

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, March 20, 2002

Pursuant to notice given to *The Register-Guard* for publication on March 14, 2002, 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, March 20, 2002, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, Vice President
Patricia Hocken
Dave Kleger, Treasurer
Virginia Lauritsen, Secretary
Robert Melnick
Hillary Wylie, President, presiding
Ken Hamm, General Manager
Jo Sullivan, Recording Secretary

Absent: (one vacant position)

CALL TO ORDER: The meeting was called to order at 5:35 p.m. by Board President Hillary Wylie. Mr. Gaydos was not yet present.

MOTION **EXECUTIVE SESSION:** Ms. Lauritsen moved that the Board move into executive (non-public) session pursuant to ORS 192.660(1)(h), to consult with legal counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed, and
VOTE pursuant to ORS 40.225, lawyer-client privilege. Mr. Kleger seconded, and the motion passed by a vote of 5 to 0, with Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor, none opposed, and Mr. Gaydos not yet present. District counsel Roger Saydack and Rohn Roberts were present for the executive session, and Mr. Gaydos arrived during the executive session.

Return to Regular Session: The Board returned to regular (open) session at 6:10 p.m.
MOTION Ms. Hocken moved that the Board direct the general manager to work with District legal counsel to take appropriate action to oppose the initiative petition filed that day in the Lane County Elections
VOTE Division. The motion was seconded by Mr. Gaydos and carried by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed.

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: Metropolitan Policy Committee—Ms. Hocken reported that she attended the March MPC meeting as an alternate, since Ms. Wylie and Mr. Gaydos could not. One transportation item on the agenda was that MPC needed to send a tentative list to the State of Oregon on the region's priorities for 2004-07 for the State Transportation Improvement Program (STIP), which they did. The major discussion there was that the adopted TransPlan did not include the West Eugene Parkway (WEP) as a project. The adopting agencies had scheduled a public hearing for the end of May to consider adopting the WEP as a project, which would shift around other projects in the TransPlan. Additionally, MPC heard a report from a committee appointed by

the governor, on which Mayor Torrey was serving, to look at highway funding and options to the gas tax. BRT Steering Committee—the March 5 steering committee meeting was canceled. Statewide Livability Forum—The committee did not meet; the next meeting will be held in April. Board Finance Committee—Ms. Hocken reported that the committee met on March 12 and continued to review the Long-range Financial Plan and the other financial documents being discussed by the Board. They also had a report from staff about how the Board suggestions to cut spending were handled. Springfield Station Design Review Committee—Ms. Lauritsen said that the committee was moving right along, and noted that there would be a report from staff later in the meeting.

General Manager's Report: Mr. Hamm reported on the local area's "United Front" trip to Washington, D.C., to talk to the Oregon delegation on the priority requests for the region as a whole. The participants included the Cities of Eugene and Springfield, the school districts, and Willamalane, as well as LTD. Mr. Hamm also reported on the American Public Transportation Association (APTA) Legislative Conference, held after the United Front trip in Washington, D.C., which he and Ms. Lynch attended. He participated in the APTA Reauthorization Committee, which was working on consideration for a BRT-type application across the nation for reauthorization of TEA-21 (the Transportation Equity Act for the 21st Century). Mr. Hamm noted also that LTD was waiting to hear from the Federal Transit Administration (FTA), possibly within a month, regarding the District's proposal for a BRT vehicle demonstration project.

Ms. Hocken noted that she had participated in the United Front trip and had met with Congressman DeFazio and the FTA and thought the meetings were productive. Ms. Wylie also had participated and had met with White House staff and discussed bus rapid transit. She thought that the President's staff would be very interested in ways to provide less expensive transit.

Bus Rapid Transit (BRT) Update: Planning & Development Manager Stefano Viggiano said that the Board would be asked to decide on the next Eugene corridor that evening. He briefly discussed the proposed BRT vehicle demonstration project, and noted that the Pioneer Parkway project held its first stakeholder meeting, with the next one scheduled for April 11.

Break: Ms. Wylie ended the work session at 6:20 p.m. and called a break until 6:30 p.m.

Employee of the Month: Transit Operations Manager Mark Johnson introduced the April Employee of the Month, Bus Operator Dick Ellis, amidst a great deal of enthusiasm from the bus riders present in the audience. Mr. Johnson said that Mr. Ellis truly treated his riders like guests and was concerned about their well-being, very often going the extra mile for them. Mr. Ellis had been with LTD since 1988 and had just celebrated his 14th anniversary with the District, and had earned 13 years' safe driving and correct schedule operations awards. He also had received 12 Employee of the Month nominations in recent months. Mr. Hamm added that he had ridden to UO Duck games frequently with Mr. Ellis, who was great on the public address system and explained all about the shuttles to his guests. Mr. Hamm said that Mr. Ellis was a model of how to do this well.

Ms. Wylie presented Mr. Ellis with his certificate, pin, and monetary award. Mr. Ellis then thanked everyone for the honor and said that he loved his job, and was amazed and humbled by how small acts of kindness were responded to by others.

AUDIENCE PARTICIPATION: Ms. Wylie explained to those present the guidelines for the public hearings to be held that evening, including a three-minute limit for speaking. She then opened the meeting for comments of a general nature. (1) Fred Simmons of Springfield said that

he started to look at the paratransit process when there was some discussion about bringing it in-house, and noted that some staff analysis was being done on a non-responsive proposal submitted during the request for proposals process for a paratransit provider. He asked that the Board look at those numbers to see if there might be some differential that was beneficial to the District. (2) Misha Seymour of Eugene said that some of the people he had seen smoking at the edges of the Eugene Station were the people providing security at the station, and that people working for LTD should not be smoking in their uniforms while they worked. (3) Bruce Miller of Eugene said he attended University of Oregon (UO) student senate meetings and student budget meetings. His concern was that the budget numbers for LTD service were set before the bus cuts were announced, and that the students had allocated \$120,000 to Oregon Student Public Interest Research Group (OSPIRG) in Portland. He advocated to the UO student leadership that they take emergency action to rebudget a significant amount of that money to LTD, with careful study and debate. He added that he would like to see the Board go to a room at the UO to meet, since no UO leadership was present at the Board meeting. He also called the Board's attention to LTD ads in the *Register-Guard* and the *Eugene Weekly*, and noted that one ad in the UO student paper had been paid for by the student leadership.

MOTION

CONSENT CALENDAR: Mr. Kleger moved adoption of LTD Resolution No. 2002-007, "It is hereby resolved that the Consent Calendar for March 20, 2002, is approved as presented."

VOTE

Ms. Hocken seconded and the motion carried by unanimous voice vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed. The Consent Calendar consisted of the minutes of the February 19, 2002, special Board meeting/work session and the February 20, 2002, regular Board meeting.

FISCAL YEAR 2002-03 SERVICE RECOMMENDATION: Mr. Vobora discussed the service proposals found on page 35 of the agenda packet for that evening. He called attention to the changes made as a result of the Board's direction at the February meeting. This included a reconfiguration of Bethel/Danebo area service; a revision to the #8X to keep both the a.m. and p.m. commuter trips; a change to the frequency but not the routing of the #78; no changes to the #36; continuation of the school-oriented trips on the #22; keeping 15-minute service all day on weekdays on the Breeze but reducing weekend frequency; reducing route #11 to 15-minute frequency all day until the evening change; and not offering the #13 on Centennial between 21st and 28th Streets because the City of Springfield staff rejected LTD's request to run buses there. He discussed the 10 percent cut in service hours, and said that the run cut would be complete in six to eight weeks. He said that the June changes were different than in the past but would result in significant savings.

Mr. Hamm wanted to remind the Board and say to the public that LTD had gone through a number of changes to try to manage the impacts on the riders. Last year, when staff saw the separation in operating expenses and revenues, the organization was restructured to eliminate 13 positions from management-level to entry-level, which saved between \$600,000 and \$650,000. Staff also reviewed the materials and services budget, and those things that LTD had control of (unlike health care, utilities, and gasoline costs) were reduced or eliminated. Staff and the Board recognized that they would have to make some service cuts, but did not want to go there first, so everything possible was done to streamline the organization and its expenses first. He stated that this had been very difficult for the Board and staff. As people retired from or left bus operator positions, those positions were being kept open. He said that the employees were LTD's number one resource; he did not know yet if any operators would be affected, but there might be a few. He noted that the cities, the county, Lane Community College, and other public agencies all had the same financial issues.

Public Hearing on FY 2002-03 Service Recommendations: Ms. Wylie wanted everyone to understand that most of LTD's operating funds came from a payroll tax, so that when the local economy was hurting, LTD did not have the money to provide the same level of service. She agreed that cutting service was very difficult for the District, and said that the riders' and public's input and interest were very much appreciated. She then opened the public hearing on service.

- (1) Fred Simmons of Springfield's comments focused on routes 11, 19, and 24, which affected employees at Sacred Heart. He thought that LTD's problems would be compounded by people going back and forth to work who would start to use old cars and negatively affect the TransPlan goals. He thought that a 90- to 100-minute route time on the #24 would cause problems with transfers downtown. He also thought that some of the lost revenue would come back as the economy turned back upward, so he asked the Board to try to meet people's needs in terms of cycle times, especially for Thurston service, which was important to him as a Springfield resident.
- (2) David Guisado of Eugene said he had handed out fliers in the Bethel area after the last meeting. He said that cutting late night service would affect a lot of people, especially the mall workers, UO students, and Sacred Heart Hospital employees. He said that LTD would alienate its customers who bought monthly passes but could no longer get home.
- (3) Brenda Holman of Eugene said that the previous speaker said what she wanted to say. She added that cutting service on Sunday was a hardship, and asked the Board not to cut it.
- (4) Danny Rushton of Eugene said he was a disabled veteran on a fixed-income who worked Friday through Sunday. He had counted at least 20 people on the #41 and #42 and said that the Thurston bus was standing-room-only every night. He was concerned that eliminating Sunday service on the #41 and #42 would hurt a lot of people who needed the bus to go to work.
- (5) Danielle Savou of Eugene said she saw no cuts in administrative costs, salaries, bus drivers, and selected costs like sports shuttles. She thought that LTD should be like larger corporations and wait out the bad times, and was concerned about the current huge impact as well as the future impacts of the service cuts, since so many people rely on the bus and come to the Eugene area because of the bus service.
- (6) Deanna Huber of Springfield seconded the comments that had been made before.
- (7) Stanley Adin of Eugene wanted to know how people were going to get around if service was cut at 8:30 p.m.
- (8) Beverly Gay of Eugene said she took the bus to go everywhere and did not get off work until late. She was opposed to the cut in late-night service.
- (9) Tom Nye of Eugene said he agreed with what had been said before, and asked the Board to keep the 8:30 p.m. buses.
- (10) Rick Coolman of Eugene said he was a pediatrician and bike rider, and was there as the LTD liaison with the Crest Drive neighborhood. He said last year LTD staff had attended a meeting and said that service to Crest would be maintained for two years. However, the current service proposal basically was not any better. He was dismayed to see that service would be falling back to a

"school bus" for South Eugene High School. He said that if LTD had contacted the neighbors, they could have worked together to form a better proposal. His purpose was to ask the Board to run the #22 and honor the commitment made to the neighborhood the previous year.

(11) Jacqueline King of Eugene said she was concerned about the seniors at the 5th Avenue residence and the fact that the Breeze was running every 10 minutes for two or three people, but LTD would not run the #1 for two or three people. She said she had a disability and could not lift her belongings onto the bus, but many drivers did not want to deploy the lift for her. She reiterated her request for the Board to think about parity when it came to seniors.

(12) Christanthy Martian of Eugene said that service was cut through her neighborhood last year and only the #41 was left. She said that many people relied on Sunday service in her neighborhood and asked the Board not to cut it.

(13) Lourdes Marte of Eugene said that LTD would have a better outcome if it had people who rode the routes everyday planning the routes.

(14) Misha Seymour of Eugene asked why the Board was meeting at that location at 6:30 p.m. and said that the hearing should be downtown and televised. He repeated that the District's revenue problems were not the riders' problems, that moving operating reserves to capital was a bad decision, and that LTD should cut administrators. He was concerned about the #25 and #28 running only one time per hour.

(15) Annetta Plummer of the Riverview apartments in Eugene was concerned with the continuing reductions in service and worried about the day when their service would be cut entirely. She did not have a car and although she understood the District had financial hardships, she wanted the Board to understand the hardship of the people who needed the bus. She said that taking away the 9:10 p.m. would hurt a lot of people trying to get home from work, that having a 6:30 p.m. time for the last #27 was a problem, and that even one more hour would help people get home.

(16) Bruce Miller of Eugene agreed with Fred Simmons about the problems that reducing frequency on the #11 would cause. He also was concerned that five or six months a year there was a lot of cold, wet, and windy weather and a lot of people were at stops where there were no shelters, and that a lot of the shelters did not hold very many people. Regarding items 18 and 19 on the list, he said that in some cities riders had to pay more if they took the bus after a certain time in the evening. He noted that the UO library was open until 1 a.m., so a loss in evening service was an even greater hardship.

(17) Ken Rivernighter said that extending the bus service even later would decrease the amount of drunk drivers. He thought that LTD should look toward Eugene tavern owners or a partnership with MADD, the Sheriff's office, etc., for funding, and that this kind of arrangement might decrease their insurance rates.

(18) Rand Stamm of Eugene said that he was the parking and transportation manager for the University of Oregon. He asked the Board to consider the broader aspect of a broader, more stable funding source that was not so economically dependent. He said that his and LTD's job was to sell mass transit to the public and get people out of their cars, and that much of that relied on the functionality of the system and the ability of people to rely on it being there. He said that receiving such positive feedback on the Breeze and then cutting back its frequency was eroding the public's

confidence. He was concerned that when schedules and routes were cut, people would drive their cars, and it would be harder to sell other modes of transportation to the public. He suggested that in the long run the District needed to creatively explore large-scale alternative funding methods that may not be popular.

(19) Kathy Richard of Eugene said that the #52X and #52 both had been overcrowded and then the 52X was dropped the past fall and the #52 was taking longer to go through a larger residential area for not that many more riders. She suggested that the bus travel down Irving after the River Road Transit Station rather than through the neighborhood.

(20) David Logosz of Springfield introduced himself as a bus operator who drove the 10:40 p.m. and 11:40 p.m. runs. He said that there were a lot of students, at least 15 to 20, on the #73 going to the UO at 11:20 p.m. and 11:30 p.m. each evening. A lot of them were gone after finals and had asked him to speak for them in a request not to eliminate the late-night service.

(21) Kathleen Colson of Eugene said she appreciated and agreed with a lot of the comments that had been made. She expressed her concerns about the impact of the elimination of the #27 on the residents of the Laurel Hill Valley and the Northwest Youth Corps. She said that both students and staff of the Northwest Youth Corps were dependent on the bus and would be significantly impacted by the loss of service. She noted that some written testimony was included in the packet given to the Board. She also lived in the Laurel Hill Valley and her children rode the bus to school. She said that the Laurel Hill Valley was in an isolated location and needed to retain that bus service. She appreciated that it had not been cut for the current year and asked LTD to work with the Youth Corps and residents for next year's service.

(22) Jan Sullivan of Eugene was a student who rode the #22 from Crest Drive to South Eugene High School, and said she would have no transportation without the bus. She said it was ludicrous to drive to the hearing at 6:30 p.m. and appreciated others' being there. She said she came from another country and grew up riding the bus. During the day when there was low ridership, there were alternative routes, and everyone knew that the routes were different throughout the day. She asked the Board to consider working with the Crest neighborhood to find a solution.

(23) Beth Rivers of Eugene said she had been riding the bus everywhere for 14 years and did not own a car. She said that other people had long waits for the one-time-per-hour bus that had been running since September, that the current service was unacceptable, and that increasing rates and cutting routes was unacceptable. She was concerned about what would happen to the local economy when people could not make it to work and lost their jobs, and that LTD needed to broaden its funding base. She said that Tri-Met was working out its problems without cutting service and it was frustrating to hear LTD say it had to cut service. She thought the payroll tax should be restructured to increase the higher-paid people's rate, and that maybe LTD could find a bigger revenue source by talking to bigger merchants and the malls. She said that the proposed service cuts would make it more difficult for people to get around.

(24) Deb Simpson of Springfield said she wished that the Board would listen to LTD's drivers, who knew that the riders needed a dependable system that they could rely on, especially since people planned their residences along bus routes.

(25) Garry Fulton of Eugene said he was the only youth present, partly because of the time and partly because of youth activities in the evening. He said that a lot of people could not attend

because of the time and the bus service, so he was speaking for them. He stated his concerns about items 15, 19, and 18 regarding the 8:30 p.m. Sunday and 11:40 p.m. weekday and Saturday departures, because people depended on those for work. He said that LTD would alienate a lot of people with the planned evening service cuts and should find another way to make other cuts.

(26) Christopher Phillips of Eugene said he appreciated the decisions the Board had to make. He said that some people were complaining about hourly bus service, but the worst service was when the service disappeared entirely. He said that Copenhagen had night buses that cost twice as much as regular daytime buses, and they were infrequent, convoluted routes to serve a larger area. He hoped that this comment would lead someone to think about something that could be done by LTD.

(27) John Schultz of Springfield said he used to be able to get to work in 40 minutes and home in 50 minutes, but now it took him two and a half hours to get home, which was unacceptable. He said that LTD needed to get the buses to the station at the same time so people could transfer. He explained how his bus missed the next bus at the Springfield Station by one minute and he then had an hour wait for the next bus. He was talking specifically about the waits between the #41, the #11, and the #12.

(28) Cheryle-Lynn Churchfield of Springfield said she had lived in the area for seven years. She depended on the bus service both in Eugene and Springfield, and thought that an hour wait, especially in the winter, was too long. She asked the Board to consider a shorter wait for the #11, and wondered if there was a way LTD could receive some lottery money.

(29) John Summers said he was new in town. He rode buses in Los Angeles years ago and thought that LTD was a pretty good system for the size of the city. Since the service cuts the past fall, he had found the service to be unacceptable. He said that the service cuts to the poorer parts and the farthest reaches of town seemed unworkable, and he hoped the Board could find a way to stop the erosion in service.

Board Deliberation and Decision: There was no one else who wished to testify. Ms. Wylie closed the public hearing. She reminded the audience that the Board members were all volunteers who worked at their own jobs during the day and volunteered their time to the District.

Mr. Kleger wanted to respond to some comments and make some statements for the record. He said he had been on the Board for 8½ years and active with the District since it was formed. He said he did all his in-town travel by bus and understood what the public was saying. He stated that he had been coming to LTD meetings in Glenwood since before there were sidewalks, and there was frequent service along Franklin. Board meetings were held at LTD because it was the District's headquarters and staff could access information on short notice. He also stated that LTD was created by the State of Oregon constitution and laws that put limits on what LTD could do in terms of raising money. LTD currently was at the maximum payroll tax rate allowed by law. He said that LTD could levy a property tax or income tax if the voters approved, but voters had turned those down in the past by a large margin. LTD was not allowed to operate in a deficit, and Board members could be charge with crimes if it did.

Mr. Kleger said he knew that a number of people were concerned about the route restructuring the previous fall, but there actually had been an increase in ridership; if not, he said, LTD would be looking at even more cuts. He said that the District was living off its current reserves

and those would not last forever. He stated that LTD had made substantial cuts in administration, and asked Mr. Hamm if more cuts would have meant offsetting costs in some areas. Mr. Hamm replied that staff had reprioritized and shifted a number of things organizationally. With more administrative cuts, LTD would run the risk of eliminating pieces of the normal business of the District, or a drop in productivity. He said that the District was running the risk of wearing out its employees. Some were working far more than 40 hours but being paid for 40 hours, because they took over the work of the 11 administrative employees whose positions were eliminated.

Mr. Kleger asked if the reduced manpower could result in the loss of income to the organization. Mr. Hamm said that probably was true; for bus replacement and some bus services to elderly and disabled, the funding came from grants. If staff were unable to pursue those grants, there would be a loss of revenue. There also was less training, etc., and there could be breakdowns in communication or qualifications to do the job. He was concerned about where that all broke down.

Mr. Kleger noted that the District had postponed or canceled much of the following year's capital plan. Mr. Hamm explained that LTD used to transfer \$3 million annually as Board policy from operating revenue to capital to match the grants for bus replacement, facility development, etc., but could no longer do that because there was no excess to be transferred.

Mr. Kleger commented that capital expenditures to improve facilities and service increases to cope with rapid growth in the community probably would not happen as timely in the future. He stated that a number of things were mandated by state and federal government reporting requirements, the Americans with Disabilities Act (ADA), etc., but that no corresponding funding was attached, so the District had to pull the money to accomplish those things from the funds normally used for operating expenses.

Mr. Kleger said that he was distressed at the whole situation, but did not see a lot of other options within the Board's authority. He said he had heard some service suggestions that might be worth looking into. He asked also if administrative pay had been frozen. Mr. Hamm said that it had not, and that freezing the pay of the administrative employees alone would not make a large difference, but freezing the pay of both union and administrative employees probably could result in substantial savings.

Ms. Hocken said she was intrigued by the proposal from the Crest Drive neighborhood association. She understood that staff just heard the proposal, too, but she thought it had a certain amount of appeal. Even though an extra afternoon trip would cost more, she was interested in having staff consider it. She asked Mr. Vobora about Bethel Sunday service. Mr. Vobora said that it would not be eliminated, and that the #41/43 combination would be enhanced on Saturday and Sunday.

Ms. Hocken noted that some service on the #1 had been added back. She said that the service she was most concerned about was the last trip of the day on weekdays because of the ability of people to get home from work. She realized it was a large amount of money at \$120,000, and wondered if not eliminating that service would fall too short of the goal the Board set out to accomplish.

Mr. Vobora noted that fares made up only 20 percent of the money needed to provide those trips. If a premium were charged, that would make up a small amount of the revenue needed for the cost of the service.

Mr. Gaydos agreed with Ms. Hocken about building item #19 back into the service. Mr. Vobora said that it was clearly a Board decision. He explained that staff were looking at a two-year deficit reduction plan of \$2 million, and this was only the first step. If the economy did not turn around, the District might have to make deeper cuts the following year.

Mr. Gaydos said that Fred Simmons had talked about items 19 and 24 and the cycle becoming more inefficient. Mr. Vobora explained that the plan would give more time to the routes because of anticipated larger crowds on the bus. This was done with the #11 on Saturday running every 20 minutes, but that had been changed to 15 minutes on clocked headways. As the system diversified and there were more congestion and higher ridership, more buses would meet at some of the off-times. He said he would consider the testimony, but that not every connection would be seamless.

Mr. Gaydos stated that the people who did the planning at LTD had been disparaged, but he believed they had been compassionate in talking with the public and that they were people of goodwill trying to do good work. He said he knew that the public was frustrated when things did not work well, but he believed that the people working at LTD truly were trying to make the system the best it could be.

Ms. Hocken commented that LTD used to be able to hold buses for people who were going to miss their connections by a minute, but that wasn't done anymore. She wondered if there were some way to manage the transfers better. Mr. Vobora said he would take a look at this gentleman's situation in particular to see where the problems were, because even though the #11 traveled frequently, maybe it was missing connections at some times and not at others. Mr. Zvonkovic said that in this particular case, the connection was supposed to be made, so this was good information to have, and staff would look into it.

Mr. Melnick commended staff for dealing with an incredibly difficult charge to find money, and said that the Board sometimes had the responsibility to make a statement about funding. He stated that Glenwood was not in the "middle of nowhere," as one person had testified, but in the middle of the two major cities for which LTD provided service. He noted that each Board member represented a separate subdistrict and was responsible for his or her own jurisdiction. He thought that there was the larger issue of stable funding, noting that LTD could see each month when the economy made a dip that LTD's budget felt it right away, and that put LTD and its riders in a difficult situation. He said he joined the Board 15 months before because he grew up in a city, where he had greatly used public transit, and because he believed that LTD was providing a very necessary service to the public.

Ms. Lauritsen said she appreciated the comments that were made, and that the highest-impact cuts definitely had the discretion of the Board. She commended the planning staff because she knew this was a difficult situation.

Ms. Wylie noted that in the service changes the previous fall, the District was working toward greater efficiency in bus service, and then was hit by the economy. She stated that LTD normally would not have that many changes in that amount of time. She summarized the main messages

she had heard during testimony: (1) eliminate item 19 (retain the 11:40 p.m. departures); and (2) explore Crest Drive service suggestions (item 10).

Ms. Hocken thought that item 10 would result in a relatively small savings if approved, but wondered how that fit with other service in that area. Ms. Wylie wondered if the Board could approve all but items 10 and 19 and have staff review those. Mr. Hamm said it was critical to have a final decision as soon as possible because there was a lot of work left to implement the final service package.

MOTION
VOTE

Ms. Hocken moved that the Board adopt the staff recommendation, except to delete Item 19 from the staff recommendation and ask staff to take a look at the Crest Drive situation in time for the fall bid. Mr. Kleger seconded the motion. The motion then carried by a vote of 5 to 1, with Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor and Melnick opposed. The staff recommendation referred to was the Annual Route Review (ARR) 2002-03 Recommendation found on pages 35 through 37 of the March 20, 2002, agenda packet

FISCAL YEAR 2002-2003 PRICING PLAN AND FIRST READING OF AMENDED FARE

ORDINANCE: Mr. Vobora referred to page 38 of the agenda packet, which listed the recommended changes to the fare structure. The Board had discussed most of these items at several meetings, and there was a preliminary public hearing at the February meeting. He noted item 9, which was a discount for sales outlets. Staff proposed to reduce that discount from 10 percent to 5 percent, to help with additional revenues. He had sent a letter to ask if it would affect the participation of those outlets. Only the 7-Eleven corporate office had responded to say that they probably would not continue, but that was not unexpected because they operated on a high profit margin and LTD's discount had decreased over the years. He thought LTD would be able to fill in the gaps if some of the independent 7-Eleven stores stopped participating.

Public Hearing: Ms. Wylie opened the public hearing on fares for FY 2002-03. Many of the people who had signed up to speak had left after the service discussion.

(1) Bruce Miller of Eugene noted that Seattle had zone bus fees, so that people paid another 25 cents or 50 cents to ride from the perimeter. Since the outlying areas required more gas and driver time, he thought those extra fares might be appropriate. He also thought the Breeze fare could be increased, that the area's shopping malls should contribute more for all the ridership they received, and that LTD could charge 25 cents or so for its Rider's Digest so people would not be careless about losing it. He also said that LTD needed high-profile security when the schedules were scarce at night.

(2) John Schultz of Springfield said that it was not fair that he was subsidizing riders from the UO and Valley River Center. He thought that everyone should be charged equally.

(3) Cheryle-Lynn Churchfield of Springfield said that she did not mind the increase in the pass price, and thought that LTD could charge more for extended service.

(4) Syd Jacobson introduced himself as a bus operator who had been at LTD for three years. He said that there were young people over 18 who were getting away with using the youth pass, and he would like the age to drop to 17. He also thought that the youth pass should be called a kiddy pass, with clowns and balloons, to humiliate the older youth from using it, which he thought might generate some revenue. He also said that in working the evening shift he saw that 25

percent to 50 percent of riders were using some kind of subsidized pass. He was concerned that LTD was not charging the people riding in the evening their fair share, because a seat on the bus was worth a certain amount and everyone should pay his or her fair share.

There was no further testimony, and Ms. Wylie closed the public hearing on fares.

Board Deliberation and Decision: Ms. Hocken noted that the Breeze fare was a promotional fare and was not affected by the ordinance, so she thought the Board could consider that later. Mr. Vobora explained that the original plan was for the promotional fare to last 18 months and then be reconsidered next year during the fare discussions.

MOTION
VOTE

Ms. Hocken moved that Eleventh Amended Ordinance No. 35 be read by title only. Mr. Melnick seconded the motion, which then carried by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed. Mr. Kleger then read the title: "Eleventh Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services."

SELECTION OF NEXT EUGENE CORRIDOR: Mr. Viggiano called the Board's attention to the materials beginning on page 44 of the agenda packet. He explained that the recommendation from the Eugene City Council was to select the Coburg Road corridor for the next Eugene bus rapid transit (BRT) corridor. If the Board approved the corridor, the next step would be to develop a design and take that back to the Board for approval.

Mr. Melnick asked if this corridor was entirely within the city of Eugene. Mr. Viggiano said that it was, but the recommendation was to link it with the Gateway corridor in Springfield. Ms. Hocken had attended the Eugene City Council meeting when this was discussed. She said that the recommendation was for a potential link, but the councilors thought it would be very important, and she had said she did not think LTD would have a problem with approving something that said it would link. She added that on the United Front trip, it was wonderful to be able to show that link. Mr. Kleger asked if this committed LTD to any particular implementation schedule. Mr. Viggiano said that it did not, and that staff would prepare a schedule for the Board.

MOTION
VOTE

Mr. Melnick moved that the Board adopt LTD Resolution No. 2002-009: Resolved, that the LTD Board of Directors selects the Coburg Road corridor as the next bus rapid transit corridor to be developed in Eugene. Mr. Kleger seconded, and the resolution was adopted by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed.

SPRINGFIELD STATION SITE PLAN APPROVAL: Facilities Services Manager Charlie Simmons referred to page 63 of the agenda packet. He used charts to show site plans A, B, and C. He explained that the Springfield Station Design Review Committee (DRC) had liked portions of A and C and made a recommendation for a "master plan," or a combination of A and C. They liked the presence of the station on the south side of "A" Street, the single platform, and the security of having the station open to South "A." A cost plan and a menu of items were being developed in order to see what was doable with the available funding.

Ms. Wylie said that in Washington, D.C., the United Front participants asked for an additional \$2.8 million for the Springfield Station, and that the Springfield staff were very supportive.

Mr. Simmons said that the original cost estimate for the total budget was \$6.8 million, including a 3,000 square foot guest services center. A key component was a connector to 5th Street, and that would add additional costs. The next steps would be to develop the basic plan and a cost estimate, and then to make refinements.

Mr. Melnick, a DRC member, said he thought that the master plan was a good combination of A and C and spoke to the interests of the DRC. Ms. Hocken said that Springfield representatives on the United Front trip looked at the station as a catalyst for development and public/private partnerships.

Mr. Simmons said that the cost estimate for the connection to 5th Street would be a separate item, and that the Board would have a menu of different items to consider for the design of the station.

MOTION Mr. Melnick moved LTD Resolution No. 2002-010: It is hereby resolved that the LTD Board of Directors approves the Springfield Station site plan as described in the Springfield Station Master Plan included in the agenda packet for March 20, 2002. Ms. Hocken seconded, and the VOTE resolution was adopted by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed.

MOTION **BUDGET COMMITTEE NOMINATION:** A Budget Committee nomination form had been handed out to the Board that evening. Ms. Hocken moved that the Board appoint Dean Kortge to serve as a lay member of LTD's Budget Committee. Mr. Kleger seconded the motion, and VOTE Mr. Kortge was appointed by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed. Ms. Hocken noted that Mr. Kortge, who had been a member of the LTD Board before he moved away from his subdistrict, would be a good spokesperson for LTD, and that she was happy to have him back.

MOTION **SET DATE FOR FALL TWO-DAY STRATEGIC PLANNING WORK SESSION:** After considering three dates in November, Ms. Lauritsen moved that the Board hold its annual strategic planning retreat on November 8 and 9, 2002. Ms. Hocken seconded, and the motion VOTE passed by unanimous vote, 6 to 0, with Gaydos, Hocken, Kleger, Lauritsen, Melnick, and Wylie voting in favor and none opposed.

Monthly Financial Report: Finance Manager Diane Hellekson told the Board that the Oregon Department of Revenue again gave LTD payroll tax revenues belonging to other jurisdictions—this time in the amount of \$250,000. She said that the District had been managing to a 2 percent deficit in that line item, and the financial report now showed that. She briefly discussed the rest of the financial report as included in the agenda packet. Mr. Hamm noted that Tri-Met staff reported that week that Tri-Met would be laying off 17 full-time administrative positions as a first step to correct its budget deficits.


Board Secretary

