

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 21, 1996

Pursuant to notice given to *The Register-Guard* for publication on February 16, 1996, 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, February 21, 1996, at 7:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President
Rob Bennett
Patricia Hocken, President, presiding
Dave Kleger, Treasurer
Roger Saydack
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Thomas Montgomery, Secretary
(one vacancy, subdistrict #2)

CALL TO ORDER: The meeting was called to order at 7:50 p.m. by Board President Pat Hocken.

AUDIENCE PARTICIPATION: There was no one present who wished to address the Board on issues other than the Annual Route Review and proposed service for Fiscal Year 1996-97. That testimony was to be taken during the public hearing listed on the agenda.

EMPLOYEE OF THE MONTH: Ms. Hocken introduced the March 1996 Employee of the Month, Customer Service Representative Chris Marquez. Ms. Marquez had been an LTD employee since August 1992, and previously had been named Employee of the Month in January 1994. She was nominated by a customer, who said that Ms. Marquez took care of business with competence, was delightfully equipped to handle anything that came her way, and was prodigiously fun, too. Her co-workers described her as a helpful person who was cooperative and willing to pitch in when needed. She had excellent knowledge of LTD's bus system, and conveyed information to her customers well. She was good at handling all sorts of customer situations, and her customers appreciated her professionalism and attention to detail. When asked what made Ms. Marquez a good employee, Service Planning and Marketing Manager Andy Vobora said, "Chris has been a model employee for the District. She is adept at learning new skills and applying them quickly. She is respected by her co-workers for being consistent and being able to handle tough situations. In addition to her regular sales and information duties, Chris handles the District's contract pass sales program and the production of the Customer Service Representative route information books. Chris' smile lights up the CSC lobby and the lives of LTD's customers."

Ms. Hocken presented Ms. Marquez with a certificate, letter, and monetary award, and thanked her for her service. Ms. Marquez thanked everyone, including her co-workers, who made it easy to work.

ANNUAL ROUTE REVIEW/FISCAL YEAR 1996-97 SERVICE PLAN: Mr. Vobora introduced transit planners Will Mueller and Paul Zvonkovic, and offered his congratulations for their work on the service proposal. He said he believed the proposal to be prudent and balanced in light of the current financial situation. It considered the deletion of non-productive service, fixed operational problems, and added some service to supplement current services. He stated that the deletions were difficult decisions. Staff had reviewed the ridership numbers, remembering that those numbers represented people, but believed that the deletions were warranted based on Board direction and the overall system.

A number of changes were proposed in peak-hour timepoints. Mr. Vobora explained that many times during the day certain buses could not make their scheduled timepoints, although they could at other times of the day. Therefore, the recommendation was to add time to some routes during certain times of the day. A sixty-minute route might become a seventy-minute route during peak times, for instance. In the short run, those types of changes made those routes less productive, but staff believed that in the long run those changes would bring customers back by restoring their confidence in the system.

Mr. Mueller discussed the east sector of the system. He provided an overview of the east sector, divided into deletions, service fixes, and additions. The proposed deletions were to eliminate route #15 Q Street/Yolanda; operate the #60 and #61 routes once per hour instead of the current twice per hour (keeping the half-hour service through the commuting-hour span); eliminate route #65 VRC/River Road; and eliminate #71 24th/Agate.

Under the category of service fixes and adjustments, he said that this year the proposal tried to address the fact that certain routes were having a hard time keeping up with their timepoints, especially during the afternoon hours. The proposed changes would not increase productivity, but staff strongly believed that those changes needed to be made so that people could rely on the published timepoints. This included shortening the outbound routing of the #13 Centennial; eliminating a loop on the #18S, an evening and weekend route; and operating the #67 behind Sheldon Plaza instead of staying on Coburg Road, to serve Sheldon Plaza, the senior residences, Sheldon High School and Community Center, and the new Oasis/Bi-Mart complex.

Service additions included creating a new route, #16, in Springfield, to replace the deleted #15 route. It would start at the Springfield Station, travel out Mill Street, go east on Centennial, cover the old routing of the #15 around Springfield Mall, and provide another connection with the Thurston bus. To replace the deleted #65 route, staff proposed adding a #62 route. It would basically mirror the current running of the #65 up to the intersection of Goodpasture Island and Delta Highway. Another change would be that instead of traveling via the Washington/Jefferson Street Bridge, it would run along Country Club Road. This would increase the buses on Country Club Road from two per hour to three per hour, and would provide convenient service for business starting times. A major housing development was being constructed across from K-Mart on Good Pasture Island Road, and this route would serve that neighborhood with peak directional service (inbound in the mornings and

outbound in the afternoons). Finally, the #9 and #10 routes would be expanded. These were weekend routes that would be changed from a 50-minute route to an hour route, in order to travel on Coburg Road, Crescent, and Green Acres instead of Beltline, and would serve the Shopko/Costco complex and the Delta Oaks complex. This was done in response to customer and operator requests. These were the major changes; others were included in the agenda materials distributed for that evening.

Ms. Hocken asked for copies of the maps shown on the overhead projector. The other route-specific analyses and recommendations were available in the agenda materials for that evening.

Mr. Bailey asked about eliminating the #15 Q Street/Yolanda, and to what extent the replacement of this route by the #16 addressed the written customer comments that had been received by the District. Mr. Mueller stated that those people would lose their service. The #15 was instituted a few years ago and continued to be a low performer. He explained that there were two ways of looking at service deletions: how the route was doing; and whether there were no alternatives to those route segments. The system average was 35 trips per hour, and the productivity standard was two-thirds of that, or 23.6 rides per hour. The #15 on the weekdays averaged 10.09 rides per hour. In the future, following industrial development near 31st and Marcola Road, that could become a more viable route.

Ms. Hocken stated that staff would respond over the course of the next month to the comments they would hear that evening and receive in writing.

Transit Planner Paul Zvonkovic explained the proposed service changes for the west sector. He explained that the sector teams consisted of two or three bus operators, CSC representatives, and planning and marketing staff. The teams considered input from customers, employees, and the general public. The west sector included River Road, Bethel/ Danebo, and southwest Eugene. The major emphasis in northwest and southwest Eugene was to provide cross-town links.

Mr. Zvonkovic said that the unproductive route in this sector was the #53C, and staff were recommending that it be eliminated. There were four main routes in the northwest and southwest, and staff were recommending that parts of those routes either be served with other routes or be eliminated. In discussing service adjustments, Mr. Zvonkovic said that routes #40, #41, and #50 were having trouble keeping to their peak-hour timepoints, and staff were recommending adding ten minutes to several of those trips, mostly during peak afternoon service. A routing adjustment was recommended for route #93, which traveled to Veneta and around Fern Ridge Reservoir. This proposal would route it in the direction where there were more people, which was in Veneta. In the morning, it would travel around the reservoir first and then serve Veneta and come into Eugene; in the afternoon, the route would go to Veneta first and then around the reservoir, as it currently did.

Service additions included retaining elements of the #31, #32, #44, and #45. The #44 and #45 currently served the west 8th Avenue corridor, up Highway 99, through Four Corners, and into the Bethel/Danebo area up to Echo Hollow Plaza. The #45 currently traveled from the Echo Hollow Plaza on Beltline to the River Road Station and became the #65. The #65 was recommended for elimination, and so was the connection with the #45,

due to lack of ridership and low productivity, as well as timing problems. The #45 would still serve Echo Hollow Plaza, then travel to Bertelsen and along West 11th to 13th. Combined the #45, there would be two buses per hour on weekdays operating along this new routing pattern. The #31 and #32 would be combined with the #44/45, going outbound and up Bertelsen to Echo Hollow Plaza, and then continuing through the neighborhood to the Eugene Station via Highway 99 and 8th Avenue. This would provide two-way service along the corridors, as well as good cross-town service between northwest and southwest Eugene. The additional neighborhood service coverage would help those who would be impacted by the re-routed Royal bus, a minor routing change due to the condition of Berntzen between Elmira and Royal. Route variations would retain service to the industrial area by diverting buses during peak hours. Service to parts of Seneca would be dropped, but there was not much ridership on that route segment.

A new route #36 would substitute for some lost service on the #31 on 18th Avenue and Bailey Hill. It would leave the Eugene Station, go down Willamette to 18th, providing two-way service along west 18th all the way to Bailey Hill, and then turn around at Fred Meyer. Mr. Zvonkovic said that the biggest strength of this proposal was that it would give more corridor service to West 18th and help the #34 and #35, which often were overcrowded and had running time problems. He explained that this could be considered "step one" in expanding service in southwest Eugene. One of the proposals was to have some contingency money available at the end of FY 96-97 to establish some Hyundai service if Hyundai did open by May or June. Next year's Annual Route Review (ARR) would work on establishing service, probably along west 18th, to the Hyundai and Willow Creek sites.

The last item being proposed was an additional weekend route, #78, which would run on the west 18th corridor during the school year, to serve University students and others along that corridor who currently had infrequent service.

Opening of Public Hearing by Board President: Ms. Hocken opened the public hearing on the proposed 1996-97 service plan. She said that a number of people wanted to testify, and she did not believe the District could provide a response to each of the concerns that evening. However, she would ask staff to provide the Board with a written response to all the comments and suggestions received that evening.

(1) Ms. Hocken called the Board's attention to the handout of written testimony that the District had received regarding FY 1996-97 service.

(2) Kelly O'Neill and Kaz Mikkelsen of Yolanda Avenue in Springfield had to leave, so handed in written comments regarding service to 5th and Q in Springfield. Mr. O'Neill stated that the new #16 did not get to Q Street or anywhere near Yolanda, so it did not really replace the service on the #15. Their written comments stated: "We live at 19th and Yolanda Avenue. We also plan to open a U-pick produce and flower farm at this location in 1997. We ask that you continue service to our area. Even if only a few trips a day, bus service is very important to our future plans. We also hope you will come up with a direct route to Eugene because we consider the low ridership to be directly related to the very long time it takes to reach areas of Eugene. It appears your proposed replacement route for the deleted #15 is #16 which does not travel north of Olympic Street (about a mile from

my Yolanda Avenue area). Again I stress we hope you will continue some bus service to the area near 19th and Yolanda. 19th and Hayden Bridge is the furthest location we see as useful to our needs. Thank you for considering our request."

(3) Ann Jordan of 31st Street in Springfield said that she rode the #15 every day, morning and night. She liked to ride the bus, and worked at the hospital where there was no parking, and parking was not economical in the long run. Eliminating the #15 would leave her with virtually no way to get to work, let alone go home. She said that riding the bus to work in the morning worked just fine, it took about a half-hour. In the evenings it took an hour and a half. In the past, when the #19 was available, it took a half-hour or 45 minutes less to get home. She said that she may have to move to find new bus service. She said when she was riding the #19 and the #15 was substituted, there was virtually no communication to anyone that there was bus service available; if she had not been riding the #19, she would not have known about the #15. If the #15 were eliminated, she would have no way to get to work. She said she knew that not a lot of people rode this bus, but that if it were communicated better, she thought that people would know that the service was available and would ride.

(4) Laura Moore of Cherry Grove Street in Eugene said that she rode the #71 24th/Agate every morning and night because parking at the UO was a nightmare. She said it would really ruin her mornings if there were no bus to ride, and that the bus guaranteed that she got to work on time. She said that ridership of 18 was not too far below the 23 median ridership, and that maybe the District could provide a shuttle or a van, since there were usually at least a half-dozen riders. She stated she would really hate it if LTD eliminated the #71.

(5) Victoria Falk of 24th Avenue in Eugene said she was there to represent the Associated Students of the University of Oregon (ASUO). She worked in that office, and delivered a letter written by the student body president Jennifer Williamson. She read the letter to the Board:

"It has come to my attention that LTD is considering canceling Bus Route #71. This route mainly serves University of Oregon students and staff. As President of the Associated Students of the University, I would like to voice my concern about the decision to cancel this route. Since 1988, student fees through the ASUO provided over \$2,190,000, and will provide over \$324,000 in funding to LTD this year alone for the purpose of having unlimited access to LTD bus service. In addition to ASUO funds, the University provides comparable funds for unlimited services for faculty and staff. Part of the ASUO contract is a provision for students and the ASUO to provide input to LTD about student transportation needs. We are generally pleased with the service provided by LTD and we appreciate the additional routes that have been added specifically to serve UO student needs. Even considering these additional routes, route 71 remains a necessary service for students within the immediate University neighborhood. This route only runs during the school calendar, and has a limited schedule. Considering the low cost of continuing this route, as well as the large amount of funding provided by students and the University over the past 8 years, a route that so clearly serves students, staff and faculty should not be cut."

Ms. Falk said that she rode the bus, stating that it was impossible to park at the UO and it would be horrible not to have the bus. She said that this route was not very well known. Her office suggested that it could write an article about this route for the *Oregon Daily Emerald* so that more students, faculty, and staff would know about it. Also, since it only ran during the school year, it was possible that UO employees did not know about it.

(6) Takanori Kodera of Edgemont Way in Eugene stated that he was an LCC student and rode the #14 Fairview. He said that his neighbor was an old lady living at West D Street and Rainbow, who had a ten-minute walk to the #13 in order to go shopping at Gateway or Valley River Center. The #14 went to the Springfield Station and Mill Street. He recommended that it turn left to West D Street; there were a lot of new houses there, so maybe more people would ride. He suggested turning right (north) to Rainbow or Aspen and back to the current route on Mill Street. He said it was tiring for her to go to downtown Eugene and transfer to the #12 to get to the Gateway Mall. He said that the #13 had many problems.

Mr. Kodera also said that he took the bus to the LCC main campus. For getting to the LCC campus in the mornings, every ten minutes worked okay, but sometimes there were problems. He had an idea for the #14 to go to Gateway by Garden Way: D Street to Rainbow or Aspen, Centennial, across the bridge, and on Garden Way to Gateway.

(6) Aaron Rogers of U Street in Springfield spoke about the #15 Q Street/Yolanda. He said he rode it in the morning and at night, and was surprised at the low ridership figures. The closest bus stop for him to catch the #18 or #19 would be just over a mile away. He said he got on the bus with three other people in the morning, and was always trying to get his friends to ride. He saw elderly people on the #14 stay on it through the #15, and use that stop a lot, out through the Safeway stop. He saw it as very useful to people who lived there and a lot of the elderly.

(7) Mildred White of Adams Street in Eugene commented on the #50 Park and the #40 Royal Saturday schedules. On the map, she saw that the #50 was a departure from the weekday schedule. The #40 and #50 ran concurrently on Saturday almost all day. She said it seemed to make no sense because there was not enough ridership on the #40 to justify an added bus that came in tandem with the #40. The weekday schedule for the #50 at 5th and Adams was forty minutes after the hour (:40). The Saturday schedule for the #50 and the #40 was :15. She said she would like to see an adjustment, perhaps rescheduling the #50 to its customary weekday schedule. She added that on Sunday, they had just one bus per hour. On Saturday there were three buses (in addition to the #40 and #50 was the #52). She said it would be helpful for LTD to consider expanding service on Sunday to either a #50 or #52.

Ms. White stated that the shelter at 5th and Adams had no bench. She said there had been at least three requests to the Customer Service Center (CSC) that a bench be reinstalled. The reason given to her was that the area was frequented by people who did not use the bus service. She said that may have been true up to October or November, but that had changed considerably. There were fewer people standing around there who did

not need the bus service, but there were many people with small children or large bags of groceries would like to sit down while waiting for the bus. To that point, she said, there had been no response to their requests. She said she would like to know the reasons for the lack of adequate seating.

Ms. White's third point was that the oil reserves in this country and elsewhere were being depleted at a rapid rate, which meant that at some point the federal government would decide who would get the priority for the use of gasoline. She wondered if the District had thought about using alternative fuels, and mentioned that there was a lot of research available both locally and nationally. She thought that at some point an alternative fuel would have to be considered for bus service.

Ms. White stated that the people who were being impacted by the deletion of route #15 were people who would be severely distressed by the lack of service. She wondered whether there was some kind of shuttle service or small bus that could be used in the outlying areas.

Ms. White closed by saying that she appreciated the fact that this was one of the few bus services that elicited participation from the public.

(8) Maria Wolcott of Yolanda in Springfield spoke about the #15, which she rode during the summer. The bus did not come early enough in the day for her to ride to work as a teacher, which she found disappointing. She also was disappointed that she would not be able to ride it during the summer, and wondered if shuttles could be used or if summer service could be offered.

(9) Phyllis Kanwischer of Summer Lane in Eugene said that she had an adult foster home in the River Road area. Her residents rode the bus every day, some of them going several different places. They took the #53 to downtown and the #13 Centennial out to Centennial Loop, to Harmony House for entertainment, as well as the Hunsaker bus. She said that if this service were discontinued, it would be a hardship on them. She said that in the winter, they would have to walk a half-mile in the rain and ice to catch a bus. She said they used the #13 every day. Quite a few people went to Harmony House in addition to her people, and she did not know how they would get there without this bus. They also took the evening bus there one time per month, and did not have taxi service, so would have no way to get out to socialize. She said she appreciated LTD and the service it gave to her people. She said they used it a lot and would like LTD to consider how it would affect them.

(10) A previous speaker said that she represented three other riders, and thought that if LTD could make the #71 run at 5:10 or 5:15 rather than 5:05, it would probably increase ridership.

Closure of Public Hearing: No one else wished to speak. Ms. Hocken closed the public hearing and said that some additional information would be available in the next week or so. Most of the members of the public left at this point.

Board Discussion: Mr. Bennett asked to comment on the public hearing process. He thought it was important to have some small amount of discussion after the testimony

the first time. He thought the Board should be willing to speak generally about what their approach might be in response to comments and questions. He did not feel good about not doing that; he thought the Board should speak directly to the people. He was proud that when the Board went through the tax changes that they felt were necessary to make, in addition to going out in the community and sitting down face-to-face with people, most of the Board members had the opportunity to speak directly after the public hearing, when the faces were not very friendly, and he thought that was very important. He wanted to say to everyone that he did not think the District would back off from the emphasis of trying to maintain some reasonable productivity or it would defeat everything the Board wanted to do that was in the best interest of the community. He said he knew how hard it was when someone said that the service was his or her only transportation. He thought that sometimes false expectations were created when routes were tested, and that the District should be extremely careful about trying things out. Given the position of the federal government and funding, the District's new initiatives, and the position of the local community in terms of local support, he thought the District was going to have to pay close attention to the productivity issue. He said that maybe he was the only Board member who might have said that, and he felt badly that he did not get a chance to say it before the speakers left. He said that maybe the Board needed to come to some sort of agreement about what it wanted to do.

Mr. Bennett said he did not want to put the planners in a position of responding specifically, but he did want the chance to talk conceptually. In the future, he said, he would appreciate the opportunity to be able to say something if he had something to say.

Ms. Hocken asked if the Board members had any direction or input for staff.

Mr. Bailey stated that he shared Mr. Bennett's perspective on having an opportunity to give the community some sense of where the Board was coming from as individuals. In terms of the Annual Route Review, he had always found that staff had done a good job of putting together a recommendation for an efficient and fair system. He said that efficiency needed to be balanced by some sense of equity. He said he had never seen this staff or Board not take those factors into consideration, and he hoped that in the District's efforts to respond to a changing climate it did not lose sight of that particular balance.

MOTION **CONSENT CALENDAR:** Mr. Kleger moved that the consent calendar for February 21, 1996, be approved. Mr. Bailey seconded, and the motion carried by
VOTE unanimous vote (5:0). The consent calendar consisted of minutes of the January 12, 1996, emergency Board meeting, the January 17, 1996, special Board meeting/work session, and the January 17, 1996, regular Board meeting.

EUGENE STATION FUNDING: Mr. Viggiano handed out materials reviewing the latest design phase for the Board's information. He said he understood that the agreement for purchase of the Eugene Station site had been signed. He had seen a facsimile copy and was waiting for a signed original.

Mr. Viggiano called the Board's attention to the staff summary on page 90 of the agenda packet for that evening. He said it had been written before the latest cost estimate because staff had needed initial estimates to include in materials being written for the local

governments' trip to Washington, D.C., to meet with the local area's congressional delegation. The original funding request had been cut over three years, and Senator Hatfield's staff had committed to helping fund the balance. He said that \$1.65 million were left, not \$1.7 million as stated in the Board packet. Since that time, the District had received the latest construction cost estimate, which was less than had been budgeted. He said that the District could accomplish the design with the existing budget, but he still thought it was prudent to ask for a portion of the \$1.65 million because it was early in the design stage. Also, some Surface Transportation Program (STP) funds were being reallocated. If the District were able to secure some additional Section 3 funding, it could release some of those STP funds for other LTD projects.

Mr. Bennett asked if there was a reasonable contingency for the station project. Mr. Viggiano stated that some adjustments were made for the tight construction market, and some funds had been set aside for change orders and contingency.

Mr. Bennett wanted to make the point that LTD was only going to build one of these big stations. He said he had always been a believer that the station should be an asset to the community, and that all public buildings should be that way. He believed that low-maintenance materials should be used, and the station should represent some history or architecture in the community. He thought that public buildings played a different role than private buildings. The station would be right in the middle of the community, and he wanted it to be attractive, and said it ought to reflect a fairly high degree of quality.

Mr. Kleger said that there may be some things that would be added to improve the station, but program cuts had been discussed for a long time. He said he certainly would not mind having some additional money to work with.

Mr. Bennett said that certainly the District should be prudent, but he would be careful not to apply for too little funding. Mr. Viggiano said that the District could always not spend the money if it were not needed.

Ms. Hocken said that she would prefer asking for the full \$1.65 million, because a lot of things could happen. She thought the station construction probably was going to cost more than had been seen in this area.

Mr. Viggiano said he appreciated Mr. Bennett's comments, and that staff would want to know if the proposed design met the Board's expectations. He added that the Design Review Committee (DRC) already had suggested some changes or enhancements.

Mr. Saydack said he supported everything that had been said, especially the comments about the quality of public buildings. He also was concerned about the taxpayers, and asked to be sure that the District did not spend money it did not need.

MOTION Mr. Kleger moved that the Board authorize staff to request an additional \$1.65 million in Federal Transit Administration (FTA) Section 3 funding for the Eugene Station. Mr. Bailey seconded the motion.

Mr. Bennett said that Mr. Saydack had made a good point. He said he would make this distinction: very seldom was the issue about using tax money productively about the capital side of the equation; usually it was around the operating side. Mr. Kleger commented that if it was done right up front, the station would be cheaper to run in the long run.

VOTE

There was no further discussion. The motion to request the additional FTA funding carried unanimously (5:0).

Ms. Hocken said that the Board's Eugene Station Committee would meet during the next couple of weeks, and would keep Mr. Saydack's comments in mind.

Mr. Kleger said that there had been several comments at the DRC meeting about the first computer-generated picture of the station design being too dull. Architect Eric Gunderson had assured the committee that the problem was with the computer picture, and that was not the way the station would look. Ms. Loobey added that several members of the DRC had commented about the picture of the station as seen from 11th and Willamette, that it was a very important facade and the design was not making it important enough; there was not enough statement or presence at that important intersection.

Ms. Hocken said she did not like the colors of the Olive Plaza building, and the computer drawing used similar colors. She did not want to see the same colors in LTD's station. She said she thought that some decisions had been made about how people were going to approach the station that downplayed the 11th and Willamette corner, because people were entering along the driveways, or mid-block. Ms. Loobey said that the view of the station at 11th and Willamette was not just for people entering the station, but for everyone driving past on 11th or going northbound on Willamette, and for the people of the community, but that nothing was shown that said "LTD" to anyone. Mr. Kleger said it was an image issue.

Mr. Saydack asked if the sidewalk treatment would extend around the block. Mr. Viggiano said that it would; the same treatment that was used by the City on Broadway would go on Willamette. Mr. Saydack observed that the layout seemed functional and dynamic, but the facades of the buildings left something to be desired, and did not really strike him as a public building. Mr. Bennett thought it looked like a playground. He said that a simple design, high-quality materials, and good proportions would stand the test of time. He said he hoped the Committee was keeping that in mind when discussing a station to last 50 years.

Mr. Saydack thought that the design of the tower on Willamette Street would look dated five years after it was built, but the treatment of the patio area was very nice, with a classic appearance. Mr. Bennett and Mr. Saydack commented on the successful design of the Glenwood facility.

Ms. Loobey said that Mr. Gunderson always listened openly to suggestions, and was sure that he would respond very well to the Board's comments.

Mr. Saydack asked if any direction regarding the central theme of the design was given to the architects. Mr. Kleger said that the committee had talked about the primary

entrances and the quality of materials, but had not had a lot of discussion about color schemes or about particular architectural styles, other than in terms of their cost implications. In large measure, he said, the discussions had been about the basic functionality, and the discussions were just beginning to get into appearance side of things, separate from function. Mr. Bailey added that he thought the presumption had been that, whatever functionality required, the architectural design would fit in with the existing historic buildings in the downtown area. Mr. Saydack stated that the facade of the McDonald Theatre was very elegant, and it was a beautiful building. He hoped the architect could pick up on those proportions for the design of the Eugene Station buildings.

CONTINUATION OF GROUP HEALTH CARE COVERAGE POLICY: Human Resources Manager Ed Rutledge called the Board's attention to the recommended policy on page 93 of the agenda packet. He explained that it was known as the COBRA policy, which stood for the Consolidated Omnibus Budget Reconciliation Act of 1985. This was the act that set up rights of employees to continue with group health care coverage following certain COBRA-qualifying events, including termination from employment. The employees would have to pay for those benefits, but were able to continue at the group health care rate in the group health care group. Most employees and their dependents would have that right for 18 months, although there were certain conditions under which they would qualify for up to 36 months. If employees were on leave under the Family Medical Leave Act (FMLA), they were able to have their benefits paid, so there was some integration between COBRA rights and FMLA.

Mr. Rutledge said that LTD did not yet have a policy, although it had an obligation under the law. One of the obligations under the law was to provide notice to employees. The proposed policy provided a good vehicle to do that, as well as a manual by which the District could conduct itself. Copies of the policy would be available to employees. Notice of COBRA had been posted since 1986, but the District had not had a policy on the books.

Mr. Bennett asked at what age employees could retire. Ms. Loobey replied that employees could retire at age 62, and could receive Medicare at age 65. Employees who retired at 62 had to look for different coverage after the first 18 months covered by COBRA, until they were eligible for Medicare. Mr. Rutledge said that this was not a perfect system, and that it was not unusual that health care coverage for an employee and his or her dependents became a major consideration in how the employee juggled retirement decisions.

Mr. Bennett asked about the retirement investment side of the equation for employees. He said that the stock mutual funds were the people who were making significant returns, and over time they were as safe as everything else, from a pragmatic point of view. He thought the District ought to be getting an aggressive advisory arm at LTD, because over time investments made a huge amount of difference. He referred to current discussions about the Social Security investment, and how much of a difference it would make in terms of people's social security retirement if that money were put out in market.

Regarding being more aggressive in retirement investment alternatives, Mr. Rutledge said that Safety and Risk Administrator Gayle Howard and he were to meet with another

potential retirement investment vendor just to gather some information. Ms. Loobey said that in response to this discussion at a previous Board meeting, she had made some calls and found out that the City of Eugene hired an investment counselor--someone to advise employees for their own investment options. She said that staff would continue to follow up to learn more about this. Mr. Rutledge said that his discussion was not about the District's pension plan; rather, it was about other options for employees.

A brief discussion was held about changes to the state's collective bargaining law.

MOTION Mr. Bennett moved that the Continuation of Group Health Care Coverage Policy as presented on this date be adopted by the Board of Directors of the Lane Transit District.
VOTE Mr. Bailey seconded, and the motion carried by unanimous vote (5:0).

MOTION **BUDGET COMMITTEE NOMINATIONS:** Mr. Kleger moved that Rick Crinklaw and Mary Gilland be reappointed to the LTD Budget Committee for three-year terms beginning immediately and ending January 1, 1999. Mr. Bailey seconded, and the motion carried unanimously (5:0).
VOTE

UNITED FRONT FUNDING PROPOSAL: As in the past few years, LTD would be participating in a metro area lobbying effort in Washington, D.C., at the end of February. The local area group, usually consisting of elected officials and staff representing the Cities of Eugene and Springfield, Lane County, LTD, School District 4J, LCOG, EWEB, the University of Oregon, School District 19, and Lane Community College, had been effective in obtaining federal funding precisely because of the united metro approach. The local group, which called itself the "United Front," prepared written documentation about each group's issues and requests prior to the meetings with the congressional delegation. The District's portion of the 1996 document was included in the agenda packet for the Board's review and approval.

Assistant General Manager Mark Pangborn said that this \$9.5 million funding request was an important piece of funding for LTD, with a set of buses nearing their 12-year life expectancy, the need to expand the parking lot for more buses, and the need to install magnetic strip card readers. He explained that the District would no longer be able to use stickers on the UO passes because the UO would be issuing a new kind of card. This type of technology (magnetic strip card readers) was becoming very common, and probably would be the type of fare collection used for Bus Rapid Transit (BRT), etc. Eventually, all passes would be read that way, as was done at BART in San Francisco.

MOTION Mr. Bennett moved that the Board approve the requests for funding included in the documentation for the 1996 United Front metro area lobbying effort in Washington, D.C.
VOTE Mr. Bailey seconded, and the motion carried unanimously (5:0).

EXECUTIVE SESSION CANCELED: Ms. Hocken informed the Board members that an executive session was not required that evening.

ITEMS FOR INFORMATION AT THIS MEETING:

Eugene Station Update: Mr. Viggiano said that the station seemed to be progressing. Mr. Hammer would be taking care of site clean-up during demolition and LTD would receive a clean site. Mr. Bennett asked if LTD would be held harmless. Mr. Viggiano said that the District was requesting that the site be deemed clean by a certified consultant. The FTA had been asked to approve the purchase price, and June 1 was in the contract for demolition and clean-up completion. Discussions were continuing on purchase of the portion of the Gibson building. Part of the purchase price would include some funding to tear down a portion of the building and build a new wall.

Ms. Hocken asked if alley vacation had begun. Mr. Viggiano replied that the legal work had begun. The District had to go to the property owners and get 70 percent to agree, then to the Eugene City Council. Staff had begun the process of identifying the property owners. The City could initiate vacation with 50 percent, or the District could sign some sort of long-term easement for use of the alleys. Those three options were in the agreement signed with the City.

Introduction of New Assistant Finance Manager: Finance Manager Tamara Weaver introduced the District's new Assistant Finance Manager, Roy Burley.

Fiscal Year 1996-97 Pricing Plan: Ms. Hocken asked for any Board comment regarding the proposed pricing plan for FY 96-97. Mr. Bennett said he would appreciate hearing how the staff who worked on it thought it through, and their rationales for the proposal. Mr. Viggiano said that the decision could be put off a month if the Board wanted more information after hearing the staff presentation in March. A public hearing and the first reading of the revised ordinance also were scheduled for March, but could be delayed until April, although Ms. Weaver would need to make some assumptions for the FY 97-98 budget. It was agreed that the hearing and reading would be scheduled for March, and would be postponed if the Board made any changes at that time.

Ms. Hocken remembered that an LTD inflationary rate had been used last year, rather than the Portland Consumer Price Index. She wondered if staff had thought about that again this year. Mr. Viggiano said that staff would do so.

Board Member Reports: **Metropolitan Policy Committee (MPC)**--Mr. Bennett reported that the MPC was moving along with choices with respect to the balance of transportation and how to achieve it. Recent discussions included the infrastructure component, the land use component, and the transportation demand component. He said that what he was hearing from the LCOG representative was 10 percent. Ms. Hocken said that 20 percent was the figure for vehicle miles traveled (VMT) reduction over the next 30 years. The plan horizon was 20 years, and that was where the 10 percent came from. The first ten years of the 30 years, the VMTs were to remain at the current level. During the second ten years, VMTs were supposed to be reduced by 10 percent, and then by 20 percent during the third ten years. Mr. Bennett added that the message from LCOG was that this was being reviewed to see if it would be possible. LCOG's initial analysis was that they did not think they could get to 10 percent without doing something fairly significant in terms of demand management. He wondered if Mr. Bailey had been hearing the same thing in his task force discussions.

Mr. Bailey said that this was old news for the TDM committee. He did not think anyone on the TDM committee thought the area would get to 10 percent without some combination of a change in the transportation mix plus disincentives. He thought they understood that the current automobile system was priced too low, and until it was priced accurately, no progress would be made. Ms. Hocken thought that LCOG was saying that one of the three or four scenarios that they would come back to the policy bodies with was a scenario that they thought would accomplish the 10 percent, and so would have a lot of things in it that some people would think were fairly harsh.

Mr. Bennett said he had a skeptical view of the TDM approach to things. He hoped the Board would have a chance to discuss this and give guidance before this issue came back to the MPC in terms of a recommendation that might come through Mr. Bailey. He thought the Board needed a position on this issue.

Ms. Hocken said that this last MPC discussion was a good discussion; there was disagreement but a cordial conversation about options and staff assignments. She asked when the right time would be for the Board to discuss it, and was not sure it could be done before a recommendation was made and the Board had something to react to. Mr. Bennett agreed, but said he just wanted to do it before a formal presentation was made at MPC, because he would want to comment on it but would not want to do so without the authorization of the Board.

Ms. Hocken asked if the Board would like LCOG to provide an update meeting. Mr. Viggiano said that LCOG planned to come to the Board in April and June with updates. Mr. Bailey said he thought he would be speaking with the Board at that time to gather input regarding the recommendations. Ms. Hocken said she trusted that staff would keep the Board on track regarding when these issues needed to be discussed.

Ms. Loobey said that staff had a conversation with Fair Manager Mike Gleason regarding the Fairgrounds. She said that he had a high-energy, bigger vision and put a lot of forethought into the use of the Fairgrounds and transportation issues. His vision included making the Fairgrounds a community venue and destination point. She stated that if every other public institution had the same amount of vision and forethought as Mr. Gleason, the community would make its 10 percent transportation goal. Ms. Hocken stated that one thing the Board might want to get in the TransPlan Update was a goal for public agencies to lead the way in terms of transportation alternatives.

Board Membership and Participation: Mr. Bennett stated that the Board needed to have six active Board members. He said that no one needed to be able to attend every meeting, but there were important issues and everyone needed to make the effort to be there as much as possible.

Mr. Bailey wanted to state for the record that he shared Mr. Bennett's concerns about the issues and having a full Board present to deal with them. He was concerned about the lack of representation in Springfield for some time, and about the problems in ensuring a quorum.

Mr. Bennett asked when the Senate would meet again to consider candidates for the vacant position. Ms. Loobey replied that the Senate Executive Appointments Committee would be meeting in April. If approved by them, the nomination would have to be confirmed by the full Senate.

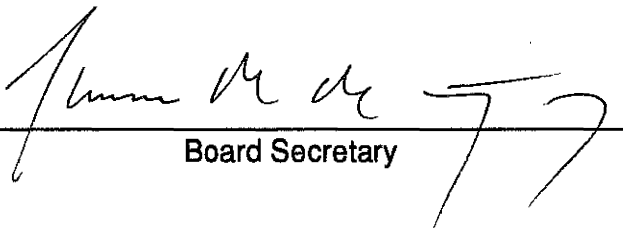
Cascadia Rail Conference: Mr. Bailey said that the Cascadia high-speed rail conference had been postponed due to the flooding, and was due to be rescheduled later this spring.

Employee Compliment: Mr. Kleger stated that he had been listening to his scanner during the recent ice storm. He was impressed with the work that staff were doing to stay on top of the conditions. The operators and supervisors were staying in touch and tipping each other off about the weather conditions in different parts of town. He said it was a beautiful example of teamwork and a first-class performance by all concerned. He said they were doing the right things, keeping safety first, and customer service next, and working very well together. He thought it probably was the best response to a slippery road situation, and one of the trickier ones, that he had heard in a good many years.

Employee Awards Banquet: Ms. Hocken reminded the Board of the annual employee awards banquet to be held on March 3.

Springfield City Council Review of ARR: Service Planning and Marketing Manager Andy Vobora said that LTD would be going to the Springfield City Council on March 4 to review the Annual Route Review and discuss Bus Rapid Transit. Ms. Loobey noted that this was one of the requirements of the service agreement signed by LTD and the City of Springfield. Mr. Vobora thought it would be good to have a Board member there. Mr. Bennett said he would attend if staff reminded him. (Note: this meeting with the Council was later postponed.)

ADJOURNMENT: The meeting was adjourned at 10:15 p.m.


Board Secretary

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