

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, January 19, 2011

Pursuant to notice given to *The Register-Guard* for publication on January 13, 2011, 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, January 19, 2011, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17<sup>th</sup> Avenue, Eugene.

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

Absent: Greg Evans, Vice President

**CALL TO ORDER/ROLL CALL:** Mr. Eyster convened the meeting and called roll at 5:31 p.m.

**PRELIMINARY REMARKS BY BOARD PRESENT:** No preliminary remarks were offered.

**ANNOUNCEMENTS AND ADDITIONS TO AGENDA:** There were no announcements or additions to the agenda.

**BOARD CALENDARS:** Mr. Pangborn noted that LTD will hold its Employee Celebration event on Sunday, January 23, in recognition of the Employees of the Months for the previous year, and the 2010 Employee of the Year also would be recognized. Mr. Pangborn requested that any Board members who were interested in attending to please notify Ms. Schapper.

Mr. Pangborn said that LTD staff were scheduled to meet with the Eugene City Council during the work session portion of the Monday, January 24, 5:30 p.m., meeting to present updated information regarding the West Eugene EmX Extension (WEEE) project. Mr. Pangborn confirmed that Mr. Eyster, Mr. Evans, Mr. Kortge, Mr. Dubick, Mr. Gillespie, and Ms. Towery were planning to attend. Mr. Necker said that he planned to attend the work session if his schedule allowed.

Mr. Pangborn noted that the Board would not be expected to engage in any deliberations at the City Council work session regarding the selection of the Locally Preferred Alternative for the WEEE project.

Mr. Pangborn reported that the January 25 Board Human Resources Committee meeting had been canceled.

Mr. Pangborn said that a meeting of the region's legislative delegation to the State legislature had been scheduled for Friday, January 21, and the LTD Board was invited to attend.

Mr. Pangborn noted the upcoming scheduled meetings of the Joint Locally Preferred Alternative Committee (JLPAC) for January 31 and February 1. Ms. Schapper added that the February 1 meeting of the JLPAC would be an open house conducted jointly by the LTD Board, the Metropolitan Policy Committee (MPC), and the Eugene City Council.

Mr. Pangborn reported that the Eugene City Council had scheduled a meeting at 12:00 p.m. on March 9 to make its final decision regarding the Locally Preferred Alternative (LPA). He added that the final LPA decision dates for the MPC and the LTD Board were March 10 at 11:30 a.m. and March 16 at 5:30 p.m., respectively.

Mr. Eyster announced that there were guests present from The Generator Group, a human resources consulting firm from Portland. The guests were identified as Enrique Washington, Elaine Lees, and Will Scott. Mr. Eyster noted that The Generator Group had been selected as the search firm for LTD's general manager position and that the representatives were in Eugene to interview community representatives and to learn more about the area.

Mr. Necker commented that he had been skeptical about hiring an outside consulting firm to oversee the general manager search process; however, his recent meeting with Mr. Scott had allayed many of his concerns.

Mr. Eyster confirmed that The Generator Group would only serve in an advisory capacity to the LTD Board and staff, and they would not be directly involved in the decision process regarding the general manager position.

## **WORK SESSION**

**West Eugene EmX Extension (WEEE):** Director of Planning and Development Tom Schwetz provided an overview of the current status of the WEEE project. He noted that LTD staff planned to focus on the different advisory groups that had recently contributed to the discussion process surrounding the WEEE in general and the selection of the LPA in particular.

Mr. Schwetz reported on the progress of the WEEE Corridor Committee and noted that at the Committee's December 7, 2010, meeting, the group had held a detailed discussion regarding the 17 measures of effectiveness to be used in the evaluations for the WEEE project's alignment alternatives. Mr. Schwetz further noted that the Committee's work had been directed into the JLPAC's subsequent discussion and review processes.

Mr. Schwetz reported that the Metropolitan Planning Organization's Citizens Advisory Committee (MPO CAC) had, at its November 3 meeting, passed a vote to recommend to the MPC the selection of the mitigated West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative. He further noted that an MPO CAC motion to recommend the selection of the No-Build alternative had failed for lack of a second.

Responding to a question from Mr. Eyster, Mr. Schwetz confirmed that the No-Build alternative would be carried forward to the MPC for further consideration regardless of the MPO CAC's vote.

Mr. Schwetz noted that the WEEE Steering Committee had passed a motion to recommend to LTD the selection of the mitigated West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative and to continue to advance the No-Build alternative. Mr. Schwetz reported that the Committee's vote had been 5:1 in favor, with four steering committee members abstaining. Mr. Schwetz added that the abstention votes had been represented by those committee members who also served on the JLPAC.

Ms. Towery noted her concerns that the LTD Board members needed to make clear that any steering committees that were assembled regarding LTD projects were intended to make recommendations with the full memberships of those committees. She further noted her understanding that abstention votes were to be reserved for members where conflicts of interest or meeting absences may influence the voting processes.

Mr. Schwetz said that the WEEE Project Management Group was composed of members of LTD, the City of Eugene, and the MPC. Its vote to recommend the selection of the mitigated West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative, and a memo reflecting their recommendation was forthcoming.

Mr. Schwetz summarized the recommendations and concerns of several other community and stakeholder advisory groups regarding the WEEE project. These groups include the Associated Students of the University of Oregon, the University of Oregon Graduate Teaching Fellows Federation, the West Eugene Collaborative, the Eugene Chamber of Commerce, and the City's Coordinated Land Use and Transportation Action Committee. Mr. Schwetz commented that several neighborhood associations also were expected to provide recommendations regarding the WEEE project and the alignment alternatives.

Mr. Schwetz noted that the Whiteaker Neighborhood Association had recently met regarding the alignment alternatives. He expected the leaders of that group to take some form of formal action regarding the WEEE project in the near future.

Mr. Schwetz briefly commented on how funding for the alternatives analysis had been directed to cover the process into August 2011.

Senior Project Manager John Evans provided an update on the mitigation strategies that had been developed for the WEEE project alignment alternatives for West 11<sup>th</sup>/13<sup>th</sup> Avenues and West 6<sup>th</sup>/7<sup>th</sup> Avenues. He then described in detail the most recent revisions to the mitigation strategies.

Responding to a question from Mr. Eyster, Mr. J. Evans noted that no full property acquisitions had been necessitated by the mitigation strategies that had been developed. He further noted that there were no parking lots that would be completely affected by the mitigation strategies.

Mr. J. Evans said that while certain individuals had suggested that M & G Collision Specialists would go out of business because of the WEEE project, he had spoken with the owners who had informed him that they did not agree with such an assessment. Mr. J. Evans commented that the M & G owners had expressed a potential desire to relocate their business should direct assistance from LTD be made available for such purposes. Mr. Pangborn added that LTD would do everything in its power to protect M & G's operations.

Mr. Eyster appreciated the amount of staff work that had gone into the efforts to develop the mitigation concepts and to directly respond to the concerns of businesses and residents in the West Eugene area.

Mr. J. Evans described additional elements of the proposed mitigation strategies for the West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative. He stated that with respect to the Commerce terminus for the alternative, the City of Eugene had requested that LTD design an additional pedestrian access bridge across the Amazon Canal near the terminus.

Mr. J. Evans then reviewed in detail the various design elements of the proposed mitigation strategy for the West 6<sup>th</sup>/7<sup>th</sup> Avenue alignment alternative. Next he described the manner in which the mitigation strategy avoided certain adverse impacts and property acquisitions that had been identified.

Responding to a question from Mr. Eyster, Mr. J. Evans noted that the mitigated 6<sup>th</sup>/7<sup>th</sup> alignment alternative represented no adverse impacts to Midgley's Stove & Fireplace Center as the alignment was designed to be constructed for mixed traffic use on the other side of the street from that business. Mr. Eyster suggested that Midgley's may even see increased business from EmX riders.

Mr. J. Evans summarized the levels of potential property acquisitions that may be required under the mitigated West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative.

Mr. Gillespie noted that the percentage of dedicated lanes planned under the proposed mitigation strategies for the two alignment alternatives was still higher than that of the Franklin and Gateway EmX routes. Mr. J. Evans confirmed Mr. Gillespie's statement and noted that the

proposed mitigations included approximately 76 percent transit priority lanes, whereas the Gateway and Franklin routes used approximately 60 percent dedicated lanes.

Mr. Schwetz described the key performance measures being used to evaluate the alignment alternatives and the WEEE project in general. He continued by discussing how the Federal Transit Administration planned to use those measures to compare the costs of the alignment alternatives with the potential benefits. Mr. Schwetz also described how the capital and operating costs for the alignment alternatives would be evaluated using the key performance measures.

Mr. Kortge noted that the difference between the operational costs for the No-Build and Build alternatives had been presented as approximately \$1 million; however, the difference was closer to half that amount.

Director of Service Planning, Accessibility, and Marketing Andy Vobora described how grant funding for new EmX vehicles had allowed for the repurposing of 5307 funds in a manner that would significantly decrease the annual operating costs for the West Eugene EmX service.

Mr. Kortge suggested that LTD would not be forced to reduce additional services in order to meet the operating costs for EmX services based on the projections indicated in LTD's Long-Range Financial Plan.

Mr. Pangborn expressed that the federal government, through the grant program that would be used for LTD's next purchase of vehicles, had ameliorated beyond LTD's most optimistic expectations any potential difficulties related to the operating costs. He noted that approximately \$8.3 million in federal grant funding had been secured that would go to the purchase of 24 new buses.

Mr. Schwetz described in detail how ridership figures also would be used as a key performance measure and noted the projected ridership for each alternative. Mr. Schwetz further presented comparison data regarding population and employment figures for the West Eugene, Franklin, and Gateway EmX corridors.

Mr. Kortge expressed that business and employment growth along the Franklin EmX corridor had been fairly staggering despite indications that most of the growth had been attributed to expansions by the University of Oregon.

Mr. Pangborn referred to Mr. Schwetz's comments regarding economic growth in the West Eugene and Franklin Avenue areas, and he noted that PeaceHealth Hospital planned to perform a complete reconstruction of its University campus.

Mr. Schwetz briefly noted the upcoming meeting and public discussion processes related to the selection of the Locally Preferred Alternative. He told the Board that the JLPAC had scheduled its final work session meeting for February 14.

Mr. Eyster thanked Mr. Schwetz and the LTD staff for their exhaustive efforts to identify and mitigate any potential problems that may arise from the implementation of the WEEE project.

**Gateway EmX:** Mr. Eyster thanked Project Communications Coordinator Lisa VanWinkle and the LTD staff for their efforts in coordinating the opening festivities for the Gateway EmX route.

Mr. Vobora reviewed the Gateway EmX grand opening activities and described in detail the first day of service on January 9. He noted that Congressman Peter DeFazio had attended the Gateway EmX grand opening dedication ceremony.

Mr. Vobora briefly reviewed the operational performance of the new Gateway EmX route since it had begun on January 9. He said that it had been affected by ice on the roadways in certain portions of the route on the first Monday morning that the route had been in operation.

Mr. Vobora noted that LTD staff had been able to use an automatic vehicle location map to determine the precise location and schedule adherence levels of the Gateway EmX route.

Mr. Vobora stated that ridership appeared to be strong on the new Gateway EmX route, although more definitive information regarding the ridership for the route had yet to be collected. He further noted that the route had averaged approximately 2,000 boardings per day since its implementation.

Mr. Vobora cautioned that LTD needed much more data to accurately evaluate not only the performance of the Gateway EmX route but also the levels at which the Gateway route interacted with the other EmX route and LTD's regular bus services.

Mr. Vobora commented on the fare enforcement strategies that had been used for the Gateway EmX route since its implementation. He noted that finishing touches such as real-time information signs would be incorporated into the Gateway EmX route sometime before the end of the current fiscal year.

Mr. Vobora expressed that Facilities Project Manager Charlie Simmons had done an amazing job coordinating the development of the Gateway EmX extension project. Mr. Vobora noted that Mr. Simmons planned to retire sometime in 2011. Then Mr. Pangborn presented Mr. Simmons with a token of recognition and thanked him on behalf of LTD for his extraordinary efforts.

Mr. Simmons thanked Mr. Pangborn, the Board members, and his fellow LTD staff members, and commented that he had had the time of his life serving the community as he worked for LTD.

Mr. Pangborn commented on the opening and dedication festivities surrounding the Gateway EmX project and thanked the Board members and staff for all they had done to see the project through to its completion.

**Dessert in Recognition of Gateway EmX:** Mr. Eyster called for a break at 6:33 p.m. and reconvened the meeting at 6:44 p.m.

**EMPLOYEE OF THE MONTH – FEBRUARY 2011:** Mark Johnson introduced LTD's Employee of the Month for February 2011 as Marcia Moffitt and briefly described the high level of service that she had provided to the District.

Mr. Eyster presented Ms. Moffitt with an award and thanked her on behalf of the LTD Board for her service to the District.

Ms. Moffitt thanked the LTD Board for their comments and the award, and then she performed a musical number that she had composed titled "Remember Me, the LTD Driver."

**AUDIENCE PARTICIPATION**

**Robert Rubin**, 2836 West 11<sup>th</sup> Avenue, Eugene, congratulated the LTD Board on the successful completion of the Gateway EmX Extension project but questioned the feasibility of the West Eugene EmX Extension (WEEE) project, particularly with regard to the funding and operational costs necessary to maintain a West Eugene EmX route. Mr. Rubin praised the LTD staff for their efforts to develop the proposed mitigation strategies for the alignment alternatives. Mr. Rubin expressed his belief that a disproportionate number of LTD businesses in the West Eugene area would be adversely affected by the construction of the WEEE route.

**Pauline Hutson**, 1025 Taylor Street, Eugene, said that she felt that LTD staff had misled the public with respect to the data that had been distributed regarding the alignment alternatives and the WEEE project. She stated her belief that LTD staff had inaccurately categorized her recent public comments and correspondence as misinformation. She questioned the amount of money that LTD had spent on various public relations and public engagement efforts.

**Joseph Siekiel-Zdzienicki**, 1025 Taylor Street, Eugene, said that he felt that LTD's EmX Steering Committee had not followed parliamentary rules with respect to voting abstentions and that the Steering Committee's motion to recommend the mitigated West 11<sup>th</sup>/13<sup>th</sup> Avenue alignment alternative had not technically been passed. He stated his belief that the City of Eugene had requested that a 15-foot right-of-way easement be added to certain portions of the alignment alternatives. He stated that he had requested that the Eugene City Council incorporate its West Eugene transit discussions into the Envision Eugene initiative.

**Erin Ellis**, 90 South 32<sup>nd</sup> Street, Springfield, said that she had identified discrepancies in the projections presented by LTD staff with respect to the operating costs projected for the alignment alternatives. She noted that the Our Money Our Transit group, which she represented, did not concur with the data presented by LTD staff and requested further clarification.

Mr. Schwetz responded to Mr. Siekiel-Zdzienicki's comments regarding potential easements in the West Eugene area, and he noted that Eugene City staff had recommended to the Eugene City Council that it defer for the West 11<sup>th</sup> corridor to the Eugene City Code that required new developments to be built up to the street. He further clarified that LTD had not formally

requested, and was not currently advocating for, any right-of-way easements along West 11<sup>th</sup> Avenue.

Mr. Schwetz, responding to a question from Mr. Eyster, noted that the Eugene City Council had held a work session discussion regarding right-of-way setbacks in the West Eugene corridor, but that no formal actions in that regard had been taken at that or any subsequent Council meeting.

Ms. Towery stated that EmX Steering Committee member Josh Skov had raised discussion topics that referenced right-of-way setbacks at previous EmX Steering Committee meetings. She stated that Mr. Skov had commented that the community would need to definitively address those issues in the near future.

#### **ITEMS FOR ACTION AT THIS MEETING**

**MOTION Consent Calendar** – Mr. Kortge moved adoption of LTD Resolution 2011-001: It is hereby resolved that the Consent Calendar for January 19, 2011, is approved as presented. Mr. Necker provided the second. The Consent Calendar consisted of minutes of the September 15, 2010, regular Board meeting; minutes of the October 20, 2010, canceled regular Board meeting; minutes of the November 17, 2010, canceled regular Board meeting; minutes of the December 5, 2010, special Board meeting by conference call; minutes of the December 15, 2010, canceled regular Board meeting; and the Accessible Transportation Advisory Committee Bylaws and Membership.

**VOTE** The Consent Calendar was approved as follows:

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

NAYS: None

ABSTENTIONS: None

EXCUSED: Evans

**Public Hearing: FY 2012-19 Capital Improvement Program:** LTD Finance Manager Todd Lipkin briefly outlined LTD's Capital Improvements Program (CIP) for FY 2012-19 for the benefit of the Board.

Mr. Eyster opened the public hearing.

Mr. Siekiel-Zdzienicki requested further information regarding the CIP and the debt issuance for revenue vehicles planned for FY 2014-15. Mr. Lipkin responded that the debt issuance was for LTD's regular buses and not for West Eugene EmX vehicles.

Mr. Pangborn also responded to Mr. Siekiel-Zdzienicki's questions and described how the FY 2014-15 debt issuance had been organized utilizing a combination of federal and state grant resources. He further noted that the debt issuance for the CIP had been put together before LTD had been awarded the federal grant that would be used for the purchase of new EmX vehicles.

Mr. Lipkin noted that the CIP assumed that the debt issuance for the revenue vehicles would be paid back with federal funds.

Mr. Eyster closed the public hearing.

**First Reading of Ordinance No. 41, an Ordinance Amending Ordinance No. 38 to Revise the Definition of "Net Earnings from Self-Employment":** Chief Accountant/Internal Auditor Carol James described how Ordinance No. 38 had originally been passed in 1994 and had included a definition for net earnings from self-employment from the Internal Revenue code. She further noted that the proposed Ordinance No. 41 was designed to make LTD's tax code commensurate with that of TriMet.

Responding to a question from Mr. Necker, Ms. James stated that the only substantive difference between Ordinances 38 and 41 were the dates of effectiveness for the tax law provisions described therein.

**MOTION** Mr. Dubick moved that Ordinance No. 41 be read by title only. Mr. Kortge provided the second.

**VOTE** The motion was approved as follows:

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

NAYS: None

ABSTENTIONS: None

EXCUSED: Evans

Mr. Pangborn read aloud the title of Ordinance No. 41 for the benefit and information of those present.

Mr. Pangborn noted that a second reading of the ordinance and a motion to adopt would be presented at a subsequent Board meeting.

#### **ITEMS FOR INFORMATION AT THIS MEETING**

**General Manager Search Process:** Senior Human Resources Analyst David Collier presented information regarding the most recent development surrounding LTD's general manager search process. He noted that representatives of the search firm hired to oversee the process, The Generator Group, were in Eugene to speak with LTD staff and Board members as well as members of the Central Lane MPO CAC.

Enrique Washington thanked the Board and LTD staff. He then commented that he and his colleagues from The Generator Group had witnessed a high degree of consistency with respect to the feedback that had been offered regarding what qualities that LTD's new general manager would need to possess in order to be successful in the position.

Mr. Washington reported that he and his colleagues had recently taken trips on LTD buses, and they found the system to be extremely efficient and well-maintained.

Mr. Washington briefly outlined the next steps for the general manager search process, and he stated that The Generator Group planned to develop a highly detailed Job Success Profile and Company Position overview to be used to identify and recruit candidates for the position.

Mr. Eyster commented on the process by which The Generator Group had been selected to serve as LTD's consultant firm for the general manager search process, and he noted that the firm had clearly been the firm best suited to the needs of LTD.

Ms. Towery concurred with Mr. Eyster's assessment of The Generator Group and further noted her appreciation that the firm was based in Oregon.

Mr. Eyster invited the Board members to hold a brief discussion regarding their expectations for the new General Manager of LTD.

Ms. Towery suggested that LTD search outside the transit industry for suitable candidates, and she stated her belief that if a suitable estimation of the agreed skill sets for the position could be agreed upon, the candidates might come from the ranks of local government officials from Oregon and other parts of the country.

Mr. Kortge responded to Ms Towery's comments and added that it would be necessary for LTD's new general manager to have a working familiarity with the transit industry, particularly in those areas where complex funding issues were involved.

Mr. Dubick stated his belief that a suitable general manager candidate needed to have a passion for public transit and for those members of the community who were directly served by public transit systems.

Mr. Necker agreed that public transit and funding experience were important qualities to have in a new general manager but also recognized the need for "new blood" with respect to the current and future needs of LTD.

Mr. Gillespie stated that the new general manager would need to be an excellent communicator. He further suggested that it would be important for the new general manager to have a background in public transit, especially in consideration of the complex funding issues that were likely to affect LTD in the future.

Mr. Gillespie appreciated the highly focused nature of the questions that The Generator Group representatives had asked during their meetings with the LTD Board and staff.

Ms. Towery commented that it was critically important for LTD's new general manager to have a passion for public transit and for the myriad of issues that affected public transportation in the region.

Mr. Kortge noted that Will Scott of The Generator Group had commented very favorably on the condition of the LTD vehicles. Mr. Kortge further suggested that LTD's maintenance efforts were symbolic of its strong commitment to providing effective public transportation to the community, and that a general manager candidate that did not have a public transportation background may not share such priorities.

Mr. Pangborn noted that the feedback he had heard regarding his own tenure as LTD's General Manager had been very fulfilling. He stated that he was very confident that LTD would be able to recruit a strong general manager that would meet the needs of the District.

**Board Member Reports:** Mr. Pangborn reported that Lane County Commissioners Rob Handy and Pete Sorenson no longer represented Lane County on the Metropolitan Policy Committee (MPC) and that the new Lane County Commissioner representatives to that body were Sid Leiken and Jay Bozievich.

Mr. Pangborn reported on recent conversations he had with MPC staff regarding the MPO CAC's discussions surrounding the WEEE project. He noted that the CAC had been very responsive to the WEEE presentations and had provided a significant amount of helpful feedback. He noted that he and other LTD staff were currently in the process of investigating how the MPO CAC might be used by LTD in an advisory capacity regarding the WEEE project and other local transit issues.

Mr. Dubick commented that the Lane Council of Governments had recently announced that it had received a \$1.45 million grant for sustainability. He maintained that LTD was so heavily involved in LCOG activities that it seemed reasonable to suggest that LCOG change its bylaws so that LTD might become a dues paying member of that organization.

Mr. Kortge reported that LTD's pension trust group planned to meet on January 24. He stated his intention to recommend that the Pension Trust Group make a report to the LTD Board regarding the District's pension plans. Mr. Pangborn expressed that a presentation from the Pension Trust Group would be helpful to the LTD Board as it considered prospective changes to the LTD pension plan.

Mr. Gillespie responded to Mr. Kortge's comment and said that he thought that a presentation from the pension trust group also would be helpful to the Board's understanding of the pending bargaining process.

Mr. Eyster reported that APTA President Bill Millar would be retiring later this year, and Greg Evans had been asked by the APTA Board to serve on the selection committee for APTA's next president. Mr. Eyster added that Mr. Evans was currently in Texas working with the APTA Executive Search Committee.

Mr. Eyster reported that he had appointed himself as the LTD representative to the Lane Area Commission on Transportation (ACT) and that he would serve in that capacity until one of the other Board members became available to take over.

Mr. Necker reported that the Department Advisory Committee (DAC) for the Eugene Transportation System Plan (TSP) had tried at its most recent meeting to reach a consensus regarding what might constitute success in the establishment of a new regional transit plan.

Mr. Gillespie referred to earlier public comments that had referenced the Envision Eugene initiative. He further maintained that some members of the DAC had said that they thought that the Envision Eugene initiative had stalled out.

Mr. Schwetz asked the Board members to continue to consider how LTD might use its long-range planning efforts to supplement the further development of the Eugene and Springfield TSPs.

**Engaging Older Adults and People with Disabilities in EmX Planning:** Accessible Services Program Manager Terry Parker summarized recent efforts on behalf of LTD's Accessible Transportation Advisory Committee to incorporate additional feedback from older community members and persons with disabilities in the development discussions surrounding the WEEE project and future expansions of LTD's EmX system. She discussed how the users of LTD's RideSource program had historically participated in various levels of public discussions related to the development of regional BRT systems.

Mr. Eyster stated that he had recently spoken with two wheelchair users who had been very pleased with how LTD had addressed their transportation needs.

**Monthly Financial Report – December 2010:** Director of Finance and Information Technology Diane Hellekson presented data from the December financial report. Ms. Hellekson noted that payroll tax receipts had been roughly what had been expected and that LTD would proceed with its revised Long-Range Financial Plan accordingly.

Ms. Hellekson noted that all of the payroll tax revenue increases for the current year had been attributed to the recent rate increase that occurred on January 1.

Mr. Kortge commented on recent construction projects in the community that had likely contributed to the increased payroll tax revenues.

Ms. Hellekson said that the average fuel price for LTD was currently \$2.42 per gallon, which represented a slight increase from what had previously been budgeted. She noted that LTD staff would continue to monitor fuel prices closely in the coming months.

Responding to a question from Mr. Eyster, Ms. Hellekson briefly described how the payroll tax increases had been implemented during the last year.

Director of Maintenance George Trauger, responding to a question from Mr. Kortge, described the circumstances under which LTD may choose to fill its fuel storage tank in Coos Bay. He noted that he was authorized to purchase up to 120,000 gallons of fuel at a time.

Mr. Pangborn noted his recent discussions with a community member named Mark Rabinowitz, and he briefly discussed how those conversations and others had affected ongoing discussions of how LTD not only purchases and utilizes fuel but also how LTD may choose to incorporate other fuel and renewable energy sources.

The LTD Board and staff briefly discussed how LTD might take advantage of current and future opportunities to incorporate more fuel efficient technologies into its various transit systems.

**MONTHLY GRANT REPORT:** Financial Services Manager Todd Lipkin noted that the grant report included in the agenda item summary included information regarding LTD's various grant application and allocation activities.

Mr. Pangborn said that the information contained in the monthly grant report provided a unique perspective on the complexity of the grant funding processes currently being used by LTD.

Mr. Eyster noted that he had recently met with a car sharing group organized by LCOG. He noted that the group had recently focused its efforts on promoting various regional car sharing activities and initiatives. Mr. Schwetz commented that LTD expected to receive funding to assist that group.

Mr. Vobora announced that Opus VII had scheduled an upcoming art exhibition that focused on local transportation and to which LTD had contributed various materials. He encouraged the Board members and staff to visit the exhibition.

**ADJOURNMENT:** Mr. Eyster adjourned the meeting at 7:59 p.m.

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Board Secretary