

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, March 17, 2004

Pursuant to notice given to *The Register-Guard* for publication on March 11, 2004, 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 17, 2004, beginning at 5:30 p.m., in the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene.

Present: Susan Ban
David Gant
Gerry Gaydos, Vice President
Pat Hocken, Secretary
Dave Kleger
Virginia Lauritsen, Treasurer
Hillary Wylie, President, presiding
Ken Hamm, General Manager
Jo Sullivan, Clerk of the Board
Ruth Atcherson, Minutes Recorder

CALL TO ORDER - Ms. Wylie called the meeting to order at 5:40 p.m.

ROLL CALL – Mr. Hamm called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT - Ms. Wylie instructed the Board on public hearing procedures.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA – Ms. Wylie stated that item (A) in the Work Session would be changed to the Public Relations Plan instead of Payroll Tax Discussion. She circulated a handout for item (B), the Status Check on Board/General Manager/Leadership Council Roles/Norms, and Bus Rapid Transit (BRT).

BOARD CALENDARS - Mr. Hamm noted that Ms. Ban would be attending a 2050 Policy Board meeting. He announced that there would be a breakfast on transportation issues in the Gateway area on April 8. Ms. Wylie said she was planning to be in attendance. Mr. Hamm said a joint legislative committee on transportation and economic development was meeting on April 15. Government Relations Manager Linda Lynch stated that the committee would meet on the morning of April 15 and then would have a tour in the afternoon. She said the committee wished to tour the Springfield Station, the Interstate 5 bridge, and some industrial sites on West 11th Avenue. She noted that the committee wished to hear about the bus rapid transit (BRT) project, but did not want a presentation on it. Rather, she said, they preferred to hear about it while they were on the bus tour. She recommended that one or more LTD Board members join the tour.

WORK SESSION

A. Public Relations Plan - Andy Vobora, Service Planning and Marketing manager, presented an overview of the draft *Lane Transit District Public Relations Action Plan*, outlined in an

attachment provided to the Board. He said that LTD was in a transition year and was faced with many issues, such as the continuation of BRT development, the tax rate change, and labor negotiations (contract expires in June 2004). He noted that there would be discussions and hearings on the service reduction at this meeting. He underscored that there would be changes on the Board later in the year and such turnover was a "big occurrence." He said that, in looking at the issues, staff thought there should be goals for what the public relations plan should achieve. He stated that one goal was to maintain and increase support for the EmX project. He also emphasized the need to "grow" support for the tax rate change.

Mr. Vobora provided a PowerPoint presentation on the plan. He stated that the key message LTD wished to convey was that LTD was and always had been a good steward of the public funds given to the District: funds were used wisely and the tax rate was reduced when the opportunity arose; the District maintained its equipment, its buses, and its shelters; and LTD was focused on being an excellent provider of good service. He said that staff wished to ensure that people did not just think of LTD as a provider of a bus. He noted that LTD tried to make the service fit the community and provided services to the special needs community. Mr. Vobora stated that key audiences would be targeted. As an example, he suggested that the tax issue would be presented primarily to the business community.

Mr. Vobora expressed appreciation for Mr. Kleger's attendance at open houses. He highlighted coming events and potential service and fare changes that the Board should be aware of and able to respond to.

Assistant General Manager Mark Pangborn reported that he had been in conversation with TriMet, which was also considering a payroll tax rate increase. He said it was tied to TriMet's strategy to fund the I-205 light rail project. He related that TriMet was planning to initiate the necessary ordinance changes during the coming summer. He noted that TriMet was substantially different than LTD, due to its size and the 35,000 businesses paying the payroll tax.

Mr. Pangborn asked the Board to look over the Tax Increase Plan on page 11 of the draft *Public Relations Action Plan*. He provided a brief overview of the plan. He said that staff would, at the direction of the Board, include the assumption that the rate increase would be implemented in January 2005 in the proposed budget.

Mr. Gant asked if the Board would need to make a finding. Mr. Pangborn affirmed that it would. Mr. Gant asked what the Board needed to do, in terms of making that finding. Government Relations Manager Linda Lynch responded that staff had not yet spoken to legal counsel regarding challenges to the findings, but it was clear that the Board had to adopt some economic findings. She said there was no history of legislative intent on that. She did not believe that specific guidelines were intended by it.

Ms. Hocken suggested that the first step would be to determine which economic indicators the Board should use as a measure.

Mr. Pangborn related that Portland was talking about possibly hiring an economist. Ms. Wylie commented that LTD had data on the payroll tax numbers through the recession. Mr. Hamm added that, in the Board's fall strategic planning retreat and some subsequent discussions, staff had been directed to develop a budget into which the first step, the .0001 increment, had been incorporated. He said staff were getting to the point where they needed to have a finalized

budget in a few months and if there was going to be a departure from the increase, it would be prudent to know this soon.

Ms. Hocken felt it entirely appropriate to have the increase in the budget, even though the decision on whether it would be implemented would not occur until September or later.

Mr. Pangborn commented that the immediate revenue generated was only half of the equation. He stressed that the impact was long term, as it would span over the next ten years.

B. Status Checks on Board/General Manager/Leadership Council Roles/Norms, BRT –

Ms. Wylie expressed her wish to have an opportunity to hold an in-depth discussion on BRT. She related that Mr. Gant had suggested having a work session. She thought that the Board should discuss its plan, goals, and priorities and what considerations the Board wished to focus on. She also suggested that the Board reaffirm how it worked with the general manager and what the roles of the committees were. She commented that there were a number of committees in the region that Board members served on, and felt there could be improvement in reporting back to the Board. She hoped a discussion could be held outside the regular Board meetings.

The Board and Mr. Hamm discussed when such a workshop could be scheduled and determined that the Board would meet on April 19 from 2 p.m. to 8 p.m.

Ms. Hocken remarked that it would be useful to understand staff processes. Ms. Wylie recommended staff procure the services of a facilitator.

EMPLOYEE OF THE MONTH – Mr. Hamm explained that Joyce Ziemiak had been selected by a unanimous vote as the employee of the month in recognition of her tireless devotion to service and the employees. Ms. Ziemiak had died tragically in early February and was sorely missed. A picture of Ms. Ziemiak was placed by the podium. Ms. Wylie spoke glowingly of Ms. Ziemiak's work. Ms. Ziemiak was given a round of applause.

AUDIENCE PARTICIPATION – Ms. Wylie outlined the procedure and instructed those who wished to speak that they were given three minutes.

Misha Seymour of Eugene asked if the LTD Board feared the public. He said meetings held in Glenwood at 6:30 p.m. were difficult for many people to attend. Mr. Seymour objected to the elimination of tokens for poor people. He suggested that LTD find cost savings by cutting the salaries of administrators. He also opined that LTD Board meetings should be on Cable Access television.

Rebecca Furness of Eugene said she was a disabled services user and lived in assisted housing. She did not want the bus system to increase its fares, as she lived on a limited budget. She also wished there was more frequent bus service on weekends.

ITEMS FOR ACTION AT THIS MEETING

A. Consent Calendar - Ms. Wylie called attention to the addition to the Consent Calendar. She explained that she had nominated B. Dean Huber to serve on the Budget Committee, since her

representative from Springfield had resigned. She asked that approval of Mr. Huber's nomination be included in the Consent Calendar.

MOTION Mr. Kleger moved adoption of LTD Board Resolution No. 2004-009: "it is hereby resolved that the Consent Calendar for March 17, is approved with the addition of the nomination of B. Dean Huber to the Budget Committee." The amended Consent Calendar consisted of minutes of the February 16, 2004, special Board meeting; the February 18, 2004, regular Board meeting; and the February 23, 2004, joint meeting with the Eugene City Council; appointment of Tara Sue Salusso to the Special Transportation Advisory Committee; and appointment of Dwight Collins and B. Dean Huber to the LTD Budget Committee.

VOTE The Consent Calendar was approved, as amended, as follows:
 AYES: Ban, Gant, Gaydos, Hocken, Kleger Lauritsen, Wylie (7)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: None

B. FY 2004-05 Service Proposal

Mr. Vobora provided an overview of the 2004 Service Proposal as outlined in the Agenda Item Summary. He noted an error in Item 16 and explained that, although it said it would reduce trips per day by two, it would actually reduce the trips by one. He said it would cut the annual boardings affected to 1,806.

Mr. Vobora also wished to suggest a change in the contingency for service fixes. After conferring with staff, he had determined that the contingency should be 1,500 hours and not 1,000 as originally proposed.

Ms. Wylie opened the Public Hearing

Rebecca Furness of Eugene opposed the increase in LTD rates. She advocated for lowering it as she faced financial difficulties living in an assisted living facility.

Beverly Aslin of Springfield said that LTD had done much for her, such as helping her board the bus. She expressed appreciation for the work LTD did for the community. She commented that the elimination of transfers had impacted her and that she had thought it senseless. She had, since then, come to understand why LTD had done so.

Stanley Aslin of Springfield related that he had spoken to Mr. Kleger prior to the meeting and had a better understanding of the service changes. He asked if Mr. Kleger could speak to the room about it. Ms. Wylie pointed out that a public hearing was not the forum for such an interaction.

Fred Simmons of Springfield commented that the elimination of evening service, Item 28 in the service proposal, would impact many people in northern and central Springfield. He noted that condensed housing in the Chase Gardens area had been encouraged and, as a result, there was a substantial population of students living in this area who needed evening service. While he recognized the need to balance the budget, he felt that the people who most needed the service were negatively impacted by the changes. He strongly urged the Board to do its level best on the budget without the evening service reductions.

Clark Winston Cox, Jr., of Eugene, recommended that LTD either eliminate Route 22 or increase the service. He said he would have a use for the route if it ran more frequently or on Sundays. He stated that he was transit dependent. He felt the real villains in this situation were the Public Employment Retirement System (PERS) and health insurance.

Rob Cook of Springfield said he was a transit-dependent user of routes 18, 19, and 13. He commented that he moved to this area primarily because of LTD. He lived, worked, and revolved around the movement allowed him by the bus. He related that, though he was in frequent contact with the Special Transportation Advisory Committee, he had heard nothing about the service reductions. He noted he was a member of the Oregon Disabilities Commission and had worked with the Lane Independent Living Alliance (LILA). He stressed that he would not be able to attend the public hearing without night-time service to Springfield. Mr. Cook suggested that the new Global Positioning System (GPS) be used to track ridership in regard to changes in the system. He commended the good work of LTD.

Misha Seymour of Eugene alleged that Route 33, which served the Friendly Street neighborhood, would be eliminated. He reiterated that administrator salaries should be cut by half to help balance the budget. He thought the bus system in Switzerland should be a model, as he asserted that administrators made less money and customers were more important there. He thought the new buses had six fewer seats and this was wasteful.

Kathleen Brandt of Eugene said she had come because she knew the Board listened. She noted that she had testified four years earlier on behalf of Route 35 and the Board had listened and maintained the service. She said she had ridden Route 35 for ten years. She clarified, for Mr. Seymour, that Route 33 was not slated to be cut.

Ms. Brandt related that she and her family were planning to use the bus to take a family vacation up the McKenzie River. She said they would take their bicycles and spend the night at a lodge, using only the bus to get there and back. She appreciated being able to do so without a car.

Bonnie Beshears of Eugene said her income was limited and, for her, a three-month pass was more affordable. She commented that she was on a reduced fare, but even so, she could only afford a three-month pass.

Gwyneth Van Frank-Carlson of Eugene stated that she had ridden the bus for 26 years. She said she became a car rider when she moved out of town. She commented that the hearing was at a location that was difficult to get to by bus. She explained that she used to lead trainings at the bus headquarters and not a single person had ridden the bus to the trainings. She reiterated that 32.5 percent of bus riding population had disabilities and LTD provided an essential service for those who needed it. Ms. Van Frank-Carlson related, as a board member of LILA, that LILA did not support any service cuts, the diminishing of route frequencies, or any fare changes.

Jeanne-Marie Moore of Eugene felt the information on the proposed changes had been difficult to obtain. She agreed with previous comments on the location of the public hearing, adding that it did not seem likely to her that any LTD employees would take the bus to work. She suggested that neighborhoods with only a small amount of ridership be served with vans. She opined that living in a neighborhood with no bus service would not be acceptable. She thought the changes indicated that the area was moving backwards toward being more automobile friendly and less bus friendly. Ms. Moore also expressed concern that elderly residents of Ya-Po-Ah Terrace would not be able to be as mobile if bus service to the area was reduced.

Lucas Murphy of Springfield opined that the LTD Board meetings should be on Cable Access television. He expressed concern over the deteriorating service. He commented that, without adequate service from connector bus lines, it was not much use to have the BRT run every 12 minutes. Mr. Murphy conveyed his concern over the elimination of nighttime service and in particular the Sunday night cutoff time. He emphasized that night and Sunday bus service was very useful to his lifestyle. In closing, Mr. Murphy said bus ridership primarily was made up of students, handicapped people, and retired people and the fee structure should reflect this.

Paul Thompson of Eugene introduced himself as the chair of the Crest Drive Citizens' Association. He provided a petition signed by more than 30 people, which indicated opposition to the elimination of Route 22. He conveyed the neighborhood's relief that the bus line was no longer targeted for elimination but wanted it entered into the record why the route should remain. He explained that the neighborhood was only served by Route 22 and that eliminating one neighborhood's access to bus service was a violation of the mission statement of LTD. He asserted the elimination of bus service would compound traffic issues in the neighborhood. He stated that the route had been targeted three years in a row and had endured a 50 percent reduction in service. He provided his testimony in writing.

Debra Tomich said she was a resident in the Lane ShelterCare assisted living program. She stated that the elimination of the three-month bus pass would be hurtful to her.

Ms. Wylie closed the public hearing.

Mr. Kleger said he did not like this part of his job as a Board member. He commented that everything LTD had to buy had increased in price, as was the case with many residents and businesses in the area, while revenue had remained static. He stressed that the real cost to LTD was the employees who drive and maintain the buses as they represented 90 percent of the budget, and that it was not possible to run LTD without these employees. He related that 10 percent of the budget went to administrators and managers and a high proportion of their work time was spent filling out paperwork to get the money that paid for what LTD does. He said many of the things that were commented on at the hearing had been removed from the list of cuts "a long time ago." He asked Mr. Vobora to list the routes that were not going to be cut for the benefit of the people who had expressed concern about them.

Mr. Vobora stated that Route 33 had never been on the list, Route 82 would be reduced from six times an hour to four times an hour, Route 13 evening trips were proposed to be reduced, and Route 22 had been taken off the list.

Mr. Kleger conveyed his unhappiness with cutting back the hours of service, but that the choice the Board was facing was either cut back the hours of service or eliminate bus lines altogether. He noted that the elimination of the 11:40 p.m. departure would save \$100,000, and that the only way to maintain the later service would be to eliminate some of the peak-hour trips. He stated that, though it would inconvenience him greatly, he would support the service reduction because he felt there was not another way to address the current fiscal constraints.

Mr. Cook asked if staff could respond to his suggestion that the GPS be used to determine ridership patterns. Mr. Vobora replied that it had been used and had been integral in saving the route that served the Crest Drive neighborhood.

Ms. Hocken noted that Route 60 represented a small amount of savings and asked, given the testimony provided in regard to it at the last meeting, if it could be tinkered with. Mr. Vobora explained that Route 60 was a commuter route, running three trips in the morning and four in the afternoon and, in the final proposal, they had decided to take out one morning trip and combine some of the evening service. He called it a coverage-type of service, a service that did not meet productivity standards, though it was very important to the people who rode it.

Ms. Hocken asked for assurance that there would be enough coverage to transport people to the University of Oregon without Route 36. Mr. Vobora described the service and assured that it could still function, though it would require people to get off the bus and walk to another bus line.

MOTION Ms. Ban moved the following resolution: LTD Resolution No. 2004-010: "It is hereby resolved that the LTD Board of Directors approves the fiscal Year 2004-05 service recommendations as presented on March 17, 2004, and as shown on the 2004 Annual Route Review – Service Reduction Proposal."

VOTE The resolution was approved as follows:
AYES: Kleger, Wylie, Ban, Gaydos, Hocken (5)
NAYS: Gant, Lauritsen (2)
ABSTENTIONS: None
EXCUSED: None

C. FY 2004-05 Pricing Plan Public Hearing

Mr. Vobora provided an overview of the staff pricing plan recommendation. He explained that the Lane Community College (LCC) FastPass had been subsidized by the college. He said that 2,500 bus passes had been made available to the college and the college had paid \$19 and the students had paid \$35 of the cost. He stated that the LTD staff had suggested to the college that a group pass program be developed, in which the student identification cards were used for bus passes. Since the college had so many part-time students, this did not work. It also had not benefited the staff. He related that the program had been discontinued, but LCC would not subsidize the LCC FastPass anymore. He emphasized, however, that the elimination of the program did not affect a significant number of people.

Regarding the elimination of the three-month pass, Mr. Vobora stated that this would increase bus costs for the three-month pass users by \$3.30 per month.

Mr. Vobora discussed the tokens, noting that only 3.5 percent of the ridership used them. Mr. Hamm added that the administrative costs for the tokens were high. Mr. Vobora elaborated, stating that the tokens were packaged in lots of five in envelopes. He stressed that tokens would continue to be offered for public agencies and health and human service agencies to purchase for their clients.

Mr. Vobora clarified that the elimination of the SSI program potentially could impact 294 people, but not all of the riders who had SSI income purchased the passes on a regular basis.

Mr. Vobora noted that concern had been expressed regarding the recertification of the Reduced Fare participants. He clarified that the intention was to create a new certification process that

assured that the people who received the Reduced Fare program qualified for it. He predicted that this process could take a year.

Regarding the increase to the Breeze bus fare, Mr. Vobora said research indicated that 500,000 people per year were riding the bus, but more detailed research indicated that only 6 percent of those were paying the fare and the rest were using different fare instruments. He projected that the increase would bring in approximately \$7,000.

In closing, Mr. Vobora stated that some assumptions had to be made in order to craft the pricing plan recommendation. He stressed that LTD needed to bring in \$100,000 to \$200,000 in additional revenue.

Ms. Wylie opened the public hearing on fares.

Beverly Aslin of Springfield thanked the Board and staff for having the hearings and for clarifying the issues for her husband and herself.

Fred Simmons of Springfield recommended that LTD look into a universal bus pass system. He felt that, in the long run, the communities would be better served by something that could be used by anyone. Mr. Simmons commented that for folks on a limited income, the bus provided an important function. He emphasized the importance of encouraging bus use as, without it, the area would never meet the trips reduction required by the TransPlan. He questioned the need to recertify the people who qualified for the Reduced Fare program. He suggested reviewing the fare reductions and revising them instead. He also supported the tokens program as it encouraged ridership.

Clark Winston Cox, Jr., of Eugene, explained that he was disabled and partially supported by Social Security funding and Medicare. He thought he likely would qualify for the Reduced Fare program, but as he could not afford the increase he would not apply for it. He said he could handle an increase in fares more than he could handle a reduction in service. He suggested the Springfield Station customer service counter be left "unmanned" as a cost-saving measure. He acknowledged that the Board had a difficult job.

Misha Seymour of Eugene alleged that PeaceHealth employees were subsidized. He said this area had a high rate of priority. He reiterated that the administrators should take a 50 percent reduction in salary. He repeated his assertion that the Swiss paid less money to their administrators. He felt the tokens program should be retained.

Steve Hammett of Eugene called LTD a "jewel." He related that he had lived other places and never seen a bus system with the degree of service and the caliber of employees as those of LTD. He commented that his van no longer worked and, thanks to LTD, he and his wife did not miss it. He advocated for keeping LTD as good as it is and improving it. He acknowledged that balancing the budget was a difficult endeavor and there was no question that cuts had to be made somewhere.

Mr. Hammett conveyed his confusion regarding the recertification proposal. He strongly suggested that, before adoption, the Board hold hearings in order to be clear on what would select people in and out of the program. He concurred with previous testimony regarding the difficulty in getting to the LTD building in the Glenwood area. Mr. Hammett stated, in closing, that it might not be prudent to undertake the building of the BRT in fiscally constrained times. He

added that a calendar, such as the one made by the men of the Long Tom Grange for the Junction City school district, would be a good fundraiser.

Rob Cook, of Springfield asked the Board not to discontinue the three-month passes. He explained that, as a visually impaired person, he and his family were entirely dependent on the bus system. He urged the Board to find other funding sources and suggested that the rates for advertising on the inside of the bus could be increased. Regarding the tokens program, he opined it could be good work for developmentally disabled people. Mr. Cook stated that the transit system had played a large factor in his decision to move to the area. He remarked that he felt sorry for "all of us in this fiscal situation."

Sal Picozzi of Springfield said he was visually impaired and that he and his family also were bus dependent. He felt rate increases should be given to the able-bodied riders and services to people with disabilities should not be cut. He felt that he would not be able to ride the bus daily if the rates increased.

Carol McBrian of Eugene stated that, while she would not be impacted by the changes, they would impact some people. She felt the money saved by cutting the three-month passes was not worth the impact its elimination would have on some people. She supported the increase to the Breeze bus riders. She urged LTD to keep the bus accessible "to those that need it the most."

Debbie Tomich of Eugene commended the job that the LTD Board did to keep the program running well.

Bonnie Beshears of Eugene supported the calendar idea as a fundraiser.

Gwyneth Van Frank-Carlson of Eugene expressed appreciation for Mr. Kleger's service on the Board. She was particularly concerned, both as a private citizen and as chairperson for LILA, about the discount programs being cut for people with disabilities. She stressed that people on Social Security income were not only limited, but restricted in their earning ability. She said it was very important to go through the programs with a fine-toothed comb in order to ensure that the wrong people were not being hurt by the fare increases.

Jeanne-Marie Moore of Eugene questioned the wisdom of pushing the BRT project given the service cuts that had just been approved and the fare changes that were being considered. She likened it to redecorating her house in that she would not be able to undertake such a project if she were tightening her budget. She advocated for saving the money it would take until the economy improved.

Barb Bakke of Springfield commented that she was not dependent on LTD, but chose to ride it. She called LTD a "valuable service." She said she purchased three-month passes. She wished more people were using the bus instead of cars as the bus system was underused. She agreed with testimony given earlier in the hearing in support of having one universal pass. She was also concerned about spending money on BRT cutting services and fare programs. She suggested that, given the increasing costs of gasoline, the trip to McKenzie Bridge should cost more.

Clarence Townsend of Eugene stated that LTD had done an outstanding job of meeting the needs of people with disabilities. He suggested that the cost of non-low-income youth passes be raised rather than cutting into the reduced fare program. He also felt the location of the meeting

was a hindrance to some people who wished to provide input at the hearings. He commented that the impression that there were other resources to turn to was not true.

Lisa Harp of Eugene said she lived in the West University Neighborhood. She felt LTD played a vital role in this community. She stated that she had been riding the bus everywhere for the last three and a half years. She liked supporting transit as it was a way to make change by not supporting the oil industry. She underscored the increasing expenses she was faced with as a student and declared that without the LCC FastPass she could not afford to travel there.

Dee Stepp of Eugene explained that she worked at the Laurel Hill Center, which served people with severe mental illnesses. She said people with mental illness tended to have above average intelligent, but had a number of problems that made riding the bus a challenge and a big expense. She related that the most common tendency in such people was to isolate largely due to symptoms of their mental illnesses that were not completely abated by psychotropic medications. This isolation exacerbated the symptoms of their mental illness. She underscored that such people were disabled according to the definition that dictated they must be people who need help to ride a bus and yet LTD would not recognize them as such. She commented that it was much easier to define the developmentally disabled person. She felt that gauging people by their capacity to learn a bus route did not adequately allow for the person with a mental illness. She asked LTD to analyze how much it took to help such a person to learn to ride the bus. She urged LTD to be Eugene, be creative, and be progressive when looking at the people it serves.

Reed Haven of Eugene stated that he was on SSI income and was in a special work program. He remarked that, without the bus pass, he would not be able to get to his counseling or to his job. He said he was on Medicaid and he felt he qualified for subsidized bus passes.

Esperanza Kiefer shared that she suffered from depression and other problems. She liked the bus, but found it difficult to afford.

Terrence Manning of Springfield stated that he received his bus pass through his caseworker. He said he did not receive much money from SSI income. He was concerned that he would not be able to get where he needed to go if the subsidized bus passes received were discontinued.

Ken Rose of Eugene said he needed the bus pass program because he was poor and disabled.

Roy Lisi of Eugene said he worked with disabled adults. He explained that he had retired from the University of Oregon and, though he only made \$8.20 an hour, he could afford the bus passes. In fact, he shared that he sometimes purchased them for his clients, though it was discouraged by his employer. He stressed that the little bit that was in question was not a lot for him, but for his clients it was everything. He underscored that the programs that served his clients had endured cuts and his clients had fewer resources than before. Mr. Lisi commented that he had caught a bus at midnight in a remote village in Mexico. He opined that LTD was a wonderful transit system for the United States, but he did not understand why services should be cut and why people who needed assistance most should pay more.

John Miller, division chair for Learning Advancement at LCC, spoke regarding the elimination of the FastPass. He felt the statistics cited earlier were related to the campus on 30th Avenue. He stated that 68 FastPasses had been sold in the fall and 70 had been sold in the winter in his downtown campus program. He hoped to be able to get a group pass for those students as this number represented a significant "chunk of the enrollment." He emphasized that the majority of

the students in the center were members of linguistic and ethnic minorities and were primarily of a lower income status than most people.

Ms. Wylie closed the public hearing.

Mr. Vobora noted that one person had suggested that University of Oregon received free bus passes. He stressed that UO students did not ride free and that the University represented the largest group pass purchaser.

Regarding bus advertising, Mr. Vobora assured those present that there was a lot of advertising on the buses and that every dollar was being maximized.

Mr. Vobora explained that the definition of disabled used by LTD was the federal definition. He said the SSI program was not mandated. He clarified that LTD created it and followed the definition, though it was the strictest one. He related that there had been a recertification process in the early 1990s and that confusion lay in the notion that someone who was clearly disabled could have to prove again that this was so and this was not the case. He stated that staff felt they had not done a diligent enough job in screening those who could be qualified and wanted a chance to revisit the certification process.

In response to a question from Ms. Ban, Mr. Vobora said the savings for qualified users in the program was 50 percent.

Mr. Kleger asked for information on how much the District would save by dropping the three-month pass. Mr. Vobora responded that it would save \$55,000 per year, with the assumption that the purchasers of the three-month passes would continue buying one-month passes. He said, in response to a question from Ms. Wylie, that there would be some cost savings in administration as well.

Ms. Ban asked if people who were clearly disabled and on a disability income would be eligible for a reduced fare. Mr. Vobora replied that they could apply for the reduced fare. He added that people with mental illnesses who had the cognitive ability to navigate the bus system did not qualify for the reduced fare and this had been why the SSI program had been created. This program also provided half-price fares.

Mr. Vobora estimated, at Ms. Wylie's request, that the proposed cuts in those programs would amount to approximately \$79,000 in savings.

Ms. Hocken commented that more information on the reduced income program would benefit the decision-making process. She thought it possible to redefine the reduced fare program but that it would not take care of everyone who needed it.

Ms. Ban remarked that she did not mind paying full fare for her child's pass, but there was a large amount of people who needed the three-month bus pass discount. Mr. Vobora replied that approximately 100 per month were purchased on average. Ms. Ban emphasized that the program cuts were affecting riders who were on fixed or reduced incomes, due to cuts in human services budgets.

Mr. Gaydos agreed with the goal. He urged that a direction be given to try to deal with the issues that had been presented, particularly what the income was of the population most affected by the

suggested cuts. He shared his concern regarding the last person's testimony. He recommended that LTD should continue to offer the FastPass program through the summer term in order to support the English as a second language program at the downtown campus of LCC.

Ms. Ban asked if tokens were processed in-house and whether having it outsourced had been explored. Mr. Vobora replied that it was done in-house, but that looking into having it processed by an organization such as Goodwill Industries was a good suggestion.

Ms. Hocken felt the testimony in opposition to elimination of the three-month pass was compelling and wondered if, perhaps, the discount could be reduced. Mr. Kleger agreed, adding that he would be more comfortable with that. Ms. Wylie added that she would prefer not to eliminate the passes.

Mr. Gaydos said it was due diligence to review all of the pricing proposals. He commented that they represented tough decisions that no one wanted to make.

Ms. Hocken noted that the Board had not discussed the public agency discount or the token program. She approved of the increase in fare for the Breeze bus.

Mr. Vobora stated that staff would come back with a draft ordinance at the next meeting. Ms. Lauritsen asked staff to bring back the amounts to be saved by the proposals for the next meeting.

Ms. Ban asked the Board to consider the repeated recommendations that public hearings be made more accessible to the public by holding them in more accessible places.

Mr. Kleger observed that a person who testified asserted that one could ride the bus from Eugene to Springfield in 15 minutes. He stated that the reality was that the travel time ranged from 18 to 29 minutes. He commented that LTD would have to fix this if it wanted to hold its ridership for more than a couple of years and that this was "what BRT was all about."

ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Board Member Reports

a. Meetings Held

- 1) **BRT Steering Committee** – No report.
- 2) **Metropolitan Policy committee** – No report.
- 3) **Region 2050 Policy Advisory Committee** – Ms. Ban reported that there was a grant that came through to fund the transportation system analysis, which should be helpful for LTD's part of the study.

2. General Manager's Report – Mr. Hamm stated that the report was available in the agenda packet for review.

3. Monthly Financial Report – Diane Hellekson, director of Finance and Information Technology, reported that the new fuel was more expensive than the clean burning diesel fuel. She

stated that there was no word as yet on the payroll tax case. She doubted that it would be decided in the current fiscal year.

4. Pioneer Parkway Update – Stefano Viggiano, director of Development Services, reported that although the Board had authorized LTD to purchase additional right-of-way on Pioneer Parkway, after the Springfield City Council public hearing, the Council had decided to opt for the 76-foot right-of-way and no BRT lane. He said the item now moved before the Lane County Board of Commissioners. He related that he had met with Commissioners Dwyer and Sorenson and had explained the situation.

Ms. Wylie added that a couple of the councilors did not understand that there was a compromise that did not take land from the property owners. She advocated for pushing for the five feet.

In response to a question from Ms. Ban, Mr. Viggiano explained that it would add approximately 3.5 feet on each side. He said that staff had made a very concerted effort to talk to the households that would be affected and had spoken with 22 of the 38. He noted that only seven of them opposed BRT.

5. BRT (EmX) Vehicle Update – Mr. Pangborn reported that the new vehicles under consideration now were projected to cost \$1 million apiece with an additional \$200,000 in research and development per vehicle. New Flyer Industries requires that LTD's EmX vehicles be essentially the same as those for Cleveland's project. Because of this price, the City of Cleveland had decided against these buses. Mr. Pangborn explained that this prevented LTD from acquiring the vehicles, since the District could not afford to buy the quantity that would result in a reasonable price. He related that New Flyer proposed modifying its new articulated bus with a hybrid propulsion system that it had built for the City of Seattle so that it would meet the needs of LTD.

Mr. Pangborn said the vehicle would not include the stainless steel frame and the composite exterior. He stated that this new vehicle would incorporate some LTD proposals for design. He added that the cost per vehicle was projected to be \$887,000.

Mr. Pangborn described the look of the buses and showed pictures of the designs of the different companies LTD had approached, which had proven to be too expensive or had not been able to meet the needs of LTD. He said that staff believed that the New Flyer model was the best model for the BRT. He thought that the expense was a consequence of being ahead of the trend.

Ms. Lauritsen asked how much the articulated buses LTD already owned had cost. Mr. Pangborn responded that they were \$450,000, but they did not have the hybrid electric propulsion and computer systems in them.

Ms. Ban asked if the price would include the doors on both sides and the bridging. Mr. Pangborn affirmed that it did.

In response to a question from Mr. Gant, Mr. Pangborn stated that Cleveland had a grant for \$25 million and was anxious to begin work on its system.

Ms. Wylie commented that it seemed LTD was "on track."

Mr. Hamm circulated copies of the confidential legal opinion regarding conflicts of interest for the Board's perusal.

ADJOURNMENT – The meeting adjourned at 9:26 p.m.

A handwritten signature in cursive script that reads "Pat Hocken".

Board Secretary

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