

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION

Wednesday, October 11, 2010

Pursuant to notice given to *The Register-Guard* for publication on October 7, 2010, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District and the Springfield City Council held a joint work session on Monday, October 11, 2010, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Mike Eyster, President
Greg Evans, Vice President
Dean Kortge, Secretary
Ed Necker, Treasurer
Michael Dubick
Doris Towery
Gary Gillespie
Mark Pangborn, General Manager
Jeanne Schapper, Clerk of the Board
Linda Henry, Minutes Recorder

CALL TO ORDER/ROLL CALL: Mr. Eyster convened the meeting and called the roll at 7:15 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Eyster acknowledged the presence of Mel Barnes, a longtime LTD supporter and Bus Buddy trainer, who teaches seniors how to use the bus system.

ANNOUNCEMENTS AND ADDITIONS TO AGENDA: There were no announcements nor additions to the agenda.

BOARD CALENDARS: Mr. Pangborn reviewed the Board calendars. There was consensus to cancel the November regular Board meeting that was scheduled for November 17, 2010, but hold a special Board meeting on November 8, 2010. Also mentioned was the strategic planning session scheduled for 8:00 a.m. to 5:00 p.m. on December 10, 2010.

WORK SESSION

West Eugene EmX Extension Alternatives: Director of Planning and Development Tom Schwetz offered the staff report. Mr. Eyster stated that the full range of alternatives was still available, noting that the Joint Locally Preferred Alternatives Committee (JLPAC) had not yet met to develop a recommendation for the Board's consideration. The first committee meeting was tentatively scheduled for October 29, 2010. The JLPAC will forward its recommendations to the Metropolitan Policy Committee, the City of Eugene, and the LTD Board. A final Board decision was expected in early 2011.

Mr. Kortge offered that perhaps the Board was selling the project and not the problem. In response, Mr. Pangborn said that several Board members and LTD staff had attended a training session by Hans Bleiker, who specializes in large, controversial public processes. This training had educated the Board about opportunities to step back and evaluate the process. The training also recommended communicating with the community about why this project was important for the entire community.

Mr. Schwetz outlined the status of the Alternatives Analysis (AA) Report, noting that the report was undergoing final revisions based on direction from the Federal Transit Administration (FTA). Public distribution of the final report was expected by the end of October, pending FTA approval. LTD staff have been coordinating with members of the JLPAC on the decision-making process and have been providing preliminary information from the AA report.

Mr. Evans relayed that some members of the community had voiced their concern about the limited amount of time that they would have to review the report. Mr. Schwetz said that the delay of the FTA review would not affect the timeline for the local decision-making process.

Staff had met with the City of Eugene's Coordinated Land Use and Transportation Action Committee (CLUTAC) and the Metropolitan Policy Commission's (MPC) Citizens' Advisory Committee (CAC) to review preliminary information from the AA report and to provide updated project information. The intent of the CLUTAC was to run the completed document through the City's triple bottom line analysis to assist in the decision-making process. The CLUTAC and the CAC would provide advisory information to the Locally Preferred Alternative selection process to their respective decision-making bodies and JLPAC representatives. After the public distribution

of the AA report, staff would conduct a joint meeting of the EmX Steering Committee and the West Eugene EmX Extension Corridor Committee to review report information and gather input for the JLPAC.

In response to a question from Mr. Evans, Mr. Schwetz explained that if the City of Eugene's triple bottom line analysis identified inconsistencies or discrepancies with the AA report, those issues would become a basis for conversations with the City. Mr. Pangborn added that there would be several measures that the LTD Board, the Eugene City Council, and the MPC would evaluate in selecting the corridor.

Mr. Evans stated that the economic and environmental impacts could be measured, but it would be difficult to measure equity.

Mr. Kortge asked if the City's triple bottom line results would surpass the LTD study results. Mr. Schwetz said that the triple bottom line analysis was a ranking based on economics, environmental, and equity in response to a series of questions. The decision would ultimately be made based on how people valued the information.

Mr. Pangborn noted that social equity issues were not scientific. Case in point: some people along the 6th/7th avenue's corridor expressed that the West Eugene EmX Extension (WEEE) would increase property values and lead to gentrification of the Whiteaker Neighborhood, while property owners on the West 11th Avenue corridor were concerned the EmX would drive property values down.

Mr. Schwetz stated that staff continued to meet one-on-one with affected property owners and hold weekly drop-in sessions regarding the WEEE. Mr. Pangborn said that two weekly sessions had been held thus far and were attended by a total of seven people.

Mr. Pangborn also noted that he planned to meet soon with Eugene City Councilor Chris Pryor to relay information on the WEEE.

Mr. Eyster had spoken directly with several property owners and was hearing that, while people may not support the project, they were satisfied that LTD staff were listening to their concerns and were making adjustments related to those concerns.

Mr. Schwetz said that Mayor Kitty Piercy had asked the West Eugene Collaborative to reconvene to look at the WEEE and to discuss the status of the project. Additionally, the Jefferson Westside, Far West, and Whiteaker Neighborhood associations were scheduling meetings to discuss the project in November. Several Board members expressed interest in attending these neighborhood meetings.

Mr. Pangborn reported that staff were developing a community-wide forum that would be called, "Let's Talk Transit." The forum would address why the West Eugene EmX Extension project was moving forward. He added that the initial discussions about the WEEE occurred in 1995 with the adoption of TransPlan. It was important to think about long-term solutions. He noted that federal funding would not be available until a plan was adopted.

Ms. Towery suggested reviewing the desired outcomes agreed upon through the TransPlan process rather than focusing on how to address transit issues.

Mr. Gillespie said that it was important to look at the long-range perspective and discuss what the area would like in 20 years if nothing were done.

Mr. Pangborn emphasized that no driveways had been blocked, and access to businesses had been provided during construction of the Franklin Boulevard and Gateway EmX corridors.

Mr. Eyster asked if it appeared that any business would have to go out of business if the West Eugene EmX were built. Mr. Pangborn said that the preliminary designs indicated that there were businesses on the 6th/7th corridor and the West 11th corridor that could possibly have had a slice of their buildings removed. However, as staff worked with businesses, the system design provided exclusive rights-of-way on only one side of the street or mixed traffic that would not impact the curb at all. He said that the District could not guarantee that no buildings would be taken or that there would not be some impacts on parking, but staff were working to eliminate that from happening as much as possible while maintaining the viability of EmX so that it worked well and people would use it.

Mr. Gillespie said that economic factors would cause some businesses to close regardless of whether or not EmX was built. There was a constant turnover of businesses along the West 11th

Avenue corridor. He asked what the economic impact would be on the corridor if EmX was not built.

Assistant General Manager Stefano Viggiano stated that the same process had been used for the first two corridors: an ideal system was designed and then modified to address problems. There had been no displacement of businesses along either the Franklin or Gateway corridors, and the business owners were generally pleased with mitigation efforts to reduce the impacts on their businesses.

Ms. Towery suggested asking business owners from the first two corridors to share their stories that illustrated positive outcomes. Change was always hard regardless of how good it may end up.

Mr. Evans stated his belief that the deepening economic recession was causing people to be anxious because their businesses were tenuous. LTD was facing draconian impacts on service delivery as well as the operational budget if the recession deepened.

Mr. Eyster said that he had participated in meetings with the business owners who expressed concern about the impact of the project on their businesses. Some business owners thought that riders should pay for LTD services, and they questioned why an employment tax funded LTD.

Mr. Dubick agreed that, in the public arena, LTD needed to reframe the discussion around the problems that the City was currently facing and would continue to face in the future, and how LTD could address those issues. He asserted that the economy was cyclical, with recessions occurring periodically. However, it was important to prepare for the future and not rely on deferred maintenance for the long term. It was important to ensure that the infrastructure did not deteriorate. The discussion needed to be reframed on what the City needed now and would need in the future due to global warming and safety issues. He stressed the importance of framing the discussion around the needs of the region.

AUDIENCE PARTICIPATION

Pauline Hutson, Taylor Street, Eugene, addressed future funding for EmX. She said that when businesses failed, unemployment resulted, which led to reduced payroll taxes. Businesses were

already failing and closing. The ripple effect that led to the loss of payroll taxes went beyond West 11th Avenue and spread throughout the metro area. LTD services were already being reduced, and future revenues were far from certain.

Jozef Siekiel-Zdzienicki, Taylor Street, Eugene, expressed his appreciation for RideSource, which he used regularly for six weeks during a recent illness. The only problem was the poor shocks in the vehicle, which caused him discomfort. He asked the Board to address the problem as soon as possible.

In response to a question from Mr. Gillespie, Mr. Vobora said that people eligible for free senior bus passes paid three dollars for RideSource.

Mr. Pangborn said that LTD made a commitment to provide RideSource services and to equip the entire fleet with lifts in the late 1970s, prior to implementation of the federal Americans with Disabilities Act. While making the commitment to providing fixed-route service and training people to use it, LTD also is strict concerning RideSource use. He noted other bus systems had encouraged people to use RideSource and were now forced to reduce those services because they were so expensive to operate. He thanked Mr. Siekiel-Zdzienicki for bringing the poor shocks issue to the attention of the Board.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar:** Mr. Dubick moved adoption of LTD Resolution 2010-032: It is hereby resolved that the Consent Calendar for October 11, 2010, is approved as presented. Mr. Kortge provided the second. The Consent Calendar consisted of the minutes of the April 21, 2010, Regular Board Meeting and the minutes of the May 19, 2010, Regular Board Meeting.

VOTE The Consent Calendar was approved as follows:

AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery, Gillespie (7)

NAYS: None

ABSTENTIONS: None

EXCUSED: None

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Mr. Eyster reported that he was a member of a stakeholder advisory committee appointed by the City of Springfield for its Long-Range Transit Plan. Mr. Eyster also reported that the Executive Search Committee met on September 30, 2010. A draft Request for Proposals (RFP) had been prepared for a consultant firm to assist with the recruitment process, and copies had been provided to Board members. He asked Board members to review the document and offer feedback to staff. Board members offered suggestions for the RFP language. Senior Human Resources Analyst David Collier said that LTD would work with the consultants to develop a general manager profile. Mr. Evans said that LTD was one of the first transit districts in the country to have a woman as general manager, and he emphasized the importance of retaining a consultant with experience in recruiting under-represented populations. Mr. Kortge urged caution related to public forums and community participation in the recruitment process. Mr. Evans said that the Committee would determine how many candidates would be included on the short list. Ms. Towery emphasized the importance of including a comprehensive background check on the candidates.


Mr. Dubick reported that the Human Resources Committee was gathering input from the community for the profile for the LTD general manager recruitment. Because the Committee would be asking for significant participation by the Board during the recruitment process, it decided to forego Mr. Pangborn's formal annual evaluation.

Mr. Dubick reported that the Lane Council of Governments Board of Directors was working on a regional voice consisting of a series of proposals that would be presented to the Oregon Legislature in January 2011. LTD would need to review and take positions on transit related issues. Mr. Pangborn opined this would be challenging with so many competing interests in tough budget times.

Monthly Financial Report: September 2010: Director of Finance and Information Technology Diane Hellekson reported that ridership was improving during the first three months of FY 2010-11 with gradual but solid increases monthly. Boardings for September 2010 were 3.8 percent higher than for September 2009. Payroll tax revenues were up 8.6 percent compared to 2009. Unfortunately, fuel prices rose in July, August, and September.

Ms. Hellekson stated that a revised Capital Improvements Program and Long-Range Financial Plan would be developed as a result of strategic planning work sessions that are scheduled for LTD staff on November 5 and for Board members and staff on December 10.

ADJOURNMENT: Mr. Eyster adjourned the meeting at 8:45 p.m.



Board Secretary

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