

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, July 18, 2018

Pursuant to notice given to *The Register-Guard* for publication on July 11, 2018, 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, July 18, 2018, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President  
Carl Yeh, Vice President  
Kate Reid, Secretary  
Don Nordin, Treasurer  
Ed Necker  
Steven Yett  
A.J. Jackson, General Manager  
Dwight Purdy, General Counsel  
Camille Gandolfi, Clerk of the Board  
Lynn Taylor, Minutes Recorder

Absent: April Wick

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

**PRELIMINARY REMARKS BY BOARD PRESIDENT** — Mr. Wildish announced that Ms. Wick resigned from the LTD Board effective August 1, 2018, in order to accept a position in Sacramento, California.

**COMMENTS FROM THE GENERAL MANAGER** — Ms. Jackson announced that Bus Operator Carl Faddis, Amalgamated Transit Union (ATU) executive board officer, had retired from LTD. She said Bill Bradley would be the new ATU executive board officer.

**ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA** — There were no announcements or changes to the agenda.

**BOARD CALENDARS** — Ms. Jackson reviewed upcoming events. She noted that a Transit Tomorrow listening session would be held on July 19 and that the Strategic Planning Committee would meet on July 24.

Ms. Reid said she would be unavailable from August 19 through August 24.

**EMPLOYEE OF THE MONTH – AUGUST** — The Board recognized Public Safety Officer Christopher Hrynyshyn as the August 2018 Employee of the Month. Mr. Wildish presented Mr. Hrynyshyn with his award and thanked him for his outstanding service and dedication to LTD's mission. Mr. Hrynyshyn, the first public safety officer to be selected as employee of the month, thanked the Board for his award, and said it was a privilege to work for LTD. He said LTD was an important part of the community and he was inspired by his co-workers.

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

**Connie Bergland**, Eugene, expressed concern about the disposition of comments from the public after they had been submitted. She said she had delivered comments on several routes on June 18 but a staff report indicated no comments were received on at least one of those routes. She questioned how staff was able to receive and process comment forms up until the date of a hearing on the subject. She said there should be a lag time to allow comments to be received, processed and analyzed before the matter came before the Board and a record of all input maintained to verify it had been received. She distributed copies of her prior comments. She had determined that Eugene neighborhood associations had not received notification of the proposed service changes and opportunities for providing comments. She asked if the Board had received sufficient citizen input to make a fair judgment on the proposed changes and urged reconsideration of its vote on the matter.

**Pamela Crouse**, Eugene, said she was a long time user of mass transit and regularly rode the #33 bus. She said LTD provided nice service, but she had three concerns. She suffered an injury during the past year and when she boarded the bus it departed before she was seated, causing her to fall. LTD did not respond to her complaints. She heard from another rider that a bus aisle was blocked, making it difficult for an elderly person to exit, and the driver did nothing. When the issue was reported to LTD the response was that it was a coaching opportunity. She urged LTD to be bold about stopping smoking around bus stations, even if the city did not prohibit it.

**Thomas Bruno**, Eugene, representing Laurel Hill Valley Citizens, said he was working with LTD staff on better communications. He said the leadership council for Eugene's neighborhood associations met monthly and members were unaware of the proposed changes to bus service. He was concerned that some of the changes would have significant impacts. He expected to see an increase in paratransit service requirements in his neighborhood as a result of a decrease in bus service. He urged LTD to conduct a cost analysis of the impact on affected neighborhoods.

**Jay Breslow**, Springfield, principal at Twin Rivers Charter School, said when he took his job he was impressed the most by the fact that the students showed up at school, even though many lived a significant distance away. Those students used LTD buses to get to school. He said school hours were 8:40 a.m. to 3:10 p.m. Many students used the #27 and recent changes to that service would place a heavy burden on parents and students. Eliminating half hour time slots meant students would have to arrive at 8:00 a.m. or 9:00 a.m. and the school would need to change its entire schedule. He recognized the District had difficult choices to make, but urged LTD to remove challenges to his students attending school and restore half hour time slots.

**Kristin Humphrey**, Eugene, teacher at Twin Rivers Charter School, echoed Mr. Breslow's comments. She said students fought to overcome challenges to attend school, with some of them riding the bus for an hour and a half one way just to get an education and better their futures. Changing the bus schedule affected the education of Twin Rivers' students, who needed to be in school and were ready to learn. She asked that LTD reconsider changes that would impact the school schedule.

**Bob Cassidy**, Eugene, said he has been a resident of Eugene for 43 years. He said high rents in the city caused many low-income people to seek lower cost housing in outlying communities. Some had no personal vehicle and the current bus transportation was inadequate to meet employment transportation needs. He recognized that ridership would not pay for service to those outlying towns, but the community was larger than the City of Eugene and members of the

workforce in those areas needed service. He hoped that would be considered in LTD's future plans.

**Rachael Latimer**, Eugene, representing Amazon Neighbors Association, distributed a letter to LTD from the association. She said the process by which LTD engaged the public was insufficient and questioned how many neighborhood organizations, businesses, and schools affected by services changes had been contacted. She said changes to #81 and #27 routes could cost LTD more than it saved. Rerouting of the #81 bus to the congested Patterson and Hilyard streets could result in a loss of ridership because the service was now less convenient, poses safety risks to those riders that had to cross Patterson and Hilyard streets in order to catch the bus, and creates barriers for many students to attend school. She asked LTD to engage the community to find a solution that would accommodate all stakeholders.

**Rob Zako**, Eugene, representing Better Eugene-Springfield Transportation (BEST), distributed copies of a guest viewpoint article in the Register-Guard promoting the Transit Tomorrow project. He said the article by two BEST board members was intended to encourage the public to become involved in the project. He said BEST was formed in 2012 to support the EmX West project, which during the planning stage was very controversial. He also distributed a report entitled *The Importance of Public Transit to Our Community*, which provided details of BEST's community conversations about transit. He shared some of the concerns that were expressed during those conversations and the conclusions that could be drawn.

**PUBLIC HEARING: 2018 PROPOSED AUTZEN EXPRESS SERVICE CHANGES** — Assistant General Manager Service Delivery, Mark Johnson, reviewed the history of University of Oregon football games service - Autzen Express. At the Board's direction, staff had been discussing with the University LTD's need to achieve full cost recovery for providing that service. He said the University was concerned about requiring payment from riders who had not previously been required to pay because they used passes or were honored riders. He said the proposal was to begin Autzen Express service three hours before game time instead of four, and increase the fare from \$3.50 to \$5.00, including for those with LTD passes. The University had agreed to cover any of LTD's costs that were not covered by farebox revenue.

Mr. Yeh was pleased with the proposal and encouraged staff to continue to seek ways to reduce the financial burden on certain populations.

Ms. Jackson noted that the Board would not take action on the proposal at this meeting and the terms could be modified based on additional comments or negotiations with the University.

Mr. Wildish opened the public hearing. There was no one wishing to speak and the public hearing was closed.

Ms. Reid asked for clarification on honored riders. Ms. Jackson said the proposal, which was open for public comment and being negotiated with the University, was to charge a \$5.00 fare for all Autzen Express riders and not accept any passes. The Board, at its August meeting, would be acting either on the original proposal or a modified version.

Mr. Wildish said some of the public comments received to date showed some confusion about the service. LTD provided only a portion of football game transportation. If LTD's buses no longer operated buses to games there was still school bus transportation through another provider. He pointed out that while riders to the Country Fair did not pay to ride the shuttle from Eugene, LTD was fully compensated by the Country Fair for providing that service.

In response to a question from Mr. Necker, Mr. Johnson explained that LTD would be compensated by the University for any difference between the total cost of providing Autzen Express service and the amount of farebox revenue it received.

#### ITEMS FOR ACTION AT THIS MEETING

**MOTION** **Consent Calendar** — Mr. Necker moved that the Board approve the Consent Calendar for July 18, 2018, as presented. Mr. Yeh provided the second. The Consent Calendar consisted of the Minutes of the June 20, 2018, Regular Board Meeting; Delegated Authority Report-June, and Special Transportation Fund Committee Bylaws.

**VOTE** The motion was approved as follows:  
AYES: Necker, Nordin, Reid, Wildish, Yeh, Yett (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Wick (1)

**Committee Application Review: Special Transportation Fund (STF) Committee** — Ms. Jackson explained that the committee was required by the state in order to advise and assist the Board in carrying out the purposes of the STF for the elderly and people with disabilities. She said applications were reviewed to determine that they met the qualification criteria established by the state. Of the eight applications received, staff was recommending that the Board accept seven. The eighth application was from a current member of the Accessible Transportation Committee (ATC) who would continue to remain active on the ATC. She said the resolution contained committee membership criteria and the names and qualifications of those being appointed.

**MOTION** Mr. Yeh moved Resolution No. 2018-07-18-22 as presented. Mr. Yett provided the second.

**VOTE** The Resolution was approved as follows:  
AYES: Necker, Nordin, Reid, Wildish, Yeh, Yett (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Wick (1)

#### ITEMS FOR INFORMATION AT THIS MEETING

**Committee Application Review: State Transportation Improvement Fund (STIF) Committee** — Ms. Jackson stated that the STIF Committee was required to advise and assist the Board in carrying out the purposes of STIF and prioritizing projects to be funded by STIF money. She briefly reviewed the STIF membership requirements. The Strategic Planning Committee (SPC) had indicated its interest in having SPC members who met the requirements participate on the STIF Committee. The agenda packet contained information about SPC members who had applied, as well as other individuals who wished to be considered. She said because all of the membership categories had not yet been filled, the Board was not being asked to take action, but was presented with information on the applications received to date. She said LTD was working with Lane Council of Governments (LCOG) and other regional transportation groups to continue recruiting eligible applicants.

Mr. Yett asked how many members the STIF Committee would have. Ms. Jackson said a minimum of seven members were required, but the Board would determine how many it wished to appoint. There was no maximum established.

Committee members discussed the membership categories and qualifying criteria of applicants, as well as the criteria that had not yet been met. Mr. Yett observed that there was little diversity among the current applicants with respect to ethnicity and gender. Ms. Jackson said staff and LCOG would continue their recruitment efforts, including outreach to minority populations.

Mr. Wildish challenged the Board and staff to reach out to individuals who met one or more of the qualifying criteria and encourage them to apply.

Ms. Reid said membership on LTD committees helped prepare candidates for future Board membership.

**Transit Tomorrow: Public Engagement Process Update** — Director of Public Affairs, Edward McGlone, said the first of two rounds of public involvement for Transit Tomorrow was under way. He said this round was focused on values, the limitation of LTD resources, and people's priorities. He said the key issue was frequency of service versus how many places buses went, and tradeoffs involved in those decisions. Other issues included speed of travel time and walking and waiting times. He said the percentage of people in Eugene with disabilities was 50 percent higher than the national average. In order to be able to plan transit, it was necessary to understand the values of the community.

Mr. McGlone stated that Jarrett Walker and Associates had compiled all of LTD's data and used it to prepare the Choices Report that was available on the LTD website. He said information about community values would be combined with the data and information from local jurisdictions' plan to develop a vision for the transit system. The volume of participation and ongoing interest in having input had prompted staff to determine the extent to which the engagement process could be extended without impacting the project's schedule. He said the next step would consist of technical work, with a design retreat involving planning staff from LTD and all local partners working with technical consultants to begin designing options for the transit network. Those options would be provided to LTD for feedback and released to the public at the beginning of 2019.

Mr. Nordin expressed concern that the data being collected from the current transit system was being used to project a future system. He said transportation was changing dramatically and asked if the discussions with the technical consultant would include such topics as autonomous vehicles. Ms. Jackson said the process would include an analysis of the current transit system and whether it was meeting the community's expectations, examine other transportation options beyond fixed bus, identify gaps and options available for filling them, and infrastructure needs. She said the process did not begin with any preconceived ideas and the District would evolve and develop a business plan based on the community's wishes.

Mr. Nordin said the nature of questions tended to direct the responses received. He did not want to constrain responses by the questions being asked. Ms. Jackson said the Board would be responsible for deciding how to meet the community's transit needs and so questions did not offer potential options. They were abstract in order to determine how and why people moved about the community and region rather than discussing specific transportation solutions.

Ms. Reid said the conversation at the June 26 stakeholder forum was amazing. There was a wide range of representation among participants and valuable input was received. She said in order to move to the next phase of looking at options for meeting the community's vision for travel, it was necessary to engage in as many conversations as possible to define that vision.

Mr. Necker said his experience at a listening session he attended was that LTD was asking people what they wanted rather than telling them what LTD had to offer.

**Board Member Reports** — Mr. Nordin said there had been a discussion at the LCOG Board meeting of the impending subduction event. While the event was imminent, the region was not well prepared for it. He urged LCOG staff to foster more interagency planning and coordination. He hoped that LTD could begin a discussion of how it could respond when the event occurred.

**Preliminary June 2018 Financial Report** — Director of Finance, Christina Shew, said the fiscal year ended on June 30 and the Board was being provided with preliminary reports based on estimates. Audited reports would be available in January/February 2019. She explained the process for developing expenditure and resource assumptions and reviewed the FY 2018 revenue assumptions in payroll taxes, cash fare and passes, self-employment tax, advertising, self-employment taxes, and state-in-lieu taxes. She said all expenditures and transfers were at or below budget and no contingencies were used. She did not expect that expenditures would exceed resources when journal entries were completed and the fiscal year was closed out. She compared the adopted amended budget to actual expenditures and resources.

Ms. Reid noted that \$18 million would be in the Capital Improvement Program (CIP) for FY 2019. Ms. Shew confirmed that amount would be included in the FY 2019 beginning working capital.

Mr. Wildish said he was pleased to see \$7 million remaining in the General Fund given the fiscal challenges the District had when the state took back a significant overpayment by a taxpayer in the previous fiscal year. Ms. Shew said that amount could change somewhat when the fiscal year was closed out and noted that a portion of that amount was LTD's reserve. Ms. Jackson said that when LTD was notified of the overpayment of taxes, staff committed to managing expenditures to account for the revenue shortfall and that effort had been successful.

**Monthly Cash Disbursements - June** — There were no questions.

**Monthly Grants Report - June** — There were no questions.

**Monthly Performance Reports - May** — Mr. Wildish commented that the results of recent service changes would not appear in the performance reports for several months.

**Monthly Department Reports - July** — Mr. Nordin asked about the status of the new electric buses. Ms. Jackson replied that three buses were currently on site, but had not met LTD's standards and were not yet in service. She said LTD was working with BYD to assure the fourth bus, still at the factory, would meet standards. If it did, BYD had committed to bringing the first three buses up to LTD's specifications. She expected the fourth bus to be delivered July 20 and said staff would provide an update at the Board's August meeting. She said BYD was a year behind in its production schedule and LTD had made it clear that it was in dire need of the new buses. She hoped it would not be necessary to look for another vendor, but BYD had to perform.

Mr. Yeh asked if LTD would be eligible for any damages if the vendor did not deliver. Ms. Jackson said it was possible the vendor could be subject to liquidated damages based on lack of delivery. She said LTD, as the first purchaser of a new technology, had been understanding about some of the issues, but staff would report on the status of the purchase in August and discuss options moving forward.

Mr. Yeh encouraged stronger action if BYD was unable to deliver.

Ms. Jackson reported that the original plan to have a fare management committee meet in four-hour time blocks had been difficult to implement because of constraints on members' time. She said staff was looking at meeting format changes in order to accommodate individuals' schedules so the process could move forward.

**ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD** — Mr. Nordin asked if a report was available on the Florence to Yachats service. Accessible and Customer Services Manager, Cosette Rees, said the Board approved it at its June meeting and a contract with River City Taxis was issued to provide the service, which would become operational as soon as a vehicle was available. She said a new vehicle would not be ready until sometime in September or later; in the meantime a RideSource vehicle would be rebranded and put into service in August so service could begin as soon as possible.

Ms. Reid asked if the bus schedule could be adjusted to address the problems described by faculty from the Twin Rivers Charter School during audience participation earlier in the meeting. Mr. Johnson said staff would work with Mr. Breslow, principal of Twin Rivers, to try and accommodate the school's schedule.

In response to a question from Ms. Reid, Ms. Jackson said the smoking issue brought up during audience participation occurred on City of Eugene property adjacent to the downtown station. She said the city was discussing the matter and LTD was working closely with city staff on the problem.

#### ADJOURNMENT


Mr. Wildish adjourned the meeting at 7:30 p.m.

LANE TRANSIT DISTRICT:

  
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Kate Reid  
Board Secretary

Date Approved: 8/15/18

ATTEST:

  
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Camille Gandolfi  
Clerk of the Board