

## MINUTES OF DIRECTORS MEETING

### LANE TRANSIT DISTRICT

### REGULAR BOARD MEETING

Wednesday, August 15, 2018

Pursuant to notice given to *The Register-Guard* for publication on August 8, 2018, 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, August 15, 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

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

**PRELIMINARY REMARKS BY BOARD PRESIDENT** — Mr. Wildish observed that there were a large number of people present and thanked them for coming to the meeting.

**COMMENTS FROM THE GENERAL MANAGER** — Ms. Jackson asked Board members to complete and submit a survey about preferences for a MovingAhead presentation format at the Board's September 2018 meeting.

**ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA** — Mr. Nordin asked to have the subject of compensation to Board members for expenditures incurred while attending Board meetings added to the agenda.

**BOARD CALENDARS** — Ms. Jackson reviewed upcoming events. She noted that a printed version of the calendar was inadvertently omitted from the agenda packet.

Ms. Reid said she would be unavailable from August 18 through August 24.

**EMPLOYEE OF THE MONTH – AUGUST** — The Board recognized Bus Operator Marcie Pope as the September 2018 Employee of the Month. Mr. Wildish presented Ms. Pope with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Pope, a 28-year employee of LTD and previous recipient of employee of the year award, thanked the Board and said it was a pleasure to do her job and greet all she encountered with love.

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

**Debra McGee**, Lane County, said she had lived in the community for 40 years and was a retired Eugene 4J and Bethel public school counselor, provided independent counseling services, and was a volunteer for 350 Eugene. She shared information from a recent meeting to discuss implementing Eugene's climate action plan, including the prediction that in 22 years there would be no snow pack in Oregon's mountains resulting in reduced stream flows, temperatures 10-12 degrees hotter, a 500 percent increase in wildfires and a doubling of Eugene's population. In May carbon dioxide in the atmosphere was 410 parts per million. She asked the Board to direct staff to discuss and study all alternatives and scenarios as it considered a transportation plan for the next 20 years. She said about 50 percent of Eugene's greenhouse gas emissions came from transportation and LTD played a vital role in helping the community meet its climate goals. She thanked LTD for EmX and electric buses and urged the District to design a plan with the lowest possible greenhouse gas emissions.

**Linda Heyl**, Eugene, said she was a happy frequent bus rider. She spoke for 350 Eugene, a group of climate activists who engaged with the community to create and support strategies to end fossil fuel use. She asked the Board to direct Jarrett Walker and Associates and LTD staff to design and include a carbon-lowering scenario for system redesign, even if that meant greater expenditures, and hold climate concerns front and center. Such a scenario would allow LTD to support the goals of Envision Eugene and meet obligations under Eugene's climate action plan. She said a very frequent travel network that got people out of cars and onto buses for many more trips was the greatest contribution that LTD could make.

**Amy Cubbage**, Springfield, said she was a member of LTD's Strategic Planning Committee (SPC) and worked for Cornerstone Community Housing, providing affordable housing for low-income families in Eugene and Springfield. She thanked LTD for implementing its Transit Tomorrow project and urged that one of the scenarios being developed for the community prioritize equity for those who were transit-dependent. The more improved transit access was for that community the easier it was for them to participate in the workforce, obtain health care, and maintain social connections. She said travel time was a significant factor for the transit-dependent and asked that a scenario prioritize fairness and justice; it would also support economic development.

**Josh Skov**, Eugene, said he was a regular user of alternate transportation modes (bus, bike, walking) and speaking on behalf of Better Eugene-Springfield Transportation (BEST). He was also a member of LTD's SPC. He distributed copies of an August 15 memorandum from BEST to the LTD Board regarding Transit Tomorrow and thanked the Board for devoting time and resources to the project, and listening closely to the community as the project moved forward. He said BEST had strongly promoted participation in listening sessions. He reviewed four concepts BEST was offering as ways to talk about different kinds of outcomes reflecting different community priorities.

**Mike Eyster**, Springfield, thanked the Board for embarking on Transit Tomorrow. He said he was a member of BEST and SPC, and encouraged the Board and staff to be bold in developing a vision for the future. He liked the idea of having scenarios for the community to consider, rather than abstract concepts.

**Jim Neu**, Eugene, a member of 350 Eugene, said the City of Eugene had begun implementing its climate recovery ordinance with a climate action plan. He said a goal was the reduction of 2010 fossil fuel use levels by 50 percent in 2030. He said it was expected that by 2035, 60,000 people would move to Eugene and by 2065 that number would double. Public transit would play an important role in reducing greenhouse gas emissions by providing an alternative to private vehicle routes; including implementation of the frequent transit network and development along those

routes that are key in creating a long-range transit plan. Improved transit access by focusing on biking and walking safety improvements near transit stops would encourage transit usage. Having increased service, frequency, and expanded hours, especially in low-income neighborhoods, would encourage ridership. He said switching to hybrid and electric buses was paramount in achieving a reduction in fossil fuel reduction goals.

**Susan Ban**, Eugene, executive director of ShelterCare, commended the Board for renaming the RideSource Center in honor of outgoing Board member Ed Necker. She said Mr. Necker had been a strong advocate in the community for the disabled for a very long time and served on the ShelterCare Board of Directors for many years. He had also been a dedicated advocate for those who depended on the transit system during his tenure on the LTD Board. She thanked Mr. Necker for the influence he had on her life.

**Tiffany Edwards**, Eugene, director of business advocacy for the Eugene Area Chamber of Commerce and a BEST member, spoke to the importance of designing a transit system that aligned with various goals and community efforts that were working in parallel with Transit Tomorrow; such as Eugene's climate action plan and Envision Eugene. She said LTD should work to maximize the limited dollars available by focusing on its very specific role within the transportation system and being as efficient as possible; knowing it could not be all things to all people. It was also important to think outside of the box and recognize there were new factors that would likely have an impact on what might make most sense for the community of tomorrow. The ever-expanding pieces of the transportation network would need to be factored, particularly the role of technology. She encouraged LTD to determine what was most efficient for fixed route transit trips and design a scenario that prioritized those and moved transit into the future.

Ms. Reid asked that remarks about Transit Tomorrow during audience participation be included in the public comment record for the project.

**PUBLIC HEARING: 2018 PROPOSED AUTZEN EXPRESS SERVICE CHANGES** — Assistant General Manager Service Delivery Mark Johnson said this was the final public hearing for Autzen Express Service and a public comment period had been open since July 18. He said the proposed changes would increase fare to \$5.00 and make some service adjustments due to the change in the Park & Ride location.

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

Mr. Nordin asked why there was no mention of negotiations with the University of Oregon for full recovery of Autzen Express service costs. Mr. Johnson said the issue before the Board was limited to the adjustments in service to customers. LTD staff had been waiting for the Board's approval for the service changes to proceed with executing a contract with the University that included full cost recovery.

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

**MOTION** **Consent Calendar** — Mr. Necker moved that the Board approve the Consent Calendar for August 15, 2018, as presented. Ms. Reid provided the second. The Consent Calendar consisted of the Minutes of the July 15, 2018, Regular Board Meeting; Delegated Authority Report-July; November Board Meeting Date Change to November 15, 2018; Contract 2018-26 Rowell Brokaw Architects, PC; and Contract 2018-10 Pacific Power Group, LLC.

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

AYES: Necker, Nordin, Reid, Wildish, Yeh, Yett (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: None

**Adoption: 2018 Proposed Autzen Express Service Changes** — Mr. Johnson said the vote would approve proposed service adjustments, including fare and schedule changes. He said a contract with the University of Oregon was being developed that would result in full cost recovery for providing the Autzen Express service.

Ms. Reid pointed out that concerns about riders not being able to use their passes for the service had been mitigated. Mr. Johnson said the University did not favor eliminating the use of passes and was willing to reimburse LTD for the expense. He said LTD had also looked at ways to reduce the cost of providing the service, such as using fewer buses and beginning operations three hours instead of four hours before the game.

Mr. Yeh was pleased that passes could be used for the service as it avoided confusing riders about when they would be accepted.

MOTION Mr. Necker moved to adopt LTD Resolution No. 2018-08-15-26; It is hereby resolved that the 2018 Autzen Express service is approved as presented. Mr. Yeh provided the second.

VOTE The resolution was adopted as follows:  
AYES: Necker, Nordin, Reid, Wildish, Yeh, Yett (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: None

**State Transportation Improvement Fund (STIF) Committee Member Appointments** — Ms. Gandolfi distributed an updated agenda item summary that reflected the Board's discussion during the preceding Special Board Meeting about voting and ex officio members of the committee.

Ms. Reid stated that LTD staff had been working with Lane Council of Governments (LCOG) to establish the STIF Committee as required by HB 2017. She and Mr. Yeh met with LCOG and LTD staff to review the applications for committee membership and assure that candidates met the qualifying criteria set forth by the state. Fourteen candidates were selected, with 11 being voting members and three designated as ex officio members. She briefly reviewed the list of candidates and the categories they represented. She said seven of the applicants were currently members of LTD's SPC.

Mr. Yeh commented that the range of applicants provided representation in all of the categories listed in the legislation.

MOTION Mr. Yeh moved to adopt Resolution No. 2018-08-15-27; It is hereby resolved that the LTD Board of Directors approves the appointment of the above individuals to serve on the STIF Advisory Committee as indicated in the Board packet. Mr. Yett provided the second.

VOTE The resolution was adopted as follows:  
AYES: Necker, Nordin, Reid, Wildish, Yeh, Yett (6)  
NAYS: None  
ABSTENTIONS: None

EXCUSED: None

**Naming of RideSource Center** — Ms. Jackson said that Mr. Necker had given more than 20 years of service to LTD: as a volunteer, a member of the Accessible Transportation and Special Transportation Fund Advisory committees, and as a member of the Board of Directors, which he has agreed to continue serving until a replacement is appointed. She said LTD staff and Board members wanted to acknowledge Mr. Necker's legacy and naming the RideSource Center was a fitting tribute to his contributions and provide inspiration in the future.

Mr. Nordin commended Mr. Necker's service to LTD and the community, sometimes under challenging circumstances.

Mr. Necker said he joined the Special Transportation Fund Advisory Committee in 1996 and realized that the need for services was increasing while resources were decreasing; shortly thereafter he joined the RideSource Center as a call taker.

Mr. Wildish thanked Mr. Necker for his significant contributions to LTD over the years.

Ms. Jackson said if the agenda item was approved, staff would proceed with plans to put a plaque at the RideSource Center and organize a small celebration to recognize Mr. Necker.

**MOTION** Mr. Nordin moved to adopt LTD Resolution No. 20018-08-15-28: Be it resolved that the LTD Board of Directors approves naming the RideSource Center building to the Ed Necker RideSource Center. Mr. Yeh provided the second.

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

Mr. Necker thanked the Board and said he was humbled by the honor.

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

**Transit Tomorrow: Presentation by Jarrett Walker & Associates** — Director of Planning and Development, Tom Schwetz introduced Jean Lawson of JLA Public Involvement and Daniel Costantino of Jarrett Walker & Associates (consultants on the Transit Tomorrow initiative) to present information on the activities to date.

Ms. Lawson said public engagement during the first phase of Transit Tomorrow focused on gathering input regarding the priorities, needs and values of the community to inform the vision and development of scenarios. The goals were to introduce the project and the process, provide a spectrum of opportunities to participate, and out of that, determine priorities and needs. She said it was difficult to engage the public in long-term planning efforts because they tended to become involved when there was an immediate impact or publicity about the project. She said engagement strategies had centered on going out to people and special invitations. She reviewed the engagement activities conducted to date. There was also a focus on judicious use of resources and efforts to reach consumers and under-represented populations. She described the stakeholders forum that walked participants through a workshop, looking at priorities and tradeoffs, and attracted more than 50 participants. She said there had been strong community

interest in the online survey and the project team decided to leave it open longer so more people could participate.

Mr. Costantino said Jarrett Walker & Associates was a public transit consulting firm based in Portland, specializing in reviewing and evaluating how transit networks work and redesigning them to meet the objective that are expressed by a community and a transit agency. He said the recently issued Choices Report reviewed in depth the existing transit system, primarily fixed route but also to some extent RideSource and Point2point. Performance was examined from several angles. The community was now being taken through a conversation about goals that within a year would produce information to allow the Board to make a decision about what direction the network should be moving in. The goal was for Transit Tomorrow to produce policy tools, backed by a robust community conversation, so the Board could use it to evaluate things such as regular service changes and how to respond in situations where it was necessary to decrease or increase service.

Mr. Costantino said the community conversation was being framed with tradeoffs. The most important ones for the Eugene-Springfield area were:

- Should the transit network focus on providing services that generate high ridership or on services that reached as many places as possible,
- Consumer preference for walking versus waiting, and
- Adjustments to the system versus redesign.

Mr. Costantino provided examples of the impacts different choices would have on the configuration of the network and services. He said feedback on choices and tradeoffs from the stakeholder forum showed a slight preference for a shift towards ridership and high frequency service rather than coverage, a strong preference for longer walks and shorter waits, and a strong preference for full redesign. He said participants were reminded that full redesign did not mean all existing service was abandoned; it meant that existing service would not be used as criteria for what tomorrow's service would be. He said an analysis of online survey responses showed some similarities to the stakeholder responses in terms of ridership versus coverage, but no clear preference for walking versus waiting. The largest difference was the online strong preference for adjustment rather than redesign of the system. He said there was strong interest among participants in improved weekend and evening service and fairly strong interest in improving frequency during the daytime, somewhat less interest in coverage to more places within the metro area. He also pointed out that interests varied from one group to another depending on location and transit use.

Mr. Costantino said the next step was a core design retreat with LTD staff and planning staff from local jurisdictions. Scenarios would then be used to help people see the consequences of making certain choices.

Mr. Nordin asked if calculation of costs was driven by assumption of current expenses to operate the system or would some scenarios consider the use of future technology that could reduce operating costs. Mr. Costantino said the intention was to produce a network that could be implemented sometime within the next two years and to that extent were assuming the fleet with drivers much as they are today. As things change technologically, the District could make decisions about the use of autonomous vehicles, which would change the cost per hour and mile of operating service.

Mr. Yeh asked if Mr. Costantino had any thoughts on the memorandum from BEST, specifically the concepts of Efficient Maximization and Climate Goals, both of which would require additional

resources. Mr. Costantino said both would require significantly higher service budgets than LTD currently had. He said if LTD so directed, the consultants could consider those types of scenarios, but at this point the direction had been to see what could be done within the existing budget.

Mr. Yeh asked if there would be a climate component in the final report. Mr. Schwetz said the Lane Livability Consortium process, conducted several years earlier, explored the issues, and transit was a major component in regional greenhouse gas reduction. He did not propose using the Transit Tomorrow project for that effort, but LTD was partnering with the University of Oregon and the City of Eugene on climate issues and that could inform how LTD adapted to emerging regional strategies in each of its three-year cycles.

Mr. Wildish said he was involved in the Lane Livability Consortium and it was obvious that mass transit was a critical factor in achieving climate goals.

In response to a question from Mr. Yeh, Mr. Costantino said BEST had offered fine suggestions. The value of looking at a scenario that required higher funding was that it demonstrated what could be achieved with more resources, but the risk was that the Transit Tomorrow process could be perceived as only a strategy for obtaining more funding.

Ms. Jackson said that discussion had been part of decision making with respect to Transit Tomorrow. This was the first time in 20 years that LTD had conducted a comprehensive assessment of its services and how the community was being served with existing funding. This first effort would provide a framework for the Board to govern LTD and decide how to serve the community responsibly with the funds available. It should not be perceived by the public as an effort to provide a justification for requesting more funding. She said future operations analyses might consider that direction as the District would be able to demonstrate how it had accomplished the service goals identified by the community; however, that would be a decision the Board would make.

Ms. Reid did not think looking at scenarios that were well beyond LTD's current resources was the right direction, nor was looking at familiar scenarios, which would not lead to broad improvements to the system. She asked if it was possible to obtain projected climate outcomes for each scenario as a way to begin looking at strategies to address climate change. She noted that the new STIF funds could be used to meet some of the state's priorities such as rural and inter-city coverage, low income fares and youth passes; those were also priorities for the community and LTD. She said those, particularly the youth pass program, should be kept in mind during scenario designs. She also wanted all the special services, such as Autzen Express that LTD currently provided, to be evaluated as the community seemed more interested in equity than special services.

Mr. Costantino said there was some value to a familiar scenario and how it contrasted with high rider and high coverage scenarios, although the familiar scenario would look like the current operations because LTD's system was planned on an annual basis. He said some transit districts had not evaluated or changed service in many years. He was not certain that climate impact and modeling could be included in scenarios because it depended on ridership modeling, which was not reliable, particularly in the short term. He agreed that HB 2017 had identified rural and inter-city coverage as important, but also focused on improving services to low income populations. He said while there were isolated low income populations in rural areas, they were primarily concentrated in urban areas and other transit agencies were looking at increasing services on routes that provided service to low income customers.

Mr. Schwetz said, with respect to calculating the greenhouse gas impacts of scenarios, the models for doing that were not precise. He said the region was engaged in looking at transit as part of a comprehensive strategy to reduce greenhouse gas emissions and there was much LTD could learn from that regional process.

**Board Member Reports** — Ms. Reid said she had been invited to participate in a town hall for young officials in September; it was part of the Millennial Action Project that focused on elected and appointed officials under 40. She said the Metropolitan Policy Committee (MPC) received a presentation on Transit Tomorrow and discussed and adopted 2019 legislative priorities. She provided copies of the 2018 Regional Transportation Plan from Oregon Metro. She said SPC had met twice to receive a presentation on the Choices Report, elect officers and develop recommendations for the Board regarding STIF Committee appointments, and scheduling the first meeting on September 4 at the conclusion of the SPC meeting.

Mr. Nordin reported that the LaneACT had received presentations on Transit Tomorrow and Safe Routes to Schools (SRTS) and the opportunities for organizations to apply for the new SRTS dollars.

Mr. Necker left the meeting at 7:25 p.m.

**Financial Report** — Director of Finance, Christina Shew said the fiscal year ended on June 30 and the Board was provided a preliminary report based on estimates at its July meeting; those estimates had not changed. She said there were still about \$1.9 million outstanding claims in the Medicare Fund and a new program allowed staff to view the status of claims and identify those that had been denied. She said there was the potential for approximately \$200,000 in denied claims; those would not exceed the amount the Board appropriated in the budget, but could result in a negative fund balance if they could not be collected. The claims were being resubmitted. She explained the accounting process for the EmX West project and how items were moved from a construction-in-progress account to an asset account when the project was implemented. She said some of those items were land being transferred to the City of Eugene at no cost so the city could maintain them. She was working with auditors to determine how best to account for that transfer.

Mr. Wildish observed that the state overpayment of employer taxes appeared to be somewhat offset by an increase in tax revenue.

**Monthly Cash Disbursements - July** — Mr. Nordin asked if LTD was paying \$1.5 million monthly for health care insurance. Ms. Shew said that was the correct amount and costs were rising annually.

**Monthly Grants Report - July** — Mr. Nordin commented on the purchase of buses in view of the current long-range planning process that could result in comprehensive changes.

Ms. Jackson agreed that making isolated equipment purchases was not the best approach. The purchase of buses was based on current needs and a projection of future needs. She said the purpose of Transit Tomorrow was to build a 10-year business plan to help inform future decisions.

**Monthly Performance Reports - June/July** — There were no questions.

**Monthly Department Reports - July** — There were no questions.



**ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD** — Mr. Nordin said he had tracked his mileage to attend Board functions and had accrued over 2,000 miles in the past year. He was unable to use public transit due to his location and hoped there could be a discussion of reimbursements for those costs.

Mr. Wildish said he would consult with LTD's legal counsel on the matter and Mr. Purdy could provide information at the next Board meeting.

**MOTION EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(f): to consider information and records that are exempted by law from public inspection.**— Mr. Yeh moved that the Board meet in Executive (Non-Public) session pursuant to ORS 192.660(2)(f) to consider information and records that are exempted by law from public inspection. Mr. Nordin provided the second.

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

The Board entered executive session at 7:36 p.m.


#### ADJOURNMENT

Mr. Wildish adjourned the meeting at 8:11 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

  
Kate Reid  
Board Secretary

  
Camille Gandolfi  
Clerk of the Board

Date Approved: 9/19/18