

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, May 19, 1999

Pursuant to notice given to *The Register-Guard* for publication on May 13, 1999, 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, May 19, 1999, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, President, presiding
Pat Hocken
Dave Kleger, Treasurer
Dean Kortge
Virginia Lauritsen
Phyllis Loobey, General Manager
Susan Hekimoglu, Recording Secretary

Absent: Rob Bennett, Vice President
Hillary Wylie, Secretary

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Board President Kirk Bailey called the meeting to order at 5:35 p.m. Mr. Kortge was not yet present.

I. WORK SESSION

Debrief Springfield City Council Meeting: Mr. Bailey noted that there was a handout regarding the Springfield City Council's questions and concerns about bus rapid transit (BRT) and the Springfield Engineer position. Prior to reviewing the handout, the Board members discussed the May 1, 1999, joint meeting with the Springfield City Council and the Council's May 17, 1999, work session, in which they had discussed their questions and concerns regarding BRT. Board members generally were pleased with the May 1 joint work session as a first step, although there was some disappointment that the Board and Council were not able to make more progress on some of the particulars.

Planning and Development Manager Stefano Viggiano reviewed the preliminary responses to the Springfield questions and issues. He explained that the responses were in draft form, and he invited the Board to comment on the draft. A cover letter also had been drafted for Board review. Mr. Viggiano stated that staff were going through the list of questions item by item and providing a response to each. In some cases, there still was information to be gathered.

Ms. Hocken asked if staff had a sense if there were questions that could not be answered for some time. Mr. Viggiano stated that preliminary responses were provided for many of the questions, especially with some of the modeling data, much of which was being done concurrently during the pilot corridor planning.

Mr. Viggiano said that staff were working with road authority representatives from each of the four jurisdictions, who were developing a list of data requirements for design evaluation. It would include more detailed modeling and analysis. The goal had been to have the four jurisdictions agree on what the data needs were rather than receiving different data requests from each jurisdiction.

Mr. Bailey asked if staff had received the Springfield Council's questions in priority order. Mr. Brian Barnett of the City of Springfield replied that he was working with BRT Engineer Graham Carey, and the list of questions in priority order had not yet been presented to LTD staff. Mr. Carey added that there were a series of questions on page 172 of the handout that he had put together following the Council work session, but which were not included in the written list of questions that was received from the City of Springfield. Mr. Viggiano said LTD would respond to all the questions, whether or not they were official.

Mr. Bailey raised the question of the degree to which elements of BRT could be phased in, since the concept had been discussed both at the Board work session and the City Council work session. The current BRT plan included Phase 1, which essentially was the downtown-to-downtown segment for which LTD was seeking preliminary approvals by October 1999, and Phase 2, which included the east and west segments. He suggested that, in order to build more time into the Springfield BRT planning, the segments be reorganized so that the entire Eugene portion of the pilot corridor be designed first.

Ms. Hocken said that some of the questions were associated with the East Springfield segment. The Board could change the segment order to give the Springfield staff and LTD more time to respond to those questions. She thought it made sense to finish the Eugene segments.

Ms. Lauritsen asked if the development of the Springfield Station and BRT were dependent upon each other. Mr. Kleger replied that the Springfield Station Steering Committee viewed the two projects as necessarily linked, but something needed to be done with the Springfield Station regardless of BRT. BRT had its own set of imperatives, and the only critical link between the two projects was location.

Ms. Hocken recalled that a major environmental impact in the environmental assessment process on other LTD projects was the impact on traffic. Currently, the alignments of BRT in downtown Springfield were very tentative. She stated that she was very much in support of the downtown Springfield station, and she did not want to hold that project up, but she was concerned that many assumptions would need to be made about BRT in order to conduct any type of traffic impact analysis.

Mr. Bailey stated that the Board would discuss the Springfield Station environmental assessment later in the meeting agenda. He asked Mr. Viggiano to discuss the BRT Springfield Engineer issue that was included as page 148 of the handout.

Mr. Viggiano stated that the Board previously had agreed in principle to reimburse the City of Springfield for the cost of engineering services related to the BRT project. Staff were working on an agreement with the City of Springfield staff. There were two issues for which staff requested further direction from the Board. One was how much control LTD would have over the engineer's work that would be paid for by LTD, and the other was whether the agreement should include some deadlines for the endorsement of Phase 1 and the final approval. Staff were concerned that the alternatives that were considered and studies that were conducted by the engineer needed to fit within the confines of what the Board's vision was for BRT.

LTD had a fairly aggressive schedule for BRT, which could be met only by maintaining fairly active involvement from the other jurisdictions. In order to maintain that schedule, partner agency approval would be needed in a timely manner. Staff believed the intergovernmental agreement should reflect that.

Mr. Viggiano said that City staff had indicated that Springfield needed some flexibility in the amount of investigation and analysis that the engineer would perform to make the Council comfortable with the BRT project, and that work should be directed by the Council without LTD control.

Ms. Hocken stated that one reason to provide the funding was to allow LTD to keep to its BRT schedule. LTD was asking a lot of the City of Springfield, and Springfield wanted to accommodate LTD and help LTD meet its BRT schedule, but it did not have the staff time. This was one of the reasons it made sense for LTD to spend payroll tax revenues to fund a staff person for another unit of government. If meeting the schedule would not happen as a result of this agreement, Ms. Hocken said that she was not sure funding the engineer position would be a wise expenditure.

The Board members discussed the draft Intergovernmental Agreement on Reimbursement of Cost for City of Springfield Engineering Services on Bus Rapid Transit, particularly whether paragraph 9, which addressed termination of the agreement, should include specific reasons for termination of the agreement or if it should state only that either party could terminate the agreement at will. Several Board members favored including the BRT project timeline goals in the preambles portion of the agreement rather than in paragraph 9.

Mr. Viggiano stated that staff would remove paragraph 9 entirely, and would remove the wording in paragraph 5, limiting the engineer's time to specific work, that referred to the engineer's studies needing to be agreed to by LTD.

Lane County Fairgrounds Presentation: Fairgrounds Manager Mike Gleason was present to propose a loop route that would link all the visitor and convention venues in the community. He thanked the Board and Ms. Loobey for LTD's successful

partnership with the Fairgrounds. He said that LTD delivered 25 percent of the fair attendance via the fair shuttles, and he hoped to bring that figure up to 35 percent. The relationship between LTD and the Fairgrounds was very important. In addition, Mr. Gleason complimented the Board for the success of the downtown Eugene Station.

Mr. Gleason noted that the Eugene-Springfield convention and visitors industry was growing rapidly, and in fact, now employed more people than the logging industry.

He provided a brief history of the Fairgrounds and stated that it was the largest single destination venue between Portland and San Francisco. The Fairgrounds' mission was to respond to and support youth and family activities, to support the visitors and convention industry, and to be a cultural and entertainment center for the county. He provided an overview of the improvement plans for the Fairgrounds that would result in a facility, during the next 20 years, that would compete more effectively with other similar-sized communities for event and convention business.

Mr. Gleason stated that creating a bus route that would link the various venues in the community would accomplish many things both for the convention and visitor industry and for LTD. LTD also would benefit by forming a closer partnership with the industry that supplied a large amount of the payroll tax. He suggested that the existing downtown loop, route #1 Market District, was too small, and the proposed loop was too large, but if the larger loop existed, then hotels could purchase the bus headway.

Mr. Gleason thought that the visitor industry, which supplied nearly \$.5 million of the payroll tax, would be very interested in providing lobbying efforts on behalf of LTD to help ensure funding for transit concerns.

In response to questions from the Board members, Mr. Gleason said that the hotels could impose additional room tax to help pay for additional service. The Fairgrounds provided year-round operation, which would increase as the venue was improved. He added that the train station would be included in the loop.

Mr. Bailey thanked Mr. Gleason for his presentation.

II. REGULAR MEETING

Introductory Remarks By Board President: Mr. Bailey reminded the Board members of the June 30, 1999, public hearing on TransPlan that would include both City Councils, the County Commissioners, and the LTD Board. It was scheduled for 7:00 p.m. at the Eugene Hilton. The Board would be briefed on the public hearing at its June regular meeting.

Employee of the Month: Mr. Bailey introduced the June 1999 Employee of the Month, Field Supervisor Shawn Mercer. Mr. Mercer was employed by LTD since September 1993. He was nominated by several co-workers at LTD, who praised him for his compassion with customers and his willingness to help others.

Mr. Bailey presented Mr. Mercer with a letter of congratulations, a plaque, and a monetary award. Mr. Mercer said that it had been an honor to be nominated and to be chosen as Employee of the Month. He added that he enjoyed his job and the people he served.

Audience Participation: (1) Tom Lester of Eugene spoke to the Board about its tentative approval of an environmental assessment for the Springfield Station. He was opposed to the two sites that were chosen for the study. He did not think those two sites would be good for downtown Springfield. He said that to his knowledge, the City of Springfield did not have a comprehensive physical plan for the downtown area. Without that type of plan to study the overall organization of the downtown area, he did not think it appropriate for LTD to site a downtown Springfield station without more serious consideration. He believed that the current two sites along South A were doomed to be failures for downtown Springfield.

(2) Mr. Olin Reed, a Glenwood business owner, stated that he was a member of the Glenwood Business Association. He wanted to point out that currently in the media, Springfield was being singled out as being unsure of BRT. However, the Glenwood Business Association also was unsure of BRT. While the Association had agreed that the 14th Avenue alignment best suited the Glenwood area, there still were many unanswered questions about the 14th Avenue alignment. There were no answers to what the east- and west-end alignments would be. When the media reported that Springfield had reservations, it left a false impression. Mr. Reed said that the Glenwood business people definitely were not for BRT as it currently was being presented.

He stated that currently there were approximately nine stops in Glenwood, which would be reduced to two stops with BRT. That would put a hardship on people who were between those two stops to get to them. Part of the rapid transit was to limit stops, and Mr. Reed was concerned that ridership would drop with limited stops. The other factor he was concerned about was the frequency of 10-minute service, which was fine if they were being used.

He asked the Board to give very careful consideration to BRT, because while it might be great to have, if it failed, the Board would not want to have been involved.

(3) Springfield Mayor Maureen Maine spoke to the Board about approving the BRT Pilot Corridor Goals and Objectives. In 1997, when LTD came forward with the BRT concept, the Springfield City Council had been in favor of the concept because of the specificity of the design elements and the fact that they were not individually required to make BRT work.

She stated that during the last two BRT Steering Committee meetings, a discussion had taken place regarding concern about the design elements. There was discussion about exceptions being made to the design elements and whether there could be different language about maximizing the use of 'when appropriate,' 'when feasible,' or 'when practical.' The vote went forward because the minutes were to reflect that these exceptions were inherent in any type of implementation strategy. However, the minutes did not reflect that language, so the draft minutes were amended to include

Springfield attorney Dave Jewett's (a member of the BRT Steering Committee) comments that the meeting minutes reflect that in adopting the goals and objectives as written, it was understood that exceptions could be made, notwithstanding the language of the goals and objectives as presented, and in particular, with those design elements.

Mayor Maine stated that although there had been no change to the language, she wanted it to be clear that the understanding about exceptions had been discussed and agreed to at the Steering Committee level. It was very important to go forward in Springfield with an understanding that exceptions were understood in the document, particularly with regard to exclusive bus lanes and bus guideways.

Mayor Maine suggested including a statement like that in the Bus Rapid Transit Overview section of the document much the same as the concept was presented to the Springfield City Council in 1997. She suggested stating that, "BRT is a system that has many design elements; components that could be applied." Phase I and Phase II had many different elements, and certainly not all of them, such as low-floor buses and pre-paid fares, needed to be implemented during Phase I or Phase II.

Mayor Maine encouraged the Board to consider that language, which would get to the heart of the discussion about the Engineer position. With regard to the engineer position, the Mayor stated that it had been Springfield's desire, based on the FTA report that specified that BRT would surface after the analysis of some alternatives, to have an engineer analyze those alternatives that would be BRT related, but that might be different than the alternatives suggested in Phase I and Phase II.

The Mayor suggested that there could be different components of BRT that were included in Phase I and Phase II that could be implemented in Springfield over a longer period of time. Those components should be studied to determine their effect upon all the other outcomes that were desired by the City.

Mayor Maine said that the topic that LTD and the City needed to discuss was whether or not there would be language in the BRT Goals and Objectives to address exceptions to any of the design elements as a standard option for implementation of the very broad concept. In addition, the two jurisdictions needed to discuss the engineer position and the fact that while the LTD-funded studies would be BRT related, they might be different than the alternative that LTD had suggested in Phase I and Phase II.

(d) Lane County Commissioner Bill Dwyer spoke to the Board about his concerns about increasing the person-carrying capacity along the BRT pilot corridor as stated in Goal number 3 of the Goals and Objectives, when studies showed that the corridor could accommodate 2,500 vehicles per hour, and the bus only 750 people. He did not understand how that would increase the carrying capacity, and what LTD meant by "increase the person-carrying capacity."

Commissioner Dwyer also stated that he was concerned about the policy banning the soliciting of signatures and other rights that were protected by the First Amendment at the Eugene Station. He did not believe that LTD had the authority to ban those protected rights, and he stated that even the legislature did not have that kind of

authority. The LTD Board was appointed by a vote of the legislature, which could not give authority to a public body that it did not have itself.

Items For Action At This Meeting:

MOTION **Consent Calendar:** Mr. Kleger moved that the Board adopt the following resolution, "It is hereby resolved that the Consent Calendar for May 19, 1999, is approved as presented." Mr. Kortge seconded the motion, which passed by unanimous vote. The May 19, 1999, Consent Calendar consisted of the Minutes of the April 12, 1999, special Board meeting / joint work session with the Eugene City Council; the minutes of the April 21, 1999, regular Board meeting; and the minutes of the May 1, 1999, special Board meeting / joint work session with the Springfield City Council.

VOTE

MOTION **Second Reading and Adoption – Eighth Amended Ordinance No. 35:**
VOTE Mr. Kleger moved that Eighth Amended Ordinance No. 35 be read by title only. Ms. Hocken seconded the motion, which passed by unanimous vote.

Mr. Bailey then read the Ordinance by Title, "Eighth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services."

MOTION Mr. Kleger then moved that the Board adopt the following resolution, "It is hereby resolved that the Board of Directors adopts Eighth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services, effective 30 days after adoption." Mr. Kortge seconded the motion.

Ms. Hocken stated that she had talked with a co-worker of hers who had two high school students in her family. The co-worker had expressed her disappointment that the schools did not sell the three-month passes to the high school students. She requested that LTD consider making the three-month passes just as available as the one-month passes.

Mr. Kleger observed that the passing of Ordinance #35 followed the Board's usual practice of adjusting fares and fit into the long-standing pattern and was nothing particularly unusual.

VOTE There being no further discussion, a vote was taken, and the motion passed unanimously.

Springfield Station Environmental Assessment: Mr. Viggiano reported that the Springfield Station Steering Committee, after careful review, had selected three sites for further review. Staff were seeking the Board's authorization to conduct environmental assessments (EA) on each of the finalist sites. There were four assessments to conduct because a no-build alternative was required by the federal government. The three build options included the current station at 5th and B Streets (Site A); Site G on Main and South A Streets, between 4th and 5th Streets; and Site I on the south side of South A Street, between 4th and 5th Streets.

Staff had discussed these options with the Springfield City Council, and the Council had expressed concern about loss of parking if the current station were

expanded. The City had suggested that LTD not pursue that site for further expansion. LTD staff agreed because Site A was not a site that drew much public interest.

Staff amended the recommendation to include only a "no-build" assessment of Site A, and the assessments of Sites G and I.

Mr. Viggiano stated that there were two types of environmental assessments. An environmental site analysis was used to examine the property that would be bought to ensure that it was not contaminated. An environmental assessment would evaluate the impacts of the project on its surrounding environment.

Ms. Hocken asked staff to respond to studying the impacts on surrounding traffic when currently it was not known what the BRT routing would be through downtown Springfield. She added that it was her understanding that in the past, LTD was committed to studying site A because the Springfield Council had requested that LTD keep it as an active alternative throughout the process. She asked if the Council now was suggesting that it no longer desired that option. Mr. Viggiano said that the "no-build" alternative was still under consideration, which satisfied the Council's request.

Mr. Viggiano added that assessing traffic impacts regardless of the BRT alignment would be effective because the current Thurston service, which provided 10-minute bus service, would serve Sites G and I, so from a bus-service standpoint, the frequency would not change. The lane configurations with BRT could change, but Mr. Viggiano thought that this EA would evaluate the site assuming the current traffic patterns and configurations. LTD also would be required to conduct an EA on the BRT project should it move forward, which would address the other issues.

Ms. Hocken asked if the number of potential bus bays would be affected by the BRT decision. Mr. Viggiano said that the number of bus bays would not be affected because the Thurston route would replace the BRT service or vice versa.

Ms. Lauritsen asked if the difference between the no-build and build options for Site A only was the loss of parking, or if the EA would address the parking issue anyway. Mr. Viggiano said that the EA would evaluate the current station site only for the no-build option and would provide information about the impact of the current station on the current surrounding parking lots and businesses, but not the impact of the parking removal.

Mr. Kleger stated that the Springfield Station Steering Committee was not interested in expanding the current station if it meant taking the library parking lot. He added that currently, the District was not committed to any build schedule.

Mr. Viggiano also said that LTD was coordinating with the Springfield Partnership for Progress, Springfield Planning and Development staff, the Springfield Renaissance Development Corporation, and the Springfield Planning Commission, and that several of these organizations were represented on the Springfield Station Steering Committee. Mayor Maine added that the City had applied for a Transportation Growth Management (TGM) grant to study the area around the finalist sites for potential co-development.

MOTION

There being no further discussion, Mr. Kleger moved the following resolution, "It is hereby resolved that the LTD Board of Directors directs staff to conduct an Environmental Assessment on Springfield Station Site finalists A, G, and I, with a note that Site A is only to be evaluated as a no-build option." Ms. Lauritsen seconded the motion.

Mr. Bailey commented that there was a need for a larger comprehensive plan for downtown Springfield, and his sense of the answer to that need was the TGM grant that had been applied for. By virtue of conducting the EA, LTD was not committing itself to anything that could not be undone, but would get answers to many of the questions regarding the larger downtown area.

Mr. Kleger added that while it would have been nice to conduct the EA on every block in the downtown area, the field had to be narrowed somewhat. The Steering Committee had discussed the possibility of adding one or two more potential sites, but those sites were found to have fatal flaws that would prevent the building of a station. There was strong support for sites G and I.

VOTE

There being no further discussion, the Board voted unanimously to adopt the resolution as stated.

Transit Coordination Agreements: Mr. Viggiano said that ORS 195 required that every incorporated city develop a plan for provision of urban services, including transit. The plan had to address how those services were to be provided. Staff were requesting approval of agreements between LTD, the City of Veneta, and Lane County, and between LTD and the City of Eugene and Lane County.

Mr. Peter Watt of Lane Council of Governments provided additional information about how the agreements had been drafted, and he discussed the contents of the agreements.

MOTION

There was no further discussion, and Ms. Hocken moved the following resolution: "It is hereby resolved that the LTD Board of Directors authorizes the general manager to sign an Intergovernmental Agreement Regarding Cooperative Planning and Urban Services for Transit Services Between the City of Veneta, Lane County, and Lane Transit District and an Intergovernmental Agreement Regarding Cooperative Planning and Urban Services for Transit Services Between the City of Eugene, Lane County, and Lane Transit District." Mr. Kleger seconded the motion, which passed by unanimous vote.

VOTE

Revised Special Service Policy: Service Planning and Marketing Manager Andy Vobora stated that LTD had two separate policies governing the implementation of charter and community event services. In an effort to create consistency between the two services, staff were recommending that they be combined into a Special Service Policy.

In answer to questions from the Board, Mr. Vobora stated that LTD charged more for charters than did private companies, partly because the Federal Transit Administration (FTA) mandated that transit could not be in competition with private

charter companies. And, private charter companies typically were not interested in the types of service LTD provided, such as two-hour charters.

The difference in pricing for charter service and special event service was that LTD charged the fully-allocated service rate of \$66.00 per hour, per vehicle for charter service and community event sponsors paid a direct-cost rate of \$52.00 per hour, per vehicle.

Ms. Loobey said that, in terms of community events, staff considered LTD's larger role in the community when evaluating the service request, and there were those occasions when staff determined that it was important to the community that LTD participate in order to assist in the goals and purposes of the sponsoring organization.

Ms. Hocken suggested that language be included in the policy to address other factors, such as if the event would have fewer expected participants than what was deemed to meet community goals. There was enough difference in the rates that LTD might want to specify a minimum number of participants for community-related events.

It was recommended that the Definition of Service to Community Events be amended to read, "Public transit service that is organized by LTD or an event organizer to address transportation needs arising from an event **typically** hosting 1,000 or more participants."

Mr. Bailey stated that he was concerned about the discretion on the part of the District to make exceptions to the minimum number of participants. Mr. Vobora stated that the FTA did not require a minimum number of participants, but that staff were trying to get to a sense of scale for pricing purposes. He added that smaller groups often did not have the resources to purchase the service at the fully-allocated cost.

Mr. Bailey stated that he appreciated staff efforts to achieve consistency, and with agreement of the other Board members, he asked staff to further consider the Board's comments and revise the policy accordingly for approval in June.

Board action was deferred until June 1999 on this issue.

BRT Pilot Corridor Goals and Performance Objectives: Mr. Viggiano stated that this item had been on the May regular Board meeting agenda, and the Board had chosen to wait to take action on the Goals and Objectives until after a scheduled discussion with the Springfield City Council.

Mr. Viggiano stated that there had been discussion at the recent BRT Steering Committee about whether a statement needed to be included about whether exceptions could be made to the BRT design elements. The Steering Committee was content with having the Steering Committee meeting minutes reflect the Committee's belief that exceptions were possible.

Mr. Bailey added that the intent of the Steering Committee was to allow for exceptions, but the discussion was focused on exceptions under various scenarios. The Committee realized that allowed exceptions would need to be specifically stated, and it

was impossible at this point to anticipate what the possible scenarios might be that would require an exception. The final decision of the Steering Committee was that a general agreement on the legislative intent was sufficient to recognize that there would be scenarios when exceptions might be made. The final opinion of the Committee was unanimous to forward the Goals and Objectives to the Board for approval.

Mr. Bailey added that the Steering Committee appreciated the opportunity to consider the issue and to focus on some of the goals. It helped to crystallize the Board's conversation about the vision of BRT and indicated the objectives with which to be accountable.

Mr. Kleger said that when the Board began discussing BRT, it was understood that there would be locations where exceptions would be made. However, he did not think it was appropriate to look for exceptions. He agreed that the document did not need to specify what exceptions could be made, but the Board should agree to be prepared to consider exceptions.

Ms. Loobey stated her concern about the use of the terminology of "BRT Lite," which was not terminology that was recognized by the FTA. The FTA was seeking as complete a system as possible. LTD would not get BRT funding or approval for a system that did not have the elements of BRT as defined by the FTA.

Mr. Kleger added that exceptions were costly, and in combination, would make a critical difference in the BRT system.

Ms. Hocken stated that BRT was a long-term plan, and the Goals and Objectives were for the long-term project plan and not necessarily for the short-term. It was LTD's vision, and it might be practical to consider some short-term exceptions.

Mr. Bailey, in response to Commissioner Dwyer's comments, stated that Goal Number 3, which addressed increasing the person-carrying capacity of the corridor, meant that BRT would increase the ability to move more people through the corridor in less time, a concept that was a key focal point of the BRT project.

Ms. Loobey added that Tri-Met had conducted a recent analysis of the impact of the westside light rail system on the Sunset Corridor. Ridership on that corridor had increased, and while there was no significant decrease in the number of cars traveling through the corridor, those cars were able to travel at a faster rate than before.

Mr. Kleger asked if the Board was in agreement that it had the authority to agree to exceptions, when necessary. Mr. Bailey stated that he sensed that the Board was in agreement that it could make exceptions, including decisions that would affect the entire project.

MOTION

There being no further discussion, Ms. Lauritsen moved that the Board adopt the following resolution: "It is hereby resolved that the March 17, 1999, draft of the Bus Rapid Transit Pilot Corridor Goals and Performance Objectives be approved." Mr. Kortge seconded the motion, which passed by a unanimous vote.

VOTE

Ms. Hocken asked that the meeting minutes reflect the Board's conversation and agreement to consider exceptions to the design elements of BRT.

Items for Information at this Meeting:

Board Member Reports: (a) Metropolitan Policy Committee (MPC). Ms. Hocken reported that there were no transportation issues on the MPC agenda.

(b) Statewide Livability Forum. Ms. Hocken reported that the first report from the Forum had been published. She passed around a copy of the "Choices for the Future" report that supported land-use measures and the creation of an infrastructure that would support schools, livability, etc. The report also outlined plans for Forum action to promote the recommendations made in the report.

(c) BRT Steering Committee. Nothing further to report than what was discussed earlier at this meeting.

(d) Springfield Station Steering Committee. The meeting of May 20, 1999, had been canceled, and the Committee would not meet again until June.

(e) North End Scoping Group. Mr. Kortge reported that the last meeting of the Group was scheduled for June 10, 1999, and a final draft report would be forwarded to the Eugene City Council. The train station was the biggest issue of concern. There was no decision made about the location of the courthouse, and the LTD downtown circulator shuttle had been discussed. Eugene Water and Electric Board had no formal representation in the Group, but had sent staff to attend the meetings.

(f) Meetings with Springfield City Council. This item was discussed during the earlier work session at this meeting, and there was nothing further to report.

(g) Smoke-Free Air Award. Mr. Kleger reported that the Lane County Tobacco Prevention Coalition had presented LTD with its "Smoke-Free Air Award," in recognition of the no-smoking policy at the Eugene Station. Mr. Kleger stated that the April 28 ceremony had been pleasant. He added that he had yet to hear a negative comment about that policy.

April Financial Statements: Finance Manager Diane Hellekson stated that LTD was in good financial condition and on track with the FY1998-99 budget. Staff were looking forward to the year-end financial closing. She said that an on-sight audit review would occur in June with the field work to be completed in September. Ms. Hellekson added that the Federal Transit Administration (FTA) Triennial review would take place on September 7, 8, and 9, 1999.

Legislative Update: Government Relations Manager Linda Lynch reported that the Oregon House Revenue Committee had advanced the gas tax to the full House, but had rejected the repeal of the weight-mile tax.

Bus Rapid Transit Update: Mr. Viggiano commented on the Glenwood alignment that had been brought up at this meeting by Mr. Olin Reed. LTD had pledged to go through an extensive public process as the end segments of the Glenwood alignment were designed. Also in response to Mr. Reed's comments, Mr. Viggiano said that currently there were five eastbound and four westbound bus stops on Franklin through the Glenwood area. The proposed BRT system would have four stops on the currently proposed 14th Street alignment.

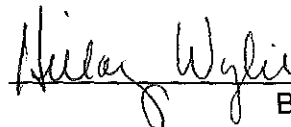
LTD Service Area Boundary Revision: Mr. Vobora reported that the service area boundary would be presented to the Board in June for approval. Staff were recommending two minor changes to address portions of the service area that were outside the 2.5-mile limit outlined in ORS 267.207. While the District had legal authority to establish boundaries beyond 2.5 miles, it appeared that there was no apparent reason to exceed 2.5 miles in those two cases.

Service Policy and Productivity Standards Work Session: Mr. Vobora stated that staff were recommending moving the all-day Board work session that was being planned from June to October. Staff believed that the discussion of the service policy and productivity standards would better fit into the larger strategic plan discussion that took place at the annual fall work session.

LCC Term Pass: Mr. Bailey stated that the term bus pass program had been fully funded in the LCC annual budget for the next school year.

Government Finance Officers Association (GFOA) Award: Mr. Bailey congratulated Ms. Hellekson for the achievement of receiving the GFOA award for the third year in a row. Ms. Hellekson acknowledged the work of staff, and particularly the work of Assistant Finance Manager Roy Burling. Ms. Hocken stated that this was an important award for the District, but it was important to know that LTD staff had performed the work required to receive the award, where most companies that received the award relied upon an auditor to perform the work.

ADJOURNMENT: Mr. Bailey pointed out the remaining items on the agenda, which included Board correspondence and the monthly staff report. None of the Board members had questions or comments about those two agenda items. Mr. Bailey adjourned the meeting at 8:50 p.m.


Board Secretary