

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING

Tuesday, March 31, 2009

Pursuant to notice given to *The Register-Guard* for publication on March 26, 2009, 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 Tuesday, March 31, 2009, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

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

Absent: Gerry Gaydos

CALL TO ORDER/ROLL CALL – Mr. Eyster called the meeting to order and called the roll at 5:30 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT – Mr. Eyster commented on his recent trip to Washington D.C. and noted that he would be making further remarks regarding the trip later in the meeting.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA – Mr. Pangborn noted that there would be additional agenda items to be discussed towards the end of the meeting.

BOARD CALENDARS – Mr. Pangborn announced that, as there were no pressing items for the Board to address in the near future, the Board meeting scheduled for April 15 would be cancelled.

Mr. Pangborn, responding to a question from Mr. Kortge, said that there might be a special Board work session meeting on May 11 to discuss applications for additional federal stimulus funding. Mr. Pangborn added that the deadline for those applications is May 22.

WORK SESSION

RideSource Call Center Brokerage – Accessible Services Manager Terry Parker introduced Human Services Transportation Specialist Rand Stamm who presented a report on the history and current status of the RideSource Call Center.

Mr. Stamm reported that since the Call Center had only been in operation for approximately ten months and had only completed the use of the program's development implementation grant funding within the last three months, there was not much concrete data available at this time regarding the productivity of the program.

He said that there were three key elements that had demonstrated the effectiveness of the Call Center: 1) the strong relationships and partnerships that had been developed with human service and state government agencies; 2) the Call Center is currently operating with its projected staff of approximately 20 full- and part-time customer service representatives comprising 13 FTE positions; and 3) the successful implementation and utilization of the Call Center's IT systems that had been created based on an interface between RideSource's longstanding Database and LTD's IT system.

Mr. Stamm provided information concerning the financial plan for the Call Center and noted that his team was still making refinements to the plan in order to make the complex Medicaid processes related to public transportation more efficient.

Mr. Stamm presented data regarding the volume of telephone calls handled by the Call Center since its inception and noted that there was no data currently available regarding the volume of calls processed before the Call Center was implemented.

He continued with data regarding the number of Medicaid trips scheduled and the Medicaid trip comparison, which demonstrated the types and number of medical service related trips provided by Special Mobility Services, as operator of the RideSource service. He noted that there was quite an increase.

Mr. Stamm, responding to a question from Mr. Kortge, noted that the marked increase in ridership that was demonstrated in his presentation had been attributed to RideSource as a direct contract transportation provider as opposed to the former arrangement with the Oregon Department of Human Services.

Mr. Stamm could not account for the progressive decline in ridership under the Medicaid program from 2001 to 2007. Mr. Necker suggested that in the pre-Call Center system people generally utilized their favorite transportation providers and that RideSource was not heavily favored at that time (as it provided more grouped, rather than single-ride trips).

Mr. Stamm stated that a fundamental change in the creation of the Call Center was that clients had been directed to utilize assigned providers rather than choosing providers that might not supply the most efficient and cost-effective means of transportation. In response to a follow-up question from Mr. Eyster, Mr. Stamm stated that, while there had been a small number of initial complaints from customers regarding the assigned service, LTD had endeavored to keep the quality of its transportation provider services as high as possible; and the number of complaints had decreased dramatically. Mr. Stamm reported that the Call Center had been very successful due to several factors that included: 1) a smooth transition during the implementation phase of the system; 2) a Transportation Case Management system using Senior and Disabled Services personnel to assess the transportation needs and abilities of all RideSource customers; and 3) the development of several strong relationships with human service and governmental agencies within Lane County.

Mr. Stamm reported that the challenges still facing the Call Center included: 1) resistance from local taxi companies with respect to certain contracted insurance requirements; 2) difficulties with the state's Medical Management Information System software and the integration of that software into the Call Center operations; 3) and an outdated cost allocation model that is currently being evaluated.

Mr. Stamm referred to the future goals of the RideSource Call Center and noted that one of the primary goals of the program was to locate additional funding sources.

Mr. Stamm, responding to a question from Mr. Necker, reported that there were currently no plans to acquire additional smaller vehicles for RideSource operations and that the program had successfully chosen to focus on providing more cost-effective group rides on larger vehicles.

Responding to a question from Mr. Kortge, Mr. Stamm noted that he had been in contact with representatives from Lane Individual Practice Association regarding the possibility of expanding RideSource service utilizing funding assistance from Medicare. It was currently unknown how state funding of medical transportation would be provided in the future. Mr. Stamm added that the Call Center was still too new to properly assess the exact savings to LTD from the efficiencies provided by the Call Center. He noted that the revised cost allocation model would be able to help provide more data in that regard.

Mr. Necker commented that any RideSource trips provided for medical service were to be reimbursed completely by Medicaid, resulting in a significant savings to LTD.

Mr. Necker confirmed with staff that the approval date for LTD boundaries listed in the Future Items for Information portion of the agenda packet was June 17, 2009, and not June 17, 2008.

Commuter Solutions Program Annual Report – Director of Planning and Development Tom Schwetz presented the Commuter Solutions 2009 Annual Report and noted that the program was well-positioned to contribute to the wide variety of public transportation mobility discussions going on throughout the region.

Commuter Solutions Program Manager Connie Williams provided data that demonstrated the effectiveness of the Commuter Solutions Program (CSP). She presented additional information on the services provided through the program since its inception in 1995 and a detailed analysis on the reduction in the number of vehicle miles traveled in the region as a direct result of the CSP.

Ms. Williams stated that the program was the product of a partnership with the Transportation Options Advisory Committee, which is an advisory agency composed of a wide variety of community representatives who set the strategic and work plans for the CSP as well as its budget and program priorities. Ms. Williams provided a brief overview of the CSP's supporting financial partners and base funding sources.

Ms. Williams noted that, in addition to the wide variety of car pool, van pool, and commuter services provided as part of the CSP, there were ongoing plans to provide shuttle bus services and a Park & Ride for University of Oregon employees.

Ms. Williams, responding to questions and comments from Mr. Evans regarding the public outreach efforts of the CSP, noted that she and several of her colleagues had been approached by representatives from other jurisdictions who were interested in making the CSP services more visible in their communities. She noted that, while the CSP had great success in marketing its program services to local employers, the program would be expanding its efforts to reach members of the general public.

Mr. Schwetz added that both he and Ms. Williams would be making this presentation on the CSP to the Metropolitan Policy Committee, the Eugene City Council, and several other government bodies.

Mr. Evans commented that the CSP could serve as an effective transportation model for other communities to adopt and that the program's public outreach efforts were very important.

Ms. Williams, responding to a question from Mr. Necker, noted that ride sharing was probably the most untapped program area with respect to the CSP's services, and it had proven to be one of the most cost-effective transportation demand management systems. She noted that the CSP would most likely be intensifying its ride sharing public outreach efforts in the near future.

Ms. Williams noted that she would be returning to the LTD Board at its June meeting to present the results of a comprehensive group pass research study.

Legislative Update – Assistant General Manager Stefano Viggiano presented information on four high priority revenue legislative items.

He reported that there was now official support for the four Elderly and Disabled (E&D) Transportation funding bills from both the Eugene and the Springfield chambers of commerce. He noted that it ultimately remained to be seen which of the four bills would actually be carried forward through the current legislative session.

Mr. Viggiano noted that Representatives Chris Edwards and Paul Holvey had testified on March 20, 2009, in support of House Bill 2396, which would provide funding for the West Eugene EmX Extension project. He commented that Mr. Pangborn, Eugene Mayor Kitty Piercy, Eugene Chamber of Commerce representative Jared Mason-Gere, and Rob Zako had testified at that hearing as well. He further noted that the bill was currently being supported by both the Eugene and Springfield chambers of commerce. Mr. Viggiano said that, while the West Eugene EmX Extension project would be competing against many other projects for the lottery funds provided by the bill, LTD had an advantage in that only a small portion of the requested \$30 million would actually be funded in the current biennium. This would make the bill much easier for state legislators to include in any funding allocations.

Mr. Viggiano provided information regarding House Bill 2120, Governor Kulongoski's Jobs and Transportation Act, which provides for both the possibility of an accelerated increase in the payroll tax rate to .007 as well as an eventual increase to .008. The Eugene Chamber supports the acceleration of the tax rate to .007 and is neutral on the increase from .007 to .008. The Springfield Chamber of Commerce is neutral on both of the payroll tax questions. Mr. Viggiano said that it was uncertain if the payroll tax issues would remain with the rest of the items in HB 2120, or be separated out and be in their own bill.

Mr. Viggiano noted that there was a bill related to property tax reimbursement that was likely to pass and added that Senator Floyd Prozanski had sponsored a bill to create an Area Commission on Transportation (ACT). Mr. Viggiano encouraged the Board to formally request that an LTD Board member be on the ACT, if one is formed.

Mr. Pangborn noted that Lane was the only county in Oregon that did not have an ACT currently in operation. He said that a representative from LTD would most likely be associated with any ACT created as a result of Senator Prozanski's bill.

Mr. Evans, Mr. Necker, Ms. Towery, and Mr. Kortge stated their willingness to testify in legislative sessions on behalf of LTD should their respective schedules allow.

Mr. Kortge declared that testimony from LTD Board members carried significantly more weight in legislative hearings than testimony from LTD staff.

EMPLOYEE OF THE MONTH – The Board recognized Bus Operator Arturo Moreno as the March 2009 Employee of the Month. Transit Services Manager Sue Quick noted his many accomplishments and his exemplary record as an LTD employee.

Mr. Eyster thanked Mr. Moreno for his dedication to LTD's mission and presented a certificate of appreciation, a check, and a pin commemorating the award. Mr. Moreno thanked the Board members for their kind words and looked forward to serving the community as a representative of LTD.

AUDIENCE PARTICIPATION – No comments were offered by community members.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** – Mr. Kortge moved adoption of LTD Resolution 2009-009: It is hereby resolved that the Consent Calendar for March 31, 2009, is approved as presented. Ms. Towery provided the second. The Consent Calendar consisted of the minutes of the August 20, 2008, Cancelled Regular Board Meeting; minutes of the December 5, 2008, Special Board Meeting/Strategic Planning Work Session; minutes of the January 21, 2009, Regular Board Meeting; minutes of the February 23, 2009, Special Board Meeting/Luncheon; and Discretionary Grant Allocations Revisions.

Ms. Parker noted that the Discretionary Grant Allocation Revisions had been drafted in response to new federal stimulus funding that had been made available and would be applicable to certain LTD projects.

Mr. Eyster commented on the exemplary work Ms. Parker and the LTD staff had done in requesting the federal stimulus funding for LTD projects.

NOTE The Consent Calendar was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

Retirement Plan Modification – Director of Human Resources and Risk Management Mary Adams reported that she had met with the LTD Human Resources and Finance committees at a joint meeting and briefed the committees on the proposed modifications to the LTD retirement plans.

AIG-Valic Representative David Hausam directed the Board members to an Executive Summary regarding the proposal and noted that the intent of the plan modifications was to reduce transaction fees and increase the likelihood for investment returns. He briefed the Board on the proposed modifications and noted that the LTD retirement plan would be based on a mutual fund platform instead of a variable annuity platform.

Ms. Adams noted that the LTD Advisory Committee on Deferred Compensation had recommended approval of the proposed modifications.

MOTION Mr. Evans moved approval of LTD Resolution No. 2009-010 adopting the proposed modifications to LTD's 457(b) and 401(a) Retirement Plans, as described in the Executive Summary presented by AIG-Valic. Mr. Necker provided the second.

Ms. Adams, responding to a question from Mr. Eyster, stated that no significant concerns had been raised by the Advisory Committee members with respect to the reduction in the number of options in the modified plan.

NOTE Resolution No. 2009-010 was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

Public Hearing and Approval: FY 2010-17 Capital Improvement Program – Financial Services Manager Todd Lipkin provided information regarding the Capital Improvement Program (CIP) projects that were to be funded through the American Recovery and Reinvestment Act. Mr. Lipkin noted that no public comments had been received to date with regard to the proposed projects, which included a remodel of the LTD fleet maintenance facility to increase capacity for articulated buses; funding for fleet preventative maintenance, allowing more general fund money to be redirected to other LTD areas; and enhancement of various transit projects.

Mr. Lipkin noted that transit enhancement projects had traditionally included shelter improvements; art and landscaping projects; and lighting system enhancements.

Mr. Eyster opened the public hearing. Hearing no comments, Mr. Eyster closed the public hearing and called for a motion.

MOTION Mr. Evans moved adoption of LTD Resolution No. 2009-011: It is hereby resolved that the Draft 2010-17 Capital Improvements Program, which includes the projects funded with American Recovery and Reinvestment Act (ARRA) funding, is approved as presented. Mr. Necker provided the second.

NOTE Resolution No. 2009-011 was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

Public Hearing and Approval: Federal Grant Applications – Mr. Lipkin provided a brief overview of the Federal Transportation Administration grant applications.

Mr. Eyster opened the public hearing. Hearing no comments, Mr. Eyster closed the public hearing and called for a motion.

Mr. Lipkin, responding to a question from Mr. Evans, noted that the \$1.2 million being requested in Urbanized Area Formula Funds (5307) for preventative maintenance did not include any fuel purchases and were to be directed primarily to labor costs related to preventative maintenance, which would subsequently free up more funding for LTD operations.

MOTION Mr. Necker moved approval of LTD Resolution 2009-012: It is hereby resolved that the LTD Board of Directors approves the proposed grant application, which totals \$11,408,272 in federal funds and authorizes the general manager to submit the Federal Transit Administration, Proposed Grant Applications, March 2009, to the Federal Transit Administration for approval. Ms. Towery provided the second.

NOTE Resolution No. 2009-012 was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

FY 2010-17 Long-Range Financial Plan – Director of Finance and Information Technology Diane Hellekson provided a brief overview of the revised Long-Range Financial Plan. She commented that the plan revisions reflected the direction given to staff at the March 2, 2009, Board work session and were intended to allow LTD's long-term financial plans to proceed in eight-year increments; whereas they had been on a five-year schedule in the past. She added that no new information had been received that would suggest a change to the staff direction since the March 2 work session.

MOTION Mr. Kortge moved approval of LTD Resolution No. 2009-013: Resolved, that the LTD Board of Directors approves the FY 2010-17 Long-Range Financial Plan as presented. Mr. Dubick provided the second.

VOTE Resolution No. 2009-013 was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

Contested Case Hearing Procedure – Mr. Pangborn said that, in response to a request from the Board at its February 18 meeting, staff had made revisions to the procedure to make the process more accessible to the public.

Mr. Pangborn, responding to a question from Mr. Evans, reported that the revisions to the Contested Case Hearing Procedure had been developed in conjunction with local human rights organizations and that those groups were fully in support of the revisions.

Security Manager Rick Bailor, responding to a question from Mr. Necker, noted that the Contested Case Hearing Procedure policy did not specifically require a complainant to complete an administrative review before filing an appeal.

Mr. Eyster added that the revisions to the Contested Case Hearing Procedure policy were designed to tighten up the process and formalize a general understanding of the process.

MOTION Ms. Towery moved approval of LTD Resolution No. 2009-008, adopting the Contested Case Hearing Procedure, which provides procedures for reviewing and/or appealing a Notice of Exclusion issued pursuant to LTD Ordinance 36, as outlined in the Resolution. Mr. Dubick provided the second.

NOTE Resolution No. 2009-008 was approved as follows:
AYES: Dubick, Eyster, Evans, Kortge, Necker, Towery (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Gaydos (1)

ITEMS FOR INFORMATION AT THIS MEETING

Mr. Pangborn presented Mr. Eyster with a framed photo commemorating the groundbreaking ceremony of the Gateway EmX Extension project.

BOARD MEMBER REPORTS:

Board Finance Committee – No information additional to that provided in the meeting packet was provided.

Board HR Committee – No information additional to that provided in the meeting packet was provided.

Lane Council of Governments Board of Directors – Mr. Dubick reported that there had been a great deal of discussion at the recent LCOG Board of Directors meeting regarding how federal stimulus funding might best be used in Lane County. He noted that LCOG had brought in a facilitator to that meeting to help determine what the LCOG Board's priorities should be in that regard.

EmX Steering Committee – No information additional to that provided in the meeting packet was provided.

West Eugene EmX Extension Corridor Committee (WEEEC) – Mr. Schwetz noted that the WEEEC had recently heard a report on environmental processes related to the West Eugene EmX Extension project that had resulted in productive discussions.

Metropolitan Policy Committee (MPC) – Mr. Eyster reported that the MPC members were pleased to learn that LTD had been able to reverse a significant portion of the recent proposed service reduction. He further noted that Eugene Mayor Kitty Piercy had suggested that LTD look to expand its service using STIP-U monies and other funding sources. Mr. Eyster commended Mayor Piercy for her strong support of LTD and local alternative transportation issues.

APTA Legislative Conference – Mr. Evans reported on his and Mr. Pangborn's attendance at the APTA Legislative Conference in Washington, D.C. on March 9-11, and noted that he had consulted with various legislators regarding local transportation issues. He further reported on SAFETEA-LU funding for local transportation concerns and noted that the current funding authorization expires this coming September 2009. Mr. Evans added that the APTA Transit Board and Transit Board Support seminars would be held in Eugene in 2010.

Mr. Eyster thanked Mr. Evans for his efforts in helping to bring the APTA conferences to Eugene and that he looked forward to attending.

United Front – Mr. Eyster reported on his, Mr. Viggiano's, and representatives of other local agencies recent trip to Washington, D.C. The United Front is a coordinated effort by several local public agencies, including LTD, to lobby jointly for priority requests. Mr. Eyster noted that he had learned several new things about how stimulus funding might be applied to local transportation concerns. He added that he had also sat in on several interesting meetings with various congressional delegations and that he had spoken with a representative from President Obama's administration, Michael Blake, who seemed very impressed with LTD's EmX projects.

Mr. Eyster commented that he had recently sent a letter to *The Register-Guard* in response to several recent Letters to the Editor complaining about the state of LTD's EmX extension projects. His letter responded to several letters indicating the public's apparent misconceptions concerning the number of trees that would be affected by the EmX extension projects.

Ms. Towery stated that it might be helpful for the Board to be more proactive in the future with regard to situations such as the one involving the tree removal issue. Mr. Pangborn noted that he had several discussions with LTD staff and noted that there also would be similar planning discussions in the future.

The Board members briefly discussed the nature of LTD's public outreach efforts as they pertained to the EmX extension projects and Mr. Eyster's recent letter to *The Register-Guard*.

Bulk Fuel Purchase – Director of Maintenance George Trauger reported on the current progress of the LTD bulk fuel purchase. He said that the supplier had been working diligently to get the bulk fuel tanks ready, although the tanks had been taking longer to prepare than had been anticipated.

Mr. Trauger noted that LTD staff were currently reviewing fuel prices and that the pricing was dependant on part of the futures commodities market and the New York Mercantile Commodities Exchange. He noted that the market had not been particularly volatile of late, but that diesel prices had increased in recent months. LTD had contracted for the bulk fuel purchase while prices had been comparatively low.

Mr. Trauger briefly illustrated the pricing mechanisms and economic factors involved in the bulk fuel purchase. He stated that LTD staff would be meeting with representatives from the fuel supplier, Tyree Oil, on April 1, 2009, to sign contracts.

Mr. Trauger stated that when purchased, the fuel would become the property of LTD, although the responsibility and liability for the storage of the fuel would ultimately rest with Tyree Oil. He noted that the provisions for Tyree's liability had been expressly laid out in the fuel purchase contract under the terms of the rental fee that would pay for storage of the fuel at Tyree's Coos Bay storage tank facility. The rental fee for storage was not a flat fee but would be based on the amount of fuel being held at a rate that was commensurate with the costs necessary to provide adequate liability coverage.

Other Items for Information – Mr. Lipkin, responding to a request from Mr. Pangborn, reported that staff had been investigating additional stimulus funding through the FTA's Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants which might provide funding for either hybrid vehicles or facility energy upgrades. He noted that applications for the TIGGER grants would be formulated by staff during the next couple of months and that the deadline for those applications will be May 22, 2009. He also reported that \$3 million that had yet to be appropriated for LTD's Small Starts Gateway project could be coming out of the federal stimulus funding mechanisms.

Mr. Lipkin added that allocations for federal stimulus funding would be rescinded beginning in September 2009, to be reallocated elsewhere, if those funds were not committed to immediate transportation related projects or otherwise obligated. He noted that LTD staff would be ready to apply for any of those rescinded funds in the fall should they to become available.

Director of Service Planning, Accessibility, and Marketing Andy Vobora provided a brief overview of LTD's plans for contract transportation services to be provided for the University of Oregon's Civil War football game against Oregon State University on Thursday, December 3, 2009. He noted that LTD staff had met with representatives from the University's athletic department and the City of Eugene. Preliminary discussions had begun with Oregon Coachways about precisely what types of services could be provided and how that service could be integrated into the existing LTD system. Mr. Vobora provided a brief summary of the logistical discussions that had taken place between LTD and Oregon Coachways.

Mr. Pangborn maintained that providing contract transportation services for large events such as the Civil War game, and integrating those services smoothly, would be much more complicated on a weekday than they would be on the weekend.

Mr. Vobora noted that LTD would be researching how other cities and transit entities had dealt with large university sporting events similar to the Civil War football game.

Mr. Evans felt that it would most likely be LTD, and not the University of Oregon, that the public would ultimately blame if there were any significant public transportation problems associated with the game.

Mr. Vobora reported that there would be a story in the April 1 edition of *The Register-Guard* regarding the property acquisitions related to LTD's Gateway EmX extension project.

Mr. Vobora added that there also would be upcoming articles in *The Register-Guard* and other media outlets regarding the state legislative process surrounding payroll tax changes and the effects of such processes on LTD.

Mr. Vobora added that Mr. Necker also had recently contributed an Op-Ed piece to *The Register-Guard* regarding the need for state funding for paratransit services. Mr. Vobora also noted that he had spoken with reporters from *The Register-Guard* regarding public complaints against the Wackenhut security officers contracted by LTD.

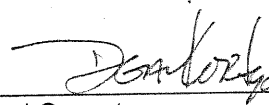
February Financial Statements – Director of Finance and Information Technology Diane Hellekson presented the LTD financial report for February 2009. She reported that LTD's payroll tax receipts, while still below budget, had been holding up comparatively well at 2.2 percent more than the previous year due to LTD fare increases and significant increases in LTD ridership. She noted that LTD staff would be looking at tax receipts in May, for the quarter ending March 31, to determine how such figures corresponded with LTD's Long-Range Financial Plan.

Ms. Hellekson, responding to a question from Mr. Evans, noted that it was currently unclear as to exactly how rising unemployment levels would ultimately affect LTD's tax receipts.

Chief Accountant/Internal Auditor Carol James, responding to questions from Ms. Towery, noted that the decreases in payroll tax receipts that would correspond with the recent closings of local recreational vehicle manufacturers would most likely not materialize until the tax receipt figures for January 2009 and beyond were tabulated.

Ms. Hellekson, responding to a question from Mr. Evans, noted that while it was unknown when and how overall economic conditions would improve in the region, LTD financial staff had made accommodations for a recession of up to two years in duration in its Long-Range Financial Plan.

ADJOURNMENT – Mr. Eyster adjourned the meeting at 7:54 p.m.



Board Secretary