

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, September 20, 2000

Pursuant to notice given to *The Register-Guard* for publication on September 14, 2000, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, September 20, 2000, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Hillary Wylie, President, presiding
Gerry Gaydos
Dave Kleger, Treasurer
Pat Hocken
Virginia Lauritsen
Ken Hamm, General Manager
Susan Hekimoglu, Recording Secretary

Absent: Rob Bennett, Vice President
Vacancy (Subdistrict 3)

CALL TO ORDER: Board President Hillary Wylie called the meeting to order at 5:34 p.m.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA: Ms. Wylie said that there were two resolutions to add to the agenda. One was a resolution honoring retiring Springfield Mayor Maureen Weathers. The other was a resolution attesting the Board's commitment to replacing the LTD fleet over time with more environmentally friendly vehicles.

Ms. Wylie also said that a Board committee needed to be formed to review the materials that would be used to evaluate the performance of the general manager. Ms. Wylie appointed Ms. Hocken, Mr. Bennett, and herself to work closely with Human Resources Manager Dave Dickman to prepare and review those materials for further consideration by the Board. Ms. Hocken thought the Board should have any written materials prior to the actual evaluation at a Board meeting. Ms. Wylie agreed. The evaluation would take place within the next two months.

WORK SESSION – BUS PURCHASE: Fleet Services Manager Ron Berkshire was present to discuss the proposed purchase of Hybrid-Electric buses for the proposed downtown shuttle service. At the June 2000 meeting, the Board had directed staff to prepare a proposal to purchase six hybrid-electric buses for the shuttle service. Mr. Berkshire reported that in the hybrid-electric market, there was one manufacturer that stood out well above all others. Advanced Vehicle Systems, Inc., (AVS) was the largest

manufacturer of electric transit buses in the United States. Staff believed that the AVS 22-foot hybrid-electric bus was the best vehicle for the downtown shuttle service. It was a 7-year, medium-duty bus that operated on battery with the assistance of the micro turbine engine. The bus operated on battery to 40 percent battery charge. The turbine engine would become operational only to charge the battery back to 60 to 70 percent. LTD expected to extend the expected life of the buses by 3 or 4 years. The total cost to purchase six of the buses was \$1.7 million.

Ms. Wylie asked if the buses could be converted as the technology continued to advance. Mr. Berkshire said that the technology would plateau and the buses would remain current for at least three to four years. AVS had designed the buses so they could be upgraded as improvements to the technology were made. Ms. Wylie asked about the life of the turbine engine. Mr. Berkshire said that the turbine had a life expectancy of 44,000 hours.

Ms. Hocken asked about the cost of operation and maintenance. Mr. Berkshire said that the cost of operation would depend on how the buses were driven. Typically, the buses had a 200-mile range between fuel fills. The cost to maintain the hybrid-electric vehicles would be significantly lower than the cost to maintain the current diesel buses.

Mr. Kleger asked if the bus had undergone Altoona testing. Mr. Berkshire said that the bus currently was being tested and the Altoona test report would be completed prior to delivery of the buses to LTD.

Mr. Kleger asked if there was a way to add a second wheelchair bay. Mr. Berkshire said that the bus was 102-inches wide, but a second wheelchair bay would not be possible. The bus was designed with a combination of perimeter seating and standing room. It was designed as a shuttle bus, with the expectation that people would board for very short trips. Mr. Kleger noted that operators would need to remember to let people in wheelchairs know when the next bus would be along.

Mr. Hamm added that AVS currently was developing 30- and 35-foot buses that would use twin turbines that would eliminate the need to charge the battery overnight. Those buses would have additional wheelchair space.

Mr. Kleger asked if the conventional buses could be retrofit with the new hybrid-electric technology. Mr. Berkshire said it was possible and currently was being researched. Mr. Kleger asked if the 22-foot bus was four- or two-wheel drive. Mr. Berkshire said that it was two-wheel with individual wheel drives.

Ms. Lauritsen asked about the cost of the conventional bus versus the cost of the new hybrid-electric bus. Mr. Berkshire said that he did not know the exact cost of a diesel-powered, 22-foot bus, but thought it would cost approximately \$180,000, compared to the cost of a 22-foot hybrid-electric bus, which was \$274,000. Ms. Lauritsen said that LTD would need to realize approximately \$90,000 in operational and maintenance savings on the new vehicles. She asked if that could be done in a five-year period. Mr. Berkshire said that he thought LTD would recover 60 percent of the additional cost, but LTD would pay a

premium to provide a more environmentally friendly bus. Ms. Lauritsen asked staff to spend some time further developing this information for Board members to share with constituents.

Mr. Hamm said that hybrid-electric vehicles were a market that had developed in a limited fashion, and other manufacturers would come on board and the competition would begin, which would drive the prices down. LTD would pay a premium for being on the cutting edge of this technology. He thought LTD would be a responsible, prudent steward of the public trust by taking this first step in its commitment to convert its fleet. This purchase would test the market place, but the continued conversion of the fleet would be contingent upon the costs coming down considerably and/or new funding sources being determined.

Ms. Hocken asked about the seating. Mr. Berkshire said that the 22-foot bus had 22 seats and room for 10 or 11 more to stand. Also, it had only one door for boarding and deboarding.

Mr. Gaydos thought staff should prepare information about what alternatives also had been considered, why this particular technology was chosen, and how long it was projected that this would be the best alternative. He thought it also would be important to acknowledge that this was an experiment, and that it appeared to be the right path at this point, so that LTD could stand solidly behind the decision. Mr. Berkshire said that there was pressure from the community to operate clean, quiet buses. Hybrid-electric technology had come a long way and was here to stay. It was the first step to the fuel-celled buses.

Mr. Berkshire said that during the regular meeting, he would ask the Board to approve the purchase of the hybrid-electric buses for the downtown shuttle. He distributed a brochure from AVS to all Board members.

WORK SESSION – BRT UPDATE: Planning and Development Manager Stefano Viggiano was present to provide information regarding the continued development of the proposed bus rapid transit (BRT) corridor.

Mr. Viggiano said that staff were working with staff from the two cities, Oregon Department of Transportation (ODOT), Lane County, and Lane Regional Air Pollution Authority (LRAPA) on the review of the Preliminary Draft of the Environmental Assessment (EA). It was hoped that the public review of the EA already would be occurring; however, the Federal Transit Administration (FTA), which also was reviewing the preliminary draft, had not yet approved the release of the document for public review.

Tentative meeting dates had been set for early October and November with the partner agencies for the approval of Phase I of the proposed BRT corridor, but the October meetings most likely would be postponed pending the FTA approval of the preliminary EA.

Mr. Viggiano then discussed the cost estimate for the Phase I BRT, which was included in the meeting agenda packet.

Ms. Wylie asked if there was money included in the estimate to purchase Right-of-Way. Mr. Viggiano replied that those costs were included under the heading of Property Acquisition on the spreadsheet.

Mr. Viggiano then discussed the issue of the trees along Franklin Avenue. Core tests had been performed on the trees, and it was determined that the trees were, in fact, more than 50 years old, which gave them an historical status under Eugene's Historic Tree Ordinance. Staff were working with Eugene and the BRT design engineers to identify alternatives to address the historic status issue and to explore alternate designs that would not require removal of those trees. Staff would provide further information to the Board in November. The possible removal of the trees could require a vote of the citizens of Eugene.

Ms. Wylie asked when was the earliest the issue could appear in an election. Mr. Viggiano said that it could appear as early as March 2001, or it could be delayed to the May 2001 election. LTD would be required to pay a portion of the election costs.

Ms. Hocken stated that earlier in the day, she had attended a meeting of LTD staff and Glenwood representatives to discuss the two Glenwood alternatives. She thought it had been a good discussion, and ODOT had provided very good information about access management and their approach to lane size, etc. Staff would review the information gathered at the meeting and another meeting would be scheduled to further discuss the options.

WORK SESSION – EUGENE/SPRINGFIELD METROPOLITAN PARTNERSHIP MEMBERSHIP: Mr. Hamm said that the Board had asked him to look into a possible membership for LTD. Mr. Hamm met with Assistant Executive Director Al Burns and learned that the organization was a partnership between other governments, local businesses, and individuals. The mission of the organization was to provide for economic development to foster business investment in the community. Mr. Hamm believed that LTD always had a role in economic development, and it would be prudent to join. The cost to join would be \$2,000 annually with a 3-year commitment. During the regular meeting, Mr. Hamm would ask the Board to officially approve the membership.

AUGUST 2000 EMPLOYEE OF THE MONTH: Fleet Services Specialist/Office Manager Doris Dioszeghy had been selected as the August 2000 Employee of the Month. Ms. Dioszeghy had been employed with the District since July 1988. In addition to her regular duties, Ms. Dioszeghy had participated on many employee committees and assisted with the annual United Way campaign. Her co-workers in Fleet Services nominated her for this award because they appreciated the exceptional work she did and her caring and positive attitude.

Fleet Services Manager Ron Berkshire introduced Ms. Dioszeghy to the Board. Ms. Dioszeghy received a certificate, a monetary reward, and a lapel pin.

Ms. Dioszeghy thanked the Board members and all the people who were involved in her nomination and selection.

SEPTEMBER 2000 EMPLOYEE OF THE MONTH: Bus Operator Troy Emerson was selected as the September 2000 Employee of the Month. Mr. Emerson began his employment with LTD in November 1998. He had earned an award for Correct Schedule Operation. Mr. Emerson was nominated for Employee of the Month by a guest who was very pleased with the service that Troy provided during a recent bus ride. Mr. Emerson had stopped prior to reaching the designated bus stop to board an elderly gentleman who was trying to make his way to the bus stop. The nominating guest had said that it was reassuring to see an operator take the time to pull over and alleviate some of the hardships of another human being. This act epitomized the true meaning of customer service and should not go unobserved by LTD.

Transit Operations Manager Mark Johnson introduced Mr. Emerson to the Board. Mr. Emerson was presented with a certificate, a monetary reward, and a lapel pin.

Mr. Emerson said that he was very honored to have been selected as Employee of the Month and to have been given the opportunity to serve the public in this way.

OCTOBER 2000 EMPLOYEE OF THE MONTH: Assistant General Manager Mark Pangborn introduced Guest Services Supervisor Angie Sifuentez, who had been selected as the October 2000 Employee of the Month. Ms. Sifuentez had been employed with LTD since December 1974. She began her employment as a communications clerk and was promoted to the position of marketing representative in October 1982. In January 1996, she was promoted to her current position. During the course of her career with LTD, Ms. Sifuentez had received numerous awards, including September 1989 Employee of the Month and 1989 Employee of the Year. Ms. Sifuentez was actively involved in community activities and boards, including her current positions as a Downtown Eugene, Inc., board member and as a member of the City of Eugene Police Commission. She was nominated for this award by staff members at the Guest Services Center who appreciated her positive attitude and dedication to her staff. They admired her ability to work well under pressure, provide guidance during times of "trial and tribulation," and her ability to motivate her staff in a positive manner.

Ms. Wylie presented Ms. Sifuentez with a certificate, a monetary award, and a lapel pin.

Ms. Sifuentez said that she was flattered to have been nominated by her staff at the Guest Services Center and to have been selected. She also said that she was very flattered that she got to work for Lane Transit District because it gave her the opportunity to work in the community doing things she enjoyed on behalf of the District as well as to contribute to the community.

AUDIENCE PARTICIPATION: There were no members of the audience who wished to address the Board.

CONSENT CALENDAR: Mr. Kleger moved that the Board adopt the following resolution: "It is hereby resolved that the Consent Calendar for September 20, 2000, is approved as presented." Ms. Lauritsen seconded the motion, which carried unanimously by

**MOTION
VOTE**

acclamation. The September 20, 2000, Consent Calendar consisted of the minutes of the June 21, 2000, regular Board meeting; the minutes of the July 19, 2000, canceled Board meeting; the minutes of the August 9, 2000, special Board meeting; the August 16, 2000, canceled Board meeting; approval of the FY 2000-01 Disadvantaged Business Enterprise (DBE) Program; the appointment of two members to the Special Transportation Fund Advisory Committee; and a resolution designating the general manager as LTD's Registered Agent.

MOTION

VOTE

AUTHORIZATION OF HYBRID-ELECTRIC BUS PURCHASE: This agenda item was discussed during the earlier work session. There being no further discussion, Mr. Kleger moved the following resolution: "It is hereby resolved that the LTD Board of Directors authorizes the general manager to contract to purchase six (6) new hybrid-electric buses from Advanced Vehicle Systems, Inc." Ms. Hocken seconded the motion, which passed unanimously by acclamation.

MOTION

VOTE

CONVERSION OF FLEET: Mr. Gaydos moved that the Board adopt the resolution committing LTD to a conversion of its fleet to quiet, more environmentally-friendly vehicles, with the conversion triggered by the cost, availability, and reliability of the new technology. Ms. Hocken seconded the motion, which passed unanimously by acclamation.

STATE BALLOT MEASURES: Government Relations Manager Linda Lynch said that she had little to add to the Agenda Item Summary included in the agenda packet. The Board had been asked by the Committee for Our Oregon to join other local governments and be included in campaign literature opposing Ballot Measures 91, 93, and 8. The campaign strategy was to have as many community members and organizations as possible endorse the Committee's opposition to the three measures. Ms. Lynch added that the campaign most likely also would appreciate individual endorsements from Board members.

Ms. Lauritsen asked if the LTD Board had ever formally endorsed or opposed a campaign in the past. Ms. Lynch said that it had not. Mr. Pangborn added that past boards had been asked to take a position on ballot measures, but typically those were directly related to LTD. Ms. Lynch added that it was very similar to taking a position on pending legislation.

Ms. Wylie asked who was sponsoring the three ballot measures. Ms. Lynch said that Measures 91 and 93 were proposed by Bill Sizemore and the Oregon Taxpayers United. Measure 8 was proposed by Don McIntyre. The Committee for Our Oregon, which was seeking endorsements opposing the measures consisted of representatives from both urban and rural Oregon; both business and labor; Republicans, Democrats, and Independents; and seniors and young families with kids in school. There was a long list of organizations that already endorsed the committee's efforts to oppose the ballot measures, including the Oregon Association of Convention and Visitors' Bureau, the Oregon PTA, the Oregon School Boards Association, Willamette Industries, the Oregon Business Council, and others.

Ms. Wylie asked if the issue of the Board taking a formal position had been reviewed by legal counsel. Ms. Lynch said that the Board could choose to take or to not take a formal

position; however, staff could not use public time to campaign on political issues. Ms. Lynch would use non-work time to report the Board's action to the committee. Ms. Lynch had not asked legal counsel about these particular measures.

Ms. Hocken said that it was clear that the passage of any of the three measures would have some adverse effects on the state money that could be available for funding any of the District's initiatives, such as elderly and disabled transportation. She thought there would be a direct cause of harm to the District if either Measure 8 or Measure 91 was passed. It also was her understanding that the election in Cottage Grove to join LTD could be overturned if Ballot Measure 93 passed. A provision of Ballot Measure 93 was that any measure passed in the previous two years would need to pass by the same margin that Ballot Measure 93 passed in this election to be held valid. She thought that was a very poor way to operate governments by undoing decisions that were made two years previously. There potentially were very damaging consequences to LTD by any of the three measures, and she did not think it would be inappropriate for the Board to oppose them. She thought that legal counsel ought to review the Board's position before a commitment was made.

Mr. Kleger said that he agreed with Ms. Hocken's comments. All of the measures appeared to have been drawn in a way to prevent public policy from being developed and carried out in response to the will of the majority. He supported the Board taking a position as being officially opposed.

Mr. Hamm likened this activity to school board activities. The school board had the right to take a stand on issues, where the staff could not lobby on school district time or with school district resources. There were no plans to bring all measures up for Board consideration; however, these were important measures for the Board to react to. From his perspective, these measures would have an impact on LTD and the people who utilized its services, and it was the responsibility of the Board to take a position.

Ms. Hocken said that another issue was that the law-making function in Oregon had been getting murkier, and historically, LTD had spent a lot of money lobbying the legislature. However, more and more legislation, including constitutional legislation, was being made through the initiative process to the point that laws were no longer being made by the legislature, but by the people. She agreed that the Board should not get involved with every issue, but only the ones that had a direct relationship to LTD's mission, and she thought it was part of the stewardship of the District to state, for public record, its position on such measures. There was no proposal to spend District money on the opposition to these measures.

MOTION

Ms. Hocken then moved the following resolution: "It is hereby resolved that the Board of Directors of Lane Transit District opposes state ballot measures 91, 93, and 8 as having severe and/or unknown negative impacts on transportation services for the elderly and disabled, on funding of the social and physical infrastructure of the State of Oregon, and on the ability of the District to provide service where it is wanted, provided the District's legal counsel believes this to be a legal action of the LTD Board." Mr. Gaydos seconded the motion, which carried unanimously by acclamation.

VOTE

DESIGNATION OF GENERAL MANAGER PRO TEMPORE: Mr. Hamm said that he was asking the Board to name the Assistant General Manager as the General Manager Pro Tempore during the absence of the general manager. And, during the odd times that both the general manager and the assistant general manager were away from the office, the resolution also gave the general manager the responsibility of appointing another person to act as General Manager Pro Tempore. Currently, during times of absence of the general manager, a quorum of the Board would need to meet to name a General Manager Pro Tempore.

**MOTION
VOTE**

Ms. Lauritsen moved that the Board adopt the Resolution Designating General Manager Pro Tempore included in the agenda packet. Mr. Kleger seconded the motion, which passed unanimously by acclamation.

**MOTION
VOTE**

EUGENE/SPRINGFIELD METRO PARTNERSHIP MEMBERSHIP: Mr. Kleger moved that the Board authorize the general manager to secure an LTD membership in the Eugene/Springfield Metropolitan Partnership, Inc. Ms. Lauritsen seconded the motion, which passed unanimously by acclamation.

**MOTION
VOTE**

MAYOR MAUREEN WEATHERS RETIREMENT: Ms. Wylie reported that she, Mr. Kleger, and Ms. Lauritsen had attended a retirement party for Mayor Weathers. She felt it was important for the Board to formally thank Mayor Weathers for her years of service to the Springfield Community. The resolution would be printed on quality paper, signed, framed, and sent to Mayor Weathers. Mr. Kleger moved that the Board adopt the resolution thanking Ms. Weathers for her public service and inviting her to be an honored guest on the inaugural run of bus rapid transit between the City of Eugene and the City of Springfield in September 2002. Mr. Gaydos seconded the motion, which carried unanimously by acclamation.

BOARD MEMBER REPORTS: 1) MPC. Ms. Hocken reported that there were some transportation issues discussed. As a region, MPC had prepared for Lane County Commissioner Bobby Green to participate in an ODOT Region II Priority Setting meeting, which would be held toward the end of September. Representatives from all local jurisdictions would review the entire list of projects that had been submitted in the 2002-2005 State Transportation Improvement Projects (STIP) grant request. Capital Grants Administrator Lisa Gardner said that a letter signed by Eugene, Springfield, and Lane County and addressed to ODOT was prepared for mailing. It addressed the lack of adequate time given to respond to ODOT processes and issues. Ms. Hocken noted that she had added LTD to the list of letter writers. Ms. Wylie signed the letter on behalf of LTD. Ms. Hocken said that she also had stated her concern about the voting process at the joint TransPlan meetings. It had been somewhat awkward to be required to vote on issues in TransPlan that did not affect LTD.

2) Statewide Livability Forum. Ms. Lauritsen reported that the next meeting would be held on November 7, 2000.

3) BRT Steering Committee. Ms. Hocken thought that all issues were covered during the earlier work session discussion.

4) Springfield Station Steering Committee. The Committee continued to wait for a response from the FTA on the Environmental Assessment. Mr. Viggiano said that FTA staff had informally approved the EA, but LTD staff wanted to wait for the formal approval before seeking approval from the Springfield City Council. Ms. Hocken had asked in June about the delays from the FTA, and she had been told that staff believed it was appropriate to work through the process and allow the FTA enough time. She asked if that still was the case, or was it time to contact some elected officials to assist with getting the process moving. Mr. Hamm said that at a recent Oregon Transit Association (OTA) meeting, a number of Oregon transit properties had expressed the same problems and concerns. A collective letter would be prepared from the OTA and ODOT that would be sent to FTA about these problems. LTD had some grant deadlines pending, and Mr. Hamm was attempting to contact the FTA Region 10 Director. Ms. Gardner said that there were two grants pending with a deadline of September 30. Environmental Assessments for both the Springfield Station and BRT were pending as well. There appeared to be no information flowing back from the FTA, and Mr. Hamm would discuss these issues with the Region 10 Director.

5) Eugene Downtown Visioning: Mr. Bennett was not present to report on this activity.

GENERAL MANAGER'S REPORT: Mr. Hamm said that the slogan that came out of the recent contract negotiation process was "Building a Team Spirit." A banner was hung in the Board room that had been signed by Board members, employees, and Amalgamated Transit Union (ATU) officials. During fall operator training, Mr. Hamm and Mr. Pangborn were talking with employees about team spirit, what it meant, and about taking it to a new level at LTD. The four areas of focus include safety, courtesy (guest service), efficiency, and LTD's image.

Mr. Hamm also reported on a recent trip he and Mr. Viggiano had taken with Eugene City staff and Councilor Scott Meisner to Pittsburgh to see a version of BRT growth planning activities, amenities, and improvements. Councilor Meisner had mentioned that there were some mixed messages about LTD's BRT plans. One was about the use of alternatively-fueled vehicles. Mr. Hamm had discussed the Board's commitment to more environmentally friendly transit buses, and reported that a resolution would be adopted at the September meeting demonstrating the Board's commitment in this area.

Mr. Viggiano added that the building of the Pittsburgh system had included some amenities that were above and beyond the direct transit improvements, such as new pedestrian crossing overpasses, etc. The City of Eugene could be expecting LTD to do similar types of extra improvements, and it always had been LTD's position to provide some additional improvements. The City could request additional improvements that currently were not in the plan. There were some operational issues with on-street bus lanes and design solutions that had been implemented.

Mr. Hamm said that there was a belief that the trees that had been planted on Franklin were not the variety that could accomplish what originally was desired, which was to provide a canopy or umbrella-type foliage. It was thought that there could be some solutions in that area that the City would assist LTD with.

All-in-all, Mr. Hamm thought that the meetings had gone well and had built on the relationship between LTD and the City.

JULY FINANCIAL STATEMENTS: Finance Manager Diane Hellekson said that at the October Board meeting, a report of the first full quarter financials would be submitted to the Board. Fare revenues were soft for the first two months of the fiscal year, and ridership had remained flat. Staff were monitoring performance, and would provide a full report at the October Board meeting.

Ms. Hellekson reported that fuel prices were higher than budgeted. If the prices did not decline, the variance to the budget could be sizable.

In addition, with the delay in FTA processing of grant applications, LTD currently had spent more than \$800,000 in grant funds that were tied up in the grant application process. By the time the process was complete, LTD could lose approximately \$30,000 in lost interest earnings because those funds had been fronted from reserves.

Mr. Kleger said that when people were offered non-competitive pay, the agency would not save any money. He had a feeling that this was underlying the problems at FTA.

Ms. Wylie said that she was concerned about the gas prices, and she asked staff to keep information about the impact of the increased prices as a footnote to the monthly Board financial reports.

TRANSPLAN UPDATE: Mr. Viggiano reported that the Springfield and Eugene City Councils had met to discuss some of the land use and nodal development issues. The draft recommendations from that work session were distributed to Board members.

Mr. Viggiano reported that the third joint work session would be held on October 18, which was the date of the regular LTD Board meeting. A Special LTD Board meeting would be held on Monday, October 16, at 5:30 p.m.

Ms. Wylie asked Mr. Viggiano to talk with TransPlan staff prior to the next work session to determine if there would be a way to avoid registering a vote on issues that the LTD Board had not yet had a chance to discuss or to take a position on. Mr. Viggiano said that he had discussed the issue with TransPlan staff following the MPC meeting, and he indicated that he would find a way to address the issue. It was thought that the electronic voting process would provide an option to defer or indicate no preference.

Ms. Gardner added that the voting issue was discussed at the joint meeting between the City Councils. She thought it should be clarified that the voting issue was not only about

issues that might not impact LTD, but more about issues that the LTD Board had not yet discussed or taken a position on. She thought it was important to make that clarification to address confusion on that issue.

The purpose of the joint Eugene and Springfield meeting was to discuss the nodal development issues in the draft TransPlan. If the two City Councils could reach consensus, the issue would be brought back to the joint TransPlan work session. Ms. Gardner discussed the recommended changes that were highlighted in the draft recommendation document.

COMPREHENSIVE SERVICE REDESIGN (CSR) UPDATE: Mr. Vobora said that staff would present three CSR scenarios to the Board at the October Board meeting, and staff were seeking input from the Board about the level of detail staff should present.

Mr. Kleger said that each time LTD undertook the CSR process, it was difficult to maintain an optimistic outlook. He realized that LTD could not satisfy everyone, and he praised staff for the work that was done to design service.

Ms. Hocken said that she would like to see more detail in the presentation in October, and Mr. Kleger agreed.

Mr. Vobora said that the official public hearings would be held during the December 2000 and January 2001 Board meetings.

Ms. Wylie said that she would like to see an executive summary of the public input received to date. Mr. Vobora said that most comments were from current riders. Staff would continue to receive comments from non-riders through the group pass participant outreach. Currently, the input was placed into three categories: those who thought it was great, those who liked it, and those who were unhappy about the proposed service for one reason or another.

Ms. Hocken asked how the public was reacting to the new fall schedule and the elimination of transfers. Mr. Vobora said that few comments had been received, but the bus operators and most customers were happy with the changes. The new shuttle route from the Fairgrounds to Sacred Heart was very successful, and the Thurston Station Park & Ride regularly was full.

Ms. Hocken mentioned the football shuttles. There had been some reports in the paper about the controversy between the UO and Wistec about getting a place for the post-game football buses. She hoped that the community was aware that the issue was between the UO and Wistec, and not LTD. LTD would board at any location that UO and Wistec selected. Mr. Vobora said that LTD had provided an analysis of the different options.

Mr. Hamm noted that nearly 7,000 people rode the bus to the sold-out Nevada Game, which was a ridership record for the football shuttles.

SPRINGFIELD STATION UPDATE: Mr. Viggiano said that he had nothing to add. Ms. Wylie asked if a new committee would be formed for the design and build portion of the station. Mr. Viggiano did not think that the Site Selection Committee would meet again, and he thought it was the Board's decision to appoint a community advisory committee. Ms. Wylie said that she had heard from several of the Springfield Station Committee members who expressed interest in serving on a design-build committee. She thought that after the Environmental Statement was received, the Board should have a better idea of what type of committee might be needed.

MONTHLY STAFF REPORT: There was nothing further to add to the agenda packet summary.

ADJOURNMENT: There was no discussion regarding the remaining agenda items, and Ms. Wylie adjourned the meeting at 7:52 p.m.



Board Secretary