

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, October 19, 1994

Pursuant to notice given to *The Register-Guard* for publication on October 13, 1994, 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, October 19, 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
Kirk Bailey
Rob Bennett
Phyllis Loobey, General Manager
Coleen Fox, Minutes Recorder
Jo Sullivan, Recording Secretary

Absent: Thom Montgomery, Secretary
(one vacancy)

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

ROLL CALL: Ms. Loobey called roll.

INTRODUCTORY REMARKS BY THE BOARD PRESIDENT: Ms. Hocken had no remarks.

EMPLOYEE OF THE MONTH: The Employee of the Month for October was Journeyman Mechanic Wylie McKinnon. Mr. McKinnon was hired on August 3, 1974, and at the last employee awards banquet received an award for 19 years of no time-loss accidents and for exceptional attendance. He was nominated by a co-worker, who said that Mr. McKinnon is a conscientious and consistent mechanic who is always willing to help others. Other co-workers cited his reliability and attentiveness in performing his duties as a major contribution to the Maintenance Division.

Mr. McKinnon said he was quite surprised to be nominated for this award and expressed his appreciation. Ms. Hocken presented him with a certificate of appreciation, a congratulatory letter, and a financial bonus from the LTD Board.

AUDIENCE PARTICIPATION: Ms. Hocken stated that audience participation was an opportunity for the general public to address the Board about any topic.

Bill Liojo, 747 Kelly Blvd, Springfield, stated that as a self-employed person he objected to the manner in which the LTD Board announced its plan for a self-employment tax. He specifically objected to the insinuation that self-employed persons are getting a "free ride" under the current system. He said he has always considered LTD's funding system unfair, and now that it affected him he felt it was necessary to voice his complaint. He explained that the public subsidizes mass transit but that not everyone uses the system. For example, his work demands make it virtually impossible for him to use the bus system efficiently and therefore he is not getting a "free ride" in any sense. He observed that Eugene City employees are the ones truly getting a free ride since they are exempt from the tax. He added that he was also concerned that the LTD Board members are not elected by those they represent, saying that he had not been able to get the telephone numbers of Board members when he requested them. He listed three recommendations for the Board: (1) as a future agenda item, address his concern that Board members are not elected by those they represent; (2) develop a system whereby there is incentive for LTD to operate at the lowest possible subsidy; and (3) discuss a broader-based approach to funding.

Mr. Bennett responded by explaining that the purpose of a self-employment tax was not necessarily to tax those who directly use the bus, just as many people who currently pay the payroll tax do not use the system. Rather, one argument in favor of the tax is that those in the community who have the resources to pay and who have transportation options are assisting those who do not have other transportation. Mr. Bennett added that LTD has a serious mandate to reduce single occupancy vehicle miles (SOV miles) and that therefore it has to increase the productivity of the system. He said that those who are self-employed should pay, just as employees of corporations pay the tax.

Ms. Hocken said that with respect to the contention that City of Eugene employees get a "free ride," the City does not pay the pay-roll tax but provides other services to LTD. She added that the State Legislature determines which taxes LTD can levy, so LTD's options for funding are constrained by legislation. Ms. Hocken also said the staff had compiled a packet of information measuring LTD's performance and this is available for review by any interested citizen.

ITEMS FOR ACTION AT THIS MEETING

MOTION **CONSENT CALENDAR:** Mr. Kleger moved, seconded by Mr. Bailey, to approve the Consent Calendar for October 19, 1994, as presented. This included approval of the minutes of the September 21, 1994, regular meeting and the September 26, 1994, special meeting. The VOTE motion passed unanimously, 5:0.

CHARITABLE GIVING CAMPAIGN POLICY: Ms. Loobey explained that the impetus for establishing a policy arose after many years of being approached at LTD by many organizations soliciting donations. She said there is a desire to limit the number of campaigns in the workplace because there is an administrative cost associated with the process. She referred the Board members to the attached Charitable Giving Campaign policy and asked for approval. Ms. Loobey informed the Board that before the vote, a member of the public would speak on this topic.

Lucy Vinnes spoke on behalf of the Environmental Federation of Oregon. She informed the Board that as written, the policy would exclude the Environmental Federation because of its requirement that the agents provide direct health and welfare services. Ms. Vinnes stated that the Environmental Federation had a 15-year history of public giving and had just expanded its campaign to the City of Eugene where it had met an enthusiastic response. She added that federations could be required to help offset administrative costs if that was a concern. She concluded by requesting that LTD not follow the very restrictive policy as outlined in the proposal, but rather adopt a policy similar to those at EWEB and City of Eugene.

Ms. Hocken suggested changing the requirement from "health and welfare services" to "501(3)(C) organizations." Mr. Kleger inquired about the reason behind the restriction to health and welfare activities. It was explained that the long-standing philosophy of the District has been to allow workplace access to federations that fund direct health and welfare services. This is characteristic of United Way.

Mr. Bennett asked if LTD employees have a position on this issue or if the policy reflects an administrative position. Ms. Loobey suggested that there were probably employees who would prefer one organization to another if the option existed. Ms. Vinnes observed that campaigns can be dropped if an agency does not show sufficient support of a federation's causes. In response to Mr. Bennett's question about whether the Environmental Federation used its resources locally as well as state-wide, Ms. Vinnes said yes.

Ms. Hocken suggested adopting the policy statement and then conducting further research on the subject. Mr. Bennett said he wanted feedback from LTD employees before making a decision. Mr. Bailey agreed, adding that it would make more sense to do research prior to adopting the policy statement.

MOTION Mr. Bennett moved, seconded by Ms. Fitch, that the Board table the Charitable Givings Campaigns Policy until the next LTD Board meeting. The Board directed staff to gather information from employees on their preferences and to further investigate management issues.

VOTE The motion passed unanimously 5:0.

LTD SUPPORT OF HIGH SPEED RAIL: LTD Marketing Administrator Ed Bergeron stated that because the Mt. Rainier train will arrive in Eugene at 11:45 p.m., there is a need to supplement regular LTD service. He explained that he was requesting approval of four-month funding for the promotion of discounted taxi rides when regular bus service is not operating, along with associated train service printed materials. Mr. Bennett suggested that the printed materials not be separate but be added to the regular bus schedule information. He said this would be more convenient. Mr. Bennett also asked about the anticipated demand for the special taxis. Paul Zvonkovic, LTD Transit Planner, said that at this time the numbers of passengers disembarking from the train late in the evening averaged 25. He said that the taxi service would be one way to approach this issue without incurring a high administrative cost. Mr. Bennett asked what would happen if, after a few weeks, no one used the service. Mr. Bergeron said that if it was not used there would be no cost. Mr. Zvonkovic added that if the train proved to be exceedingly successful then other options would be explored. Ms. Hocken said the train was a new issue for LTD and that some steps had to be taken to encourage ridership and that the taxi service was a fairly conservative step.

MOTION Mr. Bennett moved, seconded by Mr. Kleger, to approve the LTD subsidy of taxi rides home for passengers on the 11:45 p.m. trains, and authorize staff to develop and distribute associated train service promotional materials. The motion passed unanimously by a vote of 5:0.

VOTE

Commuter Packs: Mr. Bergeron updated the Board on the status of the commuter packs that had been lost and consequently not properly distributed. He said the remaining materials had been found and that now they needed to find out precisely where packets had not been delivered. Mr. Bailey asked about the location of the packets. Mr. Bergeron said some were still in inventory at the mailing house and some had been delivered twice to the same post office. He said he expected the situation would be worked out within the week.

FERRY STREET BRIDGE POSITION: Stefano Viggiano, LTD Planning Administrator, requested that the Board provide a position on the Ferry Street Bridge project to the City of Eugene. He referred the Board to the memorandum and the letter to the City of Eugene in the packet. He noted that LTD had been involved in the Ferry Street Bridge Project for many years and had originally taken a position in favor of Alternative "B" which had since been eliminated as an option. Mr. Viggiano explained that the memorandum contained three further recommendations to the City of Eugene on what LTD would like to see considered as part of the corridor.

Ms. Hocken inquired about the meaning of "preservation of right-of-way" as stated in the second recommendation. Mr. Reinhart, of the City of Eugene, said that this was not completely clear and referred the Board members to the Charter. He noted that the Charter states that the design ". . . will support a future fixed rail mode . . ." and that this had been added because it is not explicitly stated in the TransPlan. He explained that this pointed to structural support and right-of-way in the main corridor, but that the design specifics were still unknown. Mr. Bennett asked why the current proposal did not dedicate a corridor for alternative transportation. Mr. Rinehart responded that there is a lane dedicated to bike and pedestrian use. He said that Alternative B did include a corridor dedicated to other modes of alternative transportation but that trying to do so on such a short corridor, with so many exits and entrances, had proved inviable.

Mr. Bennett said he failed to understand why a designated corridor for alternative transportation was not in the plan. Mr. Rinehart explained that the design incorporating a designated corridor had required going through Alton Baker Park and that this had been met with opposition because of the fear that in the future it would be used by automobiles. Mr. Rinehart said that as the plan existed now, buses would use the same lanes as cars. Mr. Bennett said that a bridge designed without permanent bus lanes would be a great mistake and would not further the goals of increasing ridership and decreasing SOV miles. He said that riding the bus has to be more convenient than driving a car in order for people to choose the bus over a car. Ms. Hocken suggested a lane permanently dedicated to two- and three-person car pools and buses.

Mr. Rinehart explained that the Charter amendment would not preclude these sorts of restrictions on lane use, but that the more serious constraints were technical ones. He cited the example of a car needing to turn left coming off the bridge and how this would be complicated by a car pool lane on the right. He added that LTD's three recommendations, from a technical standpoint, were not inconsistent with the Charter Amendment. Ms. Fitch expressed concern

about the possibility that buses might be excluded in the future given that under 2(a) in the Charter only rail is mentioned. Mr. Rinehart agreed but noted that the final design was yet to come and that such input would be useful. Mr. Bailey said that he shared Ms. Fitch's concern, describing a scenario whereby someone might try to exclude buses based upon the wording of this clause.

Mr. Bennett said that although he had strong feelings about the absence in the Charter of a reference to a bus corridor on the bridge, he also knew that there is no longer an opportunity to change the Charter. He said that there are good reasons to support the expansion despite this oversight and that the worst thing for LTD would be to not have the bridge widened. He said that compact urban growth would be facilitated by making the downtown accessible, not cause flight from the downtown as so many opponents of the bridge claim. He asked if there was enough support to send the letter as written. Ms. Hocken said there was no time to fine-tune the wording.

Ms. Loobey added that LTD would never increase the capacity of the public transit system if land use practices are not changed. She said that in time the new bridge capacity will be used up. She said the issue of increasing alternative transportation needs to be approached from many angles, not simply by focusing on laying down more asphalt.

Mr. Viggiano noted that the biggest issue really was getting on and off the bridge and that the problem was not the bridge itself. He said this could be addressed by having on-ramps which would allow buses to by-pass the backed-up automobile traffic waiting to get on the new bridge.

It was suggested that the wording of the memorandum be changed from (bracketed text deleted, underlined text added) [Staff suggest that the Board recommend that any new bridge corridor provide for the following] to We understand that the Bridge and its corridor will incorporate the following.

MOTION Ms. Fitch moved, seconded by Mr. Kleger, to adopt a position on the Ferry Street Bridge project as described on page 23 of the October 19, 1994, Board agenda packet, and that the
VOTE Board President send a letter to the City of Eugene presenting this position. The motion passed by a vote of 5:0.

Ballot Measure Positions: Ms. Hocken said that, following a request by a Board member, staff reviewed the ballot measures and identified those directly affecting LTD. Ms. Loobey informed the Board that staff identified Ballot Measures 5, 8, 15, and 20 as potentially impacting LTD and asked the Board to vote on a position on each.

MOTION Mr. Kleger moved, seconded by Mr. Bailey, to oppose Ballot Measure #5. The motion
VOTE passed by a vote of 5:0.

MOTION Ms. Fitch moved, seconded by Mr. Bailey, to oppose Ballot Measure #8. The motion
VOTE passed by a vote of 5:0.

MOTION Mr. Bailey moved, seconded by Ms. Fitch, to oppose Ballot Measure #15. The motion
VOTE passed by a vote of 5:0.

MOTION Mr. Bailey moved, seconded by Ms. Fitch, to oppose Ballot Measure #20. The motion
VOTE passed by a vote of 5:0.

Mr. Bailey said he believed the Board should also consider taking a position on Ballot Measure #13. He said that although he recognized the controversial nature of the measure, it could have a significant impact on LTD if passed. Mr. Bailey said it might mean that as a political subdivision, LTD would have to terminate homosexual employees as well as address the issue of spousal and partner benefits. He said the measure would rob LTD of its autonomy with respect to its policies.

Ms. Hocken said she did not see a direct link between the measure and LTD. She added that it was also a very politically charged issue. Mr. Kleger said that although he is personally offended by the measure, he did not believe it would require LTD to terminate employees and did not see a direct link between the measure and LTD. Mr. Kleger said he was concerned that taking a stand on a measure without a direct link to LTD might dilute the affect of LTD taking a stand on other issues.

The Board did not take an official position on Ballot Measure #13.

BOARD COMPENSATION COMMITTEE RECOMMENDATION: Ms. Fitch referred Board members to the memorandum in their agenda packets. She explained that the committee recommends that a meeting be scheduled with the Union to discuss a fair compensation study using the same guidelines that are used for determining the administrative employee compensation package. In response to a question about how long this would take, Ms. Loobey said approximately one month to determine what to study and six to eight months for the entire study.

MOTION Ms. Fitch moved, seconded by Mr. Kleger, to direct staff to schedule a meeting with the
VOTE Union to discuss the possibility of conducting a compensation study using the same guidelines that are used for determining the administrative employee compensation package. The motion passed by a vote of 5:0.

ITEMS FOR INFORMATION AT THIS MEETING

CURRENT ACTIVITIES

LTD Pricing Policies: Ms. Loobey informed the Board that several pricing issues had been raised during the past year. She asked if Board members thought it was necessary to direct staff to review pricing policies and bring recommendations for changes to the Board. Ms. Fitch said she believed it was time to review this again and that a general discussion of pricing policies was needed. She suggested that this issue be covered at the retreat or a later work session.

Board Strategic Planning Retreat: Ms. Loobey reminded the Board that the retreat would be November 12-13 at a downtown facility.

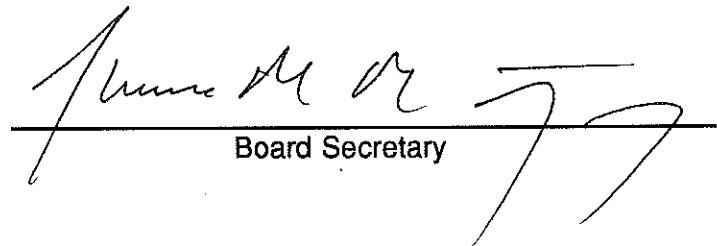
United Way Campaign Update: LTD operator Dave Fredrickson, in-house chair of the United Way campaign, spoke about the progress of the campaign at LTD. He informed the Board

of a variety of fund-raising activities and encouraged members to attend the silent auction. He observed that the campaign had allowed employees from different divisions to interact through these activities. Mr. Fredrickson thanked staff for its assistance in the campaign.

Transportation Demand Management (TDM) Presentation: Customer Service Administrator Andy Vobora introduced Connie Bloom Williams, former LTD Marketing Representative, to the Board. He explained that she had been hired at LTD's new Commuter Resources Coordinator, to coordinate a TDM program for the region. He said that with her oversight a proactive program would be put together. In response to Ms. Hocken's question about getting quality reports, Mr. Vobora said these would be provided.

Resignation of Board Member: Ms. Hocken informed the Board that after five years of service, Ms. Fitch would be resigning from the Board to focus on other priorities.

ADJOURNMENT: Ms. Fitch moved, seconded by Ms. Hocken to adjourn the meeting. The motion passed by a vote of 5:0. The meeting adjourned at 10:05 p.m.


Board Secretary