

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, January 17, 2001

Pursuant to notice given to *The Register-Guard* for publication on January 11, 2001, 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, January 17, 2001, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

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

Absent: None

CALL TO ORDER: Board President Hillary Wylie called the meeting to order at 5:33 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Ms. Wylie said that she would hold her remarks until later in the meeting, and there were no announcements or additions to the agenda. The Board would discuss the draft agenda for the two-day strategic planning work session during the regular portion of the meeting.

WORK SESSION – METROPOLITAN POLICY COMMITTEE RECOMMENDATIONS FOR TRANSPLAN: Capital Grants Administrator Lisa Gardner reminded the Board that the unresolved TransPlan issues had been referred by the TransPlan adopting officials to the Metropolitan Policy Committee (MPC) for resolution. MPC had appointed two subcommittees to address the unresolved issues. The subcommittee that addressed the alternative measures issue had completed its task of developing a set of alternative performance measures to be used to demonstrate compliance with the Transportation Planning Rule (TPR). Each adopting agency would be asked to approve the proposed alternative measures.

The other subcommittee that had been appointed to address the remaining unresolved issues had not completed its work, and the remaining issues would be referred back to MPC for resolution. The recommendations on the remaining unresolved issues would be considered by the adopting officials in February.

Ms. Gardner introduced Tom Schwetz and Paul Thompson of the Lane Council of Governments (LCOG), who were present to discuss the proposed alternative measures.

Ms. Hocken said that she had participated on the alternative measures subcommittee. The subcommittee was comprised of an LTD representative, Springfield City Councilor Lyle Hatfield, Lane County Commissioner Bill Dwyer, and a representative from the Eugene City Council. Councilor Betty Taylor was present for some of the meetings and Councilor Scott Meisner for others. The subcommittee basically had started from scratch on the alternative performance measures. Some measures were proposed by staff, but the subcommittee was interested in finding some measures that clearly would indicate that progress was being made in a certain area. Included in the agenda packet were six proposed alternative measures, and MPC had approved sending those measures to the adopting officials for approval.

The transit measure proposed was transit mode share on congested corridors during p.m. peak times. Ms. Hocken said that she had a handout that would show some of the material that the subcommittee used to make its proposal.

Mr. Schwetz said that the adopting agencies needed to come together as a region to establish the alternative performance measures, which represented a commitment to achieving the TPR. The approved alternative measures would be presented for approval to the Land Conservation and Development Commission (LCDC). The proposed measures were alternatives to Vehicle Miles Traveled (VMT) Per Capita, which was the primary target set forth in the TPR. None of the metropolitan planning organizations in the state reached the VMT targets in the TPR, and all were seeking approval of alternative measures.

The subcommittee thoroughly reviewed adopting official comments and what had been proposed by staff. Mr. Schwetz thought that the process went well. The approved alternative measures were to be presented formally to the Oregon Department of Land Conservation and Development (DLCD) by March 14. An extensive public review by the DLCD would follow. It was expected that the final public hearing and decision by the LCDC would be made in early May 2001.

Ms. Gardner noted that the Board would be asked later during the meeting to approve the proposed alternative measures. She added that staff were supporting the proposed alternative measures as presented.

Mr. Kleger said that under the "percentage of transit mode share on congested corridors" measure, no mention was made of Franklin and Glenwood Boulevard corridor, which in his estimation was one of the more congested corridors in the area.

Ms. Hocken said that some targets for the year 2015 were targeted during the modeling that was done for TransPlan. Benchmarks were set as well. The subcommittee decided to be more aggressive on the year 2015 percentages than the computer modeling had indicated. For example, the computer modeling had indicated that the percentage of non-auto trips in 2015 would be 14 percent, and the subcommittee was proposing, through the use of alternative performance measures, to reduce the auto trips by 17 percent. She noted that Franklin Boulevard in both directions east of Agate Street was on the list of selected

major corridors. Mr. Schwetz added that staff inadvertently had left the Franklin Boulevard corridor off the staff memo that was included in the Board packet.

Mr. Bennett asked what would happen if those alternative performance measures did not meet the objectives. Mr. Schwetz said that the interim benchmarks were set as indicators to determine if the goals were being met. If they were determined not to be meeting the goals, they would become part of the periodic TransPlan updates.

Ms. Hocken added that both the Cities of Eugene and Springfield believed that the proposed alternative measure for number of acres to be zoned for nodal development was attainable.

Mr. Bennett asked what the LCOG staff sense was of the West Eugene Parkway issue. Mr. Schwetz said that the Oregon Department of Transportation (ODOT) would send a letter to the City outlining what stage the project currently was in, and asking for consistency between the Environmental Impact Statement (EIS) and the long-range plan in TransPlan. The EIS assumed that all four phases would be built by 2015. TransPlan, on the other hand, assumed that only the first phase of the Parkway would be built by 2015.

Mr. Bennett asked if anything had changed in terms of the fundamental analysis for the West Eugene Parkway during the ten years since that analysis had been done that would cause the same or a comparable analysis done today to be vastly different. Mr. Schwetz said that he was more familiar with the first phase of the project than he was with the other three phases that were included in the EIS. The first phase would do a lot to ease some of the congestion on West 11th Avenue. The remaining phases tied into Highway 126, and resulted in an inter-regional facility. The projections for growth both in the area and throughout Lane County had not changed, so the merits of the project remained.

Mr. Bennett asked what the staff response was to the argument that the effect on West 11th would not be as significant as previously projected. Mr. Schwetz said that it was unfortunate in the way some of the projections were presented, such as an 8-percent decrease in congestion. That 8 percent on a facility that already was congested would be a large decrease, and without the facility, the increased congestion would be very noticeable.

Ms. Hocken asked how the West Eugene Parkway project would impact the adoption of TransPlan. Mr. Schwetz said that the Surface Transportation Improvement Program (STIP) had the first phase of the Parkway programmed for 2001. MPC would need to discuss taking the Parkway off the list of regional priorities for STIP funding. If it were dropped from the list, there was no guarantee that the \$17 million slated for this project could be used for other projects. However, Mr. Schwetz thought an argument could be made for the fact that even though that particular project was dropped, the need for some alleviation of congestion on West 11th Avenue would not go away.

Mr. Kleger said that at the State of the City address, he had an opportunity to speak with Mayor Torrey about a fallback plan for addressing some of the traffic issues on West 11th Avenue, and had reiterated that the need would not go away by doing nothing. Mr. Schwetz said that a segment of West 11th belonged to the City of Eugene and improvements to that segment would require city funding.

Ms. Wylie asked how dropping the Parkway project would affect the proposed bus rapid transit (BRT) project. Planning and Development Manager Stefano Viggiano said that dropping the Parkway project would have no direct impact on BRT, but could have an indirect impact on the BRT project, since the more congested 11th Avenue became, the more difficult it would be for LTD to find and acquire bus priority along the corridor. Mr. Viggiano also suggested that BRT in West Eugene might be able to use some of the Parkway funding.

Ms. Wylie said that she had been appointed to the MPC subcommittee that was reviewing the remaining unresolved TransPlan issues. Mr. Gaydos had participated in that subcommittee in Ms. Wylie's absence. At this time, the subcommittee was not planning to meet again, and there were two issues that remained unresolved. Ms. Gardner added that MPC as a whole would be addressing the remaining two unresolved issues.

Mr. Thompson said that the subcommittee had made recommendations for six of the eight unresolved issues. Those six recommendations were presented to and agreed upon by MPC for further recommendation to the adopting agencies. The six issues included the addition of a new Roadway Policy #4; the addition of an I-5 Interchange Study; moving the Division Avenue Bridge item to the future list; a revision of the Definition and Intent of Finance Policy #3; a recommendation to not add a New Finance Policy #1; and to add a new Finance Policy #2. The remaining unresolved issues included the wording related to the study of new river crossings and a proposed new Finance Policy related to setting priorities for investment actions by local agencies.

MPC was asking the individual adopting agencies to review the remaining two issues and to take a position so that MPC could further address the issues at its February meeting.

There were three options proposed in regard to the river crossing study. The City of Eugene had asked that any river crossing study include an exclusion zone between the Ferry Street Bridge and the Beltline Highway; another option was to have no mention of a river-crossing study in TransPlan; and a third option would be to mention the study, but without a definition of the study at this time.

The other unresolved issue was the proposed finance policy on investment priorities. Five options were being proposed for this issue. One option was to add no new policy; the second was to leave the policy as originally proposed by the Eugene City Council; the third was to include the original policy proposal with a revised Definition/Intent hierarchy; the fourth was to modify the policy statement; and the fifth option was to address potential land-use problems.

Mr. Gaydos said that he had attended one of the subcommittee meetings. Neither Ms. Wylie nor Mr. Gaydos were able to attend the meeting that was scheduled for November 20. Mr. Gaydos thought it was very important that LTD be represented and more of an effort should be made to ensure representation at all meetings regarding TransPlan. At the meeting attended by Mr. Gaydos, Mayor Torrey, in reference to the river crossing study, said that he felt that in order to get something through the Eugene Council, it would be necessary to exclude the area between the Ferry Street Bridge and the Beltline Highway. He did not know if that had changed, but Mr. Gaydos asked the Board to consider that request. Everyone at the subcommittee agreed that it was important to create a buffer zone

along each of the existing crossings for pedestrians, bicycles, and/or transit, so there would be a potential for a transit addition. Mr. Gaydos thought that it would be better to have a study in the project list than not.

With regard to the Finance Policy issue, Mr. Gaydos said that the subcommittee participants were concerned about whether the policy would be mandatory or something to which the jurisdictions could apply their own decision-making processes. Most of the participants agreed that it should not be mandatory; however, the City of Eugene tended to believe that setting priorities for investment actions by local agencies should be mandatory. The issue was to try to maintain some flexibility for the jurisdictions, and Mr. Gaydos did not have a recommended course of action for the Board.

Ms. Wylie asked if Mr. Gaydos had agreed to the option of adding no new policy. Mr. Gaydos said that, personally, he would choose the first option of adding no new policy; however, he did not believe that would be successful in achieving consensus among the jurisdictions. He thought it was important to look at an option that would allow some flexibility.

Mr. Thompson said that two of the options provided for more flexibility. Option 4 modified the policy statement by adding an introductory phrase to the original proposed policy statement to recognize the "fixed intent" nature of some transportation funding sources. Option 5 addressed potential land-use problems by modifying the definition/intent language and making minor changes to the second priority statement in an attempt to address potential land-use problems with the original proposed policy. He added that option 5 would require additional legal review prior to moving forward.

Mr. Kleger said that he was concerned that the proposed policy could be interpreted to block any LTD initiatives, but he suggested option 5 as the least restrictive option.

Ms. Wylie noted that she and Ms. Hocken would be taking the Board recommendation back to MPC.

Ms. Hocken said that her concern was that there was not enough support for the original proposed policy, and it was important to compromise. She did not have a sense that any of the options met the objectives of the Eugene City Council. Based on the conversation so far, option 2 would not be in the best interest of LTD as there were too many restrictions and too much ambiguity.

Ms. Lauritsen agreed that option 5 appeared to be the most flexible.

Ms. Wylie asked Board members to provide input to her or Ms. Hocken before the next MPC meeting. She would seek staff input as well. Mr. Thompson thought it would be a good idea to have Mr. Gaydos attend the MPC meeting, since he had been the one to attend the subcommittee meeting.

With regard to the river crossing study, Ms. Wylie reiterated that the Board had favored option 1, to include the study in TransPlan, but with an exclusion of the area between the Ferry Street Bridge northwest to the Beltline Highway and with the allowance of a buffer zone on either side of existing crossings to allow for expansion for alternative-mode use.

Mr. Thompson said that the Federal Highway Administration (FHWA) had indicated that the exclusion of an area in a crossing study could be at cross-purposes with the requirements of a future EIS where all options would need to be looked at.

Mr. Bennett said that he had participated on a north Ferry Street Bridge committee several years earlier. With regard to the Valley River Bridge, the committee never arrived at a point of recommending a particular position, but had agreed on how to fund it. One of the main points in favor of a new Valley River Bridge was the number of vehicle miles traveled that would be cut. Mr. Bennett wondered if those fundamental principles would still hold true with regard to a Valley River Crossing. Mr. Schwetz said that it would depend on the location of the crossing, but from a purely systems perspective, a situation where a crossing actually would reduce VMTs would be to use the desired lines that existed, particularly east/west, that currently were satisfied by traveling north on River Road to Beltline then east to Delta Highway and west to the Washington/Jefferson bridge to 7th Avenue. By having a crossing located between those facilities, which was in the proposed exclusion area, it would be a more efficient routing of the traffic.

Mr. Thompson said that ODOT was interested in a crossing that would be identified to serve more of the local traffic to ease the regional facilities. The VMT measure would be one consideration that would go into the determination of an independent utility under an EIS. Mr. Bennett said that would be an argument to be very careful before ruling out an area for a study.

Mr. Gaydos asked what the ramifications would be for not recommending that a river crossing study be included in the TransPlan projects list. Mr. Schwetz said that there was no requirement to have studies listed in TransPlan, but the jurisdictions had elected to do that as a recognition of a problem. Leaving it out would not prohibit a study at some future time.

Mr. Melnick said that he shared the concern about excluding an area from the study largely due to the process question that was raised. One of the values of an EIS was to show extremes on any project, which then could be rejected. If the jurisdictions excluded an extreme beforehand, it would preclude a successful EIS many years in the future.

Mr. Kleger said that specifically excluding any study to the west of Valley River Center was discriminatory against his part of town (West Eugene). He thought that anything that specifically included the possibility of a study going into crossing from Valley River to any location other than where the current crossing was would be blocked. He preferred that the study not be included in TransPlan rather than to include it with exclusions at this time, which would preclude any new thinking on the issue.

Ms. Wylie said that the Board would be taking action on the alternative measures later in the meeting.

WORK SESSION: UNITED WAY PRESENTATION: Bus Operator Carl Faddis presented the Board with the United Way Helping Hands Award, which was awarded to companies whose employees raised \$20,000 or more in campaign pledges. Mr. Faddis was the LTD Loaned Executive to the United Way 2001 fundraising campaign. He thanked the Board for its support of the LTD United Way 2001 fundraising campaign. This year's campaign put LTD on the map once again as an organization that cared about and was

committed to the quality of life in the Eugene/Springfield area, not only because of the way it moved people from one place to another, but also because its employees raised more than \$26,000 through payroll deduction pledges and other means to support the United Way of Lane County.

Mr. Faddis also thanked the Board for giving him the opportunity to work as a Loaned Executive during the last three months of 2000. The experience had enriched his life, both professionally and personally. He then presented Ms. Wylie with the Helping Hands Plaque from the United Way.

WORK SESSION: AWARD-WINNING VIDEO FOR YOUTH: Due to lack of time during this work session, it was determined that the video would be shown at the two-day strategic planning work session to be held later in January.

FEBRUARY 2001 EMPLOYEE OF THE MONTH: Transit Operations Manager Mark Johnson introduced the February 2001 Employee of the Month, bus operator Jim Saville. Mr. Johnson said that Mr. Saville had been with the District for nearly 24 years. He was an employee who made Mr. Johnson's job easy because he was dependable and reliable and did his job well. Mr. Johnson said that Mr. Saville was a pleasurable person to be around, which was made evident by the nominations he had received for Employee of the Month.

Ms. Wylie presented Mr. Saville with a letter of congratulations, a certificate, a lapel pin, and a monetary award. Ms. Wylie thanked Mr. Saville for the hard work and said the Board appreciated the employees. Mr. Saville thanked the Board for the honor.

AUDIENCE PARTICIPATION: No one in the audience wished to address the Board at this time.

MOTION
VOTE

CONSENT CALENDAR: Mr. Kleger moved that the Board adopt the following resolution: "It is hereby resolved that the Consent Calendar for January 17, 2001, is approved as presented." Ms. Lauritsen seconded the motion, which passed unanimously by acclamation. The Consent Calendar for 2001 consisted of the minutes of the December 20, 2000, regular Board meeting.

COMPREHENSIVE SERVICE REDESIGN: Transit Planning Manager Andy Vobora said that this was the second of three public hearings that would be heard prior to adoption of the Comprehensive Service Redesign (CSR) at the February 21, 2001, regular Board meeting. Mr. Vobora said that he would review both a 5 percent increase option and a 2 percent increase option for Board consideration. Mr. Vobora then reviewed the proposed service packages by sector.

Ms. Hocken asked what would happen to Saturday service in the Ferry Street Bridge area under the 2 percent package proposal. Mr. Vobora said that the downtown shuttle service would be cut back to no service on the weekends. Other service would replace the shuttle connection to Valley River Center.

The highlights of the 2 percent package proposal included increasing the number of peak hour trips along the 8th Avenue and Highway 99 corridors to four trips per hour on

weekdays provided by the addition of a new #41S Barger route; maintaining the current level of service on Saturdays and Sundays on the #41 Barger route; and increasing the number of trips on Saturdays between 10:00 a.m. and 5:30 p.m. to two times per hour on the #51 route. Increasing the service package from 2 percent to 5 percent would include all of the above service enhancements, plus adding Saturday service to the new Downtown Shuttle; improvements to the #17 route on weekdays, Saturdays, and Sundays; maintaining weekday service on route #25 and #27; and increasing the number of trips on Sundays on route #43. Service increases above 5 percent would include Sunday service on the Downtown Shuttle; weekday, Saturday, and Sunday service improvements to route #33; additional early weekday evening service on route #42; Saturday service enhancements to routes #82 and #85; and an extension of route #17 to the Jasper Road area for commuter and school trips.

Mr. Vobora said that the 2 percent package would result in an annual cost increase of \$265,530, while a 5 percent package would result in an annual cost increase of \$643,695.

Mr. Hamm said that staff previously had not presented a 2 percent proposal, but he had asked staff to prepare the model in order to give the Board another option, in light of the flattening of revenues and other priorities that were being proposed. He commended staff for their work on the 2 percent proposal.

Mr. Kleger asked about the types of requests staff had received for increases in service. Mr. Vobora said that the same requests were received each year, such as service to Marcola, Mt. Pisgah, and to the airport.

Ms. Lauritsen commented that more service was better, but the question was how much service LTD could afford, and she asked Finance Manager Diane Hellekson to provide some advice in this area. Ms. Wylie noted that the financial discussion would come later, but for now she wanted to get through the Board members' questions about the proposed service packages.

Ms. Wylie asked what the normal rate of growth was for other systems of the same size. Mr. Vobora said that the average was 2 to 3 percent annual increases based on population growth and other factors, such as traffic congestion and ridership growth. The LTD pattern had averaged about 2 percent per year. Last year, service was cut, so a 5 percent increase this year would average out to a lesser percent. If the District had unlimited resources, service increases could continue; but without that, at some point, some decisions would need to be made about efficiency. In the 5 percent model, staff had not yet calculated what percentage of that was productivity and what percentage was coverage. The Board had decided on a 75 percent productivity, 25 percent coverage model during its strategic planning work session last year. Mr. Vobora said that the 2 percent model would cut into the more productive service.

Mr. Bennett asked if the proposed service packages complied with the 75 percent productivity / 25 percent coverage goals that the Board previously had set. Mr. Vobora stated that the changes contained within the current package most likely would not have changed the ratio, but that staff would do the calculations and report back to the Board in February.

Ms. Hocken noted that since the downtown shuttle was new service, she was reluctant to operate it only on the weekdays. She thought there would be a lot of usage of that route on Saturdays. In addition, she was concerned about cutting midday service on route #25. Mr. Bennett said that the shuttle had both a downtown component and a Valley River Center component. He asked what the expected ridership was on the weekdays versus Saturdays. Mr. Vobora said that the higher ridership was expected on the weekdays, and the weekends would experience a different kind of ridership. Mr. Bennett asked if the frequency could be reduced on Saturdays. Mr. Vobora said 30-minute frequency was being proposed for Saturdays.

Mr. Bennett also was concerned about cutting service on route #25, which was a high-productivity route. He had lost his perspective a bit because he had not heard from the finance side of the package. Ms. Hocken said that the Finance Committee had not yet reviewed the long-range financial plan, but would do so in February.

Mr. Bennett noted that the final CSR decision did not have to be 2 percent or 5 percent, but could be some number between those two. At some point in the future, LTD would need more revenue, and now could be the time to begin making the case for an increase in the payroll tax. The context of such a case would be that LTD was doing everything it could to show that it was reasonably productive. The Board needed to make it an important part of its agenda on a continual basis in order to convince the community not only about the need for additional revenues, but also the importance of LTD's initiatives, such as the downtown shuttle and bus rapid transit. He looked forward to further conversations with the Board at the strategic planning work session.

Public Hearing: (1) Mr. Fred Simmons of Springfield, an LTD bus operator, said that staff had done an excellent job of balancing the needs of the budget versus the needs of LTD's guests. One of the things that concerned him was that in TransPlan, the frequency of service that was illustrated would appear to cause approximately a 300 percent increase in the operating budget. He did not believe those funds were readily available, and he agreed with Mr. Bennett about seeking additional funding for LTD and the transit system.

One of the issues in Springfield was that the connectivity between north and south is underserved. The alterations to route #13 would change the flow of the way things worked. The staff had responded very effectively to the proposed Wal-Mart site at Olympic and 28th Streets. There were many other things happening in the development dynamics in Springfield, particularly with the issue of the Jasper extension as well as the ability to serve the components north and south of Main Street. The Board had talked about route #27 and its connectivity between the neighborhoods it served and the University and downtown, and Mr. Simmons thought the staff had done a wonderful job with the limited resources. In Springfield, one of the connectivity problems was between Eugene and Springfield. Crescent extended to Old Game Farm Road and looped around to Gateway. With Symantec taking the 14 acres west of Sony, it would add another mix. The Pioneer Parkway extension would throw in another dynamic, as would the closure of Laura Street at Harlow Road.

The Springfield City Council had authorized the purchase of a house located at the end of Pioneer Parkway, and it was hoped that the unnecessary portion of the right-of-way would be something LTD could use as a transfer point on the north side of Springfield. The

Council also had discussed the possibility of the guideway process on the Pioneer Parkway extension. He hoped, as a citizen of Springfield, that LTD could make some connections between the Delta-Oaks/Gateway area and points south as well as the connections between Olympic, 42nd Street South, and out into the rapidly growing Jasper-Natron area south of Main Street.

While it may not be the time in the current budget, he asked that the Board look at those possibilities in the future to provide the connectivity. As people continued to build in that area and the 3,500 new structures that were planned in the area south of Main Street, it was important to realize that there was a tremendous transit base there. The opportunity to create that involvement in transit was on the near horizon. If transit was cut out of that area because those people who lived in that area were vehicular oriented at the present time, LTD would lose a portion of the customer base that ought to be looked to.

He asked the Board, as a governing body, to seek connections in those other areas that would facilitate people beginning to develop a more friendly and accessible component of the process to use transit. He thought LTD had stepped forward a bit, and he thanked the Board for maintaining the frequency on route #11. He was thankful for what had been done, and he encouraged the Board to look at trying to facilitate that north-south movement and connectivity.

Mr. Simmons said that LTD had somewhat failed at dealing with Huyundai and other areas that were thought would be more productive in terms of ridership, but he thought there was a way to get those people involved. The planning staff had begun to engage with Springfield City planning staff, unsuccessfully so far, at the time that the Wal-Mart development occurred, and he hoped in the future, LTD would be closer to being out in front of the growth rather than behind it. He hoped another Gateway or Valley River Center would never be built without having it designed in a more transit-friendly way.

Ms. Hocken asked about the timeline for the Jasper-Natron development and the Pioneer Parkway extension. Mr. Simmons said that the Pioneer Parkway extension was being planned for 2003. As soon as the wetland mitigation was resolved in the Jasper area, the development would come together. Storm drainage already was being installed.

Mr. Simmons added that, as was experienced in the past, when large developments were built, if transit was not in the plan, then those folks did not have the concept that they could use transit to get to and from their places of business.

Ms. Hocken understood that one of the sites that was being zoned for nodal development was the Jasper-Natron site, and one of the key elements of TransPlan was to get appropriate transit services to the nodal developments.

(2) Charles Berg of Eugene asked why staff were proposing changing route #40 from 30-minute frequency back to 60-minute frequency. Mr. Vobora said that the decision was made simply to save money to meet the lower percentage goals. That proposed change was in the 2 percent model.

Mr. Bennett asked if the 30-minute route #40 was a productive route. Mr. Vobora said that it was, but in order to achieve the 2 percent increase model, and in

order to maintain some of the coverage in some neighborhoods, staff had proposed cuts to some of the productive routes.

Mr. Berg asked about route #42 and if it would be cut from Terry Street. Mr. Vobora said that all of the routes in that area would be shortlined and would be connected by route #43, which would circulate among the neighborhoods.

Board Discussion: Ms. Wylie said that the Board would hold further discussions during the two-day strategic planning work session to be held on January 19 and 20.

APPROVAL OF MPC SUBCOMMITTEE RECOMMENDATIONS FOR TRANSPLAN ALTERNATIVE PERFORMANCE MEASURES: Ms. Hocken moved the following resolution: "Resolved, that the Lane Transit District Board of Directors hereby approves the proposed alternative measures for TransPlan, as proposed by the Metropolitan Policy Committee subcommittee on alternative measures." Mr. Melnick seconded the motion.

MOTION

Mr. Kleger said that he was concerned that Franklin Boulevard not be overlooked as a high-impact corridor where performance would be closely monitored and measured.

VOTE

Ms. Wylie called for a vote by acclamation, and the motion carried unanimously. Ms. Gardner noted that the recommendations on the unresolved issues would be brought back to the Board for approval as well.

BUS RAPID TRASIT (BRT): GLENWOOD ALIGNMENT: Mr. Viggiano said that the agenda packet included the information that was provided to the BRT Steering Committee at its last meeting. He provided a brief history of the planning process that had occurred to date.

Staff and the BRT Steering Committee were proposing a "fast lane" approach through Glenwood, with future BRT development to be coordinated with the City of Springfield's planning efforts for Glenwood, most notably the Transportation Growth Management (TGM) study that was underway. The City of Springfield had encouraged LTD to not deviate from Franklin as plans were to further develop the area between Franklin Boulevard and the river. Mr. Viggiano then described the elements of the "fast lane" alternative, which included median stations, movement that would occur in mixed traffic with stoplight priority, and some exclusive lanes in the more congested areas.

Mr. Viggiano introduced Susanna Julber from the City of Springfield planning department, who was managing the TGM study. How that study proceeded and the direction that came from the study would help dictate what was done with BRT, such as where stations would be located. The study also would provide information about what Franklin Boulevard through Glenwood might look like in the future. Currently, Franklin Boulevard had no sidewalks, no bike lanes, and an inadequate storm drainage system. There were significant improvements that could be made to Franklin Boulevard apart from putting in BRT, and it was expected that BRT would be part of the study and that an implementation plan for BRT and Franklin Boulevard would be developed as part of that study.

The commitment would be to start out with the "fast lane" approach and continue to work with the City of Springfield and ODOT to design the future BRT system and an implementation plan. That was the proposal that the Steering Committee was recommending to the Board, that the "fast lane" approach be designated as the preferred alternative for Glenwood. The Steering Committee vote had one dissenting vote, which was from Eugene City Councilor Scott Meisner. Councilor Meisner's concern was that there was no guarantee that the future BRT development would occur. Ms. Wylie added that in talking with Councilor Meisner, she had learned that he thought the vote was for no further future build-out of the BRT through Glenwood.

Mr. Bennett stated that he was very discouraged that a stronger case could not be made with the City of Springfield today in terms of the Glenwood alignment. The question he had asked himself was whether the BRT route should end in east Eugene and not travel into Springfield or whether it was important enough to get something in place to show what it could look like and what it could do. Mr. Bennett agreed to support the proposal because efficiency would not be a major issue, at least for the first 10 years, in terms of travel time; because the stations would be in place; because LTD could position itself for the future in terms of obtaining additional right-of-way as the area developed; and because of the new Springfield Station.

Ms. Wylie said that LTD had been criticized for moving away from the original objective. She thought LTD had been in an extremely difficult position while attempting to work cooperatively with the Glenwood business association and the Springfield City Council, while still attempting to please those who were the critics. She believed that LTD was very committed to the project and was determined to get the first layer down. It was disappointing that the "fast lane" approach was not the desired BRT system, but she was not willing to give up the concept. It was difficult to get the approval of the two Cities to get the project going, and that was why she had voted to approve the option.

Mr. Kleger said that he also was not willing to give up the concept, but thought it important to take the steps now. He truly believed that if nothing was done to facilitate faster bus service, LTD would become part of the increased congestion problem by the necessity to continue to stop in the right-hand lane to pick up and drop off passengers.

Mr. Melnick said that he was a supporter of BRT, and he thought that good planning occurred when integrated with other planning efforts, such as with the TGM study being conducted by Springfield. What was being proposed did not preclude future design, but actually prepared LTD for the future. The cost of the components would be integrated into future plans. Mr. Melnick asked about the concerns of the Glenwood business association. Mr. Viggiano said that the "fast lane" approach was a compromise, but the Glenwood business owners continued to oppose anything but a "no-build" option because they were very concerned about the impact on their businesses. He added that staff had a good working relationship with Springfield staff.

There being no further discussion, Mr. Kleger moved the following resolution:
MOTION "Resolved, that the LTD Board of Directors designates the "fast lane" option as the preferred alignment for the Glenwood segment of the BRT pilot corridor." Ms. Hocken seconded the motion. Ms. Hocken asked for clarity that what the Board would vote on was what was described as the "fast lane," which was an interim solution to get to a more BRT-like solution

VOTE

as the planning progressed. Ms. Wylie said that was correct. The roll was called, and the motion carried unanimously, with Kleger, Lauritsen, Melnick, Wylie, Bennett, Gaydos, and Hocken voting in favor, and none opposed.

Ms. Hocken asked Mr. Viggiano to reiterate what the last action was that the Board had taken regarding the preferred alignment on Franklin through the UO area. Mr. Viggiano said the Board had endorsed a two-lane guideway as the preferred alternative. One of the agenda items for the Board's strategic planning work session was to look at options for the implementation of that alignment.

BOARD MEMBER REPORTS : (1) MPC. Previously discussed during work session. (2) BRT Steering Committee. Previously discussed. (3) Statewide Livability Forum. Ms. Lauritsen said that the next meeting would be held in April 2001. (4) Board Finance Committee. Ms. Hocken said that the Committee had met in early January and would meet again in February and March. Some time had been spent discussing the feasibility and process of debt financing, but no recommendations were being made at this time. The Committee also discussed proposed fare increases, which would be discussed further, resulting in a recommendation to the Board in February.

LTD GENERAL MANAGER'S REPORT: Mr. Hamm asked the Board to review the draft strategic planning work session agenda, which was handed out, and to provide feedback to Executive Assistant Jo Sullivan.

DECEMBER FINANCIAL STATEMENTS: Ms. Hellekson reminded the Board that the new union contract was over budget and would continue to be over budget for each of the four years of the contract. Payroll tax revenue was below budget for the first six months, but February was the key month to determine whether or not it would make budget because assessments for holiday seasonal wages were not due until February. It was not a good combination of things to report for the midyear, and more discussions would take place during the strategic planning work session.

EMPLOYEE APPRECIATION BANQUET: Board members and their guests were invited to the annual LTD Employee Appreciation Banquet that would be held on Sunday, March 18, 2001, at the Valley River Inn. Invitations would be mailed, and Board members were being asked to hold the date open and to let staff know if they were able to attend.

CORRESPONDENCE: There was no discussion about correspondence that was included in the agenda packet.

MONTHLY STAFF REPORT: Government Relations Manager Linda Lynch said that she had nothing to add to her written report, except to announce that ODOT Director Grace Crunican had announced her resignation.

MOTION**VOTE**

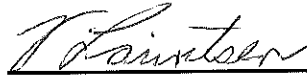
EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(I): Ms. Hocken moved that the Board move into Executive Session pursuant to ORS 192.660(1)(i), to review and evaluate, pursuant to standards, criteria, and policy directives adopted by the governing body, the employment-related performance of the chief executive officer (general manager)

of LTD. Mr. Kleger seconded the motion, which passed unanimously by acclamation. The Board adjourned to Executive Session at 8:15 p.m.

VOTE

By unanimous vote, the Board returned to regular session at 8:35 p.m. Ms. Wylie congratulated Mr. Hamm upon his successful first eight months with LTD. The Board was pleased with the job he had done and was looking forward to continuing to work together in the future.

ADJOURNMENT: There being no further discussions, Ms. Wylie adjourned the meeting at 8:37 p.m.



Board Secretary