

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, November 20, 2019

Pursuant to notice given to *The Register-Guard* for publication on November 14, 2019, 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, November 20, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Carl Yeh, President
Kate Reid, Vice President
Josh Skov, Secretary
Don Nordin, Treasurer
Caitlin Vargas
Steven Yett
A.J. Jackson, General Manager
Kristin Denmark, General Counsel
Camille Gandolfi, Clerk of the Board

Absent: Emily Secord

CALL TO ORDER/ROLL CALL — Mr. Yeh convened the meeting and called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT — None.

COMMENTS FROM THE GENERAL MANAGER — Ms. Jackson noted that a booklet produced by the American Public Transportation Association (APTA) and National Association of Realtors had been distributed to Board members and featured an article about EmX property values. She announced she had been appointed to the American Public Transportation Foundation board of directors.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA — None

BOARD CALENDAR — Ms. Jackson reviewed upcoming events on the Board's calendar, noting that the Board's strategic planning retreat was scheduled for December 18, 2019.

EMPLOYEE OF THE MONTH – OCTOBER — The Board recognized Bus Operator Stacy Bloom as the December 2019 Employee of the Month. Mr. Yeh presented Ms. Bloom with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Bloom thanked the Board for her award.

AUDIENCE PARTICIPATION — Mr. Yeh explained the procedures for providing public testimony.

Webb Sussman, Eugene, asked that LTD place a link to the APTA publication on its website. He said LTD still had a failure to communicate issue. At a recent meeting related to a City of Eugene project he saw the same issues he had brought to the Board's attention previously regarding the Willamette Street project: little LTD presence at the meeting, proposed infrastructure and project design that did not incorporate pullouts for buses or facilitate transit operations, and proposed

infrastructure changes that could restrict the equipment LTD could safely operate in the project areas. He urged LTD Board members to attend some of the project meetings that could affect transit operations and better coordinate the messages of transit riders and advocates.

Mr. Sussman said taxes were recently increased to provide additional funding for LTD and at the same time Transit Tomorrow was proposing a system that created transit deserts in sections of the metro area, reducing service to people with disabilities, minorities and the elderly. He said it was not clear in the reports and process that this would impact line haul service, not transit service as a whole. He said LTD needed to make it easier for the areas losing service to receive alternative transportation service. He said LTD should also use the same software, either TouchPass or TransLoc, for both the line haul and pilot projects to reduce rider confusion.

Jess Roshack, Eugene, encouraged Board members to continue to represent their respective districts and felt the southeast, southwest and south Eugene regions had been underrepresented in the Transit Tomorrow process. She had heard only negative feedback about Transit Tomorrow process and plans from people who felt it would make their lives more difficult. Regarding the #28 route with a rerouted #20 would gravely impact the area for many. She noted the #28 route was usually full and neighbors had organized their lives around its schedule. The route should be improved to provide even more service to people along the route. She noted that Transit Tomorrow calculations indicated that about 19,000 people currently served by transit would lose that public transportation option for the greater benefit of the community. She asked the Board to consider its goal of maximizing the public good by making some compromises that don't leave 19,000 people without the option of transit, and rescind its deadline of February 19, 2020, for the final vote on Transit Tomorrow and instead begin developing a second, more thoughtful draft of proposed routes. She submitted petitions signed by more than 600 south Eugene residents.

Laura Romeyn, Eugene, spoke for residents on the outer edges of areas that would be affected by upcoming changes. She lived on the #24 route and the closest proposed stop would be 1.2 miles down the hill for a 2.4 mile round trip. She depended on the bus to stretch her budget and as a former high school teacher she was concerned about the young men and women without cars for whom getting to school would be much more difficult, especially in bad weather. She said a 2.4 mile round trip would be difficult for seniors to make on foot and she would be forced to drive her car and add pollution and gas consumption to the destruction of the planet and its ecosystem. She felt the Transit Tomorrow plan was destructive and unfair and encouraged creative solutions for those living in areas that would be impacted.

Lucy Bambrey, Eugene, stated she had attended a November 5 presentation on Transit Tomorrow and questioned how changes to the #28 route, which was the most productive, had been determined to have a miniscule impact on boardings according to the charts used. She was concerned that the calculations were inaccurate. She said the counts and times of day for boardings did not seem to be complete. Riders were not asked how far they walked or rode a bike to their current bus stop and if changes were implemented how much further would they need to travel to get to a new stop. If people had to walk farther to catch a bus LTD would lose ridership. She stressed that the bus was a safe way for students to get to school.

Marianne Nolte, representing Better Eugene-Springfield Transportation (BEST), said she attended a meeting of Southeast Neighbors and was impressed by the attendance and thoughtful comments. She said people valued and support their transit service and LTD should be working with them in order to provide better transit. BEST recommended that LTD engage groups like Southeast Neighbors and work with partners to make current service even better. BEST also recommended that LTD fully communicate changes in service to riders and the community at large. People needed to know why Transit Tomorrow was being considered and the potential benefits it might have.

Terry Parker, Eugene, said she was the retired former Accessible Services Manager for LTD and understood what LTD was going through. People were afraid of losing service, particularly seniors and those with disabilities. She agreed that climate change was an extreme challenge to everyone and the City of Eugene's Climate Action Plan depended on large stakeholders like LTD to reduce carbon emissions. She was aware that many of the Transit Tomorrow discussions addressed frequency and getting people out of their cars in order to reduce emissions and drastic moves were needed to deal with the impacts of climate change. She urged LTD to clearly communicate what was at stake and work with neighborhood groups, including discussing mitigation ideas like mobility on demand. She felt LTD was on a bold and important direction in the community and encouraged the District to stay the course and provide the community with all the information it needed.

Rachel Anderson, Eugene, stated she lived in the southeast neighborhood and she was aware of Transit Tomorrow plans. She presented a poster designed by her children asking LTD not to leave the neighborhood stranded. She urged the Board to engage the riders and transit advocates in the neighborhood who cared about LTD and wanted it to be a successful, vibrant system that connected people throughout the region. She thanked the Board for allowing people to come talk to them about transit concerns, but said many riders were uninformed about Transit Tomorrow and encouraged LTD to reach out to them.

Wayne Burgess, Eugene, spoke to route #55. He said the route was critical to people in his Santa Clara neighborhood and some families were dependent on the bus for their livelihood. His children took the bus to and from school and older special needs children were dependent on the #55 for their daily routines and access to services. He said the route was essential for many families in the area, particularly the under privileged, and elimination of the line would hurt them by limiting access to jobs and education. He hoped that LTD could come up with a better long-term solution and when making business decisions, consider who transit served and would be impacted. He asked that the #55 bus service be retained.

Jeff Nelson, Eugene, thanked the Board and LTD staff for the service LTD provided to the community. He also thanked LTD for route #27 that his son had used to attend high school, but his daughter would not be able to enjoy that service if the route was eliminated under the Transit Tomorrow plan. He urged the Board to consider whether it was creating a loss of riders in future generations.

Ben Hallert, Springfield, said LTD was a thread that helped hold the community together. Those in attendance at the meeting had benefited from that service and the opportunities it provided to be active in the community. He said increasing bus frequency for some was at the cost of leaving many others without access. He said as Transit Tomorrow was being described it meant people were paying more and getting less; how in good faith could convenience for few at the cost of some of the most vulnerable members of the community be justified. He urged the Board to listen to those speaking at the meeting.

Carolyn James, Eugene, thanked LTD for the student pass program. She said her grandson rode the #51 and #52 buses to North High School and the service had been a lifesaver for her family.

Mr. Yeh thanked those who spoke for taking time out of their day to make their concerns heard.

Ms. Jackson clarified that the LTD Board had only directed staff to analyze the proposed network plan; it had not been approved for implementation. The plan had just been completed and was being presented to the Board for the first time. The Board would ultimately make a decision on the future of the transit network with public input. The information that the plan had been adopted and was going to be implemented was erroneous.

Ms. Reid added that all Board meetings were open to the public. She welcomed the attendance of members of the public and receiving their input.

BOARD MEMBER REPORTS — Mr. Nordin reported that the LaneACT (Area Commission on Transportation) had decided to partner with the Oregon Department of Transportation (ODOT) to conduct a pilot project to develop area strategy guidelines. He said that could lead to opportunities to work with ODOT to direct funds to the area faster.

Director of Planning and Development Tom Schwetz added that the ODOT pilot would provide a systemic look at Lane County's transportation system needs and use that to improve discussions of funding priorities in the region. He said the pilot was being conducted with the LaneACT and one other ACT in the state.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** — Ms. Reid moved adoption of LTD Resolution No. 2019-11-20-060; It is hereby resolved that the Consent Calendar for November 20, 2019, is approved as presented. Mr. Nordin provided the second. The Consent Calendar consisted of the Minutes of the October 22, 2019, Special Board Meeting; Delegated Authority Report-October; Contract No. 2019-45: Harvey and Price Co.; and Contract No. 2019-95: PDS.

VOTE The motion was approved as follows:
AYES: Nordin, Reid, Skov, Vargas, Yeh, Yett (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Secord (1)

Board Member Expense Report - Don Nordin — Mr. Nordin recused himself due to a conflict of interest.

MOTION Mr. Skov moved adoption of LTD Resolution No. 2019-11-20-063: It is hereby resolved that the LTD Board of Directors approves the travel expenses reimbursement for Board member Don Nordin as presented. Mr. Yett provided the second.

VOTE The resolution was adopted as follows:
AYES: Reid, Skov, Vargas, Yeh, Yett (5)
NAYS: None
ABSTENTIONS: Nordin (1)
EXCUSED: Secord (1)

Board Member Expense Report - Carl Yeh — Mr. Yeh recused himself due to a conflict of interest.

MOTION Mr. Nordin moved adoption of LTD Resolution No. 2019-11-20-064: It is hereby resolved that the LTD Board of Directors approves the travel expenses reimbursement for Board member Carl Yeh as presented. Mr. Skov provided the second.

VOTE The resolution was adopted as follows:
AYES: Nordin, Reid, Skov, Vargas, Yett (5)
NAYS: None
ABSTENTIONS: Yeh (1)
EXCUSED: Secord (1)

Community Investment Plan — Director of Finance Christina Shew requested approval of the 2020-2029 Community Investment Plan (CIP). She said a draft of the CIP was published on September 22, 2019, for a 30-day comment period ending on October 22, 2019. She said no comments were received. The LTD Budget Committee met on October 2, 2019, and reviewed and approved the CIP, with the revision to extend the Point2point line item out to 2029. She said that change had been made in the final version being presented to the Board. The change added \$6 million out to 2029, with \$1.6 million Tier 2 and \$4.5 million Tier 3. She offered to give the full CIP presentation.

Mr. Yeh determined that the presentation had already been made to the Board and community members acting as the Budget Committee and another was not necessary.

Mr. Skov commented that safety commitments were not clear in the CIP and it would be helpful to identify those to the community in order to demonstrate LTD's actions on community priorities, including explaining how those might be informed by the Transit Tomorrow work being done.

Ms. Jackson explained that safety elements were embedded in individual projects and not identified separately, including the work by Transit Tomorrow consultants Jarrett Walker and Associates.

MOTION Mr. Skov moved adoption of LTD Resolution No. 2019-11-20-065: It is hereby resolved that the LTD Board of Directors approves the Fiscal Year 2020-2029 CIP as presented. Ms. Vargas provided the second.

VOTE The resolution was adopted as follows:
AYES: Nordin, Reid, Skov, Vargas, Yeh, Yett (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Secord (1)

Policy Update - Disadvantaged Business Enterprise (DBE) — Director of Business Services Collina Beard stated that LTD's DBE Policy and Program had been updated and asked the Board to approve the latest revision. She said the program was part of LTD's vision to create a sustainable and equitable community for business partners as well as riders. She described the background of LTD's DBE program, which was established in 1981 as a result of the District being a recipient of U. S. Department of Transportation funds. She explained the methodology used to establish new goals for the federal fiscal years 2020-2022, details of which were included in the agenda materials. She also described LTD's efforts to recruit DBEs when none existed. She said the new DBE goal for 2020-2022 for LTD's Federal Transit Administration assisted contracts was 2.9 percent and once approved by the Board, it would be submitted to the FTA for approval.

Mr. Nordin noted the list of contractors did not include any providers of alternative transportation modes that were emerging and with which DBEs might be involved, such as bicycles and micro-mobility. Ms. Beard said one of the updates to the policy expanded it to projects beyond those that were federally funded. Transportation Marketing and Outreach Director Theresa Brand said at this time transportation options purchases were limited to accessories, such as bike parking materials, rather than bikes or vehicles.

MOTION Ms. Reid moved adoption of LTD Resolution No. 2019-11-20-066: It is hereby resolved that the LTD Board of Directors approves/adopts the updated DBE Policy as presented. Ms. Vargas provided the second.

VOTE

The resolution was adopted as follows:

AYES: Nordin, Reid, Skov, Vargas, Yeh, Yett (6)

NAYS: None

ABSTENTIONS: None

EXCUSED: Secord (1)

ITEMS FOR INFORMATION/DISCUSSION

Transit Tomorrow Update — Ms. Jackson said the last system analysis was conducted 20 years ago and since then there had been many changes, but only about five percent growth. She described the Transit Tomorrow two-year planning and public engagement process focused on the metro area. The analysis looked at the tradeoffs between ridership and coverage. She said in August 2019 the LTD Board reviewed preliminary findings and directed staff to continue assessing a ridership network. She said the soonest the Board could make a final decision would be February 2020. The presentation would provide the Board with a first look at a proposed ridership network, along with details of potential route changes and data on the impacts on riders of increased frequency or loss of service in some areas. She said if a new network was approved, implementation would be phased beginning at the soonest in the fall of 2020 and concluding in the fall of 2021. That schedule could be adjusted if the Board directed.

Ms. Jackson said in the current network 17 percent of the service was 15 minutes or better; the proposed network would provide 15 minutes or better for 50 percent of the service, with expanded evening and weekend service. The current system provided 22 percent of residents' access to 10 and 15 minute service; the proposed network would provide that access to 57 percent, including a significant increase for minorities, low-income and senior residents. She used a series of route maps to illustrate system changes such as eliminated routes and stops, new stops and increased service and modifications to routes. She also provided average boardings per route and the impacts of the proposed network.

Ms. Jackson invited representatives of the Strategic Planning Committee (SPC) to provide feedback and recommendations from the committee on the proposed network, after which the Board would discuss the public feedback and data provided through Transit Tomorrow.

Leah Rausch, SPC vice chair, said the SPC was an advisory body to the Board composed of stakeholders and transit advocates and its purpose was to support the Board in its decisions. She said the committee had helped with critical discussions of Transit Tomorrow over the past two months and at its last meeting received a presentation on the impacts residents would experience from the proposed network, particularly loss of coverage. She said the presentation was not well suited to inform the public of the proposed network changes as Transit Tomorrow was part of a larger community effort to accomplish goals such as reducing emissions, providing more equitable access and encouraging transit-oriented development in the metro area. The SPC recommended LTD needed to focus some of its message on how and why Transit Tomorrow was connected to those larger goals. Public outreach should lead with the benefits of a high frequency, more convenient network and role LTD played in creating a more livable, equitable, sustainable and economically thriving community. She said the SPC supported the Board's goals for Transit Tomorrow and a high ridership model, but felt additional clarity was necessary to inform the committee's conversation and work moving forward. She said more clarity was also necessary about the amount of public engagement still to be done and how much flexibility in system design was still possible.

Amy Cabbage, SPC chair, provided the following recommendations from the committee's November 5, 2019, meeting:

1. SPC recommends postponing the launch of Transit Tomorrow service changes.
2. SPC recommends that LTD undertake a robust public education and engagement strategy for Transit Tomorrow.
 - a. Phase One: Allow plenty of time for public education and engagement aimed at building community support for change.
 - b. Phase Two: Once the LTD Board has approved a specific set of changes, allow sufficient time to educate the community about exactly what they can expect and when and what they will need to do differently.
3. SPC recommends that once Transit Tomorrow service changes begin, the changes take place as quickly as possible in order to avoid a long period of change and confusion.
4. SPC recommends that staff bring a revised Transit Tomorrow presentation and updates related to the public education and engagement strategy to SPC's December meeting, or as soon as they are ready. SPC members are willing to engage with staff outside of SPC meetings to support this effort.

Ms. Cabbage thanked the Board for the opportunity to speak and the work it did for Lane County. She said it would be helpful to have some guidance from the Board on the following Transit Tomorrow questions:

1. What is the public's role at this stage of Transit Tomorrow? Is it public education or engagement?
2. What is the Board's vision for SPC as an advisory body and how could it best support the Board's decisions moving forward.

Mr. Yeh noted that Ms. Cabbage and Ms. Rausch were volunteers from the community who served on the SPC with more than a dozen other people representing a wide range of community interests.

Development Planning Associate Andrew Martin clarified data contained in the tables of current ridership analysis and explained how the data was collected on boardings and riders within a quarter mile of stops.

Ms. Vargas asked if lessons had been learned from EmX projects that could apply to Transit Tomorrow. Ms. Jackson said both projects were based on the premise that frequency provided more access to more people in residential and employment areas.

Mr. Skov thanked the SPC for its feedback to the Board and staff for the detailed analysis of data. He noted that LTD had to work within a fixed budget and could not provide buses all of the time everywhere and therefore was attempting to make the best possible tradeoffs for people. He said he was concerned with the consolidation of routes #24 and #28 into #20 as the southern section of the route was a loop and therefore it felt as though many more people were being impacted. Ms. Jackson said staff performed a straight analysis and did not survey riders about their origins and destinations. Those were not known factors at this point.

Mr. Nordin asked if there had been any information developed on the Board's direction to allocate five percent of resources to micro-mobility. Ms. Jackson said at this point in the process only development of a proposed network was worked on. It would require clearer direction to perform a deeper analysis that included mitigation options for lost service.

Mr. Yeh said while the data explained why some of the changes being proposed, as did LTD's desire to contribute to the community's goals related to livability, climate change and equity. He also noted the change was not budget driven. It was an analysis of the available resources and redistribution of them in a way that was most beneficial for the entire community. He said the grid system would only work if the fleet was deployed for increased ridership. He asked staff to look at ways to mitigate the impact on people who would lose access to service.

Ms. Vargas asked why only people from the Southeast Neighbors area had come to the Board meeting to speak about Transit Tomorrow. Mr. Skov explained that the neighborhood association had distributed a note that misunderstood that the network was only being proposed at this point and people thought the plan had already been approved and adopted by the Board. He stressed the importance of making it clear to the community that no final decisions had been made.

Ms. Reid pointed out that the Transit Tomorrow process had been ongoing for two years and neighborhood associations were invited to early meetings. She said while values did not align with taking service away from people and making their lives more difficult, tradeoffs were necessary and often decisions about the future of transit were difficult and uncomfortable. She said she did not want the change to be a disaster for the community and hoped there would be an opportunity to reevaluate the deployment of coverage into frequency in a way that did not leave many without service. No final decisions had yet been made and people would still be engaged on how their neighborhood could be best served. She noted that LTD was still below its service level policy because over the years individual protests of changes had been responded to, creating a system for the few instead of the many. She said she looked forward to discussions with the community about achieving the best result.

Mr. Yett stated that the public needed to be better informed about Transit Tomorrow and LTD's job going forward was to explain exactly what the personal impact would be. He said presented data to the general public was not helpful; messaging should graphically represent what was happening in order to manage the narrative going forward.

Mr. Skov said that he agreed with remarks from other Board members. He supported the overarching goals of Transit Tomorrow and took them seriously. He said it was important to not only look at those losing service, but also the huge increases in those getting more frequent service and the rationale for more frequent service. He was still not confident that the tradeoffs were the right ones and needed more data before making a decision. He said the methodology should also be presented so it could be critiqued. He encouraged staff to do the following:

- Make details of the methodology very clear
- Provide a corridor by corridor rationale, not just the system rationale
- Listen to and learn from public engagement

Mr. Nordin commended Southeast Neighbors for their input to the Board. He said he was an advocate for rural transportation issues and was pleased with the mobility on demand pilot recently launched in Cottage Grove, as well as LTD's responding to the data that was being collected. There was still time to work with the community and opportunities to adjust plans and address concerns.

Assistant General Manager Service Delivery Mark Johnson asked the Board for direction on the proposed timeline. He said the Board's decision on Transit Tomorrow and implementation of changes could be delayed, with incremental changes analyzed before new ones were implemented. He said the District knew that an 80-85 percent ridership would be extreme and the Board could decide to move to that level incrementally, but would need to provide direction to staff so there was sufficient lead time.

Ms. Jackson said that Transit Tomorrow had been about tradeoffs, but not specifically tied to community values. That could be done at the Board's direction and would assist with messaging.

Mr. Yeh said Transit Tomorrow would have a negative impact in his access to transit by moving the stop further away. It was important to make riders feel their sacrifice contributed value to the community and the change was not being done for the convenience of LTD. He said extreme

changes were necessary to address issues of livability and climate change. It was also important to try to mitigate some route changes with small adjustment so people felt they had something rather than nothing.

Ms. Vargas said she was not certain of the implications of delaying implementation, but did agree with the SPC's recommendations. She said she saw the new network's benefit to many, especially low income families who needed access to jobs to escape poverty. She said she was in favor of the proposed network, but recognized it would inhibit the ability to build affordable housing in some areas that would not have coverage. She asked for more information on the consequences of delaying implementation. She suggested that the community comment form include an option to request contact for further discussion.

Mr. Johnson said while it was important to know the timeline, it was more important to make sure the right steps were being taken to get there. He said there were no implications for LTD if the timeline was extended as long as there was sufficient lead time for staff to accomplish all of the work needed to begin implementation.

In response to a question from Ms. Reid regarding Americans with Disabilities Act (ADA) service, Ms. Jackson explained that the Board could choose to expand paratransit services when coverage was lost in certain areas, but that would increase the cost of service.

Ms. Reid asked if the phased implementation plan included phased implementation of ridership percentages. Ms. Jackson said staff could design a system implementation plan that impacted fewer people and preserved some of the more productive routes if the Board wished. That would mean significant changes would not be implemented until February 2021 and only minor changes would occur prior to that. That should be done prior to presenting the plan for public comment.

Ms. Reid said she was uncertain about what advice to give staff with respect to changing a ridership network and delaying implementation. She suggested a phased implementation up to the current service policy level to understand the impact of changes. She said she was not attached to a specific outcome; rather changes should be what was best for the community as a whole.

Mr. Yett said he concurred that it was essential to have effective communication and engagement with the public and the Board should not be afraid to delay a final decision on a new network. He said he was eager to obtain much more input from the public.

Mr. Nordin asked if the Lane Council of Governments (LCOG) LinkLane project could backfill in areas where coverage was lost. Ms. Jackson explained the project was grant funded to provide rural community service and there would not be resources to backfill under a new LTD network. She said LTD was working with LCOG to provide seamless comprehensive transportation to the entire county.

Mr. Nordin commented that LTD would be abandoning some people who would lose transit access in areas where paratransit service was not available. Ms. Jackson said that was a decision for the Board.

Mr. Skov identified things that needed to be in place before moving forward with Transit Tomorrow:

- Provide a better explanation to the community, including clarity on methodology, maps, better materials for the public, and explanations of changes on a corridor by corridor basis
- Develop a clear public engagement plan
- Specify mitigation options to be considered where transit access would be lost

- Articulate values that were also considered, including equity, climate action, better connection with land use, access to jobs and service, overall inclusiveness in the community by removing transportation barriers to participation

Ms. Jackson said values could be attached to Transit Tomorrow efforts if there was Board consensus to include those in messaging. She asked if the Board wanted to retain the 82 percent ridership model and strengthen the communications plan.

Mr. Yeh called for another round of Board comments to answer those questions.

Mr. Skov said public input to date voiced strong support for a ridership-focused network and the Board based its direction on that. Subsequent direction from the Board should also be based on more public outreach. He said he wanted to continue with a ridership focused network, but could not assess the value of that network without a sense of the tradeoffs in each corridor.

Mr. Nordin stated that he preferred to stay with an 80 percent ridership network, but explore to a greater extent the alternative resources available. He said it was important to provide a transportation service so people would choose options other than single-occupancy vehicles.

Mr. Yeh said he supported an 80-85 percent high ridership network and did not favor a phased approach as it could potentially create inequity among neighborhoods by providing better access and more convenient service in some areas and not others. He said an improved communications plan should include the positive impact of transit on climate change.

Ms. Vargas said she was not comfortable giving an absolute statement without more forecasting and better understanding of the data and methodology used to obtain it.

Mr. Skov said his interest in having a corridor by corridor rationale was to help the community understand the other factors that influenced designs beyond simply ridership.

Ms. Reid stated that she wanted to see the models used to demonstrate what 82 percent ridership looked like in each corridor to engage people along those corridors and obtain their input in order to solidify the proposed network. She said solutions for those areas losing coverage should also be addressed.

Mr. Yett said LTD should be telling the community nothing and talking with them. He said he was not prepared to give direction to staff because Ms. Secord's voice was missing from the meeting and much better outreach to the public was needed to engage people and determine what they wanted. He did not have a personal preference on the nature of network changes. He stated that he wanted to do what the general public desired, but there was not enough information about that yet.

Mr. Skov said comments from Southeast Neighbors provided granular detail about how routes were valuable in people's lives; however, there were no comments that fit inside the goals of Transit Tomorrow. He said Transit Tomorrow needed to be explained in a way that people could understand including why LTD was considering changes. He said most people did not address the tradeoffs in Transit Tomorrow because they were not well informed about the rationale. He said he felt providing that rationale would result in much more constructive engagement.

Ms. Jackson said the Board's requests could be fulfilled, but not by September 2020. She recommended directing staff to return with a refined 70-85 percent ridership plan with a full engagement process. She recommended the Board establish a policy to conduct a comprehensive operation analysis of the system network every three years.

Mr. Yeh said that was acceptable to him.

Ms. Reid stressed the importance of clearly identifying any materials given to the public as a draft and not a final plan that would be implemented to assure people that LTD was ready to listen.

Mr. Yett said the holiday season was approaching, and making Board action in February was unfeasible, with April being the earliest some decision could be reached. He said he wanted to see a plan for strong public engagement.

Ms. Jackson said her goal was to bring something to the Board that it would be able to move forward with the community to demonstrate it had listened.

Mr. Skov asked for an estimated timeline going through to implementation at the December 2019 Board meeting.

Mobility On Demand Update — This item was postponed to a future meeting.

WRITTEN REPORTS

Monthly Financial Report - August — Due to time constraints, a memorandum highlighting information in the Finance Report would be sent to Board members.

Monthly Cash Disbursements - September — There were no questions.

Quarterly Grant Report (presented in March, June, September, December) — There were no questions.

Monthly Performance Reports - August — There were no questions.

Monthly Department Reports - October — Ms. Reid encouraged Board members to review the information provided by Ms. Shew about the Sustainable Cities Year program to construct a model with the Department of Revenue.

ADJOURNMENT — Mr. Yeh adjourned the meeting at 8:15 p.m.


LANE TRANSIT DISTRICT:



Josh Skov
Board Secretary

Date Approved: 12/18/19

ATTEST:



Camille Gandolfi
Clerk of the Board


Joshua