

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, March 19, 2008

Pursuant to notice given to *The Register-Guard* for publication on March 13, 2008, 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 19, 2008, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Gerry Gaydos, President, presiding
Dean Kortge, Vice President
Debbie Davis, Treasurer
Mike Eyster, Vice President
Greg Evans
Ed Necker
Mark Pangborn, General Manager
Jo Sullivan, Clerk of the Board
Kim Young, Minutes Recorder

Absent: Mike Dubick

CALL TO ORDER/ROLL CALL – Mr. Gaydos called the meeting of the Lane Transit District (LTD) Board of Directors to order and noted the absence of Board member Mike Dubick.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Gaydos thanked those present for attending. He reported on a recent trip some local officials, including Mr. Gaydos, had taken to Washington, D.C., saying that LTD had a good relationship with the Federal Transit Administration (FTA) and FTA was excited about LTD's success with its EmX system. He recalled LTD's interest in having guidance systems on the EmX vehicles to mimic the operation of light rail and allow for precision docking at stations. He reported that LTD hoped to become a demonstration project for such a guidance system, and as a part of a larger consortium had submitted a proposal to the FTA that had been selected by that agency. Mr. Viggiano noted LTD's partners in the consortium, which included Partners for Advanced Transit Highways and Cal Trans. Partners for Advanced Transit Highways had developed the technology involved. He said the grant from the FTA was \$1.9 million; CalTrans was contributing \$500,000 more, so AC Transit of Oakland, California, would also be included in the demonstration project. Because that agency's system was not yet operational, LTD would test the guidance system first.

Mr. Gaydos believed the grant could be attributed both to staff and the effectiveness of the United Front effort.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA – There were none.

BOARD CALENDARS – Mr. Pangborn reviewed the calendar.

WORK SESSION

Accessible Services Update – Accessible Services Manager Terry Parker provided a PowerPoint presentation updating the Board on Accessible Services. She identified key challenges facing the service in the form of ridership increases, an increase in will-call trips (return trips for medical appointments), an increase in miles traveled, and an increase in fuel costs. She noted that the Special Transportation Fund and other funding resources remained static. As a result, LTD's General Fund contribution has had to increase in order to cover the cost of RideSource services. She shared data on ridership and the increase in the General Fund contribution.

Ms. Parker discussed opportunities facing the system, which included the promotion of fixed-route service to seniors and people with disabilities; travel training and transit host service; mobility management through eligibility assessments; and the integration of Medicaid medical with RideSource and cost sharing. Members asked questions clarifying the information presented.

Ms. Parker then provided an update on the RideSource call center and noted that persons for eligible Medicaid in Oakridge, Florence, and South Lane were now using the Call Center to get transportation. Eugene-Springfield was scheduled to begin use of the Call Center in May. She said few problems had been experienced to date. The facility remodel was complete and driver training began on March 20. She noted that more in-depth training had been added to the national training course on sensitivity to people with disabilities. She also provided an update on the automated scheduling system and IT development, emphasizing the great results from the automated scheduling system. She commended Information Technology Manager Steve Parrot and his team for their work on the system.

Ms. Parker identified key challenges for the call center, which included establishing Medicaid ride rates within a coordinated mix of transportation services; equitable distribution of rides among providers; the general complexity of the work involved in coordination and grouping of rides for greater efficiency; and the general lack of experience data. She commended Senior and Disabled Services for the information it had provided.

Responding to a question from Mr. Kortge, Ms. Parker said that infrequent use was difficult for both clients and the Call Center, and the Call Center was intended to manage that use.

Mr. Necker asked if RideSource had sufficient vehicles to handle the increase in medical trips. Ms. Parker said there were sufficient vehicles because RideSource would not be adding significant numbers of new trips, but rather would be providing a different mix of trips, depending on shared ride opportunities. Mr. Necker asked if the schedule took into account medical trips. Ms. Parker said no, it considered destination, time, and location and attempted to group trips appropriately, by time and place, not by purpose. The Call Center would determine which provider could provide those trips for the best price; it could be RideSource, or it could be other private and non-profit providers. She noted a potential limitation created by the fact only a few providers could handle wheelchair trips.

Ms. Parker recognized the contributions of LTD staff Rand Stamm and Susan Hekimoglu to the Accessible Services Program.

Mr. Evans noted his participation on the American Public Transportation Association's ADA Committee and discussion of manipulating the standards for paratransit so costs could be

reduced. He asked if at some time LTD would be forced to manipulate or change the standards for eligibility to minimize paratransit trips versus getting more people into the fixed-route system. Ms. Parker said that, generally, providers throughout the country chose not to take a stringent stance on eligibility and had served some riders who could be riders of the fixed-route system. LTD did not have to take such a rollback position because early on it had taken the position that those who could ride the bus should do so.

West Eugene EmX Extension Project – Director of Planning and Development Tom Schwetz joined the Board for the item. He asked the Board to approve the revised Purpose and Need Statement, approve a Range of Alternatives report, and approve the list of environmental disciplines to be considered during the drafting of the Environmental Impact Statement (EIS).

Mr. Schwetz provided a PowerPoint presentation on the project. He reviewed the project schedule and noted key dates. Mr. Schwetz reviewed the revised Purpose and Need Statement, noting the background material included in the meeting packet. Referring to the Range of Alternatives Report, Mr. Schwetz noted that it had also been provided to the board and summarized the larger Findings Report; that report documented in detail the assessment of various alternatives suggested by the Board, the staff, or the public. He said the Findings Report reviewed the results of the Tier I and Tier II evaluative screenings of those alternatives.

Mr. Schwetz reviewed the modes proposed for the Tier I screening process, noting the modes that did and did not meet the intent of the system Purpose and Need Statement. He reviewed the route alternatives proposed for the Tier I screening process. He reviewed the alternatives that were forwarded to the Tier II evaluative screening process and those subsequently forwarded to the EIS process.

Mr. Schwetz reviewed the segment alternatives removed from further consideration.

Mr. Eyster asked about the timing of the decision to remove from further consideration a segment of West 11th Avenue. Mr. Schwetz noted considerable discussion on the part of both the EmX Steering Committee and West Eugene EmX Extension Corridor Committee in regard to retention of that segment that resulted in the segment being added back into the alternatives screened in Tier II. The EmX Steering Committee thought it was important to add it back in due to the potential of it being paired with West 13th Avenue as part of the route, similar to what had been discussed in regard to 6th and 7th avenues. Staff had not changed their recommendation to drop the alternative and continued to recommend that it be dropped. Mr. Schwetz said that LTD wanted to clarify how the Transportation System Management (TSM) alternative would play into the alternatives, as well as the ability to “mix and match” alternatives between TSM and a built environment. The TSM approach allowed LTD to balance the resource and risk management issues related to the process.

Responding to a question from Mr. Necker about the reason TSM might be employed in certain elements of the route, Mr. Schwetz said that LTD might encounter impacts of “built alternatives” that were too expensive to mitigate and would consider a TSM approach on streets such as 6th Avenue. He thought LTD would look into a range of possibilities that included a mix of approaches, adding that with concurrence from FTA, the Board would make the final decision on the best combination of approaches that met the purpose and need for the project.

Mr. Schwetz indicated that LTD could return to segments previously removed if a selected alternative proved unworkable. He emphasized that the alternatives were not ranked, nor was

LTD attempting to select a preferred alternative at this time; it was identifying alternatives to move into the next phase of study.

Mr. Eyster asked if LTD's decision to study TSM alternatives implied less of a commitment to dedicated lanes. Mr. Schwetz said no and noted that the FTA requires that TSM alternatives be considered. He anticipated that LTD would look at many alternatives, but one of the screening criteria included dedicated lanes.

Due to a lack of time, Mr. Gaydos deferred completion of Mr. Schwetz's presentation until later in the meeting.

EMPLOYEE OF THE MONTH – The Board recognized Bus Operator Stacy Hunter as Employee of the Month. Director of Transit Operations Mark Johnson introduced Mr. Hunter, noting that Mr. Hunter had been an employee for less than two years but had made a big impact during his time with the District, as evidenced by his nomination. Mr. Hunter recently became an instructor and entered the Temporary Supervisor Program.

Mr. Gaydos thanked Mr. Hunter for his service to LTD and presented him with a certificate of appreciation, a check, and pin commemorating the award.

Mr. Hunter thanked the Board and LTD's customers. He commended the LTD organization and said its employees were a well-rounded group of people. He said that from top to bottom, LTD was a top-notch place to work.

AUDIENCE PARTICIPATION

Mr. Gaydos noted that there were no hearings for the pricing plan or service proposal, since those had been held at two special meetings in February and March.

Anand Keathley, 393 North Polk, Eugene, reviewed and submitted written testimony in support of his argument that EmX not go down West 11th Avenue. He thanked the Board and offered them his assistance.

David Hinkley of Eugene was opposed to seeing EmX go down West 11th Avenue in his neighborhood. He questioned why the route was being proposed as he had not seen that explained in the Purpose and Needs Statement. He asked who would ride the system if it was not to go out to West 11th or to Veneta, eliminating use by commuters, and there were no other residential areas on West 11th Avenue. Residential users would be served by a route that went down West 11th Avenue or Highway 99. Mr. Hinkley said three of the four routes under consideration would not help shoppers, including those seeking to visit their medical providers at all, nor would the reduction in the number of stations. The transit dependent would have the same problem. Lastly, Mr. Hinkley questioned where LTD would locate the 22 feet the route needed and the 32 feet the station needed on West 11th Avenue. He said he intended to contact Representative Peter DeFazio to get the funding for the project killed now before more tax money was spent on it.

Josef Siekiel-Zdzienicki, 125 Taylor Street, Eugene, first spoke to Segment A. He said West 11th Avenue between Chambers Street and downtown Eugene was a residential street. West 13th Avenue between Olive and Garfield had many more residential (181) than commercial

addresses (23). He acknowledged the space taken by the church, Marine Corps Reserve, and fairgrounds, but thought it still a very residential street. He said if the route went down West 11th Avenue it would be the first residential neighborhood in the United States with a bus rapid transit route through it.

Speaking to Segment B, Mr. Siekiel-Zdzienicki said he opposed the West 11th segment from Garfield Street to Bailey Hill Road because of the narrow street and the lack of room for a dedicated lane. He suggested that the cost to move EWEB poles from both sides of the street would be very expensive, and potentially a large percentage of the project. In the meantime, the businesses along the route would experience financial difficulty, and he believed LTD needed to compensate those businesses for their losses as it would not be their fault, but the fault of the "powers that be."

Ilona Koleszar, 871 West 11th Avenue, Eugene, a 3RT member and member of the West Eugene EmX Extension Corridor Committee, opposed the inclusion of West 11th as a TSM segment and suggested it would be a "foot in the door" that would prove not to be fast enough as congestion increased. When fuel doubled in price in the foreseeable future, LTD would want a real EmX lane on West 11th and would point to its investment and want to use West 13th Avenue as a BRT Route on a road that it should never have belonged on to begin with. She believed that LTD was being short-sighted and should be focusing on right-of-way acquisition where light rail could be accommodated later when Eugene grew large enough. She said that West 11th Avenue was not compatible for TSM, BRT, or future system expansion. She was grateful to hear that TSM flexibility and mix and matches would be considered as part of a 6th/7th couplet. She urged the Board to avoid wasting federal tax dollars entrusted to it for an alternative that would not transport the community into the future. She called selection of a TSM short-sighted and urged the Board to reject those alternatives before more money that could be spent on other alternatives was spent on them.

Sandra Bishop, 591 West 10th Avenue, Eugene, spoke of her love for living downtown and for alternative modes of travel. She expressed appreciation for what the Board was attempting to accomplish, but did not think it could be accomplished by going through her neighborhood. She thought that would ghettoize a close-in neighborhood in downtown Eugene and asked the Board to take West 11th Avenue off the table for further consideration. She believed climate change was pushing density and that must be respected. If downtown neighborhoods were not respected, people would leave and the downtown would be left with transportation corridors.

Tim Bennett of Eugene agreed with those who wished to keep BRT off West 11th Avenue. He believed that once established, BRT could only be expanded or removed at taxpayer expense. He asked the Board to consider long-range planning and not just what needed to be accomplished in the short-term.

Marsala Monroe, Whiteaker Community Council (WCC) Board of Directors member, submitted a letter on behalf of the WCC in opposition to locating BRT on West 11th Avenue and supporting it on West 6th and 7th avenues. She noted that the letter had been sent to the Board as well as to the Eugene City Council. The WCC also advocated for an electric light rail system because "we are standing on the threshold of a new century" and they did not believe the use of fossil fuels would be cost-effective in the future. The WCC wanted to ensure that the transit system was available to everyone and would not be priced beyond the means of citizens. She reviewed the segments the WCC supported.

Mr. Gaydos thanked those for testifying and encouraged them to continue to follow the project. He said the Board continually thought of the long range.

Fred Simmons, 312 South 55th Place, Springfield, spoke of the importance of intermodal modes and regretted the loss of local rail connections. He suggested there was an opportunity to connect rail to Veneta and farther west. He believed the community needed to plan for the future farther in advance. He said the Board needed to balance its budget but not on the back of those who needed LTD to help serve the economy. He recommended that the Board look beyond the horizon and consider related topics to ensure that the community had a sustainable society. He urged the Board to think beyond the corridors.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** – Ms. Davis moved adoption of LTD Resolution 2008-007: It is hereby resolved that the Consent Calendar for March 19, 2008, is approved as presented. Mr. Kortge provided the second. The Consent Calendar consisted of the minutes of the February 11, 2008, Special Board Meeting/Public Hearing; minutes of the February 20, 2008, Regular Board meeting; the *Lane Transit District Drug & Alcohol Program*, and an Intergovernmental Agreement-Oregon Department of Transportation/Metropolitan Policy Organization/Transit Operator Agreement.

VOTE The Consent Calendar was approved as follows:
 AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Dubick

FY 2008-09 Pricing Plan and First Reading of Amended Fare Ordinance – Mr. Vobora noted the public hearings that occurred in regard to the proposed fare and pass changes and the comments the Board had received. He invited Board questions, reporting that the staff recommendation regarding fares and group passes had not changed. He said that LTD had received comments on its *RideSource* fares, and noted that the Accessible Transportation Committee had been consulted and had supported the changes.

MOTION Mr. Eyster moved that the Amended Ordinance 35 be read by title only. Mr. Kortge provided the second.

VOTE The motion was approved as follows:
 AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Dubick

Mr. Eyster then read the ordinance by title: "Lane Transit District Fifteenth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services." Mr. Vobora anticipated the second reading and ordinance adoption in April

FY 2008-09 Service Proposal – Mr. Vobora recalled the Board's request for additional analysis of Route 93 and reported that staff were unable to find alternatives. He said that either LTD

should leave the service as it was, which meant not adding two trips to Veneta, or make the change and increased service to Veneta. In regard to Route 95, Mr. Vobora noted suggestions for a couplet, and said that staff had investigated that policy but found it did not work because there were two, rather than one, commuting patterns involved. He thought the Highway 99 routing the best in the long run because of the anticipated construction of the prison and state hospital as well as continuing development in the vicinity of the airport. He called attention to a summary of the changes on page 50 and noted a change in the staff recommendation to route 78 to accommodate commuter patterns.

MOTION Ms. Davis moved approval of LTD Resolution No. 2008-008. It is hereby resolved that the LTD Board of Directors approve the FY 2008-09 Service Recommendations, resulting in a net reduction in service hours of 0.24 percent, as presented on March 19, 2008, and as shown on the 2008-09 Annual Route Review Service Change Summary. Mr. Eyster provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Dubick

West Eugene EmX Extension Project – Mr. Schwetz continued his earlier presentation, identifying next steps in the project and the environmental disciplines that would be studied. He asked the Board to adopt the revised Purpose and Need and Statement, the range of alternatives, and the range of disciplines, as well as to direct staff to develop a clear description of the process to develop the TSM alternative and how alternatives would be mixed and matched during the alternatives analysis phase. He also asked the Board to direct staff to schedule a check-in during the alternatives analysis phase to verify the viability of the alternatives the Board was being asked to move to the next phase.

Mr. Schwetz invited questions and comments on the actions requested by staff.

Mr. Evans wanted to “tease out” what the TSM alternative “really means” in light of the testimony the Board heard earlier. He thought area residents feared that LTD would establish a foothold on the residential part of the road as an alternative for EmX. He wanted to know where LTD “fell out on that.” He viewed TSM as LTD looking at how it used the current bus system that it had and reconfiguring it to fall into an EmX system that made sense in terms of how that management worked. Mr. Schwetz said that TSM was an alternative required by the FTA. He said the preferred alternative would be to implement bus rapid transit (BRT) along the entire length of a given corridor; LTD would turn to TSM as an alternative in those places where it could not implement a full BRT treatment. Mr. Schwetz explained that TSM could be a range of things. The FTA required TSM because it was seeking a way to address the purpose and need with as little of that agency’s money as possible. He did not think that LTD would be looking at existing service alone, but a service much like EmX without the exclusive right-of-way. It would have stations, queue jumping, and signal prioritization. Mr. Evans asked if part of the TSM could include service that did not originate in downtown. Mr. Schwetz said staff would look at the disposition of existing services with EmX “in the mix.”

Mr. Evans suggested that the place of origin for EmX might be different than downtown, with a station at Big Y and connections down 6th and 7th avenues. He believed that when LTD discussed TSM it needed to be clear about how it communicated it because of the image that

people had of EmX from their experience with it on Franklin. Mr. Schwetz said that LTD had tools such as visual simulation to explain how the system would look and work.

Mr. Kortge asked if board support of the motion could result in a study that showed "something" running from the Eugene Station down West 11th Avenue. Mr. Schwetz said no. He said that it was not staff's intent that a vote for the motion would result in a build alternative down the residential portion of West 11th Avenue.

Mr. Gaydos noted staff's mention of stations and said he understood that did not necessarily mean EmX stations. He asked if any capital investment would be necessary for the TSM alternative outside of money for queue jumping. Mr. Schwetz believed at least one station was needed between Jefferson and Garfield streets similar to those on Franklin Boulevard in Glenwood.

Mr. Viggiano pointed out that LTD had considered and selected TSM options on route segments in the Pioneer Parkway route. He said it was important that the corridor still be an EmX corridor, which was why he thought that raised platform stations were needed.

Mr. Kortge saw no purpose in studying West 11th Avenue further given the neighborhood opposition the Board heard. Mr. Pangborn pointed out that there were two segments on West 11th Avenue involved. Mr. Kortge did not support further study of a route without dedicated right-of-way and said the West 11th residential segment did not make sense. Mr. Gaydos recalled that the staff recommended against the segment but the advisory committee recommended its retention at this time.

Mr. Eyster and Mr. Evans shared Mr. Kortge's concerns. Mr. Kortge recalled discussion at an EmX Steering Committee meeting that indicated to him the inclusion of the segment did not make sense. He was prepared to offer a motion to delete it from consideration.

Mr. Schwetz explained that the FTA would have to concur with the Board, and with respect to TSM, the FTA would look very carefully at the proposal for a TSM alternative to ensure that LTD had the most effective and efficient TSM option possible. He suggested that the agency would question the deletion of such a direct route. Mr. Evans said that the Board had to consider adverse impacts to the neighborhood, so he thought there were mitigating circumstances for not taking a straight line down West 11th Avenue. He hoped that the FTA took into account the Board deliberations and public process.

Mr. Kortge said that if the FTA directed LTD to reconsider the alternative, it could.

Mr. Eyster did not think that LTD could secure dedicated lanes on the residential portion of West 11th Avenue, which did not meet FTA's goals related to increasing time of travel and efficiency. Mr. Schwetz clarified that the Board was talking about the TSM alternative, which did include dedicated lanes.

MOTION Mr. Evans moved approval of LTD Resolution No. 2008-09, adopting actions related to the West Eugene EmX Extension Project as outlined in the resolution and deleting the staff recommendation as to the TSM alternative on West 11th Avenue. Mr. Kortge provided the second.

Mr. Pangborn concurred with a statement by Mr. Evans that LTD had a good working relationship with the FTA and could explain its rationale to the agency. Mr. Pangborn said that if the FTA did not accept LTD's rationale, staff could return to the Board.

VOTE The resolution was approved as follows:
AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Dubick

Public Hearing and Approval – FY 2007-08 Supplemental Budget – Accounting Manager Carol James introduced the supplemental budget, noting the legal requirement for a public hearing if the budget changed by a set percentage. She said that LTD proposed changing the appropriation in the Accessible Services Fund by adding \$1,340,000 for the Call Center. She also asked the Board to recognize a \$2.5 million increase in appropriations for the capital projects fund for acquisition of land for the River Road Station, and a \$5.15 million increase in appropriations for the authority to write a contract for the purchase of the BRT vehicles for the Pioneer Parkway route.

Public Hearing on Supplemental Budget: Mr. Gaydos opened the public hearing. There being no one present who requested to speak, Mr. Gaydos closed the public hearing.

MOTION Mr. Kortge moved approval of LTD Resolution No. 2008-010, which amends the LTD Fiscal Year 2007-2008 budget as represented in the resolution. Ms. Davis provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Dubick, Evans, Eyster, Gaydos, Kortge (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: None

Revised Capital Improvements Program – Finance and Information Technology Director Diane Hellekson introduced the item. She noted past Board discussion of the projects in question. She briefly reviewed the expenditures being proposed, and drew the Board's attention to the proposal to acquire all hybrid technology vehicles in the future. She said that would require \$36 million in debt financing, and the Board Finance Committee had forwarded the proposal in that manner with the understanding that it could be changed later.

Mr. Kortge raised the subject of electric buses and said it was his understanding that 40 percent of local electricity came from coal-fired plants in Wyoming. He suggested Lane County was lucky not to have to suffer coal fumes and asked for discussion on the tradeoffs between electricity and gas. Mr. Gaydos noted the Board's commitment to being as green as possible so he thought it worthwhile to keep the vehicles in the plan. Mr. Pangborn said that LTD continually evaluated such things, and he anticipated a "sea change" in how energy was managed and priced in the future. Mr. Kortge thought LTD was being responsible in its approach.

Mr. Evans asked if LTD could bond for buses. Ms. Hellekson said that LTD could issue bonds but would have to jump through some major hoops, including an election, to issue general obligation bonds. She suggested it made more sense to borrow at this time because LTD had no debt and a high credit rating. If LTD could partner with another agency, such as the City of

Eugene, it would make the process easier. Mr. Evans thought that Eugene was prepared to consider such transportation-related expenditures.

MOTION Ms. Davis moved approval of LTD Resolution No. 2008-011—it is hereby resolved that the Revised Capital Improvements Program is approved as presented. Mr. Kortge provided the second.

VOTE The resolution was approved as follows:
AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Dubick

Revised Long-Range Financial Plan – Ms. Hellekson referred the Board to the plan in the meeting packet. She said staff were proposing a status quo plan in the first year but would be taking a hard look at where service reductions might occur in the fixed-route system. When the status of the payroll tax was known, staff would be in a better position to recommend whether service reductions were in order and at what magnitude.

Mr. Eyster asked how LTD was doing in identifying those who were not paying the payroll tax. Ms. Hellekson said that LTD lacked a dedicated staff to do that work but recognized it was a high priority. LTD had hired a temporary person to visit construction sites and record the names of subcontractors, but it was challenging to reach some of the job sites.

Ms. Hellekson indicated that Board action would merely direct staff to complete the proposed budget, which would be reviewed by the Board as part of the Budget Committee. She invited questions.

Mr. Gaydos recalled the support expressed by former Eugene City Councilor David Kelly for Eugene's involvement in solving some of LTD's issues, and when it appeared LTD could not provide student rides Eugene Mayor Kitty Piercy had expressed concern. He thought that not enough was being done at the local level and suggested that the Board "start politicking" on the local side. He thought that LTD needed to be more collaborative and local government was beginning to understand the fossil fuel issue and the dramatic impact transit should have. He thought that local general purpose government should be helping LTD financially.

MOTION Mr. Kortge moved approval of LTD Resolution No. 2008-012; it is hereby resolved that the Long Range Financial Plan is approved as presented. Mr. Eyster provided the second.

Mr. Evans asked if LTD could seek fuel from out of the country in a place such as China, for example. Ms. Hellekson said that LTD did what it could in the market but was too small for a country such as China to help out.

VOTE The resolution was approved as follows:
AYES: Davis, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Dubick

ITEMS FOR INFORMATION AT THIS MEETING

Ethic Reporting Forms – Mr. Kortge noted that the Board needed to submit new ethics reporting forms on or before the date of the next Board meeting.

APTA Legislative Committee – Mr. Evans provided a brief report on the recent American Public Transportation Association (APTA) Legislative Committee meeting, saying that the committee narrowed its focus on about 19 items for the next federal transit bill authorization, including paratransit and fuel. Responding to a question from Mr. Kortge about whether the bill was on track, Mr. Pangborn anticipated it would be about one year late, depending on the approach Congress took.

Mr. Evans noted that he had been appointed to the Authorization Committee of APTA and had suggested to the national organization that LTD would like to host the 2010 Transit Board Members Conference in Eugene. He thought that it important that LTD host the conference to position it in the transit community for recognition of its innovative approaches and to help maximize its visibility with the federal government. He thought Lane County had a variety of amenities for conference goers to enjoy, as the conference occurred in mid-July.

Metropolitan Policy Committee – Mr. Evans said that the Metropolitan Policy Committee was discussing whether to broadcast its meetings on television, as “a lot of people” were concerned that meetings occurred during the day, limiting citizen access.

Board Finance Committee – There was no report.

Diversity Plan – Senior HR Analyst David Collier reviewed changes made to the *Diversity Plan* made at the direction of the Board. He indicated that the plan had been approved by the Leadership Council.

Mr. Kortge noted the desired outcome in the plan stating that the LTD workforce at all levels would represent the cultural composition of the community, and suggested that the general manager was one of the “all levels” involved. He asked if it was really LTD’s goal to represent the cultural composition of the community or to be different than that.

Monthly Financial Reports – Ms. Hellekson briefly reviewed the report. There were no questions.

Monthly Department Reports – There were no questions.

Board Correspondence – There were no questions.

Monthly Performance Reports – There were no questions.

ADJOURNMENT

Mr. Gaydos adjourned the meeting at 7:45 p.m.

Board Secretary