

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, December 21, 1994

Pursuant to notice given to The Register-Guard for publication on December 15, 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, December 21, 1994, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Pat Hocken, President, presiding
Dave Kleger, Treasurer
Kirk Bailey, Vice President
Rob Bennett
Thom Montgomery, Secretary
Roger Saydack
Phyllis Loobey, General Manager
Jennifer Self, Minutes Recorder
Jo Sullivan, Recording Secretary

Absent: (one vacancy)

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

ROLL CALL: Ms. Loobey called roll.

AUDIENCE PARTICIPATION: No one wished to address the Board.

EMPLOYEE OF THE MONTH: The Employee of the Month for December was Bus Operator David Fredrickson. During the year, Mr. Fredrickson had received awards for one-year safe driving and two years correct schedule operation. A co-worker who was impressed with Mr. Fredrickson's handling of the United Way Campaign In-House Chair position in addition to his regular duties nominated him for the honor. She noted that Mr. Fredrickson is enthusiastic, creative, extremely capable, and dedicated to doing a good job. Transportation Administrator Bob Hunt said that Mr. Fredrickson was motivated to provide excellent customer service. Mr. Fredrickson received a certificate of appreciation, a congratulatory letter, and a financial bonus from the Board.

Mr. Fredrickson voiced his appreciation for the award. He said that he saw it as recognition of his efforts and the efforts of his peers to provide the kind of service that people in the Eugene-Springfield area deserved. He said that during the United Way campaign he realized that the truly reliable path to co-existence and creative cooperation was self-transcendence. That is, the ability to reach out to those close at hand was an important aspect to living together peacefully. He said that he had enjoyed incredible support from LTD staff during the United Way Campaign.

COMPENSATION COMMITTEE RECOMMENDATION: Ms. Hocken stated that the Board did not address this issue at the last meeting, so she wanted to consider the issue at that time.

Ms. Loobey emphasized that conducting a compensation study was part of the normal business for LTD, and had been for many years. She said that approximately every seven years, LTD did an exhaustive study of its salaries to see if they were competitive with the market.

Bill Nevell, Human Resources Administrator, issued the staff report. He gave a brief overview of the committee's recommendations. He stated that the committee examined three different scenarios: (1) the recommendation that the consultant issued (original study); (2) the recommendation that the committee was forwarding; and (3) a market-based scenario. He stated that staff, after much deliberation, determined that internal equity continued to be an important aspect of salary-setting. Thus, the committee attempted to balance the market data with internal equity to develop a recommendation that best fit the needs of LTD. He added that the cost of the recommendation would be 4.9 percent rather than the 4.6 percent that was written in the Board packets.

Tamara Weaver, Finance Administrator, explained that, on the average, staff wages would be raised 4.9 percent on December 18, 1994. She said that because the increases were not retroactive to July 1994, half of the cost would impact this fiscal year and the other half would impact next fiscal year.

Mr. Bennett stated that he was proud to have been a part of the Board Compensation Committee working on this issue. He said that he thought the Committee worked hard, and he complimented the efforts of Mr. Nevell and staff. He said that he leaned more heavily toward the market scale than internal equity, and he hoped that LTD would move toward the market side over the years. He said that he supported the recommendation.

Mr. Montgomery said that he agreed with Mr. Bennett's comments, and he supported the recommendation.

MOTION Mr. Kleger moved, seconded by Mr. Bailey, that the Board adopt the salary schedule contained in the meeting packet entitled, "LTD Adjusted Consultant," to be effective at the beginning of the December 18, 1994, pay period.

Mr. Kleger stated that the information he had received in the packets had answered all of his questions.

VOTE The motion passed unanimously, 6:0.

Ms. Loobey stated that the action on compensation study did not include the General Manager, and the annual performance evaluation had not been conducted. She said that she would appreciate having the Board Compensation Committee review the evaluation instrument and complete her evaluation, so that the Board could discuss the issue of her employment contract.

Mr. Bennett stated that he thought that request was reasonable. He added that he was interested in doing an update of the compensation study sometime before his term ended.

Ms. Hocken noted that Mr. Saydack had agreed to serve on the Board Compensation Committee.

TRANSPLAN UPDATE: Tom Schwetz and Peter Watt, Lane Council of Governments (LCOG) staff, issued a brief update of the Transplan process. Mr. Schwetz stated that there were three steps remaining in the process: (1) alternative concept development; (2) evaluation; and (3) plan development. He said that staff currently were in the concept development phase, and wanted to hold a third symposium, at which a consensus on a third alternative concept would be reached. He referred the Board to the last page of the handout, and stated that it summarized key steps in establishing the concepts prior to the evaluation phase.

Mr. Watt stated that the planning concepts were combinations of strategies to achieve certain transportation goals and objectives. There were three sets of strategies: (1) system improvement strategies; (2) demand management strategies; and (3) land use strategies. He explained that the final strategy encompassed the idea of nodal development, which he described as a transit-oriented development with a central commercial core. He said that nodal developments would be pedestrian-supportive, and would involve much higher density. He added that mixed-used developments would flourish.

Mr. Watt described three different concepts that were outlined in the Board members' packets. He stated that Concept A included the addition of a certain amount of the land use strategies set and systems improvement set, but demand management would be the primary strategy. In Concept B, there was a moderate application of land use and systems improvement strategies, but there would be a lower level of demand management strategies. Concept C would maximize the application of strategies. He said that staff wanted to explore working with all the different strategies in various combinations.

Mr. Watt noted that Concept B would keep the peripheral nodes, and also would add nodal development areas along multi-modal corridors. Concept C would target all the locations where staff thought there was potential for either new development or redevelopment. He said that there would be 25 nodes in Concept A, 50 in Concept B, and 75 in Concept C. He added that this was a preliminary and exploratory discussion.

Mr. Bennett stated that LTD was working hard to understand the expectations of the State's transportation plan and how LTD fit into that plan. He expressed concern that transit use had declined in the United States during the last 10 years, while the number of automobile trips had increased. He said that he believed in compact urban growth, and noted that the LCOG concept seemed to maintain the urban services boundary. He said that LTD would need to consider how it would position itself within those boundaries. He asked if the concept was being tried in other locations and whether it was succeeding.

Mr. Watt stated that the concept was being tried in Portland, San Diego, and Seattle. He noted that Seattle was well-known for its urban villages. He added that it was given that LCOG would work within the same compact urban growth paradigm and said that this program focused more upon transportation goals. He said the overriding theme was to improve transportation choices and to appeal to those people who wanted to take advantage of higher density areas.

Mr. Bailey left at 8:20 p.m.

Responding to Mr. Bennett's question about what a typical node would encompass, Mr. Watt stated that the streets within a node typically would aim toward a community center and be centered around a transit stop. He added that the average minimum density was 15 units per acre. He noted that LCOG staff had worked with the University Design Studio to create a working model of a typical node. He added that during the next three months, staff would make this plan as public as possible. He stated that the Valley River Village was an example of a nodal area.

ITEMS FOR ACTION AT THIS MEETING

MOTION
VOTE

CONSENT CALENDAR: Mr. Kleger moved, seconded by Mr. Bennett, to approve the Consent Calendar for December 21, 1994, as presented. The motion passed unanimously, 5:0. The only item on the Consent Calendar was approval of the November 16, 1994, Board meeting minutes.

COBURG ROAD CORRIDOR TRANSIT ISSUES: Mr. Viggiano gave the staff report. He said that staff were asking the Board for approval to conduct a \$30,000 study to investigate some transit priority mechanisms that might work in the Coburg Road-Ferry Street Bridge Corridor. He said the study was a direct result of the Board's strategic planning session. He explained that LTD would examine the possibilities of establishing a bus priority system in the area of the Ferry Street Bridge Corridor. He stated that staff had a proposal from JRH Engineering, and wanted to move forward with the study.

Responding to Mr. Montgomery's question, Mr. Viggiano stated that staff were going to conduct the study with the anticipation that the results would be considered in any further discussion about reconfiguration of the Ferry Street Bridge. Ms. Loobey added that staff had already met with City of Eugene and LCOG staff, and that eventually it would be important to meet with the City Council and the Metropolitan Policy Committee. She said that the cost of the study would be in phases, so if along the way the study appeared to be pointless, work could be halted.

Ms. Hocken asked if the City was going to investigate the Mill Street alternative. She added that she would like the project to be open enough that the consultant would have the space to come up with creative alternatives to the Ferry Street Bridge.

Mr. Viggiano stated that the consultant would most likely look at a separate bridge as an alternative. He added that the project would examine how service in that area fit in with the overall transportation scheme.

Responding to Mr. Montgomery, Mr. Viggiano stated that there would be elements of the busway concept that could be part of what LTD could investigate on its own during the study, and that the focus of the project would be on engineering changes. He noted that this study would be completed before the urban rail study got underway, so he hoped that any information discovered through this study could be considered by the urban rail committee.

Mr. Bennett stated that LTD supported the Ferry Street Bridge plan before, and he said that it was important for LTD to have something to defend its position if there were another vote on the bridge in 1995. He said that he knew it was a calculated risk, but it was worth taking that risk now.

Mr. Montgomery said that he did not have a problem spending money on a study that would determine whether or not a specific action could be taken. However, he did have a problem spending money on a project the results of which would never be implemented by the voters in the City of Eugene.

MOTION Mr. Kleger moved, seconded by Mr. Bennett, that the Board approve the expenditure of \$30,000 to study options for improving transit service within the Coburg Road corridor.

Mr. Kleger said that he understood Mr. Montgomery's concerns, but added that the Ferry Street Bridge proposal that had been voted down had had problems. He said that he felt the study would give staff a chance to create a better proposal.

Mr. Saydack stated that the study was important in order to help create a better argument for changes to the area.

VOTE The motion passed by a vote of 4:1, with Mr. Montgomery voting in opposition.

SUPPLEMENTAL AGREEMENT WITH UNION--CONTRACT EMPLOYEE RETIREMENT

PLAN: Ms. Hocken stated that there were several different motions that the Board could make regarding this issue. Ms. Loobey stated that a revised motion was located on page 12d in the agenda packet. She said that the important thing to notice in the proposals was that the objective was to provide employees protection at the termination of the current labor agreement, in June 1997. She said that there was time to get everything straightened out because Measure 8 would not affect those workers until June 1997. She encouraged the Board to fill in the blank in the motion with 6 percent.

A representative of the Union stated that he did not have a problem with the document, but it was the first time he had seen item 12D, and he wanted the Union attorney to look at it before the Board took action.

Mr. Montgomery suggested that because it appeared that the Board might have some trouble dealing with some problems that the Union might have, the Board give Ms. Loobey the power to negotiate and manipulate the wording of the agreement to create a final contract.

MOTION Mr. Saydack moved, seconded by Mr. Bennett, that the Board authorize the General Manager to sign the LTD supplemental agreement regarding the contract employee defined benefit retirement plan in the form of page 12D with such changes of a non-substantive nature as have been approved by the General Manager and the District's special legal counsel, and that the percentage rate be set at 6 percent. The motion passed unanimously, 5:0.

VOTE

SALARIED EMPLOYEES' RETIREMENT PLAN: Ms. Hocken referred the Board to page 12e, and explained that at the November 16, 1994, meeting, when the Board adopted a resolution concerning LTD salaried employees' 6 percent contribution to the retirement plan, the resolution did not amend the Salaried Employee Retirement Plan to accept the contribution required by Measure 8 or direct the Trustees of the Plan to reflect this amendment in the Plan document. A revised resolution was provided on page 12h, handed out at the meeting.

MOTION Mr. Kleger moved, seconded by Mr. Montgomery, that the Board adopt the revised Resolution concerning the LTD salaried employees' 6 percent contribution to the retirement plan required by Ballot Measure 8. The motion passed unanimously, 5:0.

VOTE

APPOINTMENT OF BOARD MEMBER TO FILL VACANCY ON BOARD FINANCE COMMITTEE: Mr. Saydack agreed to serve on the committee.

ITEMS FOR INFORMATION AT THIS MEETING

Metropolitan Policy Committee: Mr. Bennett stated that he had no report to make, since the committee had discussed the TransPlan Update, which was the topic of the presentation given the Board by L-COG staff earlier in the meeting.

Willamette Valley Policy Advisory Committee on Transportation: Ms. Hocken stated that the committee had created a draft recommended strategy, and she wanted the Board members to peruse it. She handed out copies to the Board members.

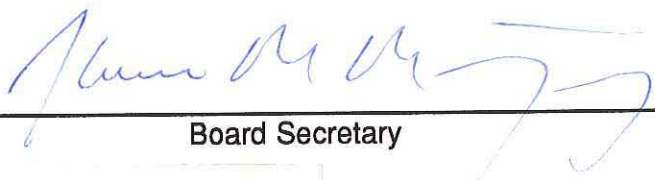
Eugene Station: Ms. Hocken stated that the City Council had extended LTD's option on the McDonald Site for another year. Ms. Loobey stated that the funding issues had been satisfactorily resolved. As soon as Region 10 of the Federal Transit Administration (FTA) certified the final Environmental Impact Statement, the District would be able to obligate federal funds for the first phase of the Station development.

University of North Carolina Study Update: Ms. Weaver stated that staff had made arrangements with the researcher to be included in the study. The study rated LTD as the 16th highest-ranked transit district in the nation.

Mr. Viggiano, responding to an earlier question, stated that LTD's average fare tended to be low because of the group pass program and that LTD encouraged prepayment fares. He said that the long-term goal was to find a balance between getting the greatest amount of ridership and maximizing revenue through fare prices.

Other: Ms. Loobey stated that Director of Operations Tim Dallas was leaving LTD after 20 years of service. She added that Mr. Nevell would be joining the Sony Corporation after the first of the year.

ADJOURNMENT: The Board meeting was unanimously adjourned at 9:30 p.m.


Board Secretary