

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, December 20, 2000

Pursuant to notice given to *The Register-Guard* for publication on December 14, 2000, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, December 20, 2000, at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

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

Absent: Pat Hocken

CALL TO ORDER: Board President Hillary Wylie called the meeting to order at 5:36 p.m. Mr. Bennett was not yet present.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Ms. Wylie noted that items for information would be held during the first hour in order to accommodate several public hearings and an executive session that would begin after 6:30 p.m.

Ms. Wylie handed out a time line of the history of mass transit in the Eugene and Springfield area. In addition, Ms. Wylie said that she was working on a document that explained all of the responsibilities held by the LTD Board members as appointed officials. The document would show that the responsibilities of the appointed officials were very similar to the responsibilities of the elected officials. She hoped to have that document to the Board at the January 2001 meeting. Ms. Wylie asked Ms. Lauritsen to review the draft document.

Ms. Wylie then introduced Robert Melnick as the newest member of the LTD Board of Directors. Mr. Melnick was the Dean of the School of Architecture and Allied Arts at the University of Oregon. Mr. Melnick said that he was very pleased to be a member of the Board and said that he appreciated the staff time and effort that went into his orientation meetings. Mr. Melnick said that as an employee of the University of Oregon, there could be

issues that could arise between the Board and the University, and at those times, if it was deemed inappropriate for him to be involved, he would step aside from Board discussion.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA: There were none.

EMPLOYEE OF THE MONTH – JANUARY 2001: The January 2001 Employee of the Month was not present at the meeting.

BOARD COMMITTEE ASSIGNMENTS: With the addition of Mr. Melnick to the Board, Ms. Wylie thought it appropriate to make assignments to the various Board committees. She assigned Board members as follows:

Boundary Committee (inactive): No Change (Hocken, Kleger, Wylie)
 Human Resources Committee: Kleger, Gaydos, Melnick
 Finance Committee: No Change (Hocken, Gaydos, Lauritsen)
 BRT Steering Committee – Board Representatives:
 No Change (Bennett, Hocken, Wylie)
 Springfield Station Steering Committee – Board Representatives (currently inactive):
 Melnick, Lauritsen, Wylie
 Statewide Livability Forum Representative: No Change (Lauritsen)
 Metropolitan Policy Committee (MPC) Representatives: No Change (Hocken, Wylie)

BOARD MEMBER REPORTS: 1) MPC: Ms. Wylie said that two subcommittees currently were involved in the resolution of draft TransPlan issues. She asked Mr. Gaydos to report on the financing issues subcommittee.

Mr. Gaydos reported that there continued to be tension over several of the positions mainly with regard to the provision that required full funding of the bicycle paths. There were some suggested changes, but not necessarily agreement about those suggestions. One suggestion was to remove the word “full” from the statement and support funding of the bicycle paths. The other significant discussion was whether or not it should be required or be left up to the jurisdictions to make their own decisions about how to apply the funding.

Ms. Wylie said that the next meeting had been postponed and would be rescheduled. She noted that she had attended the last subcommittee meeting, and there had been a vote to support funding of the bicycle paths with the removal of the word “full.” that she thought the process of the MPC subcommittees was working very well. She believed the subcommittees were addressing the issues.

3) BRT Steering Committee: Planning and Development Manager Stefano Viggiano said that a BRT update was contained in the packet, and the Board was expected to take action on the Franklin/VO alignment later in the meeting.

Mr. Viggiano reported that the BRT Steering Committee, at its last meeting, had approved the recommendation for the Franklin/VO segment and had discussed the Glenwood segment. The Committee was in general agreement that the fast-lane approach

in Glenwood was a good direction to go. The Committee did not take action on the Glenwood alignment because the two elected representatives for the Glenwood area, Springfield Councilor Tammy Fitch and Lane County Commissioner Peter Sorenson, were not present. The Steering Committee would take action at its next meeting in January, and Mr. Viggiano expected that issue to come before the Board for action at the January Board meeting.

The public comment period on the BRT Environmental Assessment was being extended until January 2, 2001. Open houses were held and some public comment had been received to date.

The review of Phase 1 was going along more slowly than hoped. Staff had expected to have the review at the elected officials stage at this time; but continued to work with the planning commissions. As the decision on Phase 1 approached, there were requests for a higher level of detail than what had been provided. Staff were working closely with agency staff. With the City of Eugene, staff had developed a more formal structure for staff interaction. A BRT Policy Team and a BRT Project Team had been formed made up of City staff and LTD staff to jointly address solutions to design questions in response to the Eugene Planning Commission.

During the past week, a tour of the MAX light-rail line in Portland had been conducted with LTD staff and members of the partner agency staff. Mr. Viggiano reported that the tour was very helpful. The group had met with community leaders who had been involved in the implementation of MAX, with Tri-Met staff, and with City of Portland traffic engineers.

Mr. Melnick asked Mr. Viggiano to characterize the response received to the Environmental Assessment and the open houses that had been held. Mr. Viggiano said that most of the people who attended the first open house, which was held at the downtown BRT offices, were interested in learning about the concept of BRT and generally were supportive. Mostly Glenwood neighbors who had an ongoing concern about the project attended the open house that had been held in Glenwood. As a group, the Glenwood neighbors supported a no-build alternative.

Mr. Bennett arrived at the meeting at 5:48 p.m.

GENERAL MANAGER'S REPORT TO THE BOARD: Mr. Hamm said that he had provided some very general information, such as a calendar of future dates for the Board's attention. He commented on the issues that were contained in the report that was provided in the agenda packet.

NOVEMBER FINANCIAL STATEMENTS: Finance Manager Diane Hellekson said that overall, LTD was in good financial shape for the year. Revenues for the year were strong. The recently negotiated contract with the Amalgamated Transit Union resulted in a slightly higher cost than what was predicted, which would result in an approximate \$200,000 cost overrun in that line item for the year. However, that amount would not put LTD in violation of state budget law, and because of the strength of revenues, it would not put LTD

in a deficit position for the year. Because it was a deviation from past performance, staff were concerned and would continue to analyze the situation.

The price of diesel fuel recently had dropped, which would result in a reduction in the expected year-end negative variance in that line item. There was more of an opportunity to mitigate unexpected expenses in the Materials and Services category than there was in Personnel Services. Ms. Hellekson added that a portion of the January Strategic Planning work session would be spent reviewing current financial trends, LTD's current financial position, and future financial planning.

BRT UPDATE: Mr. Viggiano said that he had nothing to add from his earlier report.

BOARD CORRESPONDENCE: Ms. Wylie directed the Board's attention to a letter from Terry Parker of Lane Council of Governments regarding potential changes to the Special Transportation Fund (STF) program rules. The Oregon Department of Transportation (ODOT) was seeking comments in preparation of a revised draft set of rules, and the STF Advisory Committee had drafted comments to be forwarded to ODOT. Staff had reviewed the comments and believed them to be consistent with what LTD believed was a good direction for the Committee in terms of its structure and how the funds were used locally.

MONTHLY STAFF REPORT: Government Relations Manager Linda Lynch added to her report that several Board members had met with two local state representatives earlier in the week. Mr. Bennett added that the conversation had been about looking ahead to the Legislative session and whether LTD would be able to make a case for state transportation funding to also include transit. Mr. Gaydos said that he appreciated Ms. Lynch's efforts in alerting the Board to the issues that it needed to be aware of and for providing the talking points that assisted the Board in conversations with the elected officials.

ACTION ITEM DISCUSSION - BRT: FRANKLIN/UO ALIGNMENT: Mr. Viggiano said that the Franklin/UO segment was one that had been discussed in the past, in fact, it was the very first segment that had been planned in detail. Both the BRT Steering Committee and the Board had selected a preferred alignment, which was a combination single/double lane guideway in the Franklin Boulevard median. That alignment had been carried forward to the Environmental Assessment. Since that initial decision was made, staff had learned that the trees on the median were more than 50 years old, which qualified them for historical status under a City of Eugene charter amendment.

The issue of tree removal had caused the BRT Steering Committee to rethink its position on the preferred Franklin/UO alignment. The original combination single- and double-lane option would require the removal of an estimated seven historic trees. Another option would be to use a single-lane guideway, with passing opportunities that would not require the removal of historic trees, with the possible exception of two trees removed at stations. A third option was to develop a two-lane guideway for the entire length of the Franklin/UO segment, which would require the removal of approximately 20 historic trees.

The BRT Steering Committee recommended to the Board that the two-lane guideway option be designated as the preferred alignment for the Franklin/VO segment. If that option was subject to public vote and was not approved, then the single-lane option would be recommended for implementation.

Ms. Wylie asked if there would be an opportunity to plant more trees. Mr. Viggiano said that the real opportunity in the long term would be to plant trees that would be better suited for the corridor. The current trees were fairly columnar shaped, and trees could be planted that would provide more of a canopy and a more boulevard look and feel to the area. The other opportunity was for more trees to be planted along the sides of the street, where currently there were none.

Mr. Kleger asked if there was a possibility of transplanting the trees. Mr. Viggiano said that it was possible, but generally was thought not to be worth the effort. Mr. Melnick added that transplanting trees that large was a two-year process.

Mr. Gaydos asked how the LTD Board taking a position on the issue would impact the staff relationship with the City of Eugene. Mr. Viggiano said that City staff wanted the Board to take a position on the alignment, which would help move the process along.

Mr. Kleger said that LTD ought to pursue any opportunities or options to use the two-lane guideway for BRT.

Mr. Bennett said that he agreed with all that had been said, and the BRT Steering Committee had taken the same approach.

Mr. Melnick thought recording the existence of the trees could mitigate the tree removal. He advocated for the most full- and far-reaching BRT plan as possible. He believed that if traffic issues were not addressed now, in 15 years, it could be too late and/or too expensive to do anything about it, as history in other cities had shown.

Mr. Viggiano added that before the trees were planted along the Franklin median, a streetcar line had operated along the median area.

AUDIENCE PARTICIPATION: Mr. James Creeth of Eugene asked that a curb ramp be installed at the bus stop near the Oregon Medical Group facility on Country Club Road. Mr. Creeth used a walker, and was having difficulty getting up and down off the curb. He also asked that the bus stop facility across the street be enlarged. Ms. Wylie asked staff to look into this request.

MOTION **ACTION ITEM - CONSENT CALENDAR:** Mr. Kleger moved the adoption of the following resolution: "It is hereby resolved that the Consent Calendar for December 20, 2000, is approved as presented." Mr. Gaydos seconded the motion, which passed unanimously by acclamation. The Consent Calendar for December 20, 2000, included approval of the minutes of the November 15, 2000, regular Board meeting and a reappointment of Betsy Boyd to the LTD Budget Committee.

VOTE

PUBLIC HEARING – COMPREHENSIVE SERVICE REDESIGN: Service Planning and Marketing Manager Andy Vobora said that staff were requesting that the Board extend the process of final approval for the Comprehensive Service Redesign (CSR) to February 2001, in order for staff to have the opportunity to go back to the neighborhoods that would be impacted with some changes that occurred as a result of public input.

Mr. Vobora then reviewed the sector maps. The most significant change was in the Bethel Danebo area. Staff were recommending changing 70-minute routes to 60-minute routes, to be consistent throughout the weekday, evening, and weekend periods. In order to accomplish this, staff were recommending the addition of a neighborhood circulator route to the outer Barger area neighborhood. This recommendation would result in a 0.9 percent decrease in service hours in the sector.

Changes being recommended in the Ferry Street Bridge and Springfield areas each would result in a 2.9 percent decrease in service hours, while recommendations in the Southeast Eugene area would result in a 3.2 percent decrease. Changes being recommended in the Southwest Eugene area would result in a 3.3 percent increase. Overall, staff were recommending 250,062 total service hours. Changes to Springfield route 17 would result in an additional 2,580 service hours. Staff also were recommending to shift the major pulse from the Eugene Station sometime during the day, which would result in an additional 1,290 service hours. The total recommendation, with the addition of the downtown Eugene shuttle, would result in an approximate increase in service of 6 percent.

Mr. Bennett asked what the cost associated with a 6 percent increase would be. Mr. Vobora said that a 5 percent increase cost the District approximately \$600,000. Mr. Vobora noted that the new downtown Eugene shuttle would make up nearly 5 percent of the 6 percent increase.

Ms. Wylie said that in the past, staff had shown both the cost of service with the reductions and the cost of service with the additions, which gave the Board a good sense of what routing was acceptable to people. Mr. Vobora said that typically, staff presented Annual Route Review proposals to the Board, which basically were service fixes that were built upon the current level of service. The CSR was a zero-base project in which the entire system was rebuilt.

Ms. Wylie asked if a ridership estimate had been prepared. Mr. Vobora said that staff had not reached that level of planning yet. Some trips were being cut out of some segments and those could be quantified. Staff believed that by increasing frequency of the major routes and by adding the downtown shuttle, ridership would increase.

Mr. Kleger said that he liked the proposed changes in the Bethel/Danebo area, which was his part of town. He did not see an ideal solution to the Jacobs area service problems. He thought staff could explore a possible circulator route in the Jacobs Drive area or work with RideSource to provide a scheduled shopper run in the area.

Mr. Vobora said that staff were looking into a possible short line #41 service that could turn around at Gilbert Shopping Center. Because of the pairing of #40 and #41, people could ride that combination and have access to the Red Apple grocery store on 6th Avenue, then catch the outbound #40, which became the #41 inbound and could drop them at Jacobs. It was somewhat complex, but there were ways it could be done. He liked the idea of the RideSource shopper.

Transit Planner Patricia Hansen added that RideSource had begun a shopper service in the Jacobs Drive area with new funding from the State of Oregon.

Mr. Kleger thanked staff for the hard work on the CSR. He noted that at some point, LTD could expect to hear from people who would want an outbound Barger to operate from Hawthorne to Jacobs to Pattison to Highway 99. He was opposed to that routing for the same reason staff was – the left turn onto Highway 99 northbound was not recommended.

Mr. Bennett said that he also appreciated the efforts of staff. He asked if the CSR, not including the downtown shuttle, would result in more productive service. Mr. Vobora thought it was a better use of the resources. There would be more service on the corridors, and staff could give up the proposed cross-town services, but doing so would not save much. Mr. Bennett noted that he was a huge advocate of the shuttle. He was concerned about trying to turn around the trend on fares, and he had hoped to offset the costs of the projects that he strongly advocated, such as the downtown shuttle and the BRT project by finding efficiencies elsewhere. He asked if the Board Finance Committee had reviewed the long-range financial plan.

Mr. Hamm said that he also was concerned about the downward trend in fare revenues. At the January strategic planning work session, staff and the Board would discuss monitoring performance and setting standards for all the tools in LTD's toolbox, which included transportation demand management, BRT, the downtown shuttle, RideSource, the Group-Pass Program, and fixed-route service.

Mr. Bennett asked the Board to remember that when it was discussing the implementation of the Self-Employment tax and increasing the Payroll tax, in a sense, the Board had agreed to these additional revenues on the premise that as much of that revenue as possible would be used for capital expenditures by recognizing the initiatives that were on the table at the time, such as BRT and the downtown shuttle. He said that he looked forward to the strategic planning discussions to determine if, in fact, that was what was occurring with the revenues.

Public Hearing: 1) Eric Wold of Eugene discussed the proposed changes to routes 60 and 61. He said that currently, there were three bus routes that served his neighborhood in North Eugene between Sheldon High School and the Delta Oaks Shopping Center, but under the proposed changes, two of the routes would be eliminated, leaving a highly altered Route 60. The proposed changes would result in no link to the downtown Eugene area. Currently, there consistently were between 15 to 20 people on the bus he took who commuted to the downtown area, and the commute took approximately 15 minutes. The

proposed changes would result in a commute of 30 minutes or longer, and he would need to catch the bus to either Valley River Center or the Oakway Mall and transfer to another bus. The frequency of service would be reduced from 30 minutes to 60 minutes. He asked the Board to consider increasing the frequency of service during commute hours only, and he highly encouraged the Board to consider a direct route so that those who worked downtown could get home without having to make the transfer. He was encouraged that LTD staff had listened to many of the comments that had been received, and he hoped that those considerations would be taken further so that his neighborhood would have a direct commute route to downtown on weekdays.

2) Brenda Wold of Eugene said that she currently was a user of routes 60 and 61. The bus stop was about ½ block from her home, and it took 15 to 20 minutes to get downtown. She said that on the buses she rode, she noted that virtually no one got off the bus at the Oakway Center (the proposed transfer area) during the commute hours. All the riders were going into the downtown Eugene area. She asked that the direct service be continued and said that she would hate to have to begin driving her car.

Board Discussion: Ms. Lauritsen asked that staff work on the numbers more and provide more detailed cost estimates. Mr. Vobora said that staff would provide that information in January. He added that the CSR without the addition of the new downtown shuttle actually resulted in less than a one-percent service increase.

Mr. Gaydos said that he believed that staff were, in good faith, making the system work better. He thought that a six-percent increase in service was acceptable, and it would be a good experiment to increase ridership and would show that LTD was a good steward of public funds.

Mr. Melnick said that it was his understanding that the downtown shuttle would not be overlay service, but an opportunity to reduce some redundancy in the system, so it was not something that could be considered separately, as it allowed other changes in other routes.

Ms. Lauritsen agreed and noted that the shuttle was integrated into the service redesign, and the five-percent service increase associated with the shuttle should be considered together as part of the overall package.

Mr. Bennett asked if a BRT-type (frequent, fast service on major corridors with neighborhood connecting service) plan on Coburg Road would accommodate the requests from Brewer Street that had been made during the public hearing. Mr. Vobora said that routing during the commute hours still could be designed to serve downtown, and it was likely that a BRT-like service would accommodate the requests as well. Mr. Kleger noted that other than during the commute hours, routes 60 and 61 had very little ridership. Mr. Vobora added that a circulator-type neighborhood route that connected to a trunk route provided connectivity within a neighborhood and acted as lifeline service.

Mr. Kleger said that he appreciated staff taking on the task of the CSR and for taking on the uncomfortable task of asking LTD's guests to sometimes make transfers out in the

peripheral areas of bus service. As BRT came on line, there was no way that LTD could operate a high-speed trunk line without requiring the transfers at locations other than the main stations.

FEDERAL SECTION 5307 GRANT APPLICATION / FEDERAL SECTION 5309 GRANT APPLICATION / FEDERAL SECTION 5309 GRANT AMENDMENT: Mr. Viggiano said that he had nothing to add to what was written in the agenda packet, except that all of the grant funding was included in the Capital Improvements Plan that previously was adopted by the Board.

Public Hearing: No one wished to address the Board on this subject matter.

Board Deliberation and Decision: There being no Board discussion, Mr. Kleger moved that adoption of the following resolution: "It is hereby resolved that the LTD Board of Directors approves the proposed FY 2000 Section 5307 federal grant application for \$1,886,576 in federal funds, the FY 2001 Section 5309 federal grant for \$1,000,000 for bus purchase, and the amendment to the FY 2000 Section 5309 federal grant for bus rapid transit final design and construction and authorizes the General Manager to submit this application to the Federal Transit Administration for approval." Ms. Lauritsen seconded the motion, which carried unanimously by acclamation.

MOTION

VOTE

BRT: FRANKLIN/UO ALIGNMENT: Discussion of this item was held earlier in the meeting. There being no further discussion, Ms. Lauritsen moved adoption of the following resolution: "Resolved, that the LTD Board of Directors designates the two-lane guideway option as the preferred alignment for the Franklin/UO segment of the BRT pilot corridor." Mr. Kleger seconded the motion, which carried unanimously by acclamation.

MOTION

VOTE

EXECUTIVE SESSION – REVIEW AND EVALUATION OF GENERAL MANAGER: Mr. Kleger moved that the Board adjourn to Executive Session pursuant to ORS 192.660(1)(l), to review and evaluate, pursuant to standards, criteria, and policy directives adopted by the governing body, the employment-related performance of the chief executive officer (general manager) of LTD. Mr. Gaydos seconded the motion, which carried unanimously by acclamation. The Board adjourned to Executive Session at 7:17 p.m.

MOTION

VOTE

Following the Executive Session, Mr. Kleger moved that the Board return to regular session. Ms. Lauritsen seconded the motion, which carried unanimously by acclamation.

MOTION

VOTE

ADJOURNMENT: There being no further discussions, Ms. Wylie adjourned the meeting at 7:58 p.m.



Board Secretary