

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING

Wednesday, August 9, 2000

Pursuant to notice given to *The Register-Guard* for publication on August 3, 2000, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Wednesday, August 9, 2000, at 4:00 p.m. at the Eugene Hilton Hotel and Conference Center, 66 East Sixth Avenue, Eugene.

Present: Hillary Wylie, President, presiding
Rob Bennett, Vice President
Gerry Gaydos
Dave Kleger, Treasurer
Pat Hocken
Virginia Lauritsen, Secretary
Ken Hamm, General Manager
Susan Hekimoglu, Recording Secretary

Absent: Vacancy, Subdistrict 3

CALL TO ORDER: Ms. Wylie called the Special Meeting to order at 4:08 p.m. Ms. Lauritsen and Mr. Gaydos were not yet present.

MOTION

EXECUTIVE (NON-PUBLIC) SESSION: Mr. Kleger moved that the Board meet in Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations, and pursuant to ORS 192.660(1)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions. Ms. Hocken seconded the motion, which passed unanimously by acclamation. The Executive Session began at 4:12 p.m.

VOTE

Ms. Lauritsen and Mr. Gaydos arrived at 4:37 p.m.

MOTION

Following the Executive Session, Mr. Kleger moved that the Board return to special session. Ms. Hocken seconded the motion, which passed unanimously by acclamation. The Board returned to regular session at 4:58 p.m.

VOTE

RATIFICATION OF LTD/AMALGAMATED TRANSIT UNION LABOR CONTRACT: Human Resources Manager Dave Dickman said that LTD and the Amalgamated Transit Union (ATU) had negotiated to completion a four-year Agreement on the terms and conditions of employment for more than 250 represented employees. LTD's objectives in this bargaining included minimizing overtime, creating flexibility for operations and employees, improving morale and team-building, and obtaining a reasonable wage and

benefit settlement. It was believed that the ATU's objectives included equal retirement benefits for administration and bargaining unit employees, maintenance of benefits, improved wages, and longevity pay.

Mr. Dickman said that the negotiations were amicable and positive, and the parties arrived at a settlement on July 12, 2000. This agreement was ratified by the union with a vote of 136 yes votes and 3 no votes.

Mr. Kleger congratulated Mr. Dickman and Mr. Hamm as well as all others involved in the settlement of this Agreement. He thought it was a fair contract, and the feedback that he had received from bus operators during the past weeks was very favorable.

MOTION There being no further discussion, Mr. Kleger moved the following resolution: "It is hereby resolved that the Lane Transit District Board of Directors ratifies the Lane Transit District / Amalgamated Transit Union four-year agreement, effective July 1, 2000, as ratified by the ATU members on July 30, 2000." Ms. Hocken seconded the motion, which passed by unanimous vote, with Bennett, Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor, and none opposed.

VOTE

Mr. Dickman thanked the Board and invited members to an Agreement signing celebration that would be held at District offices in Glenwood at 1:00 p.m., on Thursday, August 10.

NEW RIDESOURCE FACILITY: Assistant General Manager Mark Pangborn provided a status report for the new RideSource / Glenwood Park & Ride facility. This was a joint project with the State of Oregon Motor Pool that would be located in Glenwood, just west of the Franklin/Glenwood Boulevards intersection. Discussions with the State Motor Pool and the Oregon Department of Administrative Services had progressed to the point where LTD needed to commit to purchasing the property and signing a service agreement with the Motor Pool or withdrawing from the project. Staff were seeking Board authorization to begin negotiations with the State of Oregon and the private landowner to acquire the private and State-owned property at the Glenwood site.

Mr. Bennett asked about the environmental assessment and the potential impact to nearby wetlands. Mr. Pangborn said that a plan was drawn that would leave the wetlands alone. The proposal was to purchase the land with local funds, and by doing so, an environmental impact assessment, typically required by the federal government, would not be necessary.

Ms. Hocken asked if LTD could widen Franklin Blvd. if LTD owned the frontage property. Mr. Pangborn said that preliminary plans called for a widening of Franklin in front of the Park & Ride site to accommodate a bus rapid transit (BRT) station, and a lighted intersection would be installed at the main entrance to the Motor Pool facility, which would address the concerns of the trucking business located across Franklin.

Ms. Hocken asked if the elderly and handicapped funding would be used for construction of the RideSource facility. Mr. Pangborn said that \$140,000 had been allocated by the State for the facility construction. In addition, Ms. Hocken asked about the request for additional Surface Transportation Program (STP) funding for this project through the State Transportation Improvement Program (STIP) for fiscal years 2002-2005. Capital Grants Administrator Lisa Gardner said that additional funds had been requested through the STIP process for more money to utilize the space as efficiently as possible in terms of a joint-use facility. The \$140,000 was short of the total funding requirement for the project. Government Relations Manager Linda Lynch added that STIP requests for elderly and handicapped projects were more successful than were fixed-route funding requests.

MOTION
VOTE

There being no further discussion, Mr. Kleger moved that the Board authorize staff to negotiate for the purchase of the State of Oregon and privately-held property adjacent to the State Motor Pool site in Glenwood. Ms. Hocken seconded the motion, which carried unanimously by acclamation.

PREPARATION FOR AUGUST 9, 2000, 6 P.M. JOINT OFFICIALS' MEETING ON TRANSPLAN: Planning and Development Manager Stefano Viggiano said that he wanted to remind the Board that alternative performance measures would be discussed at the Joint Officials' meeting. TransPlan, as currently drafted, did not meet the State requirement for a five-percent reduction in vehicle miles traveled (VMTs). Therefore, an alternative process would need to be approved by the State. Other alternative measures needed to be defined that would demonstrate that TransPlan reduced the dependence on the automobile as a mode of travel. It was up to the adopting officials to decide what to propose as alternative measures.

Staff were recommending an additional transit measure that would increase the percentage of households in the planning area that were within ¼-mile of transit service that operated every 10 minutes during peak travel times from approximately 16 percent for existing conditions to 50 percent over the 20-year planning period.

Mr. Bennett was concerned that nodal development could take a long time to implement, which could impede LTD's ability to meet the transit objectives. Mr. Viggiano said that there were no assurances that nodal development would happen, but it was an important objective of TransPlan. TransPlan would be updated over time, and there would be further opportunities to assess and make changes to the goals and measurements. The proposed transit measurement goal would support the Board's goals of the Comprehensive Service Redesign (CSR), because it would put service in the most productive, most populated areas.

Ms. Hocken said that she thought increasing the percentage of households to 50 percent seemed like a very high percentage. Mr. Viggiano said that the 50 percent figure was suggested from the transportation model of the BRT corridors and the proposed nodal developments. Ms. Hocken asked if the model assumed the reduction in transit services to the lower density areas. Mr. Viggiano said that the model did not assume 10-minute

service in those areas that were not along the BRT corridors or within the proposed nodal development areas.

Mr. Kleger asked how the ¼-mile would be determined. Mr. Viggiano said that the ¼-mile limit would be determined by a straight line from the corridor.

Mr. Viggiano added that there would be no decision about alternative performance measures at the joint officials' meeting on August 9. A decision would be made about which alternative measures would be forwarded for public comment.

Mr. Gaydos asked if staff could recommend a lower percentage number for proximity to service, such as 30 percent. Additionally, Mr. Gaydos asked if there were a way to use something like this to encourage TransPlan to support BRT.

Ms. Lauritsen asked staff to find ways to reduce the proposed percentage number.

Mr. Viggiano then reviewed other issues that would be discussed at the joint official's meeting, which included System-Wide Policy #5 and a proposed change to Transit Policy #1.

ADJOURNMENT: There being no further discussion, Ms. Wylie adjourned the meeting at 5:45 p.m.



Board Secretary