

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, January 18, 1995

Pursuant to notice given to *The Register-Guard* for publication on January 12, 1995, 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, January 18, 1995, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Pat Hocken, President, presiding
Kirk Bailey, Vice President
Rob Bennett
Dave Kleger, Treasurer
Thom Montgomery, Secretary
Roger Saydack
Siobhan Briley, Minutes Recorder
Phyllis Loobey, General Manager
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 January was Bus Operator Vern Wells. A passenger who rides Mr. Wells' route several times a day nominated him for the honor, stating that Mr. Wells was genuinely friendly, consistently warm and helpful, and a good driver. Mr. Wells received a certificate of appreciation, a congratulatory letter, and a financial bonus from the Board. He then voiced his appreciation for the award, and commented on how much Bob Hunt had done for LTD employees. He told the Board that bus operators promised to work with them, if the Board promised to work with Operators.

ITEMS FOR ACTION AT THIS MEETING

MOTION **CONSENT CALENDAR:** Mr. Montgomery moved, seconded by Mr. Saydack, to
VOTE approve the Consent Calendar for January 18, 1995, as presented. The motion passed
unanimously, 6:0. The Consent Calendar contained two items: the approval of the minutes

of December 21, 1994, special meeting, and approval of the minutes of December 21, 1994, regular meeting.

LTD AMERICANS WITH DISABILITIES ACT (ADA) PLAN UPDATE:

Staff Presentation: Micki Kaplan of the LTD Planning staff stated that background information and copies of the draft *Americans with Disabilities Act (ADA) Paratransit Plan Update: 1994-95* had been included with the December 1994 meeting agenda packets. An executive summary of the Plan was included in the agenda packet for the January 1995 meeting. Ms. Kaplan explained that the ADA was a relatively new federal civil rights law for persons with disabilities that included specific requirements for transit operators. The most significant of those was the requirement to expand the *RideSource* program to make it comparable to LTD's fixed-route service. She further explained that *RideSource* was what was known as a "paratransit" service, which operated essentially like a taxi. Customers had to call in advance to request a ride, and *RideSource* would then pick them up at their homes and take them directly to their destinations. The purpose of this paratransit service was to provide transportation for persons with disabilities who were too frail to use LTD's accessible fixed-route buses.

Ms. Kaplan stated that an additional requirement of the ADA was to require that LTD submit an annual ADA Plan Update to the Federal Transit Administration (FTA). Essentially, she said, the update was LTD's report card to the federal government on how the District was complying with the transit requirements of the ADA. She stated that this was the fourth consecutive year that LTD had submitted a Plan, and that developing LTD's ADA Plan had become fairly routine. All four plans had been developed in conjunction with the Lane Council of Governments (LCOG) and persons with disabilities from the local community, and the previous plans all had been approved by the FTA.

Ms. Kaplan stated that this year's ADA Plan Update had no significant changes from the previous Update. She explained that LTD had complied with all of the transit requirements of the ADA since September 1993, several years in advance of the 1997 deadline. In doing so, LTD had maintained its reputation for providing excellent accessible services, an accomplishment that the District should be proud of.

Ms. Kaplan explained that approval of the Plan did not allocate revenues for future years. Rather, the Board would have an opportunity to review requests for *RideSource* expansion along with fixed-route service requests at a future meeting.

In closing, Ms., Kaplan stated that LTD's costs to comply with the ADA were greatly minimized because of the Board's guidance in the 1970s, which provided successful accessible fixed-route service independent of federal and state regulations.

Opening of Public Hearing by Board President: Ms. Kaplan stated that copies of some telephone testimony received for the public hearing had been distributed to Board members at the beginning of the meeting. Ms. Hocken opened the public hearing on the District's draft ADA Paratransit Plan Update.

Brian Knowles of Eugene stated that he had been a member of the Special Transportation Fund (STF) Advisory Committee that developed the plan. He noted that the Paratransit Plan was working effectively, and asked the Board for its continued support.

Closure of Public Hearing: There was no further testimony from the audience, and Ms. Hocken closed the public hearing.

Board Discussion and Decision:

MOTION Mr. Kleger moved that the Board approve the *LTD Americans with Disabilities Act (ADA) Paratransit Plan 1994-95 Update* and forward the plan to the Federal Transit Administration. Mr. Montgomery seconded the motion. Mr. Kleger stated that he had been involved in this process and that it was an example of one of the things that made the LTD system work very well. He said he had an opportunity the previous day to talk to a member of the Oregon Transportation Commission about LTD's success with accessible services, and that it had been fun to be able to do that. He asked that Ms. Loobey express to staff how much he appreciated the work they had done for many years to provide accessible service to the community.

VOTE There was no further discussion, and the motion passed unanimously, 6:0.

SECTION 3 CAPITAL GRANT APPLICATION: Ms. Loobey informed the Board that, during the trip to Washington, D.C., on February 26, 27, and 28, it was her intention to discuss the future of the federal transit program with Senator Hatfield. In addition, she planned to query him about the continuing status of funds for the Eugene Station and update him about plans for obligating those funds, which should commence in March with the hiring of an architect. She said she also would discuss with Senator Hatfield the potential grant application for a new radio system and small buses. Part of this discussion would include asking Senator Hatfield how much funding LTD might be allocated in the future, in light of the current political climate.

New Radio System: Mike Northup, Computer Systems Analyst, gave the staff report regarding a new radio system. He said the current radio system was installed in 1977, and currently was in a state of physical deterioration, which necessitated spending more on repairs. He also said changes over the years had created problems, such as distractions during transmission. Since 1977, LTD radio traffic had grown a great deal, partly as a result of increased street traffic, and the current radio system was not equipped to handle this new level of use.

Mr. Northup explained that newer radio systems operated using computers, and explained how computerization would be advantageous. He noted the significance of the radio system with respect to maintaining communication between operators and supervisors. He said a committee of employees developed three options for improving the radio situation: (1) LTD could replace the current system, which would cost approximately \$400,000, and would solve the technical problems but would not deal with issues of system capacity and traffic; (2) LTD could purchase the most advanced system on the market, which would cost approximately \$2 million, and would include such features as a satellite system that would be able to locate all buses at all times and monitor scheduling, and automated announcing, for example; (3) LTD could purchase a new computerized radio system that falls between the first two options, and would cost approximately \$1.7 million; it would include computers on buses and at the base, a high level of customization, clear communications, total area coverage, higher security for operators, more dispatch control, more privacy of conversation, reduction in voice traffic through digital messaging, and effective emergency management. He recommended that LTD purchase the third option.

Mr. Kleger asked how long the present system could be nursed along. Mr. Northup was unsure but said that it could be close to a final disaster, but also could last until a new system could be purchased. He later clarified his statement by saying that the current system probably could last another year.

Mr. Bailey asked if Mr. Northup had any projection as to when the technology of his recommended system might become obsolete. Mr. Northup said it should last 10 to 15 years, and that there were options for upgrading the system.

Mr. Saydack asked when each of the various options could be implemented. Mr. Northup said replacement of the current system could occur within 6 to 12 months. The more technologically-advanced replacements could be done in phases.

Mr. Montgomery asked how fast the recommended option could be implemented. Mr. Northup stated it could be done six to nine months after the funding is issued.

Mr. Bennett asked if the option Mr. Northup recommended could be combined with consumer options such as Walkman plug-ins, TV screens, and rider information and entertainment. Mr. Northup said it was possible a reader board would be installed on the buses for messages to riders, but the things Mr. Bennett was talking about probably would be a separate system.

Mr. Saydack asked what Mr. Northup wanted the Board to approve. Mr. Northup said he was asking for approval for a grant application to secure funds for whatever system was recommended by the consultant currently investigating the issue. He said the grant application would be requesting an additional \$1.3 million. He noted that if anything changed, he would come back to the Board for approval.

Mr. Bailey asked what the financial impact of having a consultant would be. Mr. Northup said the consultant had not yet been selected, but the bids ranged from \$50,000 to \$180,000. He said it was unlikely that LTD would accept the \$180,000 bid.

Mr. Montgomery asked what would happen if the grant were not approved. He also asked if the project could be completed without grant money and, if so, could LTD do so and then later request funds from the government to cover the project. Mr. Northup suggested waiting to see if LTD received the federal funds before worrying about other options. He added that it would not be possible to complete the project and then receive funding to reimburse LTD for the new system.

Small Buses: Ms. Loobey gave the staff report. She said that in the past, when the issue of small buses had been raised, the main criteria considered was cost: If small buses cost no less than large buses to maintain and operate, why buy small? She said it now made sense to use small buses in some situations and suggested purchasing eight as a test. She said small buses had good neighborhood compatibility, required a smaller turning area on narrower streets, and perhaps could serve some currently unserved areas. She explained that small bus use could offer more innovative service, since small buses could deviate from fixed routes and create a small feeder route service to the longer routes. She said each small bus would cost approximately \$100,000.

Ms. Hocken clarified that a motion on the issue would not provide the funds but would provide Board approval for a grant application to obtain the funds. She added that the motion would earmark those funds for the radio system and small buses if the grant were received.

MOTION Mr. Saydack moved, seconded by Mr. Montgomery, to approve an FTA Section 3
VOTE Grant application for \$2.1 million for a new communication system and for the purchase of
eight small buses. The motion passed unanimously, 6:0.

BALLOT MEASURE 8/PERS INITIATIVE AGREEMENT WITH ATU: Ms. Loobey said a proposal was submitted to the ATU consequent to the December Board discussion. At the December meeting, the Board had authorized the General Manager to sign a supplemental agreement regarding the contract employee defined benefit plan. The objective of the agreement was to provide employees protection at the termination of the current labor agreement, in June 1997. She said that she and Finance Administrator Tamara Weaver had worked with the union to reach a final supplemental agreement during the last week of December. Although the final agreement was slightly different than the original agreement approved by the Board, staff had worked with District counsel Everett Moreland to ensure that the agreement fell within the guidelines stated by the Board. Mr. Moreland had pointed out that, in his opinion, option two, which was the union's language, would not protect employees. Ms. Loobey said that the next step would be for the Board to instruct staff to submit the agreement to the LTD/ATU Trust. The Trust would examine the agreement to

determine if any changes needed to be made to the plan to be in compliance with Ballot Measure 8.

MOTION Mr. Kleger moved, seconded by Mr. Montgomery, that the Board forward the LTD/ATU
VOTE pension agreement to pension trustees. The motion passed unanimously, 6:0.

BUDGET COMMITTEE NOMINATION: Mr. Bailey renominated Gerry Gaydos to the Budget Committee.

LETTER FROM MAYOR RUTH BASCOM REGARDING FERRY STREET BRIDGE CORRIDOR: Ms. Hocken referenced a letter received from Mayor Bascom regarding the North Bank of the Ferry Street Bridge Corridor. The letter invited LTD to appoint a member to the committee that would be studying possible improvements to this corridor. Ms. Hocken suggested the Board ask Mr. Bennett to serve on the committee. She explained that he had good development and business experience, and she mentioned his enthusiasm.

MOTION Mr. Montgomery moved, seconded by Mr. Bailey, to appoint Mr. Bennett to the North
VOTE Bank Corridor study committee. The motion passed unanimously, 6:0.

TRIP TO WASHINGTON, D.C.: Ms. Loobey explained that the annual trip to Washington, D.C., was made by a consortium of local agencies with a combined federal agenda. The issue for LTD this year would be securing funds for a new downtown station. She said the consortium would be spending time with Senator Hatfield to query him regarding how he saw the funding process and to assure him that LTD was on schedule with its plans. She said the group would inquire as to whether Senator Hatfield thought funding could be secured for the new communications system and the eight small buses. She explained what participants could expect from the trip and asked if any Board members would like to attend. Board members agreed to contact Ms. Loobey if they were interested in attending.

STRATEGIC ACTIONS FOR FY 95-96: Ms. Hocken reviewed vision statements and related strategies. Mark Pangborn, Director of Administrative Services, explained that beneath each suggested staff change there was a short statement that explained the proposed change. The Board discussed each proposed change individually, and approved some changes and recommended further changes to others. The Board's comments were to be incorporated in a new draft document for discussion at a special work session in February.

Mr. Bailey left the meeting at 9:05 p.m.

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Only Mr. Kleger presented a report. He said the TSI Task Force met on January 18 and the next meeting would be held after the next symposium. He also updated the Board regarding his meeting with the Laissez-Faire Club, noting that they were a receptive audience.

Federal Transit Funding: Mr. Pangborn reported that there were two things to keep in mind regarding this issue: (1) Section 9, or General Fund, money, which is most susceptible to current budget cuts; and (2) a reorganization of the U.S. Department of Transportation (USDOT). He explained that the Clinton administration had proposed a three-year phase-down program that would eliminate Section 9 funding. This program had not yet been approved by Congress. He stated that LTD had taken action to create revenues in the event that this funding would be completely eliminated. Mr. Pangborn also explained the proposal to reorganize the Department of Transportation. He said in the future the USDOT may be lumped in with surface transportation in general. This would mean different contacts on the federal level. He mentioned that highway funds would be allocated in block grants, which would include transit funding, thus eliminating some funding.

Eugene Station Update: Planning Administrator Stefano Viggiano explained the current plan to either expand the Overpark by two levels or to build a new garage on the southwest corner of 10th Avenue and Pearl Street. He said the proposal would go before the City Council on January 25, and that the City Council's decision must meet the station's Environmental Impact Statement (EIS) requirements for parking mitigation, or the station project would risk additional costs.

UNC Charlotte Comparative Performance Study--Fare Policy: Ms. Weaver briefly reported on one aspect of this study that was questioned by the Board at a previous meeting. She noted that only a small percentage of LTD revenues came from fares, and explained that the issue of average fares was much more complex than just the cost of normal fare instruments (cash fare, daily and monthly passes). She stated that the reason that LTD average fares were lower than those of its peer group was primarily due to LTD's pricing policy, which encouraged bus usage if that usage did not increase costs or decrease current revenues. The primary example of this was the LTD Group Pass Program. Mr. Kleger noted that the fare policy worked for this community.

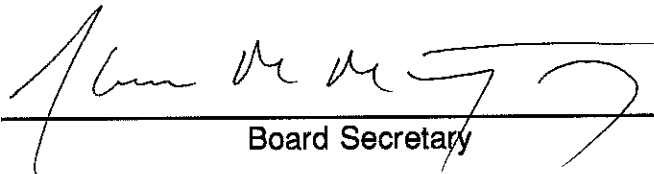
Cascadia Conference, February 16-17: Ms. Loobey noted that the information was included in the agenda packet and said interested parties could contact staff for further information.

Board/Staff Briefings for Newly-Elected Local Officials: Ms. Hocken pointed out that some of the newly-elected local officials were not informed about transit's funding needs and issues. Mr. Bennett pointed out that transportation issues were not of the highest priority

in the current Legislature, and newly-elected officials should be made aware of them. Ms. Loobey suggested Board members might want to participate in briefing the new officials.

ODOT Commissioner's Meeting: Ms. Loobey updated the Board on the Oregon Department of Transportation (ODOT) Commissioner's meeting, which took place on January 17, 1995. She said it was a good meeting and that ODOT was being reorganized.

ADJOURNMENT: The meeting was unanimously adjourned at 9:45 p.m.


Board Secretary