

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, February 15, 1995

Pursuant to notice given to The Register-Guard for publication on February 9, 1995, and distributed to persons on the mailing list of the District, a regular meeting of the Board of Directors of the Lane Transit District was held on Wednesday, February 15, 1995, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President
Pat Hocken, President
Dave Kleger, Treasurer
Thom Montgomery, Secretary
Roger Saydack
Phyllis Loobey, General Manager
Siobhan Briley, Minutes Recorder
Jo Sullivan, Recording Secretary

Absent: Rob Bennett
(one vacancy)

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

ROLL CALL: Ms. Loobey called roll.

AUDIENCE PARTICIPATION: Susan Segal, Executive Director of Mobility International, gave a brief description of her organization and thanked LTD on behalf of the many people with disabilities who have used LTD's services. She went on to say that people from all over world have used LTD and that the disabled-access buses are the fulfillment of an incredible dream for people with disabilities. She noted that LTD had been a model program not just in America, but throughout the world. She said she was convinced that LTD is the best accessible bus system in the world. She mentioned that in September of 1995, an international conference on women will be held in China. She said the conference expects 35,000 women from around the world to attend, and that the tentative plan is to ship a wheelchair accessible bus from Eugene to Beijing to demonstrate accessible bus service. The presentation of the bus at the conference not only would benefit Eugene, but also would give hope to people around world that accessible buses are available and practical. She said she would like to continue working with LTD in the future.

Ms. Hocken asked if Ms. Loobey wished to ask for Board direction on this issue. Ms. Loobey suggested that the District continue working with Ms. Segal as more details became available.

EMPLOYEE OF THE MONTH: The February Employee of the month was Bus Operator Dennis Cleven. Mr. Cleven was hired on September 8, 1993. He was nominated by a customer, who said that Mr. Cleven was always very friendly and courteous, and always thanked the riders when they got off the bus, which, she said, made riding LTD a more pleasant experience.

When asked what made Dennis a good employee, Acting Transportation Administrator Patricia Hansen said that Dennis had a very positive attitude and pleasant demeanor. In addition to maintaining an exceptional attendance record (zero absences to date) and a perfect safety record, Dennis had taken the extra initiative to contribute to the District in a number of ways. He had worked as a transportation coordinator at many special events, was a member of the new Procedures Review Committee, and had volunteered to facilitate monthly operator meetings.

Dennis received a letter of congratulation from the District, a plaque, and financial bonus. Dennis thanked the Board for their work with LTD staff and said that while it meant a great deal to him that customers thanked him when they left the bus, it was even more rewarding when other employees recognized his work.

ITEMS FOR ACTION AT THIS MEETING

MOTION **CONSENT CALENDAR:** Mr. Montgomery moved, seconded by Mr. Kleger, to approve the Consent Calendar for January 18, 1995, as presented. The consent calendar contained two items: the approval of minutes of the January 18, 1995, regular Board meeting, and the approval of the nomination of Gerry Gaydos for reappointment to the LTD Budget Committee.

VOTE The motion passed unanimously, 4:0.

ANNUAL ROUTE REVIEW:

Staff Report: Mr. Viggiano gave the staff report. He said that no Board action was being requested at that time, other than holding a public hearing. A second hearing would occur in March and at that time Board action would be requested. He referenced pages 16, 17, and 18, of the agenda packet, which presented summary tables of service changes proposed for 1995-96. He also referenced pages 19-22, which detailed service changes requested, but which were not pressing enough to be listed among the top 50. Following that, he pointed out, were 50 pages which explained the service recommendations. He also briefly explained the annual route review process. He said LTD limits major service changes to one time per year, which was coincident with the beginning of the University of Oregon and Lane Community College fall terms. Limiting service changes to one time per year maintained stability within the system.

Mr. Viggiano said a number of different factors were considered when making service changes: service requests by customers, which were received throughout the year; new developments; operational problems; ridership (performance review); and detailed analysis by staff. The service advisory committee conducted the major evaluations by reviewing service needs within discrete sectors of the service area. Different teams of planners, marketing staff, and bus operators studied Springfield, southeast and southwest Eugene, and Bethel-Danebo/River Road/Ferry Street Bridge. Even though the teams worked independently on requests, they also worked together on the system as a whole on a regular basis. He noted that this approach had been quite successful.

Mr. Viggiano said LTD also conducted internal reviews to determine how service compared with other competing budget needs. The final service decision included public hearings, Board approval, and adoption of the budget. Annual service changes were implemented in September following their approval. He reviewed the items that made the top 50 recommendations indicated on page 17. He explained the estimated increases and decreases in ridership and revenue represented on the chart. He explained the contingency for trippers category, which addressed the possibility of service needs occurring that were not budgeted, thus including money for emergencies.

Mr. Bailey arrived at 7:45 p.m.

Mr. Viggiano told the Board to consider the document as a work in progress until March. He explained the service additions category. He said items in this category added up to \$300,000, which would add 3.5 percent to the service level. He did not explain each recommendation, noting that the Board could ask questions later as they saw fit. He pointed out that Sunday evening service would be extended to 8:30 p.m. He said that Sunday service had been extended by one hour two years ago, and had been very successful. He pointed out that items number 25 and 31 on the chart were an either/or situation; both would not be implemented. Currently there was no regular service to that area. Item number 25 would add additional trippers (i.e., trips per day); number 31 would establish a more regular service to the area. One thing staff looked at was service to the Bethel-Danebo area. He said staff realized that there was a need for a more comprehensive redesign of that entire sector, and because of the scope of the project, it had been tabled and would be the emphasis of next year's route review process.

Mr. Viggiano also pointed out item number 33, which proposed to offer service on New Year's Day. Currently, holiday service was offered on Memorial Day, the 4th of July, and Labor Day, with buses operating on a Sunday schedule. Since New Year's Day seemed more similar to these holidays than to Christmas and Thanksgiving -- shops being open and customers going out more frequently -- staff recommended that service be offered on New Year's Day, as well.

Mr. Viggiano noted item number 35, a proposal to add Sunday service on the McKenzie Bridge route. He said this would be a precedent-setting action, since currently, no service was offered to rural communities on Sundays. He noted that Saturday service had been implemented four years ago and had done well, and since then, communities along the McKenzie Bridge route had been asking for Sunday service. He said that if Sunday service were offered to McKenzie Bridge, it was likely that Veneta and Junction City would request it, as well.

Ms. Hocken asked the pleasure of the Board on the matter. The Board indicated that it would like to hear from the public.

Opening of Public Hearing by Board President: Ms. Hocken opened the public hearing on proposed service changes for 1995-96.

Webb Sussman, of Centennial Blvd. in Eugene, asked for a modification of item number 37 in system additions. He asked the Board to instead increase the frequency of service to full service and extend the route to the Sony plant, running the buses all day. He proposed that the route go through Gateway to Centennial via Garden Way, then over the Ferry Street Bridge and to the University of Oregon. His reason for the proposal was that 600 to 800 units of housing were to be added in the area, 400 specifically for the University, either for graduate or undergraduate housing needs. The current level of service, he said, would not encourage the use of the bus, but of automobiles. By extending the service to the Sony plant through Gateway and making it all-day service, LTD would make the service more attractive to elderly people and children. The service also would be more attractive to workers at the Sony plant who live along Centennial and to University students who do not adhere to a nine-to-five schedule. Mr. Sussman asked the Board to consider the change for September 1995, when the new units were scheduled to open. He also mentioned, in light of the recent Board approval of the request for small buses, that the proposed route would be well-served by a small bus. He thanked the Board for its time.

Orville Tubbs, of Woodland Park, 1699 North Terry, #26, in Eugene, said he represented himself and 225 other people in his commentary. He asked the Board to consider routing a bus from Barger or Royal into Woodland Park. He said quite a few elderly people lived in Woodland Park who were not comfortable driving. Barger would be an avenue where they could get to grocery and other stores. He noted that quite a few students lived in Woodland Park, as well. He asked the Board not to delay the decision until construction on Terry and Beltline was completed, since this could affect funding sources. He expressed his awareness that the bus that traveled down Royal has a slight layover time, which might be better used by stopping on Terry Street and picking up additional passengers. He thanked the Board for its time.

Scott McClurry, also of Woodland Park, also addressed the Board on this issue. He followed up on Mr. Webb's comments. He explained that the park is a 400-unit mobile home park on Terry Street. Two-hundred-fifty of the sites were currently developed and occupied. Ultimately, the customer base would be 400 families. He said the residents preferred that the Board take action this year on this matter. He explained how Terry Street had been constructed and how this affected customer pick-up, and he said the residents would like to have the bus drive into the park to pick up passengers. The park would provide a gate-operating device to bus operators for evening hours. He noted that there was an easy turnaround in the park, and that there were also fallback positions if necessary. He said there would be approximately 1,000 potential customers when the park was fully developed. He thanked the Board for its time.

Ms. Hocken said planning staff would follow up on the issue. Mr. McClurry said he would leave a map of the park for planning staff.

James McQueen, crew coach for South Eugene High School, spoke regarding item number 40. He said South Eugene Crew was a nonprofit organization dedicated to teaching kids to row. He said there were currently 40 definite customers for the route, kids who had a grade point average of 3.5 or better. The crew team was currently using 4J transportation, which was expensive, and were looking for a less expensive way to get to the lake. He explained that the team practiced from the second week in September to the third week in November and again from February through June. LTD would definitely have a full bus Monday through Friday to and from Lowell. In addition, some adults would be interested in learning how to row, and they, too, would provide a customer base. If this route were approved, and the crew team were no longer dependent upon 4J transportation, it would free up money for kids and their families to invest in boats and other equipment, to give these young adults a more independent identity. He said the crew team had an annual budget of \$15,000, most of which went to transportation.

Mr. Montgomery asked if the team would take the regular LTD route bus back from the lake. Mr. McQueen said that they would. He thanked the Board for its time.

Laura Lardinois, parent of one of the South Eugene crew members, said the students spent much of their time fundraising. She said it would be nice to see the community help them out so they didn't have to spend so much time fundraising. She thanked the Board for its time.

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

Mr. Kleger said he would like to know how much the Woodland Park service addition would cost. Mr. Viggiano said that assuming the bus could be turned around in the park, it could be a no-cost addition. He said staff would investigate it further. He suggested that this might be a one-year

interim measure, since it was LTD's intent to provide more complete service to that area in the long run. Mr. Kleger said he was interested in both the financial and time commitments. Ms. Kaplan said it would cost \$100,000 per year for improvement of the entire route. She said the decision to delay the project was because LTD did not want to implement new service and subsequently have to change it, given the large investment.

Ms. Hocken said she would be interested in receiving more information on routes added to the First Avenue industrial area. Mr. Viggiano said the information could be mailed to Board members. He also confirmed that the crew team would ride the regular Lowell route back from the lake, and said that the additional ridership on the Lowell route would be significant.

Ms. Hocken expressed interest in receiving cost figures on the proposed Gateway-Centennial-University route.

Mr. Bailey asked for a summary of figures for the three categories presented in the staff report. Mr. Viggiano said the numbers at the bottom of the page reflected overall changes. He said deletions equaled about \$50,000; service "fixes" equaled about \$50,000; and additions equaled about \$300,000.

FISCAL YEAR 1995-96 PRICING PLAN:

Staff Presentation: Mr. Viggiano gave the staff report. He said that the Board would consider the changes to the fare structure for FY 95-96 over a three-meeting period. The first step would be to review and approve the proposal. Another public hearing on the matter was scheduled for the March meeting, and the Board would be asked to approve a revised fare ordinance after two readings.

One thing staff looked at in setting fares was current trends. Mr. Viggiano said ridership had been stable since the early 1990s, but had increased during the current year. That change, he said, was in part due to the fact that LTD replaced 4J service to high schools. This change added approximately 1,000 youth passes per month. Since October, ridership had increased 6.2 percent.

Mr. Viggiano explained the average fare and why it tended to be low. The group pass program, in which a group agrees to replace fare revenue and pay for improvements to service, allows anyone in the group access to unlimited rides. This made the average fare look lower because ridership might double or triple without increasing fare revenue. He said, however, that LTD would not take in more revenue if the group pass program were eliminated, because fewer people would ride. Another reason the average fare was low was that LTD encouraged a high level of frequent-use fare instruments. He said this process, although it tended to lower the average fare, worked better on an operational level. Customers were more likely to ride the bus if they had a pass in hand.

The second issue Mr. Viggiano raised was farebox recovery, which refers to the percentage of operating costs covered by fare revenues. LTD's farebox recovery was lower than the average in the University of North Carolina at Charlotte (UNCC) Study. Mr. Viggiano said that farebox recovery percentages were highly correlated with the size of the system; larger cities tended to have a higher ratio, due to higher density, higher ridership, and higher fares.

Ms. Hocken asked what New York's or Chicago's farebox recovery was. Mr. Viggiano replied that they probably were at 40 or 50 percent. However, Eugene was above average when

compared with its peer groups. He said that staff wanted to do a UNCC-type study of LTD's peer groups to get a better idea of how LTD compared. Mr. Viggiano discussed increasing farebox recovery ratios. He said that if fares were increased too quickly, ridership would decrease, thus hindering performance and not helping revenue. Another option would be to decrease costs to put more people on the bus.

Mr. Viggiano reviewed the proposed fare changes. He said staff recommended increasing the price of monthly passes one dollar for adults and 50 cents for youth and customers with disabilities. He explained that LTD increased only one kind of fare each year (token, cash, etc.). Fiscal Year 1995-96 was scheduled to be the year to increase the cost of tokens, but token sales had never recovered from the last increase. The staff response to this situation was to create a greater differential between tokens and cash. Thus, staff recommended moving the pass increase up to Fiscal Year 1995-96. If this increase were implemented September 1, 1995, it would generate \$25,000 per year in revenue, but could decrease ridership by 10,000 trips. Mr. Viggiano noted that the last pass increase did not decrease pass sales. Staff also recommended eliminating the LCC term pass. LTD had been raising the price of the term pass over the past few years, with the intent of phasing it out. Staff also recommended increasing the cost of group passes by the rate of inflation. In response to a question by Mr. Viggiano, Ms. Weaver said the inflation rate for LTD was probably 4 to 4.5 percent, perhaps even closer to 5 percent.

Mr. Montgomery said it might be more realistic to look at LTD's inflation rate rather than the Portland CPI. Mr. Viggiano said the Board did not have to adopt fare changes immediately. It could wait an extra month to review the numbers. Mr. Bailey asked if there was a better instrument for measuring the cost increases. Ms. Weaver said there was, but she needed more information regarding what specific questions needed answers.

Mr. Viggiano said this issue would be raised again next month, when the Board would be holding another public hearing. He also referenced page 79 of the agenda packet, which contained a table showing the historical changes in each fare instrument as well as a consumer price index, the cumulative change for each, and a projection of fare increases for the next five years. Mr. Bailey asked what kind of recovery LTD would get if the farebox ratio were taken to 25 percent. Mr. Viggiano said such an increase would occur at a dramatic expense to ridership. He said the ratio this year would increase by 1 percent, since fare revenues had increased faster than inflation. Mr. Bailey indicated that he would like some analysis on this issue. Mr. Viggiano agreed to provide it.

Opening of the Public Hearing by Board President: Ms. Hocken opened the public hearing on the Fiscal Year 1995-96 Pricing Plan.

No one wished to address the Board.

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

MOTION Mr. Kleger moved, seconded by Mr. Bailey, that the Board approve the Fiscal Year 1995-96 changes in the fares as described in the memorandum, with the exception of instead increasing the group pass inflation rate by the LTD inflation rate, in the agenda packet for inclusion in Third Amended Ordinance No. 35.

VOTE The motion passed unanimously, 5:0.

SECTION THREE CAPITAL GRANT AMENDMENT:

Staff Presentation: Mark Pangborn, Director of Administrative Services, gave the staff report. He referenced pages 82 and 83 in the agenda packet. He explained that Section 3 grant money was discretionary money and Section 9 was annual capital money allotted by the federal government. The \$865,000 in STP funds allotted for the Eugene Station parking replacement, for example, was Section 9 funding. The amendment before the Board referred only to Section 3 grant money, he said. The Board had approved a Section 3 grant application two years ago, for two of three installments of the funding to build the new Eugene Station.

Mr. Pangborn explained the columns listed on pages 82 and 83 of the packet and reviewed the figures on page 83. He said the left-hand column equaled the amount given by the federal government and the right-hand column showed the local match to those funds. The budget for the downtown station was about \$12 million. He said staff had no specific cost estimates yet, but would adjust the figures as the project got underway.

Ms. Hocken asked if the Board was currently approving the grant application only for the total Section 3 in LTD's name at that time. In other words, she said, LTD was not bound by the grant application to spend the exact amount requested. Mr. Pangborn confirmed this.

Opening of Public Hearing by Board President: Ms. Hocken opened the public hearing on the Section 3 Capital Grant Amendment.

No one wished to address the Board.

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

MOTION Mr. Kleger moved, seconded by Mr. Montgomery, to approve the amendment to Grant OR-03-0045, for a total project budget of \$12,034,542.00, and to authorize the General Manager to sign all appropriate documents and submit this amendment for federal approval. Ms. Hocken asked if the figure given in the motion was correct. Mr. Pangborn said it was not, and the figure was amended to \$11,062,542.00. Mr. Kleger and Mr. Montgomery agreed to the amendment.

VOTE The motion, as amended, passed unanimously, 5:0.

EUGENE STATION:

Final Approval of McDonald Site and Approval of Pre-Spending of Grant Funds: Mr. Kleger, Chairman of the Board Eugene Station Committee, gave the staff report. He said the project would get underway shortly. He pointed out a new Federal Transit Administration (FTA) policy that would allow LTD to risk some of its own money and then request matching funds. LTD would be reimbursed as long as the federal government approved the application, and it appeared that, in this case, it would. He suggested this route as a way of getting the project started. The current limit on out-of-pocket funds LTD would commit prior to final grant approval was \$75,000, and Mr. Kleger said the project could begin with that amount committed.

MOTION Mr. Kleger moved, seconded by Mr. Bailey, to approve the McDonald site for the new Eugene Station, and also to approve the pre-spending of federal Section 9 grant funds for the Eugene Station, in an amount not to exceed \$75,000.

Ms. Loobey said this action was vitally important for Mr. Bailey's and her trip to Washington, D.C. They would be able to tell Senator Hatfield that the project was not merely planned, but underway. Mr. Saydack asked if there was any risk of losing the grant. Ms. Loobey said there was some risk, but that the Senator would find it unpalatable as chairman of the Senate Appropriations Committee to suggest giving more time, given the current governmental fervor against this. The action would at least begin the process of obligating funds for the station. With this Board action, the Senator could then say the project had already begun.

VOTE The motion passed unanimously, 5:0.

Ms. Hocken pointed out that Mr. Bailey would be participating in the local agency lobbying trip to Washington, D.C. later in the month with Ms. Loobey and representatives from a group of local public agencies.

Architectural Contract: Mr. Kleger gave the committee report. He said the Board's Eugene Station Committee had met a week and a half ago. They had not resolved the details of the architectural contract due to the fact that the overhead rate had not been established. The agreement reached at the committee meeting determined that the overhead rate would be set after the architectural firm's 1995 work was completed and a track record had been established regarding the current pay scale. Mr. Kleger explained that the overhead rate had changed when the firm made significant pay adjustments, after years of not increasing salaries, and required additional review by the District's auditor and attorney. LTD's Purchasing Agent, Jeanette Bailor, said the agreed-upon interim rate for the first year of the contract was subject to adjustment when the overhead rate was firmly established. Currently, the fee plus the maximum reimbursement was \$200,000 less than what was originally proposed by the firm. Mr. Kleger said the committee would like the Board to authorize Ms. Loobey to sign any subsequent agreements regarding the overhead rate.

Mr. Bailey asked if the attorney and auditors were signing off on the proposal. Ms. Bailor said the architects were putting together a final proposed agreement. When the agreement was ready, the accountant would review the figures for accuracy. All of this would occur before Ms. Loobey would be asked to sign the agreement.

Ms. Hocken asked if the number in the lower right-hand corner of the packet material was the final amount. Ms. Bailor said it was, unless changes occurred in the overhead rate, which, according to the agreement, would be retroactive to the beginning of the contract. She said the Board would be informed of any changes to the contract.

Ms. Loobey pointed out that if there were any changes in the scope of the contract, the contract would be amended.

MOTION Mr. Kleger moved, seconded by Mr. Montgomery, that the Board adopt the resolution authorizing the General Manager to sign a contract with Wilson, Bryant, Gunderson & Seider for architectural services for the Eugene Station.

Mr. Saydack mentioned that he has, in the past, done legal work for the architectural firm in question, although he has not worked on the present contract. Nonetheless, he chose to abstain.

VOTE The motion passed unanimously, 4:0.

Design Review Committee: Mr. Kleger reported that the Eugene Station Committee recommended that the Board approve the creation of a design review committee for the Eugene Station project. This committee would serve as a mechanism to involve the community in design decisions and to invite the active participation of the community. He noted that it was an excellent way to get neighbors invested in projects. He pointed out the list of groups from which membership was proposed, on page 89 of the agenda packet. He suggested adding a representative from the arts community as well, and said he would be interested in hearing the Board's views on this.

Ms. Hocken asked for clarification of "arts community." Mr. Kleger said "arts community" included performing and other arts. He pointed out that the area around the proposed station was a part of town where a lot of visual and performing arts occurred. He said there may be a state obligation for the project to allocate 1 percent to include art, and the Eugene Station Committee would like to see that percentage included from the beginning, rather than having to add it at a later date.

Ms. Loobey said there had been a good deal of discussion on this issue. She said one option was to design an artful building, as opposed to having to incorporate art into the building as it was constructed. Suggestions for a representative from the arts community included someone from the University or Douglas Beauchamp, of the Lane Regional Arts Council. Mr. Saydack said he had been on several committees, including for the Hult Center and the airport, and that this idea was a good one.

MOTION Mr. Kleger moved, seconded by Mr. Saydack, to approve the formation of a Eugene Station Design Review Committee as outlined, with the addition of a representative from the arts community.

VOTE The motion passed unanimously, 5:0.

EXTENSION OF TRAIN-TO-TAXI PROGRAM: Ms. Loobey said that some time ago, LTD, the Oregon Department of Transportation, Lane Council of Governments, and the cities of Eugene and Springfield met to discuss how to assist the state in securing high-speed rail in this area. As a result, LTD had decided to implement the train-to-taxi program.

Paul Zvonkovic, Transit Planner, gave the staff report. He said the goal of the high-speed rail test project originally was to have 100 riders per day from Eugene, Salem, and Albany combined. Mr. Zvonkovic said a key element of the program was to facilitate intermodal connections but, unfortunately, the train arrived after all buses had left downtown for their final evening trips. In October, the proposal was brought to the Board to reimburse taxi rides for up to \$5.00 per ride. Taxi companies agreed to cooperate by offering a \$5.00 fare for passengers returning from the high-speed rail. The program had worked extremely well, he said, although it averaged only one to two people per night. He said many of the people using the connection were not taking long trips. Staff were asking the Board to approve an extension of the program through the coming fiscal year. The state had a \$2.2 million contract to run the Mt. Rainier train next year, and had, so far, found it successful. Mr. Zvonkovic said LTD was hoping to continue to participate in this success. If the Mt. Rainier route were extended, LTD would budget for the train-to-taxi program. He said staff were asking the Board to budget an additional \$1,000 (making the total cost of the program just above \$1,600) for the rest of FY 94-95.

MOTION Mr. Bailey moved, seconded by Mr. Kleger, to approve the funding of the Train-to-Taxi program through June 1995.

Mr. Bailey asked how many people were disembarking from the train in Eugene that late in the evening. Mr. Zvonkovic said there were no current figures, but the estimate was that over 100 passengers were riding the train per day. About 50 percent of those started or ended in Eugene. He said maybe 25 to 30 people were disembarking at night. Ms. Weaver said that about 25 people disembarked the night she rode the train, which was a Wednesday. Mr. Bailey asked if people were being picked up. Ms. Weaver said she did not notice, but she did notice that two people used taxis. Mr. Zvonkovic said some people left their cars there, since parking was still relatively inexpensive.

VOTE The motion passed unanimously, 5:0.

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Ms. Hocken mentioned outreach programs in which the Board had agreed to hold discussions with other governing bodies. She announced a meeting scheduled for March 13, 1995, at 6:00 p.m., between the LTD Board and the Springfield City Council. She said staff would assemble the agenda. She mentioned that there would be a presentation on the current service in Springfield and other LTD issues.

Metropolitan Policy Committee: There had been no MPC meeting for the past two months.

Willamette Valley Policy Advisory Committee on Transportation (V-PACT): Ms. Hocken said there would be a V-PACT meeting the week of February 20, 1995. The meeting would be the second to the last meeting, and the committee would be finalizing its recommendations for transportation in the Willamette Valley corridor.

TransPlan Update Symposia Process: Mr. Kleger announced a stakeholders meeting on March 16, 1995, from 2:00 p.m. to 6:00 p.m. at the Springfield City Hall. He also announced that a task force chairs' goals and objectives drafting session would be held on February 16. He also said that the rail study advisory committee had its first meeting with its consultants on February 9, 1995. Each committee member presented his/her views on what he/she wanted from the study. During the course of that discussion, Ray Robinson expressed his view that he would like in-town rail services to be operated by LTD. Ms. Loobey said that Mr. Robinson was beginning to understand how much it would cost to operate a rail system. Mr. Kleger said Mr. Robinson had been negotiating with Shortline Rail Company to permit him to operate a highrail-equipped bus on the rail line between Eugene and North Bend. Mr. Kleger explained that highrail meant "highway rail," a technique for highway-equipped vehicles to operate on rails. Mr. Robinson thought he could acquire something of this nature for \$200,000. If he were able to obtain insurance, the Oregon and Pacific Railway would let him operate it. This would provide competition on the Veneta route. It could make service between Eugene and Florence much easier.

Ferry Street Bridge North Bank Citizens Advisory Committee: Ms. Hocken said that Mr. Bennett would like more direction from the Board regarding this issue. The Board decided to hold a work session on this topic in March.

Mr. Bailey said he met with Representative Peter Sorenson the previous week. Mr. Bailey noted that Representative Sorenson was very supportive of LTD, as he had been in the past. Both Senate bills relating to LTD were still in the Senate Transportation Committee. Mr. Bailey said that when he discussed the historical information on the use of the emergency clause in setting the payroll tax rate, Representative Sorenson was impressed by the statistics. Mr. Bailey said he was trying to arrange a meeting with Senator Baker, chair of the Senate Transportation Committee.

Mr. Kleger said, with regard to the Ferry Street Bridge, that a community forum would be held Thursday, February 16, 1995, from 5:00 p.m. to 8:00 p.m., in the Sheldon High School cafeteria. He said he did not know if Mr. Bennett, who represented the Ferry Street Bridge area, would be able to attend, but that he himself would be there. He noted that it was an open meeting.

Opening of Willamette Street: Ms. Hocken had no new information to report on this item.

Board Correspondence: Ms. Hocken asked for questions. Mr. Saydack asked about the letter included in the agenda packet, from Daniel W. Ball. Mr. Pangborn said there were two issues for consideration regarding an application for a Reduced Fare card: first, whether an individual needed special assistance -- and, generally, hearing-impaired did not qualify under this category; and second, whether an individual qualified for social security. Mr. Kleger said a hearing-impaired person would not meet that criterion either.

Mr. Saydack asked what impact these criteria had on the amount Mr. Ball had to pay to ride. Staff replied that it doubled his cost. Mr. Saydack asked why hearing impaired was not included in that definition. Ms. Loobey said the Board could act to expand the regulations and include it, but that for ease of administration and control, LTD had adopted rules that followed the federal guidelines for defining disabilities. The Board had decided to include Social Security eligibility in the criteria to allow others to be included in the program, but no one from the hearing-impaired community had been present during the recertification process to appeal to the Board. Mr. Kleger said being hearing-impaired had never qualified a person for the program. Ms. Hocken said the qualifications included disabilities that normally prevented a person from getting around. She said the youth in question did use a summer freedom pass.

Mr. Pangborn said that essentially this was an economic circumstance, and that the program was not designed to help people who cannot afford regular prices. Mr. Saydack said the freedom pass was a considerable discount but was only available during the summer. Ms. Loobey clarified that the letter said the young man felt intimidated by driving a car, not that he was unable to drive.

Operations Summary: Ms. Hocken said the Operations Summary was included in the agenda packet. Mr. Saydack asked if there was a different standard in operation during the snow and ice conditions this year. Ms. Loobey said it had been different this year because of the sudden weather change, and staff had been concerned about safety. Ms. Loobey said when the bridges were closed, LTD was scrambling to divert buses to get people home and not leave them stranded.

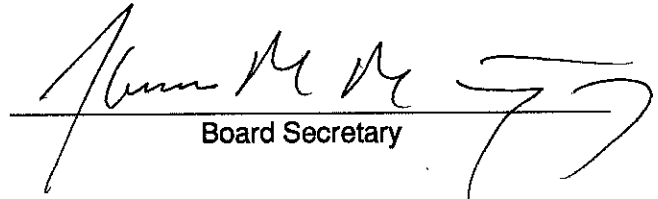
Mr. Kleger said he spent much of Monday and Tuesday listening to radio traffic. He suggested the Board offer a thank-you to operators and dispatchers. He said he heard employees call in and volunteer for extra duty even when they had already worked overtime. He also suggested special appreciation for County maintenance crews. Ms. Loobey noted that the crews are always quite responsive to LTD requests for sanding, since they do not want people to be driving.

Ms. Loobey mentioned the Woodland Park issue. She said when Woodland Park got its building permit, it allowed for only one way in and out of the park, without collector streets. She said that if LTD had talked to the developer and suggested the creation of a transit-friendly environment, the developers would not have responded well. Now, two or three years later, the residents were coming forward to ask for bus service. She used this as an example of the lack of cooperation that usually occurs in the community. Mr. Kleger pointed out that the northern end of Woodland Park is barely 100 feet away from a bus stop, but there was no way to get to the stop from the complex

because the complex was walled off. Ms. Loobey pointed out that most people at the local level had not had training in transit planning. Ms. Hocken said the case history around Woodland Park could be helpful in planning for Springfield, since it was a good example to give the City Council regarding the need to make sound transit decisions. Ms. Loobey pointed out that the developers and homeowners contributed no up-front money to the transit situation, and now they were expecting transit to be subsidized for them. Mr. Kleger expressed concern about equipping each bus with a remote control for the gate at night.

Mr. Kleger asked again about conveying a message of thanks to operators and dispatchers during the storm. Ms. Loobey said it would be done.

Adjournment: The meeting adjourned at 9:45 p.m.


Board Secretary