

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, October 15, 2008

Pursuant to notice given to *The Register-Guard* for publication on October 9, 2008, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular Board meeting on Wednesday, October 15, 2008, beginning at 5:30 p.m., in the LTD Board Room, 3500 East 17<sup>th</sup> Avenue, Eugene, Oregon.

Present: Mike Eyster, President  
Greg Evans, Vice President  
Ed Necker  
Michael Dubick  
Dean Kortge  
Doris Towery  
Mark Pangborn, General Manager  
Jeanne Schapper, Clerk of the Board

Absent: Gerry Gaydos

**CALL TO ORDER/ROLL CALL** – Mr. Eyster called the regular Board meeting of the Lane Transit District (LTD) Board of Directors to order and called the roll.

**PRELIMINARY REMARKS BY BOARD PRESIDENT** – Mr. Eyster related that he, Mr. Pangborn, Director of Human Resources and Risk Management Mary Adams, and another LTD employee had participated in the resigning of the Memorandum of Understanding (MOU) with the Diversity and Human Rights Consortium, consisting of 11 agencies in the community.

Mr. Eyster asked Mr. Evans to speak about the Rosa Parks statue project. Mr. Evans reported that they were close to the target amount of \$37,000 pledged for donations for this particular event. He noted that the committee had received a check from County Commissioner Bobby Green for \$2,500 and had commitments from other agencies and businesses. He stated that the City of Eugene planned to donate \$10,000, which will be the second largest contribution next to LTD's contribution. He explained that the statue would be located at 10<sup>th</sup> Avenue and Olive Street and was planned to be unveiled as part of the Martin Luther King, Jr. Celebration in January.

**ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA** – Mr. Pangborn said Assistant General Manager Stefano Viggiano would speak about a study of the possible use of biogas for fueling buses. He also noted that under Items for Information, Mr. Simmons intended to speak about the repairs that were planned for the Franklin Boulevard EmX Corridor.

**BOARD CALENDARS** – Mr. Pangborn directed Board members to review the updated calendar. He announced that there would be another open house at the Eugene Faith Center between 3 and 7 p.m. on October 20 regarding the West Eugene EmX Corridor. Mr. Pangborn announced that the Springfield Justice Center would be dedicated at 10 a.m. on October 22. He said that he planned to attend and invited Board members to join the celebration. He added that the Springfield Chamber of Commerce planned its fall breakfast for October 23 and that Mr. Eyster planned to attend.

Mr. Pangborn reviewed the November events, which included a presentation to the Lane County Board of Commissioners by LTD staff on the service redesign, scheduled to be held on November 5. He said that there would be another special hearing at the Eugene Library on November 10, and on that same night, he and Mr. Eyster were scheduled to make a presentation to the Springfield City Council. He related that the Lane Metro Partnership Dinner and Awards ceremony was scheduled for November 12 at the Downtown Athletic Club. He added that the Board's Strategic Planning Session was scheduled for December 5. Mr. Eyster reminded the Board that they would be voting on the service redesign package at the November 19 Board meeting.

## **WORK SESSION**

### **A. 2009 Annual Route Review Service Package Discussion**

Director of Service Planning, Accessibility, and Marketing Andy Vobora said that if the Board moved ahead with the proposal as it stood, the changes in service were planned for Fall 2009. He stated that there were three routes that stood alone, route numbers 3X, 8X, and 7X, and could be changed in February 2009. He added that the proposal had been to cut all of the service for those routes, but staff had received a lot of comments regarding the 3X and 8X.

Service Planning Manager Will Mueller stated that staff had reviewed those trips and had some ideas in response to these requests from the public. He noted that staff felt that route 7X had good alternative service with the 12 running by International Way. In terms of 8X, he said that one alternative proposal would be to keep two of the four trips, which would save .125 percent – which is half the reduction in costs from the current proposal. He explained that, out of the 11 trips that the District currently provided on route 3X, if the Board proposed keeping a “packet of trips,” that would make sense in terms of productivity and timing, and it would decrease the savings by another .125 percent. He stated that the combined changes would reduce the savings from 14.4 percent to 14.1 percent. He said that staff did not support changing anything else in order to add services back. He suggested that the Board review the Tier 2 concepts included in their packets if they wanted to consider other alternatives- though staff was not very supportive of those changes.

Mr. Necker recalled that at the first public input session several people had suggested providing an express route from River Road to the new hospital. He assumed that this could not be done given the present financial conditions. Mr. Mueller confirmed that LTD could not provide that route in the current environment.

Mr. Vobora said that LTD would continue to discuss the potential route with the hospital, noting that there was a precedent for investment in these kinds of services.

Mr. Pangborn wondered if there was a way to share the responsibility for the route to Thurston High School and he asked what the cost was. Mr. Vobora responded that one percent of service equaled \$200,000. Mr. Pangborn surmised that it would cost approximately \$80,000 to continue the service. He noted that this could not be made up by doubling the fares.

Mr. Pangborn noted that Portland ran a commuter service from Vancouver, Washington into Portland, but it was a premium service for which people paid a premium fare. He thought LTD could present the Thurston route as a premium service. He suggested the possibility of reducing the service and, as an example, propose to the high school that if they could double the usage, LTD could reconsider keeping the service. He remarked that part of it was a productivity issue.

Mr. Vobora said that all of the seats were filled at least one morning per week.

Mr. Mueller stated that staff also looked at the net cost per trip on the express routes. He compared the cost of the two strongest trips of route 8X (which has a net cost of \$3.10 per trip) and route #11 (which costs \$1.03 per trip). He stated that if they kept the six most productive trips of the #3X, the cost per trip would be \$2.71, and the cost on route #51 was \$1.15. He emphasized that the trips were two and a half to three times more expensive to provide than complementary service. He said that they would have to generate another \$315 in revenue per day from ridership to make up for \$80,000 in costs.

Mr. Evans asked if this premium rate would have to be charged to just the express routes or would it be unique to one route. Mr. Vobora replied that he thought it would have to be uniform to all express routes.

Mr. Evans related that the bus system he had grown up with in Cleveland, Ohio, had featured zone pricing. He asked what zone pricing would look like for the LTD area. Mr. Vobora responded that zones were typically used by larger metropolitan areas. He said that the area had used zone pricing at one time, but it had been administratively difficult for a system this size.

Mr. Evans said he was thinking of a reverse zone concept, such as charging to go into the urban core.

Mr. Pangborn stated that LTD did have three zones at one time, but there had been an enforcement problem. He explained that employing zones required the driver to keep track of where people boarded the bus and where they departed. He added that staff also would have to create different fare instruments to account for it. He stated that less than five percent of riders came in from the rural routes, so charging more for those fares may actually be more expensive. He added that he did believe they would have to review the fares again.

Mr. Kortge thought it made sense to charge more for express services. He stated that LTD should do so as part of a bigger policy resulting from fare review rather than in response to a particular situation.

Mr. Dubick was concerned that they did not know how far the economy would fall. He was not comfortable proposing a change in reductions unless a specific source could be identified.

Mr. Kortge concurred. He asked Director of Finance and Information Technology Diane Hellekson to review the assumptions again. Ms. Hellekson replied that the assumptions were that the payroll tax would remain flat; but with the rate increase, the payroll tax would grow by 2.8 percent. She said that alternatively, there had been reductions in the amount of payroll tax collected, and this created a huge impact. She stated that staff had also assumed that diesel fuel would be more than \$5 per gallon, but currently it is costing less than \$3 per gallon. She explained that this would balance out the reduction in payroll taxes, but not entirely.

Mr. Evans expressed some concern about the political ramifications of the changes. He did not want to create a negative impression among LTD's riders. He contended that they needed to factor in the commitment to customer service, and customers overall, when making any decisions.

Mr. Dubick felt that the Tier 2 concepts impacted transit-dependent people the most. He did not feel comfortable taking services from the transit-dependent in order to provide what he considered a privilege for people who could choose whether or not to ride the bus.

Mr. Evans pointed out that some people would be transit dependent because they could no longer afford to drive their cars.

Mr. Vobora said that staff still believed those cuts needed to move forward. He agreed that the people who wanted to retain the express service did have an alternative to fall back on.

Mr. Necker assumed that they could add the morning/evening express routes back in if circumstances changed. He reiterated that the budget the Board had considered was based on the worst-case scenario. He added that if the District did take in more revenue than it was spending, the Board should consider rebuilding reserve funds first.

Mr. Eyster observed that when Board members attended the public input meetings, people often asked that their services not be taken away. He said that they had to remove 15 percent of service from someone and whoever lost their service would not like it. He said that they needed to consider taking service from people who were completely dependent on riding the bus or taking it from people who had other modes of transportation.

Mr. Necker pointed out that when wheelchair users rode the bus, they had to make concessions. He explained that he had to adjust his routine so that he arrived for the bus that picked up prior to his normal bus just in case there were no wheelchair spaces available. He felt that other people could learn to change their routine if need be. He declared that LTD could not provide what it could not afford to provide.

Mr. Vobora asked the Board whether they were comfortable with instituting the changes on routes 3X, 7X, and 8X in February 2009.

Mr. Kortge indicated his support for doing so.

Ms. Towery commented that it seemed like a choice between "bad or worse." She agreed that the people who supported the 8X route were passionate. She had been impressed by their willingness to pay more for the service, but she also agreed that they were making a decision between offering service to people who had a choice about riding the bus and those who did not. She said that staff needed to find a way to tell LTD's story to the community. Staff needed to communicate that this was the last thing LTD wanted to do and that this might be part of the sacrifice the community had to make for the moment.

Mr. Eyster ascertained that there were no objections on the part of the Board to instituting the first changes in February 2009.

Mr. Evans said that the quicker the service cuts were implemented, the less painful they would ultimately be. He said that service could always be added back.

Mr. Necker thought that making the cuts in a couple of installments was a wise choice.

Ms. Towery related that she had heard comments from elderly people and people in wheelchairs that sometimes people were not willing to move to allow them to board or that elderly people were not being given seats. She said that staff should focus on reviewing the policies, given that someone in that position could choose a more expensive alternative that LTD provided for these people.

Mr. Vobora said that Accessible Services (AS) Manager, Terry Parker indicated that AS staff had initiated a dialogue about this approximately one year ago.

Mr. Mueller agreed that staff had work to do. He felt that part of the issue was that the buses were full, and at times 15 or 20 people may have to get off the bus to allow a wheelchair on, and then there was the potential of someone not being able to get back on the bus. He noted that LTD buses had to pass by 15 to 20 people in wheelchairs per week due to capacity issues.

## **B. Biogas Proposal**

Mr. Viggiano explained that there is a proposal by Sylvatex Biofuels to conduct a pilot study to determine the feasibility of using the excess methane gas produced by the Metropolitan Wastewater Management Commission (MWMC) wastewater treatment plant for bus fuel. He said there would be a cash match contribution requested from LTD for the funding, which would be provided by the Oregon Department of Energy. He noted that 85 percent of the methane produced by the facility was used to generate power and the rest was burned off. He stated that currently approximately 70,000 cubic feet of gas was burned off every day, and if this was cleaned and compressed, it could possibly fuel up to ten buses. Mr. Viggiano remarked that the issue had come up a number of times over the years. He added that staff

was concerned that if LTD embarked on using the gas, and the MWMC decided to use all of the methane output, LTD would have to find another source.

Mr. Evans related that Monterey, California was embarking on a mustard seed gas program that they believed would double the fuel returns over corn-based and other fuels. He wondered if this was something that LTD could pursue.

Mr. Viggiano stated that the fuel from mustard seeds would be a biofuel.

Will Klausmeier, a member of the group working as part of Sylvatex Biofuels, stated that the difference between the biofuel option that Monterey was pursuing and the potential use of the methane was that the product for the methane was already there and just needed to be cleaned up and compressed.

Mr. Eyster asked if staff were working with the team whose representatives were present. Mr. Viggiano confirmed that they were and that they were collaborating with the MWMC to talk with the Department of Energy. He explained that the deadline for the proposal was October 24 and the timeline was short. He said that a \$12,000 to \$16,000 match was a requisite for the grant, half of which could be provided as in-kind services and that the other half was required to be cash. He said a couple of the county commissioners had indicated support for the study but had not provided the money match.

Mr. Klausmeier related that they had a private contributor that was willing to submit part of the cash match.

Mr. Necker asked how long that amount of methane would run ten buses. He also wanted to know what kind of conversion was necessary for the buses to burn methane. Mr. Viggiano replied that 70,000 cubic feet of gas is released every day and would fuel the ten buses for the entire day. He also explained that LTD would have to buy buses that already ran on natural gas. He did not believe it was possible to convert the existing buses so that they would burn natural gas. He felt that if this was a direction LTD wanted to pursue, new buses would need to be purchased over a period of time.

Mr. Kortge understood that the money was only to conduct the study. He asked if they would look into the costs of operating the buses as well.

Mr. Klausmeier stated that part of the study would look at the cost of training the maintenance workers and the drivers.

Mr. Evans asked if there would be a way to partner with the City of Eugene. He felt that it was in alignment with the Sustainable Business Initiative. He thought that if the project went forward it could be a public/private partnership.

Mr. Viggiano observed that the cost of the study and match was relatively small.

Mr. Klausmeier related that another focus of the study would be on the financial implications. He believed that there were ways to make the use of the gas for fuel financially desirable.

He added that there were other sources for methane should the MWMC begin to use the 15 percent it produced that was currently being burned.

Mr. Evans indicated his support for the study.

Mr. Kortge expressed some skepticism. Even though LTD's contribution would only be \$6,000, he likened it to buying a "pig in a poke." He stated that if LTD were to pursue this, the District would have to form separate operations for the different buses, different fueling, and maintenance of the buses.

Mr. Dubick asked if staff were interested in running Compressed Natural Gas (CNG) fueled buses in the District. Mr. Viggiano replied that the District had previously looked into CNG buses and had decided not to go in that direction. He noted that Salem had run buses on CNG and was now moving away from that fuel.

Mr. Kortge asked why Salem was moving away from it. Mr. Viggiano responded that there was not really a cost advantage anymore, the buses had less power, and the infrastructure to fuel the buses was very expensive.

Mr. Pangborn added that they needed to find a way to manage fuel costs for the long term. He said that hybrid electric vehicles were one option, and at this point, it appeared that vehicles that ran on CNG could not be hybridized. He added that he supported the study because it would provide valuable information. He thought that running buses on two different systems would not be cost-effective, but it would be beneficial to determine what the cost comparison might be.

Peter Chabarak, co-presenter with Mr. Klausmeier, stated that the study would have two phases. LTD would be focused on the first phase, which sought to determine whether using the fuel that was available right now would be feasible. The second phase would look into the details of fueling the entire fleet. With regards to sharing the cost, he said that Sylvatex had a commitment from the County, but they had not had the time to hold a formal meeting to approve sharing the cost. He stated that they had not yet met with the cities of Eugene and Springfield.

Mr. Evans commented that LTD had always been a cutting edge agency. He felt that the District should keep "pushing the envelope" because the return could outweigh the initial investment. He said that if this system worked, they could have more opportunities to leverage more money.

Mr. Eyster felt that this was a staff decision more than a Board decision.

Mr. Viggiano indicated that staff support providing the cash match for the study.

### **C. West Eugene EmX Extension Project Update**

This item was deferred to later in the meeting.

**EMPLOYEE OF THE MONTH – November 2008** – Director of Transit Operations Mark Johnson introduced the Employee of the Month for November, Amanda Kearney. He commended her for her attitude and for her energy, noting that she had been nominated by a passenger for handling a potentially difficult situation on the bus very diplomatically.

Ms. Kearney thanked everyone for the award. She said she enjoyed her job very much and felt that she worked with a "great group of people."

## **AUDIENCE PARTICIPATION**

**John H. Williams** stated that he had been riding the system for six or seven years and had been reporting issues as he saw them. He provided the Board members with a packet of information regarding his concerns. He said he would like to communicate with the Board at a later date about the information. He noted that a lot of it was about fuel conservation.

Mr. Eyster remarked that staff would be happy to meet with Mr. Williams.

### **6(c). West Eugene EmX Extension Project Update**

Director of Planning and Development Tom Schwetz provided an update on the West Eugene project. He reviewed the timeline and said that the project was entering the alternatives analysis phase. He stated that the locally-preferred alternative selection would occur in late 2009. He added that staff had completed the scoping process.

Mr. Schwetz said that staff had conducted work sessions with the public and based on the input received, a range of alternatives had been developed, and sketch-level plans had been drawn up for review at community design workshops. Staff also held a resource agency workshop which is an important part of the environmental process.

Mr. Schwetz stated that the remaining milestones included the October 20 open house, the drafting of the Environmental Impact Statement (EIS) and its public review process, the selection of the preferred alternative, and the design process. He noted that the 30 percent design process was slated to be completed by the time the EIS had been finalized.

Mr. Evans asked what would happen if LTD selected a preferred alternative and the City concurred and then, because of the Metropolitan Policy Committee (MPC) voting rules (which allow one jurisdiction veto power) the alternative was vetoed. Would the project planners then return to the drawing board. Mr. Schwetz confirmed that this was a possibility. He thought that if this happened, LTD would have to work through the rules within the MPC to try to reach a solution.

Mr. Pangborn said that LTD needed the agreement of the City of Eugene. He underscored the importance of getting both Eugene and the County in alignment with LTD on the plan.

Mr. Schwetz specified that staff had gone before the Eugene City Council on September 8. He said that the Council had tried to take some of the alternatives off the table, but the Eugene city attorney clarified for the councilors that to do so was not within their purview. He stated that the Corridor Committee would advise both the EmX Steering Committee and the



Board, and then the Board, the Eugene City Council, and the MPC would have to decide on the locally preferred alternative. The Federal Transportation Administration (FTA) and the Army Corps of Engineers would have to concur. He also said that the planners were focused on how to keep the public engaged throughout the process.

Mr. Necker ascertained from Mr. Schwetz that LTD's relationship with the FTA would affect the funding. He said there was a good chance the project would be eligible to go through the funding process. He added that part of the work was to strategically look at how to best position the project within the federal grant process.

Mr. Pangborn stated that whether or not the FTA would support the project would be based largely on a cost/benefit analysis. He stated that lower costs and larger customer usage would cause the FTA to look most favorably on the project.

In response to a question from Mr. Pangborn, Mr. Schwetz stated that the 60-day review process of the draft EIS would start at the beginning of September 2009.

#### ITEMS FOR ACTION

##### **A. Second Reading and Adoption, LTD Ordinance No. 40, An Ordinance Regarding the Excise Tax on Employers and Self-Employed Persons; Amending Ordinance 39, Sections 2 and 3**

Ms. Hellekson stated that the first reading of the ordinance had occurred at the previous month's meeting. She explained that a second reading and adoption would be needed at the present meeting for the ordinance to proceed. She noted that in the event of an affirmative vote, it would take effect in 30 days and the new rate structure would be implemented January 1, 2009.

**MOTION** Mr. Kortge moved that Ordinance No. 40 be read by title only. Mr. Dubick provided the second.

Mr. Pangborn read the title of Ordinance No. 40 into the record.

**VOTE** The motion was approved as follows:  
 AYES: Towery, Eyster, Dubick, Kortge, Evans, Necker (6)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Gaydos

**MOTION** Mr. Kortge moved adoption of Lane Transit District Resolution No. 2008-033: Resolved that the Lane Transit District Board of Directors adopt Ordinance No. 40, an Ordinance of the Lane Transit District Regarding the Excise Tax on Employers and Self-Employed Persons; Amending Ordinance 39, Sections 2 and 3. Mr. Dubick provided the second.

## VOTE

The motion was approved as follows:

AYES: Towery, Eyster, Dubick, Kortge, Evans, Necker (6)

NAYS: None

ABSTENTIONS: None

EXCUSED: Gaydos

**B. Recommendations for the Reauthorization of the Federal Surface Transportation Bill**

Mr. Viggiano explained that the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was slated to expire in September 2009, and leading up to its reauthorization, a number of groups were providing comments to Congress on what should be included in the new bill. He noted that Mr. Evans had been part of the authorization committee that had provided such recommendations.

Mr. Evans reported that the group's work was done and the recommendations had been finalized.

Mr. Viggiano stated that before the Board were the recommendations from the local United Front group, of which there were three parts: policy recommendations, regional priorities, and project requests to be developed at a later date. He noted that LTD had conferred with Congressman DeFazio's staff and they had recommended that LTD take this action. He said that the document before the Board described the current challenges and a fairly significant shift in focus for the surface transportation bill. He provided a brief overview of the *draft report*. He highlighted Eugene's desire to focus on garnering more operational funding for transportation preservation and maintenance.

Mr. Evans said that he had spoken to Eugene City Manager Jon Ruiz. They had discussed the possibility of getting at the Americans with Disabilities Act (ADA) issues through the United Front by putting together a social service request that would include LTD in a pass-through function. They would then be able to receive funding based on LTD's social service profile for providing service for disabled and elderly customers. He thought that this could be a creative way of packaging this effort in order to receive funding.

Mr. Viggiano continued his review of the summary of the plan and requested the Board's support. He noted that the County Commissioners had approved the original version.

## MOTION

Mr. Evans, seconded by Mr. Necker, moved approval of Resolution No. 2008-034, approving the recommended policies and regional priorities as the United Front position for the 2009 reauthorization of the Federal Surface Transportation Bill.

Mr. Evans commented that he felt they had a reasonable request in the plan. He had been disappointed, however, in some transit partners in the east that were not as proactive in addressing the ADA/paratransit funding issues. He noted that the task force was asking for more than double the amount that had been provided through the SAFETEA-LU funding. He felt it was a bold and aggressive authorization: They were focusing on promoting new

technologies, public/private partnerships, and the expanded capacity of transit around the country.

VOTE The motion was approved as follows:  
 AYES: Eyster, Towery, Dubick, Evans, Kortge, Necker (6)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Gaydos

At Mr. Evans request, Mr. Pangborn reviewed the concerns regarding ADA funding for transit in the east. He explained that LTD was one of the few districts in the nation that had been proactive in addressing the needs of the community of people with disabilities. He stated that transit users in some of the larger cities in the east had a more fractious relationship with the transit authorities. He said that the ADA advocates were concerned that if the transit districts received federal money, the money would not be used toward improvement in the services for people with disabilities.

### C. Selection of Pension Trustee-Elect

Ms. Adams said that with the impending departure of the current pension trustee, Mr. Gaydos, from the Board in January 2010, it would be prudent to prepare another Board member to take over the position. She explained that the Board is asked to approve the creation of the position of Pension Trustee Elect to serve as a trustee in training. The Board would then be asked to approve the appointment of Board member Dean Kortge to the newly created position.

MOTION Mr. Dubick, seconded by Mr. Necker, moved approval of Lane Transit District Resolution No. 2008-035: The Lane Transit District Board of Directors hereby adopts the new position of Pension Trustee-elect for the LTD/ATU Pension Plan and the LTD Salaried Employees Retirement Plan, to serve as a trainee until such time as the current trustee resigns as trustee or is no longer a member of the Board of Directors.

Mr. Eyster thanked Mr. Kortge for being willing to serve as Pension Trustee.

VOTE The motion was approved as follows:  
 AYES: Eyster, Towery, Dubick, Evans, Kortge, Necker (6)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Gaydos

MOTION Ms. Towery, seconded by Mr. Dubick, moved approval of Resolution No. 2008-036: The Lane Transit District Board of Directors hereby approves the appointment of Board Member Dean Kortge to the position of Pension Trustee-elect as defined in this document and approved under LTD Resolution No. 2008-035.

VOTE The motion was approved as follows:  
 AYES: Eyster, Towery, Dubick, Evans, Necker (5)  
 NAYS: None  
 ABSTENTIONS: Kortge  
 EXCUSED: Gaydos

## ITEMS FOR INFORMATION AT THIS MEETING

### A. Board Member Reports

Mr. Eyster reported that he had attended the Eugene City Council meeting with Mr. Mueller and Mr. Pangborn, who provided a presentation on the service reduction plan. He noted that one councilor expressed her "extreme disappointment." He remarked that they shared this disappointment, adding that no one liked that LTD had to make service cuts. He underscored that there was no more money coming from the state and there were no other choices but to reduce service. He sensed that the Council and staff had a good understanding of the situation.

Mr. Kortge related that a councilor had indicated to him that he thought the presentation went very well.

Mr. Eyster noted that they would be providing the same presentation to the Springfield City Council and the Lane County Board of Commissioners.

#### 1. Meetings Held or Attended

- a. **West Eugene EmX Extension Corridor Committee – September 29**  
There was no further report.
- b. **Board HR Committee – October 14**  
There was no further report.

#### 2. No Meeting/No Report

- a. **APTA Authorization Committee**
- b. **Board Service Committee**
- c. **Metropolitan Policy Committee**
- d. **Board Finance Committee**
- e. **EmX Steering Committee**
- f. **LCOG Board of Directors**
- g. **Gateway EmX Extension Corridor Committee**

### B. Monthly Financial Report – September 2008

Ms. Hellekson reported that ridership continued to be strong. She said that the continued robust ridership increase that the District was experiencing was unprecedented. She related that along with the increases came capacity issues as buses were overloaded. Ms. Hellekson stated that payroll tax receipts were the major concern as receipts from the quarter that ended in June were down.

Mr. Kortge asked if the effects of the Hynix closure were being felt at this point. Ms. Hellekson replied that LTD would continue to receive those taxes through the end of September.

Ms. Hellekson stated that fuel costs were down: the 3-month average is currently under \$3.75 per gallon. She stated that in the previous year fuel costs had increased by 57 percent between the months of January and May. She felt that it was good news that the fuel costs were at least below what had been budgeted.

Ms. Hellekson said the audit report would be provided to the Board in December.

Mr. Evans asked when the three big projects that were on the horizon for the metropolitan area (the University's arena, the southbound flyover for Interstate 5, and the new bridge on Interstate 5) would begin. Ms. Hellekson responded that she believed those projects would be initiated in 2010. She added that the work on the arena project would be expedited so that it could be built between athletic seasons, which meant that there could be a higher percentage of payroll tax receipts received from the project sooner.

Mr. Eyster noted that bond funding for projects was currently challenging due to the financial climate.

### **C. Monthly Department Reports**

Mr. Pangborn reported that when LTD had been working on the EmX corridor on Franklin Boulevard, the engineers thought it would be unnecessary to lay concrete across the intersections. The city and LTD staff have now discovered that the EmX buses were stressing asphalt and concrete at the intersections and it was breaking. He noted that they had redesigned the Pioneer Parkway corridor as a result of this experience.

Mr. Simmons showed slides of the damage. He said that LTD would need to rebuild some of the intersections. LTD had been working with Eugene to prioritize the intersections to be fixed. The intention now was to rebuild the intersections in concrete. He said LTD planned to rebuild the two worst intersections in the next several weeks and the rest in Summer 2009.

Mr. Evans asked for an idea of the financial impact. He also wondered who would be footing the bill, given that the City owned the roads. Mr. Simmons responded that the damaged areas were on parts of the lanes that were dedicated to the EmX. He thought it would be a tough sell to get the City to participate in fixing it.

Mr. Evans asked if the money was in the contingency fund and how much would be needed. Mr. Simmons estimated the cost to be \$150,000.

In response to a follow-up question from Mr. Evans, Mr. Simmons said he thought the shelf-life of the repairs would be 20 to 40 years.

Mr. Necker asked how the repairs would affect the EmX route. Mr. Simmons replied that the bus lanes would be closed from East 11<sup>th</sup> Avenue to Agate Street; however, the bus stop was

located to the east side of Agate Street, so that service up to Dad's Gate would not be impacted. He thought they should be able to maintain current travel times.

**D. Monthly Performance Reports**

There were no questions about the report.

**ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING**

- A. Public Hearing: FY 2009-10 Service Recommendation (November)
- B. Public Hearing: FTA Grant Applications (November)
- C. Gateway EmX Extension Update (November)
- D. General Manager Performance Evaluation (November or December)
- E. Board Strategic Planning Work Session (December)
- F. Legislative Agenda (December)
- G. Independent Audit Report and Comprehensive Annual Financial Report (CAFR) (December)
- H. Gateway Station Construction Update (future meetings)
- I. LTD Sustainability Plan (future meeting)
- J. Park & Ride Program (future meeting)

**ADJOURNMENT** – The meeting adjourned at 7:40 p.m.



Board Secretary

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