

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, December 16, 1992

Pursuant to notice given to *The Register-Guard* for publication on December 9, 1992, and distributed to persons on the mailing list of the District, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, December 16, 1992, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Jack Billings
Peter Brandt, Treasurer
Janet Calvert
Tammy Fitch, Vice President, presiding
Patricia Hocken
Thomas Montgomery, Secretary
Keith Parks, President
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

CALL TO ORDER: Mr. Parks called the meeting to order at 7:30 p.m.

AUDIENCE PARTICIPATION: Mr. Parks asked for comment from the audience. There was none.

EMPLOYEE OF THE MONTH: Mr. Parks introduced Customer Service Representative Jerry Addison, the December Employee of the Month. Ms. Addison was hired in September 1983, and has received an award for exceptional attendance. She was nominated by customers who said that Jerry was helpful, polite, and patient, and was always cheerful and friendly to the customers she served. When asked what made Ms. Addison a good employee, Customer Service Center Administrator Andy Vobora said that Jerry had a great deal of experience working with the public. This experience had helped her co-workers, including Mr. Vobora, learn some valuable lessons in customer service. Another of Ms. Addison's valuable assets was her "never quit" attitude.

Mr. Parks presented Ms. Addison with an award and a check. Ms. Addison stated that she was appreciative of the award, that she loved her job, and that the District had been very good to her.

MOTION **APPROVAL OF MINUTES:** Ms. Fitch moved that the minutes of the November 18, 1992, regular LTD Board meeting be approved as distributed. Mr. Billings seconded the
VOTE motion, and the minutes were approved by unanimous vote. Mr. Brandt was not yet present at the meeting.

FIRST READING--LANE TRANSIT DISTRICT ORDINANCE NO. 36: Ms. Loobey said that when Ordinance No. 36 had been introduced at the November Board meeting, Board members had requested some changes. Those changes had been made, and the revised ordinance was presented for its first reading.

Rick Bailor, Field Supervisor, explained that staff had worked with District Counsel Randall Bryson to make the three changes requested by the Board. First, "District Station" had been redefined to include bus stops, defined as the covered area of any bus stop. Second, under Section 1.01, Definitions, the term "site or hearing impaired person" had been changed to "person with a disability who needs a guide animal for assistance," so that guide animals would be allowed for any person with a disability. Third, in Section 2.01, Exclusion, wording was added to state that if an appeal raised a dispute of fact, the burden of persuasion would be on the excluded person.

Mr. Brandt arrived at this point in the meeting.

MOTION Ms. Hocken moved that Ordinance No. 36 be read by title only. Ms. Calvert seconded the motion.

MOTION Mr. Montgomery asked if the administration/maintenance facility in Glenwood was meant to be included under this ordinance. He said that the phrase "District Station" was used all the way through the ordinance, but the Glenwood facility was not included under the definition for District Station. He then moved to amend the motion by amending Ordinance No. 36 to include the Glenwood maintenance and administration facility in the definition of "District Station." Mr. Billings seconded the motion.

Mr. Bryson said that this was a small change which could be pencilled in on the copies in the room that evening, and the first reading of the ordinance could still be held.

VOTE The Board voted on Mr. Montgomery's amendment, which carried by unanimous vote, with Mr. Brandt present and voting.

Mr. Montgomery asked if the ordinance applied to bus operators. Ms. Loobey said that the District had rules, policies, and procedures which applied to the bus operators. Those rules, policies, and procedures were set through internal policies and, to some extent, by the labor agreement. Mr. Montgomery asked if bus operators could eat or drink on the bus. Transportation Administrator Bob Hunt said they could, but only when the bus was not moving. Mr. Montgomery then asked about the manner in which it would be determined who had violated one of the prohibitions in Ordinance No. 36, and who would make that decision. Mr. Bailor said that field supervisors would generally make those decisions, although the ordinance also gave authority to police officers and mall guides. He explained that staff would be drafting procedures for implementing and carrying out the regulations contained in the ordinance. If any decisions were made by bus operators or mall guides, they would be requested to call the dispatch office.

Mr. Montgomery also wondered how the public would know what the guidelines were. He said that Ordinance No. 36 was incredibly broad, and that "common sense" was not the

same for everyone. Mr. Brandt thought that bus operators would be trained to recognize excessive amounts of any behavior, and it would be the bus operators' common sense. Mr. Parks asked what ORS 164.245, quoted on page 9 of the ordinance, said about Criminal Trespass in the Second Degree, and whether the state law could be used to prosecute offenders. Mr. Billings said it involved entering or remaining unlawfully in a place that is not a dwelling, and that the state law could be used.

Marketing Administrator Ed Bergeron said that when the ordinance was final, staff would develop a communications plan to implement it, and the bus operators would know up-front what they would be held accountable for. The communications plan would include posters on the buses, publications, and possibly hand-outs, to help the drivers communicate the policies. The news media might also be used to help communicate the regulations. In addition to informing people who ride the bus, the District would also inform those who are going to ride, so they would know the required behaviors. He said that the District would need to provide a grace period after the ordinance's adoption; staff would not want to enforce it until all communications and enforcement procedures were in place.

Mr. Montgomery said he talked to bus riders who were not aware that a lot of rules were going to come out, and were concerned that they would be in violation even though they had previously ridden the bus and not bothered anyone. He said those riders needed to be aware of the ordinance and at least understand that it was not a "hard and fast" document. For example, the people he talked with were not aware that baby bottles and children's cups with snap-on lids were not considered closed containers for the purpose of this ordinance. Mr. Bailor said that LTD was in the business of carrying people, and it was the field supervisors' job to inform persons if they were doing something wrong and give them a chance to correct that behavior. Staff were not going to prevent people from riding the bus unless there were serious problems. Mr. Parks was concerned that if the ordinance became the District's "law," the procedures could not be written so that they changed what was stated in the ordinance. Mark Pangborn, Director of Administrative Services, said he did not believe there were any regulations in the ordinance which were not currently enforced to some degree. He thought the regulation about plastic lids was intended for the "soft" plastic lids on beverages in paper cups, such as "Big Gulp" cups and lids, which could leak. If a hard plastic bottle or cup with a lid were in a diaper bag and did not leak on the floor so someone might slip on the liquid, that would not be prohibited. He said those issues would be defined in the implementing regulations, and the Board could review those if they liked. He added that bus operators were too busy running the bus to intercede with customers unless there were problems in the interactions of the passengers. He did not envision changing anything in the ordinance, but thought that some issues would need more specific definition in the implementing regulations. Concerning issues of immediate personal danger, bus operators might have the authority to take actions; otherwise, it would be the responsibility of the supervisors.

Mr. Bryson said that the ordinance included a prohibition against profanity, and he had discussed with staff the permissibility of limiting people's speech. It was Mr. Bryson's opinion that this would be permissible because bus riders constitute a captive audience in a closed space. However, this limitation could be challenged, and the District would have to see if it

held up under such a challenge. Staff believed it to be a big enough problem that it should be included.

Mr. Billings said that Mr. Montgomery's points were well-taken. He said the Ordinance included broad language, and it was not likely that any sizable percentage of people would know about the rules; however, the District was not talking about sending people to jail for violations. He thought it was up to the District to do its best to notify people, and he thought the ordinance and implementation should go forward.

Ms. Calvert thought that maybe the ordinance could be summarized in six or seven general statements that could be posted, as seen when boarding ferry boats.

VOTE

Mr. Brandt called for the question on the main motion, as amended. The vote was unanimous in favor of the motion.

Ms. Loobey read the title of the Ordinance: "Lane Transit District Ordinance No. 36, an Ordinance Establishing Regulations for Use of District Facilities, and Providing Remedies for Violations Thereof." Extra copies of the ordinance, as amended at the meeting, were available for any members of the public who wished to have one. Ms. Loobey stated that the second reading would be scheduled for the January 1993 Board meeting.

EUGENE STATION--OPTION FOR MCDONALD SITE: Ms. Loobey said that staff had received the draft option from the City of Eugene's attorney very late and had not had a chance to review it with the Board Finance Committee, so the discussion of the option would be postponed until the January Board meeting. Ms. Fitch asked if the District had that much time to react before the new Eugene City Council took over. Ms. Loobey said that LTD staff would be working with City staff all along, and could call a special Board meeting before the January meeting, if appropriate. Ms. Hocken asked if the City Council had voted on this option, and whether the City Manager had the authority to sign the option. Ms. Loobey explained that the City Council had voted to authorize the City Manager to negotiate the option with LTD, based on a number of conditions. He had the authority to negotiate the option based on the terms and conditions the Council had set. If LTD did not approve this option, she believed that Mr. Gleason would go back to the Council.

Mr. Brandt wondered if the City Council was trying to tie the District's hands with the option to purchase the McDonald site. Ms. Loobey said she would not make that kind of value judgment about the option, but it was more complex than the draft staff had looked at before, with far more terms and conditions than staff had anticipated.

Mr. Brandt suggested not waiting, but possibly going back to the first option prepared by the City. He suggested that staff not spend a lot of time going back and forth with the City on this issue, because the Board had approved a very simple option. He thought the City was not satisfied with the amount of money the District had discussed obligating for replacement parking. Ms. Calvert said that if a private developer built on that site, the City would not see that money.

Ms. Loobey suggested going back to a simple, straightforward document, as Mr. Brandt had suggested, and making the Board's position known to the Council. Ms. Fitch suggested that the Board Finance Committee be empowered to make suggestions and go back to the Council with changes on the option. Mr. Brandt said that he was on the Finance Committee but was not comfortable with that suggestion. He said that the option to purchase that land was a big deal, and he thought the Board should spend time on it. The Finance Committee could fine-tune the document.

Mr. Parks and Ms. Calvert thought the Finance Committee should meet as soon as possible, and the Board could hold a special meeting to discuss the option. Ms. Fitch was concerned that the District do the right thing, but also not put so many hours into this option that the entire process would have to begin all over again with a new Council in January. Mr. Parks said that all the Board wanted was assurance from the City Council that it would sell the land to LTD if and when the decision was made to locate the Eugene Station there. The District was not yet ready to commit to a final decision by means of a binding option.

Mr. Billings asked if the City Council would be holding further meetings before the new Council took over. Mr. Viggiano replied that they were not scheduled to hold any further meetings. The new Council would be sworn in on January 11, 1993. Mr. Billings asked what might happen if the Finance Committee negotiated the option back to what the Board originally intended, and then brought the issue back to the Board. Mr. Brandt thought the Board should look at the option that evening.

Mr. Parks called a short recess at 9:15 p.m., and the meeting resumed at 9:23 p.m. Mr. Pangborn handed out copies of the newest draft of the option.

Mr. Brandt thought the draft option might be appropriate. Ms. Hocken said that the provisions were in the option the Board had seen before. Mr. Billings said that not all the provisions were in the previous draft, but they were not unusual. Ms. Calvert asked about the word "possible" in section 6.6. Mr. Billings said it was the District's effort to put that word in. He said at the time of the Council meeting that if the Council wanted to word it that way, he would be inclined to vote for it, but he could not speak for the rest of the Board. Mr. Parks was concerned that section 13.2, closing, set conditions. Mr. Billings said that possession and title were usually taken at closing. Mr. Brandt thought that closing issues would be handled in a separate transaction, not by this document. Ms. Fitch asked who would decide whether or not LTD had actively sought other transportation funds for mitigation of the parking problems. Mr. Brandt stated that those other transportation funds were the other county funds, but that was not spelled out in the option. He said that the District could actively pursue those funds.

Ms. Loobey said that one issue was the condition that the City would bear no responsibility if the site was not clean from contamination and needed environmental clean-up work. Mr. Brandt thought the Environmental Assessment and other significant tests would be done to satisfy the District that the site was clean. Mr. Viggiano added that if the District identified contamination before purchasing the site, that would reduce the value of the site. However, if the site were purchased before contamination was found, that would be the

District's loss. It would be important to perform a careful evaluation of the site before purchasing it.

Mr. Montgomery asked if the District would lose the option money if it could not purchase the site. Mr. Brandt thought the Board should not worry about losing \$10,000, especially if that was the only problem the District would have; the staff had already spent more time than that on the site.

MOTION Ms. Calvert moved that the Board approve the option proposed by the Eugene City Council, contingent upon review by District Counsel. Mr. Brandt seconded the motion. Mr. Brandt suggested that if the attorney found problems with the draft, the Board could hold a meeting by conference call later in the week. He hoped that the option could be signed before the change in Council membership.

Mr. Viggiano stated that there were a couple of small changes that Mr. Pangborn had been negotiating with City staff. Section 13.1 was redundant with other clauses, and the City said the option could be changed to one year rather than 180 days after closing. Mr. Brandt asked why staff were worried about 180 days. Mr. Viggiano explained that staff were concerned about time issues if approval of the option happened quickly and the District had not completed design work in time. Mr. Brandt thought, however, that if the Council was willing to make the change and get back to the Board without further review, that would be fine, but he did not want to slow approval by asking for changes.

Mr. Montgomery said he was sure there were certain phases that could be done before actual construction. Mr. Parks asked if the City Council had approved this option. Ms. Loobey said they outlined the terms and conditions and voted affirmatively on them, giving the City Manager authority to negotiate with LTD on those conditions. The City Manager had the authority to sign that document.

Ms. Calvert asked about approval by the Urban Renewal Board. Ms. Loobey said that the Council was acting as both the Eugene City Council and the Urban Renewal Board when conducting this business.

Mr. Brandt agreed that the attorney should review the option, but he thought there should be no further discussion with the City without clearing it with the Board. He said he would like to try to finish this business before Christmas. He then called for the question.

VOTE The vote on Ms. Calvert's motion to approve the option carried 6 to 1, with Mr. Montgomery voting in opposition and all others in favor.

APPROVAL OF LAND USE/TRANSIT CONCEPTS: Ms. Loobey said that work would soon begin on an update of the TransPlan. The Board previously had provided testimony on some refinement plans on issues that were important to transit and not currently part of the adopted transportation plans. These included participation on the Central Area Transportation Study (CATS), and other plan revisions. Staff were asking the Board to adopt a set of land use/transit compatibility principles so staff and the Board could use them as the area moves through the land use documents process.

Planning Administrator Stefano Viggiano said that historically there had been a strong link between land use and transportation, but only recently had the idea of using land use strategies to try to affect transportation choices people make gained momentum. There were two main transportation documents currently under consideration. First, the Transportation Rule Implementation Project (TRIP) dealt with a series of code changes mandated by the state Transportation Planning Rule. TRIP's recommendations would go before the Eugene City Council the following spring. Second, an update of the TransPlan, the area's long-range transportation plan, was beginning.

Staff were recommending six major land use conditions that would make transit more viable. The first condition stated that public transit is most effective when quality pedestrian access is provided between transit facilities and all buildings within walking distance of those facilities. Buildings should be sited to minimize the distance between the transit stop and the entrance to the building. The quality of the sidewalk is important, as is how the building is located or the development arranged. The development of Safeway, Shopko, and Fred Meyer along West 11th Avenue, built far back from the street, was used as an example of development which discouraged transit use. Time and operating costs prohibit the buses from looping through every parking lot to take riders closer to the stores. To encourage ridership, store entrances should be close to the street and transit facilities, and parking should be provided on the other side of the development.

Second, transit is most effective when parking costs are high and the supply of parking is limited. Where there are significant charges for parking, such as at Sacred Heart Hospital and the University of Oregon, bus ridership is higher. Third, higher-density residential uses and other more intensive uses along existing and proposed transit corridors result in higher transit ridership. Fourth, intense downtown development, with a large percentage of the area's employment in the downtown area, also results in more effective transit use. Fifth, public transit is most effective when transit amenities, such as passenger shelters, benches, and lighting, are provided. The last principle stated that for transit use to be effective, street patterns and traffic controls must be designed to allow convenient, direct, fast travel by transit vehicles. Staff would like to see similar language in the city codes which they could point to for street design requirements. Mr. Viggiano said that the Board would probably see these principles in various forms over the next few years, as the area worked its way through the Transportation Planning Rule.

Ms. Hocken said that most of the goals were very positive, but the parking goal seemed negative. She said that there was statistical information that made sense, but she was not sure the transit district should be telling the City of Eugene how to have its parking. Mr. Viggiano said that staff could work on the wording to make this principle more positive.

MOTION Mr. Brandt moved that the Board approve the Land Use/Transit Compatibility Principles
VOTE found on pages 29 and 30 of the agenda packet. Ms. Fitch seconded, and the motion carried unanimously.

LTD LEGISLATIVE AGENDA: Ms. Loobey said that the Oregon legislative session would begin in January, and the Board had asked that some issues be brought before the legislature. Also, the Transportation '93 Committee, comprised of legislative leaders, the

Association of Oregon Industries, the Associated General Contractors, the American Electronics Association, log truck drivers, American Bus Manufacturers, and others, had been looking at transportation issues and the Clean Air Act, and would be presenting items before the legislature. Additionally, metro area policy makers and staff would be making their annual trip to Washington, D.C., to present the metro area's federal agenda to the Oregon Congressional Delegation. Last year was the first time an LTD Board member had accompanied the General Manger on this trip. This year, the trip was scheduled for February 20-24. Ms. Loobey said that a Board member might be interested in once again going, to present that agenda. A Proposed LTD 1993 Legislative Agenda was found on page 33 of the agenda packet, in two parts, federal/metro area agenda items, and state agenda items.

Ms. Loobey first discussed the Eugene Station agenda item, with a funding request for \$3,500,000. She explained that two or three years earlier, the federal government had requested that LTD submit its grant application for the Eugene Station in three-year installments of \$3.5 million each. Staff were seeking approval to approach the federal government for the third installment. She said that the District may not need to spend the entire \$3.5 million, and the funds could not be spent until a grant application was submitted and approved. The District would apply for the grant after Board review. There were still a lot of unknowns about the project, and final costs were not yet available. There were no construction documents in order to go out to bid, and the Environmental Assessment had not yet been completed. During the legislative visit, the District would be setting up the potential for seeking the funds to complete this project.

Buses for a campus/downtown shuttle were included as a transportation issue in the metro area legislative agenda list, with funding for equipment estimated at \$350,000. Ms. Loobey stated that the issue of a downtown shuttle did not hang on equipment; rather, it hung on the feasibility and operability of such a shuttle. Staff suggested to the Board that this item be dropped from the list. Mr. Brandt said that LTD could not control what the City put on its list. Ms. Loobey explained, however, that the District would be the designated recipient for Federal Transit Administration (FTA) funding, and would say that it was not seeking those funds. Ms. Fitch said that in the past at CATS meetings, City Councilor Shawn Boles had mentioned the type of bus he envisioned for a shuttle, but Mr. Viggiano had talked about the buses being just a minor factor in providing shuttle service. Ms. Loobey said that the District had always submitted projects for inclusion on the metro area federal agenda, and each governing body selected those issues it wished to include. She stated that shuttle equipment was not an item that she believed helped maintain the District's credibility; not enough was known about the feasibility of offering the proposed shuttle. She recommended that this item not be kept on the list.

Mr. Parks suggested dropping the issue if there was any conflict. He saw no sense in the metro area representatives arguing among themselves in Washington, D.C. Mr. Montgomery thought that asking for the money gave the shuttle concept more validity, and he was not ready to make that step.

The third item on the metro area agenda for transportation issues was a request for funding for two transportation policy issues. Those were high speed rail and additional funding to small transit systems that were proactively moving ahead on implementing programs to

reduce vehicle miles traveled (VMTs). Ms. Loobey explained that Eugene was selected as the southern terminus for a high speed rail study, which she described as an exciting concept. She thought the District should continue to monitor that study and study its feasibility. If there were an application for federal funding, then LTD would apply. If high speed rail used the train station or elsewhere, that might be an application where a shuttle would be put to good use. Ms. Loobey said she would like to begin these conversations and get some sense of the scope of the study. She said that Oregon had long been a donor state, meaning that it gave the federal government more in federal gas taxes than it received. If high speed rail along this corridor contributed to the progressive outlook of the state, Oregon and the local community would be recognized for efforts made toward compliance with the Clean Air Act, and would receive incentives for that.

Ms. Hocken asked if the Eugene/Springfield area was considered a small community. Ms. Loobey replied that it was, because its population was under 200,000. The Tri-County area (Portland, Multnomah, and Clackamas counties) determined much of its agenda without having to go through the state like Eugene/Springfield did.

State legislative agenda items included revenue issues, such as amending the payroll tax on deferred compensation. Ms. Loobey explained that in the previous Oregon legislative session, Tri-Met wanted the clergy to be subject to the payroll tax, but the final redefinitions in the law included deferred compensation. Following implementation of that law, the Board heard of the concerns of the taxpaying community, but could not do anything about the current law, so suggested trying to obtain an exemption in the 1993 legislative session.

Another state issue was that of Oregon Transportation Plan (OTP) funding, including Surface Transportation Program (STP) funds and a tire and battery tax. It was the plan of the OTP that the state put transportation funding as the highest priority. A proposal to fund state-wide transit capital projects using STP funds was recommended by the Roads Finance Group of the Association of Oregon Counties and the League of Oregon Cities. This recommendation was entirely dependent upon legislative approval of a four-cent per annum increase for four years (referred to as "4x4") in the state gas tax. Also being recommended in the draft OTP financing plan was a tire and battery tax, which was before the Oregon Legislature two sessions ago. Those proceeds would go directly to the transportation entity in each county. If there were no transportation district or elderly and handicapped service, the county could use the funds for other transportation purposes, such as building roads or bridges.

Also on the state legislative agenda were what Ms. Loobey called a couple of "housekeeping" issues. First was an amendment to the state PUC charter regulations to make it easier for LTD to provide charter bus services. Currently, the combination of federal and state regulations made it virtually impossible for LTD to provide some needed services to the community, even when private charter operators gave their okay. Second, staff suggested submitting a bill to the legislature that would allow LTD to implement a program whereby a reward would be provided to anyone who provided information to LTD leading to the identification of any person who vandalized LTD property.

Ms. Loobey commented that the legislative session would begin in January, and staff did not yet know what other bills might be submitted that would affect LTD in some way. She said staff would take those bills to the Board for discussion as they learned about them.

MOTION Ms. Calvert suggested that the legislative agenda talk about the transportation needs of the community, not just the District's needs. She said she would support having the General Manager participate in the metro area lobbying efforts, and someone from the Board, as well. She thought it was a useful activity. Ms. Calvert then moved approval that a Board representative accompany the General Manger to participate in the metro area's presentation to the Oregon delegation in Washington, D.C., February 20-24, 1993. Ms. Fitch seconded the motion.

Mr. Brandt asked about the cost of the trip. Mr. Pangborn said that it would cost about \$1,000 to \$1,200 per person. Two of the days would be travel days, and two of the days would involve non-stop meetings with key staff and the Oregon delegation. There would be costs for airfare, hotels, and meals.

Mr. Billings said that he had gone the previous year and thought it was worthwhile, partly because it was useful to have a policy maker there with the rest of the organizations' decision makers. He said he would strongly encourage someone to go, and said that it did not always have to be the same person. He thought the "minds" in Washington, D.C., might be less dour and more encouraging than before, and that having a Board member there had some significance.

VOTE There was no further discussion, and the motion carried by unanimous vote.

Mr. Parks asked for action on the proposed legislative items. Ms. Calvert said she supported the first item, to seek funding for the Eugene Station in case it is needed. Mr. Brandt said he objected to asking for more federal money when the Board had not decided what it was going to spend on the project. Mr. Montgomery commented that if it did not ask for the money, it would not be able to spend it. Mr. Brandt said that it would be a self-fulfilling prophecy; if the money was available, the Board would vote to spend it. He said they had voted to spend \$8.4 million on the project. Ms. Hocken said the Board could not have an intelligent discussion about the cost of the station without the facts, which were not yet available. Mr. Brandt said that was why it was ludicrous to ask for the additional money, so he objected to that legislative agenda item.

MOTION Mr. Billings moved that the Board adopt the federal and state legislative agenda, excluding the request for shuttle equipment funding. Ms. Fitch seconded the motion. Ms. Hocken said that the District was obviously in charge of transit in the area, so had the right not to include the shuttle money request. She asked, however, about the political implications of not doing so. Mr. Parks said that District might already have the equipment to do the job, and Ms. Fitch said that the District was making a good faith effort with the shuttle study. Mr. Billings commented that the District would still have to pay 20 percent of the equipment costs out of local funds. Mr. Brandt asked why the City couldn't obtain the money for the shuttle equipment. Ms. Loobey said that the District was authorized under ORS 267 as the public transportation provider in the county. If the City wanted to duplicate that in spite of its

funding problems, it would have a political problem. She said that the District had told the City Council that it was making a good faith effort by performing a shuttle study, and that it was the District's responsibility to determine if such a shuttle is feasible, when it would be done, and what it would look like. She said she believed she heard agreement from the Council. She stated that the District's capital purchase of buses could be changed in the spring if it decided to operate a shuttle.

VOTE Ms. Fitch called for the question. The motion carried 6 to 1, with Mr. Brandt voting in opposition and all others in favor.

ITEMS FOR INFORMATION AT THIS MEETING:

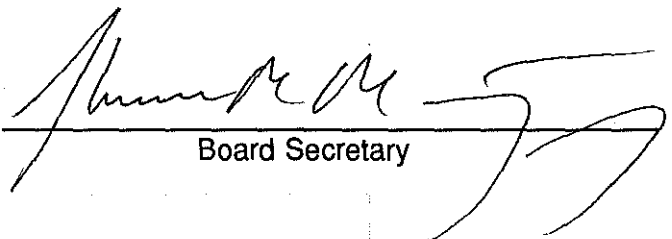
Board Member Reports: CATS and the Metropolitan Policy Committee (MPC) did not meet in December. Ms. Calvert said that she and Mr. Billings had attended a Eugene City Council meeting when the Council discussed the property for the Eugene Station. Mr. Billings said that the Council told them that LTD would be exacerbating the City's parking problem by taking two surface lots with 176 spaces. Ms. Calvert added that despite the fact that transit might take away some of the need for parking, the City thought LTD should replace the 176 spaces. Mr. Brandt thought it was wrong of the City Council to discuss those issues with Board members when only one or two were present to observe. Mr. Billings said the Council also did not want to accept their staff's figures that it would be even more expensive to build parking on top of the transit station. Mr. Montgomery wondered if it was pointed out to the Council that they as a group had instigated or furthered the cause of the McDonald site as the choice for the downtown station. Ms. Calvert said that, at that meeting, the Council voted to add to the current Overpark, which would not produce revenue as quickly as the other option. However, Ms. Loobey said that this decision was later reversed.

Mr. Brandt commended staff for their reports in the agenda packet, saying that they were very good.

Signs on Buses: Ms. Calvert expressed a concern that the design of one of the advertising signs on the sides of the buses looked as if it had been spray painted with graffiti. She thought that was the wrong message to send to the community.

Budget Committee Replacements: Mr. Parks said that three Budget Committee members' terms were expiring. They were Rick Crinklaw, John Humbert, and Roger Smith. Mr. Parks, Mr. Montgomery, and Ms. Hocken were asked to nominate replacements for those positions by the January or February Board meeting.

ADJOURNMENT: Mr. Brandt moved that the meeting be adjourned. Mr. Billings was seconded, and the meeting was adjourned at 9:40 p.m.


Board Secretary