

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

Wednesday, March 16, 2010

Pursuant to notice given to *The Register-Guard* for publication on March 10, 2011, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular Board meeting on Wednesday, March 16, 2011, beginning at 5:30 p.m., in the Bascom-Tykeson Room of the Eugene Public Library at 100 W. 10<sup>th</sup> Avenue, Eugene.

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

**CALL TO ORDER:** Mr. Eyster called the meeting of the LTD Board of Directors to order at 5:31 p.m.

**ROLL CALL:** Mr. Eyster called the roll. With the exception of Mr. Evans, all Board members were present. Mr. Eyster noted that Mr. Evans was expected to join the meeting later via telephone conference.

**PRELIMINARY REMARKS BY BOARD PRESIDENT:** Mr. Eyster offered no opening remarks.

**ANNOUNCEMENTS AND ADDITIONS TO AGENDA:** Mr. Eyster noted that Senior Human Resources Analyst David Collier was expected to provide comments later in the meeting regarding the search for the general manager position.

Mr. Eyster noted that the Board would postpone the Board Calendar portion of the agenda until Mr. Pangborn had arrived.

**WORK SESSION**

**Regional Carsharing Program:** Tracy Smith, Rideshare Coordinator for Point2point Solutions, briefed the Board on the proposed regional carsharing program and noted that Enterprise Rent-A-Car currently maintained a small scale carshare program at certain areas on the University of Oregon campus. She noted that Point2point Solutions staff had recently engaged in discussions with Enterprise regarding how such programs may be expanded in the community.

Ms. Smith noted that one of the principal representatives from a carsharing cooperative in Vancouver, British Columbia, Brandon Rochelle, had recently arrived in Eugene. He had

engaged in preliminary discussions with Point2point Solutions and the Transportation Options Advisory Committee regarding the formation of a similar carsharing cooperative in Eugene.

Ms. Smith noted that Point2point would be seeking approval from the LTD Board to conduct a study to determine the readiness of the area for a neighborhood carsharing program. Ms. Smith described how various market studies regarding the feasibility of a local carsharing program had been conducted by Point2point Solutions and also members of the City's Sustainability Commission.

Transportations Options Manager Theresa Brand briefly defined the primary elements, goals, and community benefits of regional carsharing programs such as were being investigated by Point2point Solutions staff. She further described the most recent plans for a local carsharing pilot project and noted that she had recently met with vendors regarding potential implementation strategies and timelines.

Mr. Pangborn joined the meeting at 5:41 p.m.

Ms. Brand outlined the next steps towards the implementation of a regional carsharing program and reiterated that Point2point Solutions would be seeking approval from the LTD Board to proceed with plans to draft a Request for Proposal (RFP) for a study to determine the feasibility of a carsharing program.

Ms. Brand stated that any vehicles used as part of a regional carsharing program would most likely be housed on City of Eugene property.

Ms. Brand, responding to a question from Mr. Necker, stated that the vehicles in a carsharing program were typically owned by the vendors, and that insurance coverage was maintained by the vendors and incorporated into the rental fees for those vehicles.

Responding to a question from Mr. Kortge, Ms. Brand stated that while a designated vendor would be responsible for the ultimate implementation and operation of a regional carsharing program, Point2point was expected to be involved in the drafting of the RFP for the program, the selection of the vendor, and any marketing strategies used to generate public awareness of the program. She noted that ongoing staff time for the carsharing program would be incorporated in the Point2point Solutions work plan.

Mr. Kortge commented that the amount of time, money, and resources that the Point2point Solutions staff would need to facilitate the implementation and operation of a regional carsharing program was a significant unknown factor.

Ms. Smith noted that while staff had requested that LTD author the carsharing RFP through the Point2point Solutions work plan, the majority of work to implement and operate a regional carsharing program would be carried out by the selected vendor. She noted that Point2point Solutions' primary focus for a regional carsharing program would be to support the marketing efforts needed to encourage the growth and sustainability of the program.

Mr. Gillespie described his experience in using other carsharing programs and noted that the hourly travel rate represented significant savings over other vehicle per-mile reimbursements. He strongly encouraged the LTD Board's support for the development of a regional carsharing program as described by Ms. Brand and Ms. Smith.

Ms. Towery described her experience with carsharing programs and appreciated that Ms. Brand and Ms. Smith had presented information regarding the use of similar programs in smaller communities. She further suggested that Enterprise Rent-A-Car may be a valuable community partner in the implementation of a regional carsharing program.

Ms. Brand, responding to a question from Mr. Necker, noted that the availability of new markets served as the primary impetus for car rental vendors to become involved in regional carsharing programs. She further noted that some vendors also marketed the environmental benefits of regional carsharing programs, and that the availability of regional carsharing programs in other areas had actually resulted in less per capita vehicle ownership figures.

Mr. Dubick stated his belief that a regional carsharing program was a great idea for the community and said that such a program could empower non-vehicle owners in the community to continue such a lifestyle.

Ms. Brand noted that the City of Eugene's Sustainability Commission had shown significant interest in the ability of regional carsharing programs to support various urban density strategies.

Ms. Towery commented that the availability of a regional carsharing program may encourage community members to choose to not own a car.

Mr. Eyster asked if the extent of LTD's obligation with respect to the proposed regional carsharing program would be to authorize Point2point solutions staff to devote staff time and resources toward the initial development of a carsharing program. Ms. Brand confirmed that Point2point resources would be used to develop the RFP and ongoing marketing strategies to be used in a carsharing program.

Mr. Kortge asked why car rental companies would not choose to implement carsharing programs on their own. Ms. Smith responded that it was often necessary for various agencies to incentivize the development of regional carsharing programs with vendors by providing marketing to increase awareness of carsharing programs.

Ms. Smith described how a recent Oregon Department of Transportation (ODOT) grant may be leveraged against the incentives that a selected vendor would need to develop a carsharing program.

Mr. Eyster reiterated that the Board would take formal action regarding the proposal presented by Ms. Smith and Ms. Brand later in the meeting.

**West Eugene EmX Extension Locally Preferred Alternative (LPA) Selection:** Mr. Schwetz recapped the most recent developments surrounding the West Eugene EmX Extension (WEEE)

project and the selection process for the Locally Preferred Alternative (LPA). He noted that the LTD Board was expected to make its formal decision regarding the LPA later in the meeting.

Mr. Schwetz reported that, on March 9, the Eugene City Council had voted five to four against the No-Build alternative, and had subsequently voted unanimously for the selection of the mitigated West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative for the WEEE project.

Mr. Schwetz noted that LTD had subsequently received a letter from Eugene City Manager Jon Ruiz that outlined the Council's decision regarding the LPA.

Mr. Schwetz reported that, subsequent to the Eugene City Council's decision, the Metropolitan Policy Committee (MPC) for the Central Lane Metropolitan Planning Organization (MPO) had, at its March 10 meeting, determined that additional time was needed for the MPC to hold an additional public hearing regarding the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative. He noted that the MPC had scheduled the public hearing for April 5 in the Wheeler Pavilion at the Fairgrounds. Mr. Schwetz noted that the MPC was scheduled to make its final decision regarding the LPA at its meeting on April 14.

Mr. Schwetz maintained that although the LTD Board was originally expected to make its decision regarding the LPA subsequent to the MPC decision, it would be prudent for the Board to vote during the current meeting so that staff would have adequate time to complete the next steps of the federal funding processes involved in the WEEE project.

Mr. Schwetz, responding to a question from Mr. Necker, noted that although the West 11<sup>th</sup>/13<sup>th</sup> alignment alternative had been determined by LTD staff to be the most financially feasible alignment, the LPA decision by the LTD Board, the Eugene City Council, and the MPC needed to be unanimous or the project would not move forward.

Mr. Necker asked if the Eugene City Council's determination regarding the LPA had been made as a true support of the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative or if it had been made essentially in opposition to the West 11<sup>th</sup>/13<sup>th</sup> alignment alternative. Mr. Schwetz responded that the Council's decision to support the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative had been made primarily out of concerns for the potential economic development of the West 6<sup>th</sup>/7<sup>th</sup> area and the Council's intent to focus on the future development of the Highway 99 area. He further noted that the Council had stated that there was more employment along West 6<sup>th</sup>/7<sup>th</sup> Avenue proximate to other areas of West 11<sup>th</sup>/13<sup>th</sup> Avenue.

Mr. Schwetz, responding to a question from Mr. Necker, stated that the City Council was aware that West 6<sup>th</sup>/7<sup>th</sup> Avenue was used as a truck route. He further noted that LTD's analysis had acknowledged that the area of 6<sup>th</sup>/7<sup>th</sup> Avenue that is west of Jefferson Street was a state route, and that LTD was currently coordinating with ODOT on how the WEEE may be implemented effectively. Mr. Schwetz noted that local ODOT representative Sonny Chickering had preferred the 6<sup>th</sup>/7<sup>th</sup> alignment alternative because the WEEE project would improve the flow of traffic on both 6<sup>th</sup> and 7<sup>th</sup> Avenues. Mr. Schwetz, responding to a question from Mr. Kortge, reiterated that the three decision making agencies for the WEEE project were required to be in agreement regarding the LPA before the project could move forward.

Mr. Dubick responded to Mr. Kortge's previous question and stated that LTD had initiated the WEEE project at the request of the City of Eugene and that LTD had expended considerable resources on the project since 1996. He further maintained that the City of Eugene should be able to set the priority for the selection of the LPA or else the project may not happen.

Mr. Vobora briefly described some of the differences between the West 6<sup>th</sup>/7<sup>th</sup> and the West 11<sup>th</sup>/13<sup>th</sup> alignment alternatives with particular emphasis on the projected operating costs and service levels for each alternative.

Mr. Vobora noted that the cost analysis performed regarding the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative had indicated that it was more expensive than the West 11<sup>th</sup>/13<sup>th</sup> alternative because of adjustments to existing service in the West Eugene corridor. Mr. Vobora proceeded to describe how existing service routes had been configured and how they might be reconfigured in relation to a West Eugene EmX route along West 6<sup>th</sup>/7<sup>th</sup> Avenue.

Mr. Vobora noted that the West 6<sup>th</sup>/7<sup>th</sup> alternative had a three to four-minute longer projected travel time than the West 11<sup>th</sup>/13<sup>th</sup> alternative. He noted that the increased cycle time for the route may necessitate the use of an extra bus and subsequently increase the overall costs of the alternative.

Mr. Vobora, responding to a question from Mr. Necker, briefly described how the West 6<sup>th</sup>/7<sup>th</sup> alternative may facilitate the development of additional transit services along Highway 99 and other West Eugene corridor areas in the future.

Mr. Necker asked if any of the conceptual plans for the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative or other future transit routes had incorporated any plans to avoid railroad tracks along the River Road area. Mr. Vobora responded that no such plans had yet been incorporated.

Mr. Vobora described several potential route optimization strategies that may be incorporated into LTD's regular bus services as the WEEE project was implemented. He noted that information regarding the route optimization strategies would be included in LTD's grant submission materials for the WEEE project.

Mr. Vobora, responding to a question from Mr. Dubick, described how traffic signal prioritization may be used in the West Eugene area for LTD's regular bus services.

Mr. Kortge asked Mr. Vobora if LTD would be able to further refine the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative if the Board voted in favor of it. Mr. Vobora responded that LTD would be able to incorporate additional refinements to the Locally Preferred Alternative as it went through the environmental process.

Mr. Eyster commented that one of the platforms on the new Gateway EmX route had actually been moved after construction of the route had been initiated.

Mr. Kortge noted his concerns regarding the higher operational costs for the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative, and asked if the increased operational costs would be feasible when considered against current economic conditions and the projected ridership for the route. Mr.

Vobora stated his belief that LTD's Long-Range Financial Plan would be able to accommodate the increased operational costs of the alignment alternative.

Mr. Gillespie noted that the LPA selection was a chronically frustrating process and stated his belief that LTD, as the organization with the most transit planning expertise, was being inappropriately manipulated by a neighborhood group opposed to the WEEE project and by two freshman county commissioners who also where opposed to the project. He feared that if the WEEE project did not move forward along the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative, then no other EmX routes would ever be constructed. He stated that the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative was the right way to go even though it had not been his first choice.

Mr. Dubick noted that "politics was the art of the possible" and commented on the discussion surrounding the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative. He stated his belief that that the City and LTD staffs could make the route work and could ensure that the negative impacts from the construction and operation of the route would be minimized.

Ms. Towery commented on LTD's previous public discussions that had occurred during recent service reductions, and stated that she hoped that LTD and the community stakeholders had learned from that process how to develop productive and thoughtful conversations about where acceptable compromises could be reached. She further noted her confidence in the wisdom and experience of the LTD staff and believed that they would be able to develop new efficiencies for all of LTD's services as the WEEE project progressed.

Mr. Kortge commented that he would prefer to have more detailed information regarding the operational costs of the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative before the Board voted on the Locally Preferred Alternative. Mr. Vobora responded that some additional information regarding the operating costs had been presented as part of LTD's Long-Range Financial Plan. Mr. Vobora noted that additional revenues from the West Eugene EmX route would help offset the increased operational costs of the route.

Mr. Schwetz commented on the next steps for the LPA selection process and the WEEE project in general. He stated that after a consensus position had been reached by the three decision-making agencies, staff would begin preparing the federal Small Starts grant materials that would be due in mid-August before completing the environmental process for the WEEE project.

Mr. Schwetz noted that staff, in response to a request from Eugene City Councilor Pat Farr, had prepared further summary information regarding the discussions and decision process of the Eugene City Council with respect to the LPA. Mr. Schwetz summarized that the regional transportation plan adopted by the City of Eugene and LTD called for the establishment of a BRT system if local governments demonstrated support.

Mr. Schwetz expected that subsequent to the LPA selection, LTD would receive a determination regarding grant funding for the WEEE project in February or March of 2012.

Mr. Schwetz, responding to a question from Mr. Necker, noted that the mitigation strategies for the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative had been completed.

Mr. Schwetz referred to recent community discussions regarding the veracity of the data used by LTD with respect to the West 6<sup>th</sup>/7<sup>th</sup> alignment alternative and noted that as the federal grant process progressed, LTD was required by the Federal Transit Administration (FTA) to adhere to extremely rigorous standards with respect to the federal evaluation of the project.

**BOARD CALENDARS:** Mr. Pangborn noted that LTD's work session meeting on April 11 would be a critical meeting as it represented the Board's first opportunity to address LTD's Fiscal Year 2011-12 budget process.

Mr. Pangborn noted that two of the citizen members of the LTD Budget Committee, Ed Gerdes and Peter Davidson, would be unable to attend that committee's meetings in May and had asked to reschedule. Mr. Pangborn noted that staff had been attempting to accommodate the committee members' requests.

**EMPLOYEE OF THE MONTH:** Mark Johnson introduced bus operator Andrew Chandler as LTD's Employee of the Month for April 2011. He noted that Mr. Chandler had been with LTD since 2006 and had recently been nominated for this award by an LTD passenger who had witnessed Mr. Chandler's response to a medical emergency involving another passenger.

Mr. Chandler offered his thanks to the LTD staff and Board members and introduced his family members who also were in attendance.

Mr. Eyster presented Mr. Chandler with his award and thanked him for his many years of service to the District.

#### **AUDIENCE PARTICIPATION**

Mr. Eyster reminded those present that Mr. Evans may be joining via telephone later in the meeting.

**Erin Ellis**, 901 S. 32<sup>nd</sup> Place, Springfield, distributed a statement from Casey Dresser of Springfield Cleaners and maintained that Ms. Dresser's concerns had not been adequately addressed during recent public hearings regarding the WEEE project. Ms. Ellis further noted her concerns regarding recent public hearings regarding the LPA selection process and stated her belief that LTD staff and Board members had not sufficiently responded to public concerns.

**Robert Macherione**, 1994 Brown Street, Eugene, maintained that LTD's Board members had an inappropriate relationship with LTD administrators and stated his belief that the District also had acted inappropriately with respect to the manner in which LTD staff had informed local businesses regarding the business access transit lanes planned for certain areas of the alignment alternatives. He further maintained that LTD's recent interactions with the Funk Levis consulting firm were in violation of federal tax laws. He said that supervision regarding the further development of LTD's transit system needed to be more stringent.

**Pauline Hutson**, 1025 Taylor Street, Eugene, stated her belief that LTD's EmX system was not proportionate to the size and transportation needs of the City of Eugene, and she said that

further expansions of the system were unwarranted. She maintained that the EmX service did not adequately serve the needs of local neighborhoods and that EmX buses had caused damage to certain roadway intersections in Eugene.

**Robert Rubin**, 2836 West 11<sup>th</sup> Avenue, Eugene, said that he believed that LTD staff had recalculated its most recent operating cost projections for the alignment alternatives using inaccurate and misleading data. Mr. Rubin said that LTD's continued development of the WEEE project would irreparably harm LTD's other transportation services, and said that he further believed that LTD staff had lost sight of the primary mission of the District.

**Paul Conte**, 1461 West 10<sup>th</sup> Avenue, Eugene, spoke in his capacity as Chair of the Jefferson Westside Neighbors (JWN) group and noted that JWN had recently become a finalist in the National Neighborhood of the Year competition. Mr. Conte noted that JWN and the Whitaker Neighborhood group each supported the selection of the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative for the WEEE project. Mr. Conte maintained that the JWN's review and feedback regarding the West 6<sup>th</sup>/7<sup>th</sup> alternative had been critical to the Eugene City Council's unanimous decision regarding the West 6<sup>th</sup>/7<sup>th</sup> alternative. Mr. Conte further noted that Congressman Peter DeFazio had indicated to him in recent conversations that he was displeased with the fact that LTD had not effectively engaged the community regarding the LPA selection process. Mr. Conte noted that the WEEE project along the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative would serve an area that the Eugene City Council had already designated for tax exemption business development programs and that the Council's decision regarding the LPA was reasonable.

**Mark Callahan**, 3621 Mahlon Avenue, Eugene, stated that from his own reviews of the information made available by LTD, that the District's own data showed that the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative was not a viable transportation alternative.

**Wendy Butler-Boyesen**, 1265 City View, Eugene, supported the selection of the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative and stated her belief that the development of the WEEE project along that alignment would benefit the social, economic, and environmental needs of the community. She further noted that the payroll taxes which funded LTD's transit services would be passed along to consumers and that opposition from local businesses regarding LTD's application of payroll tax revenues was misguided. She further noted that she had spoken to several local business leaders who supported the WEEE project.

**Tommy Lane**, 1431 Chelton Street, Eugene, commented that he was a long-time LTD bus rider and said that the public engagement process surrounding the WEEE project and the LPA selection had become overly politicized. He responded to recent opposing comments concerning LTD's public relations expenditures and said that it was conversely important to identify the funding sources used by EmX opposition groups. He urged LTD Board members and staff to continue the development of the WEEE project and stated his belief that a West Eugene EmX route would benefit the community.

**Jozef Siekiel-Zdzicnicki**, 1025 Taylor Street, Eugene, said that he believed that efforts to optimize LTD's regular bus services concurrent to the development of additional EmX routes would be unsuccessful.



Mr. Eyster responded to Mr. Macherione's comment regarding LTD's relationship with the Funk Levis marketing firm and noted that LTD had confirmed through its general counsel that its information campaign regarding the EmX system was legal and did not violate any federal tax laws.

#### ITEMS FOR ACTION AT THIS MEETING

**MOTION Consent Calendar:** Mr. Gillespie moved adoption of LTD Resolution 2011-005: It is hereby resolved that the Consent Calendar for March 16, 2011, is approved as presented. Ms. Towery provided the second. The Consent Calendar consisted of the minutes of the October 11, 2010, Special Board Meeting.

**VOTE** The Consent Calendar was approved as follows:  
AYES: Gillespie, Eyster, Dubick, Kortge, Necker, Towery (6)  
NAYS: None  
ABSTENTIONS: None  
ABSENT: Evans (1)

**MOTION West Eugene EmX Extension LPA Selection:** Mr. Gillespie moved adoption of LTD Resolution 2011-006: It is hereby resolved that the LTD Board of Directors select the West 6<sup>th</sup>/7<sup>th</sup>/West 11<sup>th</sup> Avenue Mitigated Concept Alternative as the Board's preferred route for West Eugene EmX. Mr. Dubick provided the second.

Mr. Kortge stated that it would be difficult for him to vote in favor of the motion and hoped that further data could be provided regarding the operational costs and the overall viability of the alignment alternative. He stated his belief that further discussions were necessary regarding the future operational costs of the LTD system versus the EmX service.

Mr. Gillespie asked Mr. Pangborn what the impact might be should the Board postpone its decision on the motion when considered in relation to the MPC's upcoming meetings regarding the selection of the LPA.

Mr. Pangborn responded that the MPC was expected to vote on the LPA at its April 14, 2011, meeting, whereupon LTD staff would proceed with plans to complete further analysis of the alignment alternative and the WEEE project. He recommended that the LTD Board not postpone its decision regarding the motion so that the subsequent analysis could be performed without unnecessary delays. Mr. Schwetz concurred with Mr. Pangborn's recommendation.

Mr. Gillespie asked if further quantifiable data regarding the alignment alternative may be presented if the Board postponed its decision on the motion. Mr. Vobora responded that if LTD staff were to assume that the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative was to be selected, then staff would be able to provide additional data at LTD's upcoming Board and Budget Committee meetings.

Mr. Schwetz noted that there was a significant amount of work to be performed regarding the subsequent analysis for the alignment alternative and recommended that the Board vote on the motion immediately.

Mr. Dubick voiced his appreciation for Mr. Kortge's previous comments regarding the motion, and noted that each of the Board members shared several of his concerns regarding the additional operating costs of the alignment alternative. He noted, however, that he had faith in the experience and abilities of the LTD staff to successfully implement the WEEE project and that he intended to support the motion.

Ms. Towery stated her belief that additional opportunities to improve the implementation strategies for the alignment alternative would be identified as the WEEE project moved forward subsequent to the selection of the Locally Preferred Alternative.

Mr. Necker asked if LTD would need to restart the LPA selection process from the beginning if the MPC did not ultimately concur with the Eugene City Council and the LTD Board's decisions regarding the LPA. Mr. Schwetz responded to Mr. Necker's question and noted that LTD may lose any opportunities to receive federal funding assistance for the WEEE project if it did not meet the August deadline to complete the analysis subsequent to the LPA selection.

Mr. Necker stated he intended to support the motion.

Mr. Eyster reminded the Board that BRT transportation strategies had been specifically identified in the Regional Transportation Plan and briefly noted several other factors that had contributed to the necessity for the continued development of LTD's EmX services.

Mr. Evans joined the meeting via telephone conference at 7:17 p.m.

Mr. Gillespie restated his motion for the benefit of Mr. Evans and the other meeting attendees.

Mr. Eyster commented that there were a significant number of unknown factors that may affect the construction and operation of the West Eugene EmX Route, but further noted his confidence in the District's ability to meet its previously stated goals for the WEEE project. He believed that LTD staff would indeed terminate the project if it ever reached a point where the District ultimately could not afford it. Mr. Eyster noted his continued support for the project and hoped that the Board would vote in favor of the motion.

Mr. Pangborn responded to Mr. Kortge's previous comments and noted that LTD staff would continue to compile and present data regarding the operational viability of the alignment alternative as the analysis process subsequent to the LPA selection moved forward.

Mr. Kortge maintained that LTD may only be able to meet its future contractual pension obligations by using funds that would otherwise be used for operational purposes. He stated his hope that any strategies involving further cuts to LTD's transportation services would be avoided.

Mr. Evans responded to Mr. Kortge's comment and suggested that the Board and the District may need to reassess the necessity of the WEEE project if the operational aspects of the alignment alternative could not be reconciled in a satisfactory manner. Mr. Evans noted that he would support the motion.

Mr. Eyster called for a vote on Mr. Gillespie's previously stated motion.

VOTE The motion was approved as follows:  
AYES: Gillespie, Eyster, Dubick, Evans, Necker, Towery (6)  
NAYS: Kortge (1)  
ABSTENTIONS: None  
EXCUSED: None

Mr. Evans excused himself from the meeting via teleconference at 7:24 p.m.

MOTION **REGIONAL CARSHARING PILOT PROGRAM:** Mr. Dubick moved adoption of LTD Resolution 2011-007: It is hereby resolved that LTD serve as the lead agency on the development of the Request for Proposal for a regional carsharing pilot program and provide ongoing management of that pilot program in Fiscal Year 2011-12. Mr. Gillespie provided the second.

Mr. Kortge said he appreciated the intent of the carsharing proposal but cautioned that the needs of the project might put undue burdens on staff resources. He suggested that Enterprise Rent-A-Car may be an agency that would be better equipped to move forward with the proposal.

Mr. Pangborn referred to the process by which LTD's Point2point, previously called Commuter Solutions, program had evolved and noted that the program had, among its goals, been intended to investigate the viability of certain alternative transportation strategies such as a regional carsharing program.

Ms. Brand commented that efforts to develop a regional carsharing program had developed as a strategy to reduce parking demand and to provide another transportation alternative to the community.

Mr. Gillespie noted from his experience with the City of Portland's Zipcar program that a regional carsharing program may be beneficial to the community.

Mr. Eyster noted that he intended to support the motion.

VOTE The motion was approved as follows:  
AYES: Gillespie, Eyster, Dubick, Kortge, Necker, Towery (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Evans (1)

MOTION **REVISED SERVICE POLICY:** Mr. Kortge moved adoption of LTD Resolution 2011-008: It is hereby resolved that the LTD Board of Directors hereby approves the Lane Transit District Fixed-Route Service Policy as presented on March 16, 2011. Mr. Necker provided the second.

Mr. Vobora noted that the Board had not updated LTD's service policy since 2004.

Mr. Vobora referred to the productivity standards in the proposed revised service policy and commented that the threshold productivity level of 67 percent was much higher than that of

other transit organizations.

Mr. Vobora noted that a college commuter category had been added to the productivity standards in order to more accurately describe the ridership data for college commuter express routes in certain areas of the District. Mr. Vobora further noted that a contracted category also had been added to describe the standards for the contract service provided to the Associated Students of the University of Oregon and the Associated Students of Lane Community College agencies.

Mr. Vobora suggested that the Board may wish to hold further discussions regarding the customer convenience standards and the 60-minute headway used in the route characteristics section of those standards.

Mr. Vobora noted that staff had identified 28 stops throughout the system to be deleted as part of a broader service standard that would allow the LTD transit system to run more efficiently without adversely affecting LTD's customers.

Service Planning Manager Will Mueller described the revisions to the service reliability standards portion of the revised service policy and noted that the proposed standard called for 90 percent of LTD's buses to arrive no later than two minutes off their end-of-trip arrival times at the Eugene and Springfield Stations.

Mr. Vobora commented that the automated data collection methods adopted by LTD to evaluate the performance of the system had provided much more accurate data but also had necessitated the adoption of more reasonable service standards.

Mr. Mueller commended the work of LTD's Information Technology Department staff and noted that they had helped compile very useful ridership data for the District.

Mr. Kortge said that he appreciated that staff had identified stops that could be eliminated in order to make the system run more efficiently.

Mr. Mueller, responding to a question from Mr. Kortge, noted that LTD's Service Advisory and Accessible Transportation Committees had been very helpful in identifying areas where the system may be improved.

Mr. Pangborn was pleased that LTD's evaluative processes and standards revisions had identified areas where LTD's transit system could be improved.

Mr. Gillespie stated that he had recently spoken with Mr. Mueller regarding revised arrival and departure times at Eugene Station. He noted that Mr. Mueller had provided very valuable information in that regard.

Mr. Eyster called for a vote on Mr. Kortge's previously stated motion.

VOTE The motion was approved as follows:

AYES: Gillespie, Eyster, Dubick, Kortge, Necker, Towery (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Evans (1)

**LTD SUPPORT FOR RAIL-RELATED LEGISLATIVE BILLS:** Mr. Pangborn noted that Mr. Evans had received a request from State Representative Nancy Nathanson for a formal position of support on two pieces of rail and transit legislation.

**MOTION** Mr. Kortge moved adoption of LTD Resolution 2011-009: It is hereby resolved that the LTD Board of Directors supports HB 2860 and HB 2370 and directs the Board President to write a letter to the Oregon State Legislature indicating this support. Ms. Towery provided the second.

**VOTE** The motion was approved as follows:  
AYES: Gillespie, Eyster, Dubick, Kortge, Necker, Towery (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Evans (1)

**ITEMS FOR INFORMATION AT THIS MEETING**

**Board Member Reports:** Mr. Gillespie noted that the Citizens Advisory Committee for the Central Lane MPO was scheduled to meet on March 17, 2011.

Ms. Towery noted that the EmX Steering Committee had met on March 1, 2011.

Mr. Dubick noted that pension trust matters had been discussed at the Human Resources Committee meeting on March 4. Mr. Pangborn added that additional pension discussions would be held during the committee's April 11 meeting.

Mr. Kortge said that he hoped that the Human Resources Committee would encourage the Board to hold serious discussions regarding the manner in which future pension obligations would be addressed.

Mr. Dubick noted that a pension survey had been distributed to LTD staff and that the results of the survey would be collected in time for the Human Resources Committee's April 11 meeting. The Board members and staff briefly discussed how the language of the survey materials had been presented as well as how the results of the survey may be reviewed by both the Board and the Human Resources Committee members.

Mr. Pangborn commented on the most recent meeting of the newly formed Lane Area Commission on Transportation (ACT) and noted that that group was currently recruiting citizen representatives.

Mr. Pangborn said that representatives from ODOT had presented at the most recent ACT meeting regarding funding for local highway improvements. He noted that the ODOT

representatives had indicated that there would be significantly less funding available for new projects for the foreseeable future.

Mr. Pangborn stated that the ACT was scheduled to meet on the second Wednesday of each month.

Mr. Eyster asked that Mr. Dubick consent to be appointed as the LTD representative to the ACT. Mr. Dubick agreed to be appointed as Mr. Eyster had suggested.

Mr. Eyster commented on the most recent meeting of the Metropolitan Policy Committee.

Mr. Eyster reported on a recent trip taken by LTD representatives to the United Front conference in Washington, D.C. He noted that the LTD representatives had met with FTA Administrator Peter Rogoff who had communicated his support for LTD and its ongoing projects.

Mr. Vobora noted that Mr. Rogoff had recently requested that LTD provide a brief summary of the history of LTD's EmX system.

Mr. Eyster noted that Mr. Evans had attended the APTA Board of Directors Executive Committee meeting in Washington, D.C., on March 13. Mr. Gillespie added that he had recently viewed a portion of those proceedings on C-SPAN.

Mr. Kortge commented that he had read an article in a recent issue of the Wall Street Journal regarding APTA's attempts to procure operational funding for various local transit projects.

Mr. Pangborn commented on the Transit Day event scheduled for April 6 wherein LTD staff planned to address the State legislature regarding a funding source for elderly and disabled dial-ride services, the value of the Business Energy Tax Credit for local transit systems, and bond funding for the WEEE project.

**University of Oregon Transit Station - Phase One:** Facilities Project Manager Joe McCormack provided an update on the funding and construction plans for first phase of the University of Oregon Transit Station.

Mr. Pangborn noted that the construction of the transit station had only been made possible by the funds recently made available through the Oregon Department of Transportation's Flexible Funds program.

Mr. Eyster noted that the ODOT funds for the transit station would allow other LTD funds to be repurposed toward other operational areas.

Mr. McCormack described the design process for the transit station that had been completed in the fall of 2010, including the various design elements of the transit station.

Mr. McCormack noted that real-time arrival and departure information signs for LTD buses had been planned as components of the new transit station.

Mr. McCormack stated that no traffic signals would be installed during the new construction, although there had been discussions during the planning process of how traffic signals might be used.

Mr. McCormack noted that construction of the transit station would take place over the summer of 2011, and further noted that the construction of the station would be performed concurrently to the City of Eugene's roadway and sidewalk improvements along adjacent areas of Alder Street from 18<sup>th</sup> Avenue to Franklin Boulevard.

Mr. McCormack described how a temporary University Station would be used to accommodate riders during construction of the new transit station.

Mr. McCormack, responding to a question from Mr. Kortge, reported that the City of Eugene's improvements to Alder Street would be performed at the same time as the construction of the new University Transit Station. He further commented that the City had completed approximately 75 percent of its design processes regarding the Alder Street roadway improvements.

**Redistricting Due to 2010 Census Data:** Mr. Pangborn distributed information regarding the most recent census results. He noted that although the community appeared to have grown, the subdistrict boundaries would not have to be moved substantially in order to balance the number of residents in each subdistrict.

Mr. Pangborn expressed that LTD had very little authority with respect to the redistricting from the most recent census and noted that the Secretary of State's office maintained that authority. He further noted that because the LTD Board was made up of appointed rather than elected officials, the LTD District would be one of the last to be addressed by the Secretary of State's office.

Mr. Pangborn noted that while the interior characteristics of the District may be affected by the 2010 census data, the exterior boundaries of the District would likely not be affected.

**Monthly Financial Report - February 2011:** Financial Services Manager Todd Lipkin stated from the February report that passenger fares had increased 6.3 percent from the same period during the previous year. He noted that a significant portion of increase had been attributed to increased fare collection from LTD's EmX service.

Mr. Lipkin stated that most of the 4.5 percent increase in payroll tax revenues had been attributed primarily to the recent rate increase. He stated that the staff would have further information regarding payroll tax revenues to present during the LTD budget committee meetings.

Mr. Lipkin reported that a significant portion of the 6.3 percent increase in materials and services expenditures had been attributed to the increased costs of fare collection and to the restoration of Point2point Solutions to the general fund.

Mr. Lipkin noted that LTD staff planned to update various Long-Range Financial Planning scenarios in preparation for the Board's April 11 Strategic Planning meeting and noted that fuel and pension costs were expected to be a major component of those efforts.

Mr. Lipkin did not expect that LTD would need to materially adjust its payroll tax revenue assumptions in relation to the District's other Long-Range Financial Plan efforts.

Mr. Lipkin stated that the LTD Budget Committee was also scheduled to participate in the April 11 Strategic Planning Meeting.

**General Manager Search Committee:** Senior Human Resources Analyst David Collier stated that the Generator Group consulting firm had posted notice of the LTD General Manager position at the end of February and that it would remain open until the end of March. He reported that 37 applications for the position had been received to date.

Mr. Collier stated that staff would return to the Board on March 28 with representatives from the Generator Group to provide another status update regarding the general manager search process. He anticipated that a short list of suitable interview candidates for the position would be determined by the end of April.

Mr. Eyster thanked the LTD staff for their hard work regarding the WEEE project and the LPA selection process in particular. He acknowledged their efforts on behalf of the Board and expressed his appreciation for the staff's continuing commitment to the District.

Ms. Towery said she agreed with Mr. Eyster's comments and further noted her hope that the community could learn how to deal constructively regarding high-profile and contentious projects such as the West Eugene EmX Extension. She further noted that staff had shown a remarkable level of professionalism and courtesy in addressing community support and opposition responses to the WEEE project.

Mr. Pangborn thanked Ms. Towery and Mr. Eyster for their comments on behalf of the LTD staff.

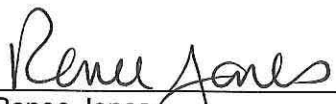
**ADJOURNMENT**

Mr. Eyster adjourned the meeting at 8:25 p.m.

LANE TRANSIT DISTRICT

  
\_\_\_\_\_  
Mike Eyster, President

ATTEST

  
\_\_\_\_\_  
Renee Jones  
Administrative Secretary/  
Assistant to Clerk of the Board

Date Approved: August 29, 2011