

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Wednesday, December 13, 1995

Pursuant to notice given to *The Register-Guard* for publication on December 7, 1995, and distributed to persons on the mailing list of the District, a special meeting of the Board of Directors of the Lane Transit District was held on Wednesday, December 13, 1995, at 7:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President  
Rob Bennett  
Patricia Hocken, President, presiding  
Dave Kleger, Treasurer  
Thomas Montgomery, Secretary  
Roger Saydack  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: (One vacancy, subdistrict #2)

**CALL TO ORDER:** The meeting was called to order at 7:30 p.m. by Board President Pat Hocken.

**AUDIENCE PARTICIPATION:** There was no one present who wished to address the Board.

**EMPLOYEE OF THE MONTH:** Ms. Hocken introduced the December 1995 Employee of the Month, Bus Operator Emilio Garcia. Mr. Garcia was hired in February 1976, and during his employment had served on many committees, including the 1994 negotiating committee, the planning advisory committee, a committee on automatic passenger counters, and the selection committee for the current Human Resources Manager. He was nominated by a customer for his excellence in service and job accomplishments and his excellence in providing accessible bus service to customers with disabilities. The customer indicated that Mr. Garcia assisted people in finding the correct bus stop and was polite to all his passengers. When asked what made Mr. Garcia a good employee, Transit Projects Administrator Rick Bailor had stated that Mr. Garcia was easy-going, low-keyed, approachable, and concerned about his customers; worked well with his supervisors; and set a great example for his peers to follow.

Ms. Hocken presented Mr. Garcia with his certificate and monetary award. Mr. Garcia thanked everyone, and stated that some of the changes that were being made were for the positive, evidenced by the fact that the "troops" were not saying negative things about the company. He thought the District had gone over a big hurdle, and that in his opinion it was the openmindedness of the administration to make changes that was making things better.

**RESEARCH PRESENTATION ON ORIGIN & DESTINATION SURVEY AND ATTITUDE & AWARENESS SURVEY:** Transit Planner Paul Zvonkovic explained that two surveys involving the community and bus riders had been completed during the last two years. An Attitude and Awareness Study was conducted at the beginning of the year by a research consultant using a random telephone survey. An Origin and Destination Survey was done in the spring of 1994 and involved the surveying of every rider on the bus during a specified period of time.

Mr. Zvonkovic explained that the purpose of the **Origin and Destination Survey** was to provide information to help with service planning. It showed where people were getting on and off the bus, what kinds of transfers they made, and the purpose of their trip(s). The survey also gathered demographic information about riders, as well as their opinions about LTD service. Using overhead projections to illustrate the information, Mr. Zvonkovic discussed the rider demographics. The survey showed that there were slightly more female riders than male (in the 1980s, there was a larger female bus riding population); that 40 percent were 21 years old or younger; and that 57 percent were low-income riders, with household earnings of \$15,000 or less. Mr. Zvonkovic stated that this was typical of past surveys, but that the riders actually were starting to move to higher income levels. There were more "choice riders" (riders who have other options but choose to ride the bus) because of group passes and work commuters. In 1988, 17 percent of those surveyed had a car available for their trips, and in 1994, 31 percent had a car available, which also pointed to more choice riders. On weekends, however, only 20 percent of those surveyed had a car available, so there were more transit-dependent riders on weekends.

Mr. Kleger commented that some people may use cash fares after 7:00 p.m. on weekdays because of the discounted fares at that time. Mr. Zvonkovic said that the fare payment for weekday and weekday evening riders had been considered together but could be reviewed separately. In discussing trip purpose, Mr. Zvonkovic said that two-thirds of the weekday riders traveled to work and school, and two-thirds of the weekend riders traveled for shopping and social reasons. In the performance rating category, Mr. Zvonkovic explained that in the last four surveys, 85 percent of riders had rated LTD as good to excellent, although the excellent category had been decreasing and good or fair had increased. Staff speculated that this was happening because as LTD became more efficient in accommodating more and more riders, people were not always getting a seat or their bus might be late, etc.

Riders also suggested improvements in more frequent weekend service, later service on weekdays and weekends, and service to new areas. In general, Mr. Zvonkovic said, people wanted more service. Since the survey in 1994, LTD had increased weekend frequencies and evening service, a direct response to customer input. The District had provided more service and better facilities, especially in major nodes, such as at the University of Oregon (UO) or in downtown Eugene. The District also had pursued group pass programs with large employers and organizations. The resulting revenues would allow more service to be added to meet increased demands, and give pass holders low-cost transit options. LTD also had refined school-oriented service to meet increasing demands from student riders; had examined new express and cross-town services that improved route direction and travel time; and had continued to improve performance by adjusting service to operate under increased traffic congestion and development.

Marketing Representative Dan Tutt discussed the **Attitude and Awareness Study**. The objectives were to identify attitudes and opinions toward LTD and its services; assess attitudes toward transit that affect transportation choices; profile riders and nonriders; profile commuters; and

identify attitudes and opinions about alternative transportation options such as buses, carpooling, and vanpooling. The information had been gathered through a telephone survey to 605 people, 500 of whom were in the urban area, in late January/early February of the current year. Mr. Tutt stated that the survey was a fairly lengthy one, and staff were pleased with the high completion rate.

The respondents thought that the community's transportation goals should include better public transportation, improved roads, and better routes and schedules. Mr. Tutt said that there were a lot of public transit components in this category that people were interested in. In assessing the public's awareness of LTD's service, the survey found that 98 percent were aware of the bus service and 97 percent were aware of the downtown station. In 1988, the last Attitude and Awareness Study, 9 percent of respondents said they had taken five or more bus rides during the last month; in 1994, that number increased to 14 percent. Approximately one-third had used special events service, showing that these services provided a good opportunity to introduce LTD to non-riders. According to this study, LTD's riders tended to be in the 16 to 19 or 25 to 34 age groups, made \$20,000 per year or less, and had fewer cars per household. The number-one reason for no longer riding the bus was a change in circumstances, including moving, not working, obtaining a driver's license or car, and a change in "fit" with the bus schedule. A reasonably high number stated that they were willing to return to riding the bus if their circumstances changed.

The survey found that 68 percent of respondents drove alone, 15 percent carpooled or vanpooled, 8 percent rode the bus, 5 percent walked, and 4 percent rode bicycles. Downtown was the destination of 18 percent of those using high-occupancy vehicles and 18 percent of those using single-occupant vehicles. In describing what was important when deciding to use the bus, 21 issues were rated on a five-point scale. Every issue scored over 3 on the scale. The most important were on-time performance, personal safety, and mechanical dependability. The least important were customer service facilities, evening and weekend service, comfort of the buses, and the cost of service. Performance was rated as good (57 percent) to excellent (23 percent), with 20 percent rating performance as fair to poor. The highest ratings were found in mechanical dependability, courteous and helpful drivers, ability to obtain information, clarity of the Rider's Digest and timetables, personal safety on the buses, and on-time performance. The lowest ratings were for personal safety at bus stops and weekend/evening service. In assessing advertising recall, there was a positive response of 79 percent.

A quadrant analysis was done to assess the importance and performance of service, as viewed by the respondents. Areas of high importance/low performance were seen as areas of opportunity for the District. Those included frequency of service, number of transfers, travel time, personal safety at bus stations and bus stops, and comfort and cleanliness of stations. Mr. Tutt commented that Seattle Metro had found that if it reduced cleanliness in response to a ranking lower in importance, the perception of safety declined.

Mr. Tutt summarized what LTD had learned from this survey: people thought the District was doing a good job; there was a high level of awareness of LTD's service in the community; people were looking to LTD for leadership in helping to solve transportation problems; personal safety at bus stops was a big issue; and there was strong support for alternative modes of transportation. The information supported and tied into the Board's objectives. For example, the community expected LTD to be a leader in shaping local and regional transportation strategies, which was Vision I. To respond to some of the community's concerns, staff were developing a security plan, had installed video cameras at some stations, and had increased station cleaning. Conflict

resolution was being provided for bus operators, because the perception of safety was related to how operators decided to handle or not handle certain situations. Mr. Tutt suggested that good use of media could address a lot of the negative perceptions of community members. He showed how advertising used that fall had addressed questions or issues with a "you asked for it" theme.

The information gathered when respondents were asked about the one improvement they would make would be forwarded to the service advisory committee for use during the annual route review.

Mr. Kleger commented that he thought both surveys were handled in a very even-handed manner.

**CONSENT CALENDAR:** Mr. Bailey noted that comments he made regarding a two-story building as a proper public use at the new Eugene Station were not included in the minutes of the November 29, 1995, special meeting, and asked that they be added to those minutes. The November 29, 1995, special meeting minutes were removed from the Consent Calendar for December 13.

**MOTION** Mr. Kleger moved approval of the minutes of the Consent Calendar for December 13, 1995, which now included two items: minutes of the November 2, 1995, special Board meeting, and minutes of the November 15, 1995, regular Board meeting. Mr. Saydack seconded, and the motion

**VOTE** carried by unanimous vote.

**FEDERAL SECTION 3 GRANT APPLICATION:** Assistant General Manager Mark Pangborn called the Board's attention to page 40 of the agenda packet. He explained that the Section 3 grant application was for funding for the new radio system. The District had requested \$1.3 million and received 50 percent, or \$650,000. Three grants were involved in this project: (1) the 1994 bus grant, which included \$347,000 that had not yet been spent for the radio system; (2) this Section 3 grant for \$650,000; and (3) a Section 9 grant application that included \$280,000 for radios. This accounted for 80 percent of the purchase price, or \$1,277,000. The other 20 percent, \$300,000, would be LTD's local match requirement, for a total of \$1,577,000.

LTD's Systems Analyst, Mike Northup, explained that the radio purchase began two years ago with assurances from a number of local vendors that LTD could purchase the system it needed for about \$350,000. However, it became clear that this sum would not meet LTD's needs for a radio system. In January 1995, the District hired a consultant, who had since produced an analysis of the current system, a needs analysis of the District's requirements, and draft bid specifications. The project would go out to bid in January for two months, and staff planned to award the contract in April. The radio system design would be refined during the spring and summer, in order to create a customized system to meet LTD's needs. It would take about a year to turn the design into a reality; installation was expected in the summer of 1997, with completion by that fall. Mr. Northup said that there were a lot of operational problems with the current system, so installation would be a high priority.

Mr. Bennett asked how the original estimate could have been so far off. Mr. Northup explained that it was a combination of staff's lack of knowledge about the market and the original vendors making the estimates being local vendors who knew radio but had not worked with transit radio systems. The most recent cost estimates came from a consultant who had installed

approximately 30 transit radio systems in the U.S. and Canada. Ms. Loobey added that originally staff did not have an understanding of what a radio system could be used for in terms of efficiency and effectiveness and doing a better job.

Mr. Bennett asked if the new radios would be installed in all buses and about the replacement schedule. Mr. Northup explained that the newest buses had the oldest radios, from buses that were sold. The 900-series buses had relatively inexpensive radios because when those buses were purchased staff knew the system would be upgraded. To the extent possible, those radios would be used in the supervisor vehicles after purchase of the new system. Mr. Pangborn added that new radios would be put in future buses.

Ms. Hocken asked where the money for the radio system came from. Mr. Pangborn explained that the District had the 1994 Section 3 funding and needed to spend it. The 1996 Section 3 funding was just signed into law by President Clinton, and LTD's funds had been earmarked by Senator Hatfield. The 1996 Section 9 funding had been appropriated and staff would request it in the current grant. He stated that the District was lucky to have this federal funding, and would be putting in a system that staff hoped would last another 20 years, since the District might not receive this kind of money again.

Mr. Kleger asked if the District would be shifting from analog to digital radio standards. Mr. Northup replied that the system would use digital control elements but not digital voice; the system would use current technology but not necessarily the latest technology.

**Public Hearing on Federal Section 3 Grant Application:** Ms. Hocken opened the public hearing for public testimony. There was none, and she closed the public hearing.

**MOTION**        **Board Deliberation and Decision:** Mr. Kleger moved that the Board approve the 1996 federal Section 3 grant application for \$650,000 in federal funding and authorize the LTD General Manager to submit this application to the Federal Transit Administration for approval. Mr. Bailey

**VOTE**         seconded, and the motion carried by unanimous vote.

**FEDERAL SECTION 9 GRANT APPLICATION:** Mr. Pangborn discussed the grant application information found on page 42 of the agenda packet. He explained that the District applied for Section 9 funding on an annual basis. In the federal transportation funding appropriations bill that President Clinton had signed into law, transit funding was cut, while roads and highways funding increased. Mr. Pangborn stated that this cut would be significant in the long run. In 1994, LTD had received \$1.7 million in Section 9 funding. In 1995, the District received \$1.83 million, and in 1996, LTD's appropriation would be \$1.5 million. The \$330,000 reduction amounted to almost 20 percent of the District's budget. Mr. Pangborn said he thought the reductions would continue in the future. The good news was that the District had planned ahead and saved \$.5 million from last year to carry forward for small buses and radios, and would use Special Transportation Program (STP) money for a Park and Ride in east Springfield. The District was applying for \$2.5 million in federal funds, requiring a 20 percent local match of \$556,676.

Mr. Pangborn explained that LTD was no longer using Section 9 funding for operations, but Section 9 would be used for a fairly ambitious capital projects program, including the purchase of small buses and construction of a Park and Ride in east Springfield. The last Park and Ride the District had constructed was the River Road Transit Station. In response to Board direction, staff

had begun planning for the East Springfield Park and Ride and two others, to be located near West 11th and Beltline and along the Coburg Road corridor.

Transit Planner Will Mueller discussed the East Springfield Park and Ride. He explained that the Service Planning and Marketing (SP&M) staff had looked in the vicinity of 58th and Main, at lots within 500 feet of Main Street between 54th and 63rd with convenient access for buses and customers. The cost of land and development also was considered, as were how the lot would relate to existing or future development nodes, future growth of east Springfield, and the opportunity for an express route between east Springfield and the downtown Eugene/Sacred Heart Hospital area. Nine sites were evaluated for further study, using 15 criteria. The District had allocated \$515,000 to build and develop a station in this area.

Two finalist sites were chosen for further study. Both were owned by the Oregon Department of Transportation (ODOT), and LTD would almost certainly be able to arrange a long-term lease agreement. Mr. Mueller explained why site A-1 was staff's preferred site: (1) it was adjacent to commercial areas; (2) it provided a better link for an express route on I-105; and (3) it was estimated to cost \$30,000 less to develop than the other site. Mr. Mueller showed phase 2 development drawings. Cars could enter or exit the transit station from an access road and through the adjacent shopping center parking lot; staff had already talked with the owner of the shopping center. Phase 1 would allow about 110 parking spaces, and another 110 would be added during phase 2. LTD would be responsible for constructing an access road for the first phase, which was accounted for in the cost estimate. Staff would work with the City of Springfield in its planning process, and expected that the Park and Ride would be completed in May of 1997.

Mr. Bennett asked about the risk that the Park and Ride parking might be used for the shopping center. Mr. Mueller replied that there was a lot of parking at the shopping center. Mr. Viggiano added that the District's peak-hour need could fill the Park and Ride by 8:00 or 9:00 a.m., before retail parking would fill the lot.

Mr. Bennett mentioned that it was easier to do paving work in September and October than in January and February.

Mr. Pangborn also discussed the ongoing costs and transportation demand management (TDM) grant expenses shown on page 44. Mr. Bennett asked about the TDM grant. Mr. Pangborn explained that it was State money that had been allocated to LTD for one staff position. Commuter Resources Coordinator Connie Bloom Williams had been working primarily with local employers on transportation issues, and the District wanted to continue this funding for three more years.

**Public Hearing on federal Section 9 grant application:** Ms. Hocken opened the public hearing on the federal Section 9 grant application for federal fiscal year 1996. There was no public testimony, and the hearing was closed.

**MOTION**      **Board deliberation and decision:** Mr. Kleger moved that the Board approve the proposed 1996 Section 9 federal grant application for \$2,508,169 in federal funds and authorize the General Manager to submit this application to the Federal Transit Administration for approval. The motion

**VOTE**            was seconded by Mr. Montgomery and carried by unanimous vote.

**SPECIAL EVENTS SERVICE AND CHARTER POLICY:** Marketing Representative Angie Sifuentez explained that throughout the year, people called the District asking for special services and rates. The federal government had strict regulations that prohibited the District from providing services directly with contractors unless they were subcontracted through private carriers. However, the regulations did allow the District to provide service for special events that were open to the public, or for public relations purposes. With special services, the District hoped to encourage people to try the service. The proposed policy would allow staff to continue providing services and allow flexibility in negotiating with special events providers.

Ms. Loobey stated that this policy actually was a continuation of past practice in some cases, and would help LTD maintain compliance with federal regulations. Mr. Bennett asked if the District would be doing anything differently. Ms. Sifuentez said that the policy would allow the District to give discounts for services that met certain criteria. Mr. Bennett recalled that the District was not able to work out an agreement for service to the Lane County Fair because it could not recover its costs, and he wondered if this was an effort for more flexibility in that regard. Ms. Loobey stated that it would be more in response to events, especially when they were first starting up. A first-time event discount would mostly be a joint promotional effort for major community events. Regarding the Fair, this policy may provide better opportunities to negotiate contracts that will provide more of the District's costs. In the past, the District had given the Fair more service than the Fair had paid for, but this policy was not necessarily for ongoing contractual agreements. Ms. Sifuentez mentioned that staff would be meeting with Lane County Fair staff the following day to talk about service.

Mr. Bailey asked how many community service organizations the District might be working with. Ms. Sifuentez said that Mobility International was the only one at the moment. She said that the District was allowed to do some service such as this if it followed special rules. The District had to write to private carriers to let them know that LTD wanted to provide some special services such as for United Way loaned executive tours. If the private carriers did not oppose the service, then LTD could provide it.

Mr. Bailey asked about joint promotions. Ms. Sifuentez cited the Eugene Celebration and Filbert Festival as examples. LTD helped promote the event, and the events helped promote LTD's services to the event.

Ms. Hocken asked if the discounts were cumulative, and if an event could qualify for a 20 percent discount. Ms. Sifuentez said that was correct; the maximum discount would be 20 percent. The District's fully-allocated cost was \$59. At a 20 percent discount, \$47.20, events were still paying the District's fixed costs.

Ms. Sifuentez explained that when private businesses called for first-time events, those services had to be subcontracted. Staff were hoping that a couple of restaurants would become Park and Ride locations, so LTD could start giving the local business community some of these discounts.

MOTION Mr. Saydack moved that the Board adopt the LTD Special Event Service and Charter Policy  
VOTE as presented by staff. After seconding, the motion carried by unanimous vote.

**MOTION**      **EUGENE STATION: EXECUTIVE SESSION PURSUANT TO ORS 192.600(1)(e) AND ORS 40.225:** Mr. Bailey moved that the Board move into Executive Session pursuant to ORS 192.660(1)(3), to conduct deliberations with persons designated by the governing body to negotiate real property transactions, and pursuant to ORS 40.225, lawyer-client privilege. The motion was

**VOTE**            seconded by Mr. Kleger and carried unanimously. District Counsel Robert Fraser was present for this discussion with the Board, which began at 9:05 p.m.

**Return to Regular Session:** The Board unanimously returned to regular session at 10:05 p.m. upon motion by Mr. Montgomery and seconding by Mr. Bailey.

There was some discussion about the City's proposed purchase agreement, section 6.1 repurchase agreement. The City had expressed some concern about the language; that is, if LTD did not build the station, the City would buy it back. Mr. Fraser stated that this language had come from the City's first option, but because of the parking structure construction, the intent of the repurchase changed, and the City asked to look at that again. If the Board approved the contract, Ms. Loobey asked if the District and City would be able to discuss section 6.1 further. Mr. Fraser asked what the District would want to do with the property if LTD owned it but did not build a station.

Ms. Loobey explained that the City would have taken the funding from LTD and given to Pankow for parking garage construction, and any funding left was programmed to build a west side parking garage. If the City had to buy the McDonald Theatre site back, that would jeopardize the west side parking garage. She said that if the Board wanted the staff to stand firm on this section of the contract, staff would do that, but she wanted to raise the issue for the Board. Ms. Hocken asked Mr. Fraser if he would prefer that the Board adopt as is, or if he had other advice for the Board. He replied that at the time the District paid this money, it probably would have a contract to build the station, so this probably was academic. To the extent that the agreement said, "In the event that it is not," the station would be a non-event. However, this clause did give LTD the assurance about what would be done with the property. Mr. Bennett asked why that couldn't be a Board decision if that happened; the District could re-sell the land or investigate creating another transit purpose. This was his position unless Counsel felt differently. Mr. Saydack asked if the Board would have any authority issues if this clause were to be removed. Mr. Fraser replied that he felt that if it was in the agreement, LTD could unload property it did not want, and which it was not going to use for a transit station. He thought there was a possibility that the City would have to take the land back because of the Urban Renewal Plan. Also, under condemnation statutes, when property was acquired as a public entity, the person from whom it was bought had a right to buy it back. Those were two reasons that clause could have been included. Mr. Fraser said he felt comfortable having it in the agreement, and he did not see how the City would get hurt, because once the District paid the City the money, the transit station would be a certainty.

Mr. Saydack asked when the District would pay the money to the City. Ms. Loobey replied that when the District signed the purchase agreement for the land, a wire transfer would be made and the City would receive its \$665,000. Mr. Pangborn added that if the City Council agreed to this on January 17, this could happen within a day or two after that, as long as there was a signed agreement. Ms. Loobey said that at that point, LTD would have every reasonable expectation that the station would be built, and this contract would require the City to accomplish a number of steps. Mr. Pangborn listed LTD's steps: purchase of the land, alley vacation, building permits, demolition, purchase of the Hammer building, contracts for excavation and demolition, etc.

Mr. Saydack wanted to clarify that the repurchase clause said that if the City did not do the things it had agreed to do, it would buy the land back. Mr. Pangborn said that was correct, but that was not the extent of the issue. Mr. Fraser explained that 5.1, functional replacement, of the agreement included 5.1.4, 5.1.5, 5.1.6, 5.1.7. Mr. Saydack asked if that was basically functional replacement parking, which meant that if the conditions to the functional replacement parking aspect of this fail. Mr. Fraser said it also included construction commitment. He said he saw Mr. Saydack's point and understood his concern. Mr. Saydack said that a lot of this was under City control, many of the conditions, and basically this section of the agreement was saying that if these conditions failed because the City did not do what it said it was going to do, then the City would buy back the land that it had sold to LTD, because LTD bought it in reliance upon the City doing what it said it would do. He asked if that was the intention of the section. Mr. Viggiano stated that he thought the City's intention in including this originally was in case LTD did not fulfill its end of the bargain; if LTD for some reason did not build the station, rather than having that land sitting vacant, the City would want it back for development. He thought it was to LTD's advantage to take it out, because if for some reason LTD was not able to build the station, at least the land would be available for another project and the District would not have to go through land acquisition again. He thought it was a good site that the District would eventually develop. Mr. Montgomery understood that if the City did not follow through on its commitments, it would not get to build its parking garage, so this land would be valuable for parking. Mr. Saydack said that the repurchase agreement could be an option on LTD's part to require the City to repurchase if it chose to do so, but the District could also choose to keep the property or sell it.

Mr. Montgomery said all he was worried about was being protected. He was not so worried that LTD would be "stuck" with the land, because he thought 5.1.4 protected the District as long as the project proceeded. Mr. Fraser said he thought the City put this section in the agreement originally for the reasons he had already stated. When he drafted the draft agreement before the Board at that time, he included paragraph 5.1, which meant "all of the above." He said his intent when he drafted it was just what the Board members were suggesting, a catch-all so that the District would not end up with a piece of property that it did not know what to do with, for the same kinds of reasons that he did not want to end up having paid for a parking garage. He did not think that if the District ended up with the land, having taken it for purposes of building a transit station, that the District had exceeded its authority. He said as a lawyer he was comfortable leaving the requirement in or out, and he thought that was a policy decision the Board should make.

Mr. Saydack suggested that the Board give Ms. Loobey and Mr. Fraser the latitude to leave in, take out, or modify this element of the draft purchase agreement with the City to purchase the site for the Eugene Station, as necessary to make the overall deal happen. A modification he suggested for the City was that this repurchase would come into play at LTD's option if LTD could not develop the property because the City had not done what it was supposed to do. In other words, this would be under the City's control.

**MOTION**

Mr. Saydack moved that the Board approve Counsel's red-lined draft of December 13, 1995, that the Board give General Manager Phyllis Loobey and District Counsel Bob Fraser the authority to negotiate changes to paragraph 6.1 that they deem in the best interest of achieving agreement, which could include deleting that paragraph in its entirety, leaving it in as it stood, or modifying it to provide that the repurchase is an option that is triggered by the City's failure to perform as it has agreed to perform under the agreement; with another modification that would be

an addition to paragraph 5.1.4, after the words "parking facility," adding "and FTA assurances to LTD that the funds may be released to the City." Mr. Bennett seconded the motion.

VOTE There was no further discussion, and the motion carried unanimously.

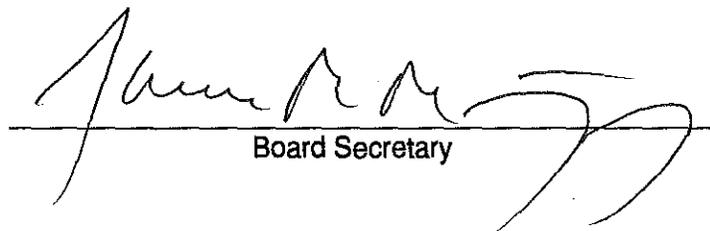
**ITEMS FOR INFORMATION AT THIS MEETING:**

**LTD Issues Before Eugene City Council:** Ms. Loobey stated that two LTD issues might be before the Eugene City Council on January 17. One was the issue of buses on Willamette, and the other was the purchase agreement for the Eugene Station site. Ms. Loobey said she did not know whether the issues of buses on Willamette would go before the City again. The Broadway Plaza Committee would not be dealing with that issue again; they would only be looking at how the plaza was to be built and used. Therefore, the issue of buses on Willamette might not go back to the Council the week of the 17th. However, the issue of the purchase agreement would be before the Council at that time. She asked the Board members to discuss this with their respective Council members, and said she would let the Board know when the agenda for that meeting had been set, so the Board members would know what issues to discuss with their Council members. Staff had prepared talking points about the issues, which she distributed to the Board. Mr. Bennett asked if the Board could request that both issues not come up on the same agenda. Ms. Loobey said staff could try to do that, but Council members could also bring up questions or issues that were not on the agenda.

Mr. Bennett asked if the Council could prohibit buses on Willamette Street. Ms. Loobey replied that they could, but they would be in violation of the law. The District had an attorney's opinion that LTD had the authority to run its vehicles on any street on which it wished to operate. She said she would rather not make it a political issue at that point, however.

**Bus Rapid Transit:** Ms. Loobey handed out a two-page outline of a public information plan for bus rapid transit (BRT). Currently, selection of a corridor for BRT had been scheduled for March. Ms. Loobey asked the Board members to read the outline and give staff input at the January meeting. She said this was intended to be the first tier of public involvement establishing a partnership with local units of government regarding BRT. It may mean that the Board would decide that because of the high level of Board involvement, this process would not be completed within the suggested time line. This issue would be scheduled for discussion at the January 17, 1996, Board meeting.

**ADJOURNMENT:** There was no further discussion, and the meeting was unanimously adjourned at 10:35 p.m.

  
Board Secretary