin Boulevard option essentially would provide a new travel lane not only for traffic coming off the bridge, but also for traffic from Broadway and Franklin that connect with 6th and 7th Avenues. That whole corridor would be moved to follow the railroad tracks, going through the current Agripak site. Broadway would become a regular street, probably with a small amount of traffic, rather than a six-lane road. Currently, that transportation corridor formed a barrier that made it difficult to imagine the north side of Broadway/Franklin as part of downtown. The Franklin Boulevard option would create more land that could be considered as part of downtown, and the railroad tracks would become the barrier. From a land use standpoint, he said, there were a lot of things that were attractive about this option, although it added about \$2 million to the project. There probably would be some opposition from existing businesses on Broadway, such as motels and restaurants, because there was a perceived loss of business without that traffic.

Ms. Hocken asked if there would be a transit-only or car pool lane on the eight-lane alternative. Mr. Viggiano said it had been considered, but the problem was that a longer distance would be needed for the special lane. He explained that HOV (high-occupancy vehicle) lanes could be placed either on the inside, far left lane, so that by the time cars or buses merged into the left lane, they would have to be merging back into the right lane to exit, or in the curb lane, where there was so much traffic because of ingress and egress that it really would not function as an HOV lane.

Ms. Hocken said that one of the concerns or reasons that the alternative modes corridor was so attractive was that going from the east and maybe from the north currently was a long, roundabout route from Coburg Road to the University. The alternative modes corridor would be a much more direct route.

Ms. Loobey said that one of the interesting things about the project was that, aside from the bus-only lanes along 10th Avenue at the Eugene Station, this was the first time a major infrastructure improvement that incorporated the alternative modes option had been proposed, as part of the marriage between land use and transportation. She recalled a recent *Wall Street Journal* article that postulated that transit continued to decline despite the millions of dollars that had been put into transit, and was critical of continuing that kind of investment. However, she said, what the article didn't talk about was that what made transit work was the connection between land use and transportation, and the federal government had no authority or jurisdiction over land use. From the standpoint of making that investment work, it had to be married to land use in the way that was being contemplated in the TransPlan Update and the Metro Plan Update. Ms. Loobey said that part of the local area's suggestion made in Washington, D.C., the previous February was that the projects of states that had statewide land use planning should rank higher, regardless of the population factors, than states that did not. That would elevate Oregon's projects, and Ms. Loobey thought that would be an important factor for the future, because the *Wall Street Journal* criticism would always be there, unless communities became transit friendly.

Mr. Viggiano said that Alternative D included a six-lane Ferry Street Bridge and a new connection across the river a little farther east than in Alternative B, connecting with Moss Street. The difference was that this second bridge would be a four-lane bridge open to all traffic. Ms. Fitch said that, in essence, the difference between B and D was \$17 million and two bridge lanes, with one of those two bridges restricted to alternative modes.

Mr. Viggiano stated that the staff recommendation was that the Board support Alternative B. He said that Ms. Loobey had stated some of the reasons, and that the single biggest reason was that Alternative B was one of the few times when transit was given a competitive advantage over the automobile. In this situation, someone traveling from north Springfield or Coburg Road would be able to get to the UO or the Riverfront Research Park faster by bus than by automobile, especially when considering the need to park at the final destination. Typically, one of the biggest drawbacks of transit was that it took longer than travel by private automobile. Alternative B also addressed the safety problems of the current Ferry Street Bridge, and some capacity would be added to accommodate future growth. The other big issue was the proposal for a park and ride at Autzen Stadium, which was determined to be unfeasible because of circuitous travel from Autzen to downtown. This new connection would provide direct travel from Autzen to the UO and the Riverfront Research Park, as well as to downtown. Regular routes across the alternative modes bridge also would be used as shuttles by people looking for direct service from Autzen to the UO and Research Park.

Ms. Calvert asked what were the primary reasons that staff would support Alternative B over Alternative D. Mr. Viggiano said the biggest reason was that Alternative B would give transit a competitive advantage over automobiles; plus, it was about \$20 million cheaper. Ms. Hocken asked how many homes and businesses would be disrupted by the Oakmont connector. Mr. Viggiano said he did not know, but would find out from the City of Eugene.

Ms. Fitch wondered if bus travel on the Oakmont connector and Leo Harris Parkway would increase so much that it would be a concern. Mr. Viggiano said that, given the current level of service, there would not be a lot of bus traffic across the bridge; however, in four or

five years, that probably would change. From the north, the 3X bus to the UO would use the Oakmont connector. Regular route service coming from Harlow or Coburg probably would be split, some traveling to downtown across the Ferry Street Bridge, and some traveling toward the UO area, across the alternative modes bridge.

Ms. Hocken summarized that in terms of LTD's operations, the main advantage of the alternative modes bridge would be for buses coming from Springfield and an Autzen park and ride, rather than the Coburg Road part of the connection. Mr. Viggiano agreed, although he did not want to downplay the Coburg Road connection and the large population there. A study by the UO showed that 40 percent of their employees lived north of the Willamette River, and Coburg Road funneled all of Harlow Road and Gateway into downtown.

MOTION Ms. Fitch moved that the Board support the Ferry Street Bridge Alternative B. Ms. Hocken seconded the motion. Ms. Fitch said it would be nice to have preliminary numbers for buses running through the neighborhoods. Ms. Calvert said that there was an enlarged residential area as well as some offices in the triangle between Coburg Road, the Leo Harris Parkway, and I-105, and it would be very noisy. She thought that entire area eventually would be commercial.

Mr. Parks asked what would have to be done to keep the park together with the connector through it, or if that would create three parts to the park. Mr. Viggiano said this was the primary concern of the people who had expressed concerns about the impact on the park. Ideally, he said, there would be ways to design the bridge so it didn't necessarily create a barrier. He said it could be raised prior to the river, or maybe there would be other design elements. Even under the best of circumstances, there would be some division of the park. The majority of the park users used the west end. Mr. Parks said that the park was designed for longer than any of those present would live. Ms. Calvert asked if the bridge would go over the bike paths along the canal as well as over the river. Mr. Viggiano said he didn't know, but assumed so, also. Ms. Hocken thought the bridge probably would not be very busy, with only two lanes and limited traffic.

Mr. Viggiano said that this raised a point on which the Board might want to express an opinion. It had not been determined whether car pools would be allowed on the alternative modes bridge. It was staff's recommendation that car pools should be allowed, believing that having a travel option that single-occupancy vehicles did not have would greatly encourage the use of car pools. Ms. Hocken asked if those would be two- or three-person car pools. Mr. Viggiano suggested that it could begin with two and increase if things became too congested; that was what other communities had done.

Ms. Calvert said she would support Alternative B, and would hope that the Board would receive more information as time went on, concerning adjustments that might be made or whichever mode might be selected, because this would have some real impacts, both negative and positive, which the Board should be aware of. Mr. Viggiano said he could ask someone from the City to attend the next Board meeting. That would be after the joint Planning Commission/Ferry Street Bridge Citizen Advisory Committee public hearing, but before these two groups made their recommendation or any decisions were made. Mr. Parks said he would like to have a list of the pros and cons of severing the park. He said it had been a lot of

trouble to keep the park intact, and that the original plan had been superseded too many times. It was supposed to be open space, reserved for the future.

Ms. Hocken asked if the corridor would be near the old landfill, where there had been some concerns about ground pollution. Mr. Pangborn said that was farther east even than the proposed Moss Street bridge.

MOTION TO AMEND Ms. Calvert moved that the motion be amended to include car pools on the alternative modes corridor. Ms. Hocken seconded. Ms. Calvert said she thought adding car pools would make the alternative modes bridge more palatable to a larger number of people, and Ms. Hocken said there were a lot of people who would never ride buses who might use car pools. If people car pooled even two to a car, that would take half the cars off the roads.

VOTE The vote on the amendment carried three to one, with Mr. Parks voting in opposition and all others in favor.

VOTE The vote on the motion as amended also carried three to one, with Mr. Parks voting in opposition and all others in favor.

Ms. Hocken asked, as a point of order, if the Board could pass a motion by a majority of the members present. Ms. Loobey said that was correct, as long as a quorum was present.

Ms. Fitch said she would like the minutes to show that the Board was supporting Alternative B but still had a lot of unanswered questions. Mr. Parks said he didn't think the Board knew enough about what it was doing. He would rather go to a briefing and become informed before voting, but if it was important to have the vote of the Board first, so be it.

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: **MPC:** Ms. Calvert said that the September 9 MPC meeting had been postponed until September 23, and she would not be able to attend. Ms. Hocken planned to attend. **V-PACT:** The first meeting of the Willamette Valley Policy Advisory Committee on Transportation was scheduled for September 30. Ms. Hocken and Ms. Loobey planned to attend. **TransPlan Update Symposia:** The first Symposium was scheduled for November 4. Ms. Hocken and Ms. Fitch would be attending as LTD's representatives.

Board Strategic Planning Session: Mr. Pangborn said staff were following the direction of the Board at the last meeting, when Board members voiced concerns about holding a full retreat without the new Board members. Staff had cut the fall retreat back to one day, to handle the immediate needs of the District, and would plan to hold a more in-depth retreat after the new Board members began their terms in January. The one-day retreat would be held at LTD on November 6, and would cover service and budget issues, so staff would have direction for planning for next fiscal year's budget. Ms. Hocken asked if the results of the compensation study would be available by November 6. Mr. Pangborn said the consultants would still be collecting data at that time, and it probably would be the end of December before the Board received the final report. However, some of the issues would be laid out by then. Ms. Calvert said that it might be time to talk about the idea of how people

should be compensated, rather than just "justly," a question raised by the salary consultants. Mr. Parks told the Board members to call Mr. Pangborn if they had anything they wanted to add to the agenda for November 6. Ms. Hocken asked if any downtown station issues would need to be discussed then. Mr. Pangborn said the public hearing on the Draft Environmental Impact Statement probably would be held before then, although staff were waiting to hear from the Federal Transit Administration when the document could be released to the public.

Metropolitan Transportation Panel (MTP) Update: Ms. Loobey explained that the Springfield and Eugene Chambers of Commerce had been discussing many of the same transportation issues LTD was discussing. Because of local capital investments to be made in the future, the Chambers had formed a joint committee to become more educated and provide a vision for reacting to future proposals and projects. Ms. Loobey stated that the MTP was a good group, and the members were having good discussions.

REDUCED FARE RECERTIFICATION: Ms. Loobey reported that since the testimony at the August Board meeting, Customer Service Administrator Andy Vobora had been meeting with groups and proceeding with recertification, to update his data base. Ms. Calvert asked why persons with mental illnesses were likely to be eliminated from eligibility. Ms. Loobey said that there had been a shift in the federal regulations from a disability-based to a mobility-based concept, so that anyone who could use the fixed route should be doing so. Before that, there was some misuse of the Reduced Fare program as an income-based program, which it was never intended to be. In a lot of cases, people were certified based on their income level rather than a mobility impairment.

Ms. Hocken asked about recertification of the people who had testified in August. Mr. Pangborn explained that federal approval of the Americans with Disabilities Act (ADA) had forced transit districts to look at what they had been doing and be clear about the future, and obligated transit to serve mobility-based disabilities. Part of the issue then became a question of who was really qualified to receive reduced fares under the Reduced Fare Program. The ADA included mobility impairments, sight impairments requiring use of special cards to notify the bus operator from the street, and disabilities requiring the use of a lift. Seniors generally had more options to travel during off-peak hours, so they were included in the federal program. Hearing disabilities generally did not qualify a person, unless it could be determined that the hearing impairment also was a mobility impairment. The key to the certification of persons with mental disabilities was whether they needed assistance, such as the developmentally disabled and many of the mentally ill. Ms. Calvert thought that most of the people who testified at the last meeting probably would qualify. Mr. Pangborn said that Mr. Vobora had been talking with the agencies, and the District's inclination was to let them qualify.

1993 Lane County Fair Service: Ms. Loobey said that staff would be negotiating with the Lane County Fair regarding continuation of the Fair service. Currently, the Fair paid about \$21,000 for the service. During the year, the District had begun a negotiating process to increase that amount, but following the change in Fair management, there was some talk about not providing the transit service. An agreement was reached to continue the contract for the 1993 Fair. Ms. Calvert thought the Fair needed to provide that service, because of the parking and traffic conditions in the neighborhood during the Fair. Ms. Fitch said that the District needed to make sure it wasn't losing money on the service. Ms. Loobey explained that

the Fair paid for the lost farebox revenue for offering service for no charge to customers, and LTD provided additional service. Studies had shown that one-third of the District's ridership changed every year, so the Fair service was an opportunity for LTD to expose new riders to the system. She added that the Fair also had a responsibility to respond to the mandates of the Transportation Planning Rule.

Ms. Loobey said that the Fair did not know precisely what attendance had been, but LTD's ridership figures were based on head counts. Total system ridership increased during the Fair service, but shuttle ridership to the Fairgrounds had decreased from the previous year. Staff were hopeful that the increased system ridership included a lot of new riders.

Insurance Renewal: Ms. Fitch asked if staff had researched underinsured and uninsured property damage insurance (UMPD) when dropping the physical damage policy for the District's cars and vans. She said these should be minimal payments, but she did not know if the policies were available for commercial use. Director of Operations Tim Dallas said he would find out and report back to the Board.

ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING: Ms. Fitch asked if the District would be ready for the Board to vote on the site for the Eugene Station before three members' terms expired at the end of December. Mr. Viggiano replied that a decision could be made at the November 17, 1993, Board meeting, as long as the Draft Environmental Impact Statement was released at least 45 days before the decision and 30 days before the public hearing. Ms. Calvert suggested holding a special meeting before the end of the year if the process were delayed too long.

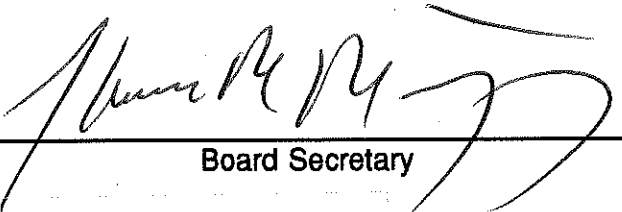
RECESS: Mr. Parks called for a five-minute recess before going into Executive Session.

MOTION **EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(d):** Ms. Calvert moved that the Board move into Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

VOTE Ms. Fitch seconded the motion, and the Board moved into Executive Session at 8:50 p.m. by unanimous vote. Mr. Dallas was present for the discussion.

RETURN TO REGULAR SESSION: The Board returned to regular session at 9:00 p.m.

ADJOURNMENT: The Board meeting was unanimously adjourned at 9:00 p.m.



 Board Secretary