

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 16, 1994

Pursuant to notice given to The Register-Guard for publication on February 10, 1994, and distributed to persons on the mailing list of the District, a special meeting of the Board of Directors of the Lane Transit District was held on Wednesday, February 16, 1994, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Pat Hocken, President
Tammy Fitch, Vice President
Dave Kleger, Treasurer
Thomas Montgomery, Secretary
Kirk Bailey
Rob Bennett
Steve Engel
Phyllis Loobey, General Manager
Erdag Goknar, Minutes Recorder

CALL TO ORDER: Ms. Hocken called the meeting to order.

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Ms. Hocken briefly reviewed the agenda.

AUDIENCE PARTICIPATION: There were no comments from the audience.

EMPLOYEE OF THE MONTH: Ms. Hocken introduced the February Employee of the Month, Robert Mosley. She briefly reviewed his employment history and praised his exemplary duty as a bus driver. On behalf of LTD, she awarded Mr. Mosley with a certificate, letter of congratulation, and an honorarium. Mr. Mosley thanked the board and emphasized his commitment to LTD.

PUBLIC HEARING ON PROPOSED SERVICE CHANGES FOR FY94-95

Staff Presentation: Mr. Viggiano reviewed the annual route review process. He said the process was conducted with the aid of marketing staff, bus operators, customer service representatives, and other employees. He briefly summarized the proposed service changes, including service enhancements, deletions, low-priority enhancements, and other service requests. He referred the board to a chart in the agenda packet which listed 29 itemized proposals with brief descriptions.

Responding to a question from Ms. Hocken, Mr. Viggiano responded that proposed service enhancements #3 and #18 were dependent on proposal #2, but that other proposals were independent. Ms. Hocken asked if weekday bus routes to the

University of Oregon (UO) were available on weekends. Mr. Viggiano said regular service was available but "tripper" buses were not.

Responding to a question from Mr. Bailey, Mr. Viggiano said proposal #18, a service deletion, would maximize ridership on route #79.

Responding to a question from Ms. Fitch, Mr. Viggiano explained that if the recommended changes were adopted, the Game Farm Road area would still be served by route #12 every half hour.

Opening of Public Hearing: Ms. Hocken opened the public hearing.

(1) Ruth Shepherd of Eugene expressed support for proposal #29--extending route #71 to Columbia and 26th Avenue. She said the proposal was appealing because it was budget-neutral. She proceeded to advocate a further extension of the route to 27th Avenue because it would enable car drivers to utilize specially designated parking spaces at Laurelwood Golf Course. Ms. Shepherd argued that the large number of older residents in the area around the Laurelwood Golf Course could be targeted and proactively persuaded to ride buses. She mentioned that the Park and Ride option would also attract young drivers in the Laurelwood and Fairmount areas. Ms. Shepherd distributed a written account of her testimony.

(2) Donna Peterson of Eugene, chair of the Eugene Airport Commission, said she supported proposal #12--adding peak hour trips to the airport. She reported that between 1988 and 1992 there had been a 167 percent increase in employees at the airport. She said in the last three years there had been a 10 percent increase in "inplanes" and "deplanes." She emphasized that this service change would benefit both plane travelers and airport employees.

(3) Lisa Spitzmiller of Eugene, an employee of The Child Center, advocated the implementation of proposal #24--add tripper to Child Center. She said the center served 35 children and families in its day treatment program and 150 children in the outpatient program, and had 50 employees. She explained that these numbers would ensure a significant ridership on the proposed route. Ms. Spitzmiller stated that a van pool could work in lieu of the route change. She said a petition had been signed by 35 people who would commit to riding the bus.

(4) Fred Simmons of Springfield, a driver at LTD, voiced his support for airport service. He stressed that LTD needed to be forward-minded in its attempts to meet community needs and proactive in its transportation planning process. Citing The Child Center as an example, Mr. Simmons noted that a route that served the center would also gain ridership from other developments along 31st Street. He said the Goal 12 mandate required that growth be considered in meeting community needs. Mr. Simmons advocated the development of the intermodal capacity of the downtown station. He mentioned that the LTD bus routes, generally, were weakest in lateral or cross-town movement. He expressed his support for proposal #28. Mr. Simmons added that LTD needed to address the service demands that Sony would create when it began operations.

(5) John Tamulonis of Eugene reiterated his telephone testimony. He said he supported the LTD staff recommendation to oppose extending route #71

to serve 26th and Columbia. He also mentioned that Sony would not be an immediate concern since it would not be manufacturing until 1995.

(6) Brandon Burnell of Eugene, a member of the UO crew team, requested a change in the Lowell route to include a stop at Dexter Lake. He said he could guarantee a ridership of 30 to 40 people daily on the route.

(7) Phil McCowan of Eugene, a resident of the Crest Drive neighborhood, said his neighborhood was expanding and needed bus service. He added that service to one end of the ridge line trail was advisable, possibly a stop at Crest and Blanton Road.

(8) Dave Pompel of Eugene, an advocate of alternative modes, emphatically supported proposal #6--replacing some #26C trips with Crest Drive service.

(9) Dave Johnson of Eugene agreed with the staff on its recommendation for proposal #6 and voiced support for a Park and Ride stop at the Laurelwood Golf Course.

(10) Miles Erickson of Eugene, a volunteer at the Willamette Wildlife Rehabilitation Center--which had 80 employees--expressed his support for bus service to Crest Drive.

Mr. Viggiano relayed testimony from Kris Kritchbaum who made his statements by telephone. Mr. Kritchbaum supported the addition of trips in the early evening; proposal #23--add two morning trips to #71; extending Saturday evening service; proposal #10--add two trips of #91 McKenzie Bridge on Sunday; airport service; Crest Drive service; later Sunday service; and a couple daily trips to Spencer Butte.

Closure of Public Hearing: Ms. Hocken officially closed the public hearing. She reported that revised service changes would be available at the March meeting based on staff consideration of the testimony.

Responding to a question from Ms. Fitch, Mr. Viggiano explained that proposal #6 would involve taking service off an existing route and transferring it to Crest Drive whereas proposal #25 would require a new bus entirely.

ITEMS FOR ACTION AT THIS MEETING

CONSENT CALENDAR:

Mr. Kleger moved, seconded by Mr. Bennett, to approve the Consent Calendar for February 16, 1994, as presented. This included the approval of the January 19, 1994, work session minutes, the regular minutes from that date, and adoption of an uninsured and underinsured motorist coverage policy. The motion passed unanimously, 7:0.

FY 1994-95 Pricing Plan

Staff Presentation: Mr. Viggiano reviewed the proposed fare changes that would begin July 1, 1994, and extend through June 30, 1995. He explained that the fare policy included two primary guidelines: 1) alternating increases in cash fares, tokens, and passes; and 2) the implementation of more frequent, small increases rather than larger, less frequent increases. He said the State law required that fare changes be made by ordinance. Mr. Viggiano added that following board approval of the proposed fare changes, staff would revise First Amended Ordinance No. 35 and schedule the first reading of the revised ordinance during the March 16, 1994, board meeting.

Mr. Viggiano reviewed the recommended changes to the fare structure. The changes were as follows: 1) Increase the cost of cash fares: 75 cents to 80 cents for the adult fare, 35 to 40 cents for the reduced fare, 75 to 80 cents for the RideSource and Escort fare, 75 to 80 cents for the RideSource shopper round-trip fare (ADA-eligible riders), and \$1.25 to \$1.35 for the RideSource shopper round-trip fare (non-ADA-eligible riders); 2) Increase the price of the Day Pass from \$1.90 to \$2.00; (3) Increase the price of the Lane Community College (LCC) Term Passes by \$3.00; and (4) Increase the price of Group Passes by 3.4 percent.

If the fares were increased as proposed, Mr. Viggiano said the added revenue for the next year would be \$45,000. He said the number of trips would decrease by 14,500. Responding to a question from Mr. Bennett, Mr. Viggiano responded that only 30 percent of LTD riders paid in cash. For reference, Mr. Bennett requested more information and market data on fares in other communities of equivalent size.

Responding to a question from Fred Simmons, Mr. Viggiano explained the pricing structure of the youth passes.

Opening of Public Hearing: Ms. Hocken opened the public hearing.

(1) Martin Lewis of Eugene stressed the importance of increasing ridership and meeting the Goal 12 objectives. He denounced the proposal that the LCC Term Pass be increased to almost \$60.

Closing of Public Hearing: Ms. Hocken closed the public hearing.

Board Discussion and Decision: Mr. Kleger moved, seconded by Mr. Montgomery, that the board approve the fare changes as outlined in the agenda packet for inclusion in Second Amended Ordinance No. 35. The motion passed unanimously, 7:0.

LCC GROUP BUS PASS

Staff Presentation: Mr. Viggiano explained that LTD staff and LCC students had been intermittently working for several years on implementing a group pass for LCC main campus students. He said the obstacle to agreement was that the LTD Group Pass Policy created a price differential between LCC and the UO. One difference was that organizations that did not pay a payroll tax paid a surcharge; LCC did not pay a payroll tax. The price for an LCC

student would be \$9.24 per student per term, as opposed to the "payroll tax" fare of \$8.65 per student per term. He said staff was recommending a one-year compromise to LCC at the lower rate, though continuation of the program beyond the first year would be at a rate consistent with the Group Pass Policy.

Mr. Viggiano responded to questions about Term Passes, Group Passes, and the difference between the assessment of UO and LCC rates.

Mr. Kleger stated that offering a promotional fare to LCC would be unfair to those organizations that paid payroll taxes. He suggested offering an initial, one year promotional fare of \$8.75 to LCC to help mitigate the differential.

Public Testimony

(1) Dave Johnson of Eugene commented that the ASLCC, an entity separate from LCC, had offered to pay a payroll tax. He said that a similar arrangement had been made with the UO.

(2) Vincent Jones of Eugene, an LCC student, stated that the students of LCC, as a public group, had a long history of working in the Eugene/Springfield area, and as a result, contributed wholly to the intent of the payroll tax. He explained that the students' employers paid payroll taxes; therefore, these students could expect some return for the taxation, and the employers could expect to see the results of their contribution to the community. Mr. Jones added that he was concerned that the formula used to figure the Group Pass rate was different from the one used two years ago. He mentioned that in his own calculations, he had arrived at a figure of \$127,000, as opposed to \$167,000 for the total revenue figure under "Method 1-Pass Sales" in the agenda packet. Mr. Jones also commented that the students were facing a \$48 per term increase in tuition, which, when added to the proposed \$8.24 for the Group Pass, was a considerable deterrent. He stated the LCC position as one which would move to continue negotiations with LTD, desire a recommendation from the board, and elicit reconsideration of the impetus of the payroll tax, since students indirectly contributed.

Responding to a question from Ms. Hocken, Mr. Jones said his primary emphasis was to continue negotiation without approving a plan at the meeting.

Responding to a question from Ms. Fitch, Mr. Jones explained that the board needed to approve a reexamination of the group pass policy.

Responding to a question from Mr. Engel, Mr. Jones stated that he was a representative of the LCC student government and was not being paid for his services. Mr. Engel asked if Mr. Jones would be happy with the \$8.65 one-year promotion. Mr. Jones responded that the farebox replacement discrepancy needed to be reexamined. He added that the promotional fee was a positive step forward, but requested a long-term commitment at that rate. Mr. Engel asked if a long-term offer at \$8.65 would be satisfactory with the ASLCC. Mr. Jones responded that it was possible to work with the existing process of LTD's monthly passes since the cost of Term Passes would match the Monthly Passes in the near future. He said it was cheaper to proceed with Monthly Passes than the Group Pass program. He explained that if enough cash-base

revenue was raised to buy a bulk number of passes from LTD to serve between 1,000 and 2,000 students, LCC could offer the passes at half the price to students.

Responding to a question from Ms. Hocken, Mr. Jones said about 19 percent of students at LCC rode the bus.

Mr. Viggiano clarified that Mr. Jones was suggesting that all students be charged \$6, which would essentially lower the cost of the Term Pass to \$30 for those who wanted to purchase Term Passes.

Mr. Jones stated that he was requesting an amendment which created a long-term extension of the \$8.65 promotional rate.

Mr. Montgomery moved, seconded by Mr. Bennett, to approve a Group Pass rate for LCC students of \$9.24 per term. Continuation of the program beyond the first year would be at a rate consistent with the Group Pass Policy.

Mr. Kleger moved, seconded by Mr. Bennett, to amend the motion on the floor to include a promotional rate for one year of \$8.75 to be subsequently raised to \$9.24, with an adjustment for inflation in the second year.

Responding to a question from Mr. Bailey, Mr. Jones said he was seeking a rate around \$7, closer to rates offered to the UO. Responding to a question from Mr. Engel, Mr. Viggiano stated that the Lane Council of Governments (LCOG) and Northwest Christian College had Group Pass rates assessed under the "non-payroll" category.

Mr. Montgomery stressed that when the Group Pass program began, the figures and formulas were stringently examined. He said considering the history, the formula should be applied universally for the sake of fairness.

Mr. Bennett questioned why an amendment to the formula was being offered at all. Ms. Loobey answered that LCC provided a large potential market and LTD was therefore interested in negotiating with them.

Ms. Hocken expressed support of the one-year promotional rate because the available data was rough. With a year-long trial, the data on the farebox revenue would be more exact, and for this reason, she supported the amendment. She said it would be fruitful to revisit the Group Pass Policy after a year's experience.

Responding to a question from Mr. Bailey, Mr. Viggiano stated that the formula included in the meeting packet was the same one governing the UO rate.

Mr. Engel asked if the LCC program included faculty and staff, as the UO program did. Mr. Viggiano answered in the negative, adding that UO faculty and staff were under separate contracts, though they paid the same rate as students. Mr. Engel emphasized that LCC students were more like customers of the college and would never be expected to pay payroll tax. He questioned how they could be charged based on such a tax if this were the case. Ms. Hocken reiterated that this was the reason the issue needed to be revisited.

Ms. Fitch stated that if numbers could not be agreed on after a strict formula had been established, how could the board take any action at all at the meeting. Mr. Bennett remarked it was worth voting on because a firm position needed to be established.

Mr. Kleger said the one-year promotion was a good sales technique. Raising the fare from \$8.65 to \$8.75 would eliminate suspicion of unfair practice. Mr. Montgomery argued that a promotional rate, if offered, should be part of the policy before it was presented, not after. Ms. Hocken stated that the board had the authority to offer a promotion. Ms. Hocken called for a vote on the motion, which was on the floor, for the amendment.

The motion carried, 4:3. Mr. Engel, Ms. Fitch, and Mr. Montgomery dissented.

Ms. Hocken called for a vote on the actual amendment as moved by Mr. Kleger.

The motion carried, 4:3. Mr. Engel, Ms. Fitch, and Mr. Montgomery dissented.

Ms. Hocken called for a short break.

LTD CONTRACT REVIEW BOARD--AMENDMENT OF RULES: This item was postponed to the LTD Board meeting on February 23, 1994.

ITEMS FOR INFORMATION AT THIS MEETING: This item was postponed to the LTD Board meeting on February 23, 1994.

ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING: This item was postponed to the LTD Board meeting on February 23, 1994.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(d):

Ms. Fitch moved, seconded by Mr. Bailey, 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. The motion passed unanimously, 7:0.

The board moved into executive session at 9:40 p.m.

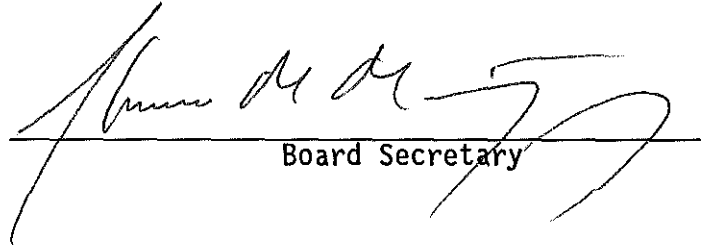
Ms. Fitch moved, seconded by Mr. Bailey, that the board move out of executive session. The motion passed unanimously, 7:0.

The board moved out of executive session at 10:46 p.m.

Ms. Fitch moved, seconded by Mr. Bailey, that the board authorize the district management and the bargaining team to take appropriate actions in their negotiations in an effort to secure a settlement, including, at such time as deemed appropriate, such actions as filing unfair labor practice charges. The motion passed unanimously, 7:0.

ADJOURNMENT: Ms. Fitch moved, seconded by Mr. Montgomery, to adjourn the meeting. The motion passed unanimously, 7:0.

The meeting adjourned at 10:51 p.m.


Board Secretary