

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Monday, September 13, 2010

Pursuant to notice given to *The Register-Guard* for publication on September 9, 2010, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special Board meeting on Monday, September 13, 2010, beginning at 5:30 p.m., in the Fleet Training Room at 3500 East 17<sup>th</sup> Avenue, Eugene.

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

Absent: Michael Dubick

**CALL TO ORDER/ROLL CALL:** Mr. Eyster called the meeting to order at 5:39 p.m. and called the roll. Michael Dubick was absent. All other Board members were present with the exception of Doris Towery, who arrived at 6:25 p.m.

**PRELIMINARY REMARKS BY BOARD PRESIDENT:** Mr. Eyster shared a note that appeared on LTD's Facebook page from a regular rider. Ellen Crownover wanted to personally thank the Board for bringing back the post 8 p.m. routes on North Terry.

Mr. Eyster then congratulated Board Member Greg Evans for his unanimous nomination to serve on American Public Transportation Association's Executive Committee.

Mr. Pangborn reminded the Board of the regular meeting to be held on Wednesday, September 15.

Mr. Eyster added that, prior to the meeting on September 15, he would like the Board to consider its involvement in the general manager selection process: whether all Board members or a subset of the Board should form an executive search committee~~whether it should involve all Board members or a subset of the Board.~~ Mr. Kortge indicated that he would prefer that a smaller subset of the Board handle the preliminary process and that the entire Board be included in the final selection. Both Mr. Kortge and Mr. Necker indicated that they did not wish to participate on the Executive Search Committee. Board members Mike Eyster, Doris Towery, Greg Evans, Michael Dubick, and Gary Gillespie all agreed to serve on the Committee.<sup>1</sup>

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<sup>1</sup> Amended. See minutes of November 8, 2010, Special Board Meeting.

Mr. Pangborn announced two trainings that were being offered on October 5, and October 6-8 through Bleiker Training, titled "Systematic Informed Consent." These trainings deal with controversy in public decisions and could be beneficial for Board members and key LTD staff in approaching the West Eugene EmX process that is expected during the next several months.

Mr. Pangborn also mentioned the full-page paid advertisement that appeared in Sunday's *Register-Guard* voicing opposition to the West Eugene EmX Extension. Mr. Pangborn warned that opinions will be heating up as LTD enters a high-profile public process. Staff are developing a systematic response to misinformation being circulated throughout the community, including the dialog concerning a "no build" alternative. Staff also are meeting with property owners along the corridor to discuss mitigation efforts. It is of interest to note that owners are appreciative that they are being included in discussions and kept abreast of current information. It appears that peoples' attitudes and perceptions are being changed. A core opposition group exists and will not divulge its membership.

**MAINTENANCE FACILITY:** Director of Maintenance George Trauger described the changes to the Fleet Maintenance multi-purpose training facility that were implemented as part of the ARRA (American Recovery and Reinvestment Act) funds that LTD received, including phone conferencing and microphone system, mechanical/electrical training system, projection system, and the writeable white boards. Mr. Trauger added that the floor was original, saved and repurposed. Various staff trainings will take place in this much-needed, larger training room.

**LTD JOINT MEETING WITH SPRINGFIELD CITY COUNCIL:** Mr. Pangborn directed the Board to the agenda packet and the proposed October 11 Joint Meeting agenda topics, including EmX, the general manager selection process, and future budget and service issues for LTD. In addition to LTD's proposed agenda items, the City would like to discuss its proposal to make Main Street a two-way street, which potentially impacts LTD's service.

In response to a question from Mr. Necker, Mr. Pangborn reported that South A Street would become a State highway by-pass with two-way through traffic, and parking on the street may be eliminated due to the large trucks that would be heading both directions.

**GATEWAY EmX EXTENSION PROJECT UPDATE:** Director of Planning and Development Director Tom Schwetz distributed a fact sheet about EmX to the Board, "*Let's Talk About EmX.*" Project Manager Joe McCormack explained that bus lanes and stations are done and the process has moved from construction to implementation.

On August 26 the first bus test run indicated that the signals worked and the lanes were wide enough. The final route will be a "one-seat ride" from Eugene Station, around the Pioneer Parkway/Gateway Loop, and back to the Eugene Station. A passenger is able to go from downtown Eugene to RiverBend in one single trip.

Contingency funds remain intact as it is projected that the project will be \$.5 million under budget. LTD contributed 2/3 of the cost of path lighting along Pioneer Parkway; the City of Springfield contributed the remainder. Real-time passenger information will be implemented in early 2011. There will be money remaining for post operational modifications.

In response to a question from Mr. Evans, Mr. McCormack reported that consulting fees included design services at 20 percent of the cost of construction.

Mr. McCormack addressed the issue of excess water at Hamlin Middle School's ball field that resulted when Pioneer Parkway was extended east. Staff had to wait for water to clear and then installed a drainage pipe that is designed to drain a good portion of the field.

In response to a question from Mr. Gillespie, Mr. Pangborn reported that the General Services Administration encourages, but does not require, LTD to install art along EmX projects; however, LTD has adopted a policy of installing art along all projects. Mr. McCormack added that the budget for art was kept at the same level as the Franklin EmX project. Art was designed with a historic theme in conjunction with the City of Springfield's 125<sup>th</sup> anniversary this year. Board Member Doris Towery served on the art committee.

Service is scheduled to open on January 9, and it is anticipated that nine additional EmX operators will be needed. Operator training and further system testing/timing will occur from November through January.

Mr. Pangborn reported that fares will be charged for Gateway EmX, and there may be a short, free promotional period at the onset of service; however, the expectation is that riders will pay. Fare machines will be installed at all platforms and ready when service begins. Fares are the same as the rest of the line: \$3 round trip/all day.

Work continues on the re-routing of downtown Eugene, including eliminating the bidirectional section of 10<sup>th</sup> Avenue inbound on 11<sup>th</sup>. A business access transit (BAT) lane will be created on E. 11<sup>th</sup> to Olive Street. Staff have met with property owners all along the changed route. All property owners are on-board with the changes, with the exception of the owner of the McDonald Theater, Kit Kesey, who is not pleased with the proposed location of the shelter. Meetings are continuing with Mr. Kesey in order to find a solution.

Mr. Eyster noted that discussions should occur with University of Oregon concerning the reconfiguring of the re-routing on E. 11<sup>th</sup>.

With regards to trees, LTD is paying the City of Eugene to remove five trees at three stations, at a cost of \$10,000. This cost will cover the City's costs for planting trees elsewhere.

Mr. McCormack indicated that two new pedestrian crossing signals are being installed. Two HAWK (High Intensity Activated Crosswalk) pedestrian-activated signals have been installed with amber, rapid-flash that warn drivers to slow down as they approach the crosswalks. The signal then proceeds through the usual sequence to solid yellow, and then to solid red; followed by flashing red, allowing the driver to proceed; then the signal goes dark.

Even though service is scheduled to begin on January 9, the official grand opening is still being scheduled, dependent upon the schedules of dignitaries such as Congressman Peter DeFazio.

**ADJOURNMENT:** Mr. Eyster adjourned the meeting at 6:28 p.m.



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Board Secretary

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