

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL BOARD MEETING

Wednesday, January 15, 2020

Pursuant to notice given to *The Register-Guard* for publication on January 8, 2020, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District (LTD) held a regular Board meeting on Wednesday, January 15, 2020, 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
Don Nordin, Treasurer
Emily Secord
Caitlin Vargas
A.J. Jackson, General Manager
Kristin Denmark, General Counsel
Camille Gandolfi, Clerk of the Board

Absent: Josh Skov, Secretary
Steven Yett

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

PRELIMINARY REMARKS BY BOARD PRESIDENT — Mr. Yeh thanked Board members for their participation in the December Board retreat, which he said was very productive and provided good direction to staff. He said the student pass was being transitioned to the TouchPass system and that would provide good data on student pass program usage.

COMMENTS FROM THE GENERAL MANAGER — None.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA — None

BOARD CALENDAR — Ms. Jackson reviewed upcoming events on the Board's calendar and noted that the calendar information was presented in a more user friendly format.

EMPLOYEE OF THE MONTH – FEBRUARY — The Board recognized Bus Operator Laura Strain as the February 2020 Employee of the Month. Mr. Yeh presented Ms. Strain with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Strain thanked the Board for her award. She said her job with LTD was like a second home and serving the community was a team effort.

AUDIENCE PARTICIPATION — Mr. Yeh thanked community members for attending the meeting and explained the procedures for providing public testimony.

John Q. Murray, Eugene, thanked the Board, particularly members Josh Skov and Don Nordin; LTD staff and Better Eugene-Springfield Transportation (BEST) for promoting a broad and wide-ranging discussion of Transit Tomorrow. He said some of the proposed changes in the Southeast Neighbors area were to merge three existing lines into one and remove 54 of the 75 bus stops. That meant there would be two stops for half the neighborhood, or about 2,700 households. He asked that traffic engineers would take a look at the proposal because it would move a large number of people onto E. 43rd Avenue during peak hours. He said in addition to preserving existing service in the neighborhood,

he wanted the Board to consider expanding the service to allow visitors to access recreational sites on Fox Hollow Road.

Karen Austin, Eugene, stated that she supported Transit Tomorrow and the high ridership model. She used the #24 and #73 buses, although infrequently. She supported good public transportation and the ridership model was an improvement over the coverage model. She said it was important for lower income people to be able to use the bus to get to jobs. Another benefit of the ridership model was that it increased the overall number of riders and decreased climate emissions.

Karen Carolyn Partridge, Eugene, said she used the #24 and #73 bus routes and it was a four-minute walk from her house to both stops. She rarely used the buses at night because service was less frequent or ended early and she did not want to walk at night. She supported the Transit Tomorrow proposal to merge or cut routes in exchange for more frequent service and extended evening and weekend service. She trusted the research that showed a ridership model would increase overall ridership and decrease carbon emissions. She liked the use of equity in the decision-making process for the proposed model as the change would help those without a personal car option and allow some low-income people to live without owning a car, especially if they worked evenings or holidays.

Claire ReboutRibaud, Eugene, said she primarily used the #33 and routes to the Bethel area when she commuted to work. She was now retired and used the bus typically for trips over a couple of miles and often the bus was less than half full. She endorsed the increased ridership model to concentrate routes and increase frequency and felt that not every segment of every trip required a bus. Low density neighborhoods and less common destinations could be served efficiently with smaller vehicles and targeted times because beyond the demands of a fiscal budget, it was important to keep within a carbon budget while traveling around town. She asked LTD to please assure as it moved forward, that bus routes and riders were connected by safe sidewalks. She was pleased to see the completed pedestrian network analysis as such information was essential to securing funding for the pedestrian infrastructure required for transit and effective climate action.

KatarinaKatherina Jones, Eugene, said she used the #28 bus frequently and would be substantially impacted by the Transit Tomorrow proposal, although she was ambivalent because she understood that one of the benefits of the proposal would be to decrease emissions by increasing ridership. She trusted those who worked on the plan that the proposed outcome would be achieved. She acknowledged the need to have certain compromises and cuts and budget limitations. She encouraged the Board to move forward with Transit Tomorrow but try to make current coverage more economic and avoid cuts to service to the extent they had been proposed. She hoped other options for saving money could be considered such as using smaller buses and on-call buses and decreased frequency at other than commuter times.

Robin BlumgardenBloomgarden, Eugene, hoped everyone understood the need to get people out of their cars to start making changes necessary for the climate and public health. She suggested in order to do that, the system must be convenient for those who needed it most and many of those could not walk eight to ten blocks to a bus stop. She hoped the system redesign would have better connections and not use the hub-and-spoke model that required riders to go downtown to catch another bus to get across town. She described how difficult it was to use the #40 bus to get from her northwest neighborhood to reach the Fred Meyer on W. 11th Avenue. She said bus schedules should not change frequently so people could rely on the time a bus would arrive and there should be a permanent map of the system. She did not support free transit, but it would be helpful to lower existing fares. She urged LTD to work closely with the City of Eugene to help redesign most of the street system in downtown into streets with single car/bus lanes/bike lanes that would force drivers to slow down. Park and ride facilities in the outlying areas could appeal to many who might otherwise drive their cars and express buses during rush hours on main corridors would appeal to up market commuters.

Linda HileHeyl, Eugene, thanked LTD for its long-term planning efforts and the public outreach done for Transit Tomorrow. She understood that recommendations from the consultants and a majority of those who participated in the outreach process were for the ridership model. She lived near the intersection of Donald Street and Fox Hollow Road where the #24 and #73 buses stopped every 30 minutes most days. She began using the bus more frequently to decrease her carbon footprint and found it to be convenient, enjoyable, and workable but that stop would be eliminated under the ridership model. She still strongly supported the ridership model and would find other low carbon ways to move around the community, but understood others would be more impacted by the proposed change. She said LTD and the City of Eugene could collaborate on ways to solve those problems in ways that did not require a large bus, such as small electric vehicles, a neighbors' ridesharing program, and electric car sharing program. She encouraged LTD to move forward in the direction of the Transit Tomorrow program as it would bring a sustainable planet closer and that would benefit all.

Rachel Anderson, Eugene, stated she supported the Transit Tomorrow ridership model. She was speaking for those who would lose service under that model, such as residents of assisted living facilities who would lose access to RideSource because they were 1.5 miles from the nearest proposed stop under the proposed plan. She said many of those residents had mobility challenges and were unable to attend the Board meeting. She said low income housing residents in outlying neighborhoods like southeast Eugene would also lose access. She proposed merging three routes into two routes instead of one, and asked LTD to continue working with neighborhoods to develop compromises.

Jack Taylor, Eugene, said he lived in downtown Eugene and shared concerns about climate change. He wanted an enhanced fixed-route system that let people leave cars behind. He would not be personally affected by the Transit Tomorrow proposal. He asked why the TouchPass system was implemented instead of other equity enhancements such as free fare throughout the system. He was concerned over the tradeoff in fixed-route bus frequency versus neighborhood coverage when the Transit Tomorrow proposal was put forward and it seemed obvious that the climate crisis imperative was to enhance both. If budget constraints were the main concern he hoped the next federal elections would result in a green new deal that would make additional federal funds available for mass transit. He said if the Board adopted the Transit Tomorrow proposal he asked that it was done in a way and with the intention to add back coverage that was diminished.

Linda Dugan, Eugene, said she and others in her neighborhood would be greatly impacted by the changes to the #28 bus. Her home had been chosen because of its location and proximity to transit and her son had taken the bus from middle school through college and chose not to drive. There were others in the neighborhood that did not have a choice, could not drive, and would lose access to RideSource. She listed the schools and residential facilities in her southeast neighborhood whose students and residents would be negatively affected by loss of bus service. She asked that LTD look at research on neighborhood impacts conducted by John Q. Murray. She commented that her inquiries to LTD staff and Board members had not received responses and urged more public engagement in the process when service decisions were being made.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), stated that his organization had supported the Transit Tomorrow process to take a comprehensive look at the services LTD provided and determine if that was the right service for the community or whether changes would improve it. He distributed a memorandum from BEST that was submitted to the Board in March 2019. He cited the executive summary of BEST's recommendations, highlighting the need to reserve funds for mobility on demand services in areas where there would be gaps in service under the ridership model. He encouraged providing more comprehensive information about Transit Tomorrow on the LTD website.

John Lipinski, Eugene, said he supported Transit Tomorrow and the high ridership model, but hoped there could be a compromise in his southeast neighborhood on the #28 bus for the reasons cited by other speakers. Transit access was essential for students, low income residents, those in assisted living facilities, and people who wanted to reach outdoor recreation sites in the neighborhood.

Teri-Terry Parker, Eugene, said she was a retired LTD employee living in the Friendly Street neighborhood. She spoke to the issue of people losing access of RideSource when the service boundary changed. She said the Board could decide to mitigate the loss of RideSource in a number of ways like grandfathering people in or offer assistance for a certain period of time. She urged the Board to consider compromises and mitigations in its decision-making process and reach out to those communities of residents who would be the most negatively affected by a high ridership model.

Harriet Bim, Eugene, said she was a long-time instructor at Lane Community College who used the bus to commute to work even though it was less convenient than driving, but if proposed changes to the #33 and #73 buses were implemented she might need to return to driving her car. She urged the Board to consider the impacts of proposed changes on riders like her.

PUBLIC HEARING — None.

BOARD MEMBER REPORTS — Ms. Secord reported that the Strategic Planning Committee had discussed Transit Tomorrow at its last meeting and with some community input did support a high ridership model. Its recommendations were that the Board and LTD consider proactively targeting audiences that stand to gain or lose service under the proposal and engage key stakeholders in the process, possibly through a community forum, to gain more feedback on how to better integrate public feedback on the proposal. She said the committee encouraged incorporation of that feedback into an updated version of the network that would be more detailed and additional discussions of how to address some of the challenges. She said there was also discussion of what community support would look like in order to be confident about making a final decision on a network plan.

Ms. Jackson said she would provide the Board with a written report on the scheduling of activities with stakeholders and community groups.

ITEMS FOR ACTION AT THIS MEETING

MOTION **Consent Calendar** — Ms. Reid moved adoption of LTD Resolution No. 2020-01-15-001; It is hereby resolved that the Consent Calendar for January 15, 2020, is approved as presented. Ms. Vargas provided the second. The Consent Calendar consisted of the Minutes of the December 18, 2019, Board Retreat; the Minutes of the December 18, 2019, Special Board Meeting; Approval of Delegated Authority Report-November; and Purchase of Green Lane Corner Property.

VOTE The motion was approved as follows:
AYES: Nordin, Reid, Secord, Vargas, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Skov, Yett (2)

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

MOTION Ms. Secord moved adoption of LTD Resolution No. 2020-01-15-003; It is hereby resolved that the LTD Board of Directors approves the travel expenses reimbursement for Board member Don Nordin as presented. Ms. Reid provided the second.

VOTE The motion was approved as follows:
AYES: Reid, Secord, Vargas, Yeh (4)
NAYS: None
ABSTENTIONS: Nordin (1)
EXCUSED: Skov, Yett (2)

Board Member Committee Assignments — Mr. Yeh reviewed the committee assignments and determined there were no objections.

Public Transportation Agency Safety Plan — Risk Manager David Lindelien distributed a summary of the Safety Management Policy. He explained that the safety plan was a requirement of the Federal Transit Administration (FTA) and because LTD qualified under FTA definitions as a small transit agency based on fleet size, the state was required to assist in creating a plan. He said LTD staff worked with a consultant hired by the Oregon Department of Transportation (ODOT) to develop the plan, a copy of which was included in the agenda packet. He said the plan was evolving and would incorporate additional information from ODOT. LTD was required to review the plan annually and the goal was to encourage transit agencies to incorporate the Safety Management System in their operations. Once adopted by the Board, the plan would be submitted to ODOT for certification through the FTA.

MOTION Ms. Reid moved adoption of LTD Resolution No. 2020-01-15-004; It is hereby resolved that the LTD Board of Directors adopts the Public Transportation Agency Safety Plan as presented. Ms. Secord provided the second.

VOTE The motion was approved as follows:
AYES: Nordin, Reid, Secord, Vargas, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Skov, Yett (2)

ITEMS FOR INFORMATION/DISCUSSION

Annual Safety Resolution Update — Ms. Jackson said the agenda packet included an update on how elements of the safety resolution had been incorporated into LTD's decision-making process and noted that included all aspects of projects from the design phase to construction completion. She said safety considerations extended beyond the users of public transit to other transportation modes such as walking and biking along corridors. She said that after projects such as the West Eugene EmX were completed, additional safety improvements had been made, often in conjunction with other agencies and jurisdictions. She said the pedestrian network analysis completed last year had identified potential safety improvements along corridors and LTD was actively seeking opportunities to make those changes as other projects moved forward.

Ms. Reid asked if LTD actively sought to provide input to jurisdictions when they updated or modified corridors. Ms. Jackson said input was provided when LTD was included in a jurisdiction's planning process or became aware of construction plans. The District had shared information with planning departments, but most projects had many departments engaged in it and LTD's point of contact was with planning. She was not certain how the information LTD provided was shared among other departments.

Ms. Reid commented that during the Board's last joint meeting with the Eugene City Council on the MovingAhead project, there was discussion about increasing frequency on corridors instead of an EmX or enhanced corridor project and having the City of Eugene use the data from the pedestrian network analysis to implement safety updates. She felt that was an important point to bear in mind as MovingAhead decisions were made.

Mr. Nordin asked if there was a pattern to the injuries reported on the system. Ms. Jackson said accidents were classified as to the type and location of accidents and injuries tracked to inform staff training efforts. Mr. Lindelien said an injury was reported when someone sought medical attention at the time of an accident that occurred in an LTD vehicle or facility.

WRITTEN REPORTS

Monthly Financial Report - November — Director of Finance Christina Shew reported that expenditures were \$6.6 million favorable to budget because of the timing of the receipt of funds and their expenditure. She said another disbursement of State Transportation Improvement Program funds would be received within a few days.

Monthly Cash Disbursements - December — There were no questions.

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

Monthly Performance Reports - November — There were no questions.

Monthly Department Reports - January — There were no questions.

Other Information — Ms. Reid reported that she and Mr. Yeh would be attending a tour of homeless shelters in the Portland area and learning how transit connected to that system. She and Ms. Jackson would join representatives from other local jurisdiction on the United Front trip to Washington D.C. They would meet with staff to identify local transportation priorities to discuss at the federal level.

Ms. Vargas thanked Director of Specialized Services Cosette Rees for her years of service to the Springfield Chamber of Commerce, including as the chair.


ADJOURNMENT — Mr. Yeh adjourned the meeting at 6:44 p.m.

LANE TRANSIT DISTRICT:

ATTEST:



Josh Skov
Board Secretary



Camille Gandolfi
Clerk of the Board

Date Approved: 2/19/20