

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING/PUBLIC HEARING

Wednesday, March 15, 2017

Pursuant to notice given to *The Register-Guard* for publication on March 9, 2017, 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/public hearing on Wednesday, March 15, 2017, beginning at 5:30 p.m., at the Churchill High School Cafeteria, 1850 Bailey Hill Road, Eugene, Oregon.

Present: Gary Wildish, President
Gary Gillespie, Vice President
Don Nordin, Treasurer
Kate Reid
Carl Yeh
A.J. Jackson, General Manager
Dwight Purdy, General Counsel
Kristen Denmark, General Counsel
Camille Straub, Clerk of the Board

Absent: Angelynn Pierce
Ed Necker, Secretary

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

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish welcomed those who were present and noted the meeting was being held at Churchill High School in Ms. Reid's district.

COMMENTS FROM THE GENERAL MANAGER: Ms. Jackson thanked staff and the Board for facilitating a meeting at a location where input could be obtained from residents in proximity to the area of the service redesign in West Eugene. She noted that an open house on the redesign had been held prior to Board meeting and thanked those who had participated.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: There were no announcements or additions.

BOARD CALENDARS: Ms. Jackson briefly reviewed future Board activities.

PUBLIC HEARING: WEST EUGENE SERVICE REDESIGN: Associate Service Planner Bret Smith used a slide presentation to illustrate some of the infrastructure and safety improvements that were a part of the West Eugene EmX project, as well as the work being done throughout the system to achieve better connectivity and more efficient service. He explained that the West Eugene service redesign was a part of the Annual Route Review process, which engaged riders and the public in robust outreach efforts to obtain feedback

on proposed changes and suggestions for improving the system. Performance of the current system was also a part of the ARR and helped inform evolution of the transit network. He explained the rationale for each item in the package of proposed service changes. Those included:

- EmX
- Route 32 - West 1st Avenue
- Route 36 - West 18th Avenue
- Route 41 - Highway 99/Willow Creek Road
- Route 43 - West 11th Avenue/Barger Drive
- Route 55 - North Park Avenue
- Route 66 - Valley River Center
- Route 76 - University of Oregon/Seneca Road
- Route 93 - Veneta
- Route 28 - Hilyard Street
- Last P.M. Departures from Eugene Station

Mr. Smith said that public comments would continue to be collected through the end of March. The additional public input would be provided to the Board at its April 19, 2017, meeting when the package of proposed service change recommendations was presented for approval. He invited questions from Board members.

Mr. Gillespie asked if the 11:45 p.m. trip on #28, which would be the last trip, would run the regular route and deadhead back to the garage. He also noted ongoing concerns with service to the Child Center. Mr. Smith said only the sweeper trip was being eliminated; the 11:45 p.m. trip would follow the #28 route and return to the garage. He said that staff were in discussions with Child Center management to try to find solutions.

Mr. Gillespie observed there had been little input from the area around Sheldon Plaza or housing along Brewer Avenue. Mr. Smith said that he agreed there was a lack of input from those areas, although opportunities had been available.

Mr. Gillespie said that he was pleased with the increase in service and addition of transfer points. He hoped to eventually see buses equipped with a notification system that would inform riders of those transfer opportunities. Mr. Smith said staff were researching that option.

Mr. Wildish thanked staff for their efforts, particularly the extensive community outreach and the compilation of feedback from the public. He noted that there were many good, well thought out ideas included in that feedback. He said the proposed service changes were responsive to many of the service needs expressed by the community.

Mr. Wildish explained the procedures for providing testimony and opened the public hearing.

Robert Cois, Eugene, said he used his bus pass to shop and go to medical appointments. He said without bus service in his Cornell Way neighborhood many people would be stranded. He suggested basing the hours of bus service on when the most passengers were using it and instead of having early morning and late night service, provide buses when they were most needed.

Jeanie Mah, Eugene, said staff had answered her question about service on Route 36. She was initially concerned that service had been eliminated on part of the route, but was reassured that her neighborhood would still be served.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), said his organization was excited about the launch of West Eugene EmX service on September 17, 2017, and pleased that the public investment had been used to leverage the service redesign described by staff. He said BEST commended the elimination of duplicate service, taking those savings and investing them elsewhere in the system to provide better service and the addition of transfer points to improve system connectivity. He said BEST supported the proposed service changes and thanked LTD for its good work.

EMPLOYEE OF THE MONTH - APRIL 2017: The Board recognized Business Intelligence Analyst Shawna Bigelow as the April Employee of the Month. Mr. Wildish presented Ms. Bigelow with her award and thanked her for her outstanding service and dedication to LTD's mission. Ms. Bigelow thanked the Board for her award and expressed her gratitude for working for an organization that appreciated its employees.

AUDIENCE PARTICIPATION: Mr. Wildish explained the procedures for providing testimony to the Board.

Jeanie Mah, Eugene, expressed concern with landscaping along the West Eugene EmX pathway. She said the grasses were an invasive species and should not have been planted in the area. She said the grasses would also contribute pollen to the environment.

ITEMS FOR ACTION AT THIS MEETING:

MOTION **Consent Calendar:** Mr. Yeh moved adoption of the following resolution: LTD Resolution No. 2017-03-15-009; It is hereby resolved that the Consent Calendar for March 15, 2017, is approved as presented. Ms. Reid provided the second. The Consent Calendar consisted of the Minutes of the February 15, 2017, Special Board Meeting/Work Session and the Minutes of the February 15, 2017, Regular Board Meeting.

VOTE The resolution was approved as follows:
AYES: Gillespie, Nordin, Reid, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Pierce (2)

Ethics and Conflict of Interest Policy: Compliance Manager Debera Massahos stated that the policy had been discussed at length during the Board's March 13, 2017, work session. She asked Board members to complete the Conflicts of Interest Acknowledgment and Disclosure Form and return them to staff within one week. Copies of the form were included in the agenda packet and would be provided electronically as well.

MOTION Mr. Nordin moved that the Board adopt the following resolution: LTD Resolution No. 2017-03-15-010; It is hereby resolved that the Board of Directors Ethics and Conflicts of Interest Policy is approved as presented. Mr. Gillespie provided the second.

VOTE The resolution was approved as follows:
AYES: Gillespie, Nordin, Reid, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Pierce (2)

Public Contracting Procedures: Ms. Massahos said that the two changes to the resolution requested by the Board at its work session had been made. The term "Project Closeout Team" was changed to "Project Management Team" and items #10 and #11 had been switched.

Ms. Jackson said the copy of the resolution in the agenda packet was posted prior to the request for changes. The Board chair had a copy of the revised resolution and would confirm those changes had been made.

Mr. Wildish confirmed that the revisions requested by the Board had been incorporated in the most recent version of the resolution.

Ms. Massahos asked when the Board wanted the resolution to go into effect. Ms. Jackson said staff had planned ahead for contracts that would come before the Board and an April 1, 2017, effective date would not cause any disruption of business.

MOTION Mr. Yeh moved adoption of the following resolution: Resolution No. 2017-03-15-011; It is hereby resolved that the Resolution Establishing Public Contracting Procedures is approved as presented and will go into effect April 1, 2017. Mr. Gillespie provided the second.

VOTE The resolution was approved as follows:
AYES: Gillespie, Nordin, Reid, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Pierce (2)

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: Mr. Gillespie said the Oregon Metropolitan Planning Organization Consortium (OMPOC) had not yet scheduled its next meeting, but it would be focused on the legislative agenda in Salem.

Mr. Yeh reported that the Strategic Planning Committee (SPC) held its second meeting and he encouraged the Board to think about issues on which it would like to have the SPC's advice. He said the SPC was composed of a diverse group of people with many connections in the population, business community and local government. He said the committee had provided excellent feedback following a presentation on the Annual Route Review.

Mr. Nordin said the Lane Area Commission on Transportation (LaneACT) was scheduled to have a discussion on Eugene-Florence transit service.

Legislative Update: Director of Public Affairs Edward McGlone provided an update on the transportation package. He said the Joint Transportation Committee established four subcommittees to address specific issues and those subcommittees would meet next week to share their work products. He said the transit subcommittee was recommending investments in bike and pedestrian improvements on major roadways connecting schools that did not have bike and pedestrian infrastructure. He said that would support the Safe Routes to School program. The subcommittee was also recommending a .1 percent statewide payroll tax for transit, which was estimated to raise \$108 million annually for transit operations. He said the subcommittee recommendation was that 85 percent of the annual revenue generated would be disbursed directly to transit providers by a formula not yet determined; legislators were looking to the transit industry for recommendations on how the funds should be distributed. He said some factors being considered were the amount of payroll tax generated in the area, population served, passenger boardings and vehicle miles traveled. He said LTD's position was that there should be a strong prioritization of performance measures, particularly ridership and miles traveled.

Mr. Yeh asked if issues during the last legislative system that prevented passage of a transportation package would be factors again. Mr. McGlone said controversy over adoption of a clean fuel standard to decrease the carbon intensity of fuel across the state had prevented passage of a comprehensive transportation funding package. He said that he felt there was an understanding among legislators and environmental groups that a large investment annually in transit would benefit the environment.

Ms. Reid asked if a low-carbon fuel standard cross-containment element was still attached to the transportation package. She also asked if there had been any discussion of funding for a Safe Routes to Parks program, which was an emerging national initiative. McGlone said he would have more information on the low-carbon fuel standard after legislative meetings next week and the Safe Routes to Parks program had not been discussed.

Mr. Gillespie asked if people in the Eugene-Springfield area perceive the proposed statewide payroll tax as double taxation since they were already subject to a payroll tax. He also asked about the status of student passes. Mr. McGlone said the double taxation issue was complex because, with the exception of Salem, people were not taxed on a payroll basis in the state; additionally, it was not clear how that tax would appear on paychecks.

In response to questions from Mr. Nordin, Mr. McGlone said 85 percent of the revenue distributed by formula would go to recipients that currently received Special Transportation Fund (STF) dollars. The funds could be applied to any transit service and facility.

Mr. Nordin asked how rural areas without transit services would react to a payroll tax that might not directly benefit them. Mr. McGlone said some level of transit services was provided in each of Oregon's 36 counties and there were 42 recipients of STF funding spread across the state. He said a portion of the 15 percent of revenue to be retained by the Oregon Department of Transportation would be used to improve inter-city connections, including to areas that did not have access to the transportation network.

Mr. McGlone said an earlier equity analysis had concluded the financial impact of the proposed payroll tax on low-income earners was far less than a ten cent fare increase.

Mr. McGlone reported that there had been a suggestion to remove transit for eligibility for ConnectOregon funding. He said that he would be expressing LTD's opposition to that in a future meeting with legislators. He said HB 2693 to provide funding for student transit passes was scheduled for a hearing on March 20 and he would be testifying in support. HB 2717 related to transit employee assault had a public hearing before the House Judiciary Committee. It received a decent reception, although some questions were raised. He said HB 3121 related to changing the structure of the boards of directors for TriMet and LTD had been introduced and he would be meeting with legislators to discuss LTD's position. He said Senator Peter Courtney, representing the Salem area, was introducing legislation to change the Salem/Keizer transit board so it had the same number and structure as the TriMet and LTD boards. There also was some discussion of a payroll tax for that transit district as well.

TransitStat Update: Assistant General Manager of Service Delivery Mark Johnson said there had been a number of changes in LTD's organization over the past several months and staff had been taking a step back from TransitStat as a tool for process improvement while new long-range plans and goals were being developed. The formal TransitStat program would be suspended until new processes were in place and staff would revisit the subject in the fall to determine if TransitStat was still the appropriate tool for LTD's process improvement efforts.

Trillium Update: Mr. Johnson stated that under the new agreement with Trillium, entered into on July 1, 2016, LTD was receiving regular payments and there was no longer a deficit or backlog of reimbursements. He said that he felt the current contract, at 100 percent reimbursement, was a successful model that LTD would pursue during negotiations for next year's contract. The current contract was up for renewal on July 1, 2017. He said staff would continue to seek ways to achieve efficiencies in the program.

Monthly Financial Report: Director of Finance Christina Shew reviewed the December 31, 2016, financial report provided in the agenda packet, noting key drivers for revenues and expenditures in the General Fund, Medicaid Fund, Accessible Services Fund and Capital Projects Fund.

Monthly Grants Report: There were no questions or comments.

Monthly Cash Disbursements – February: There were no questions or comments.

Monthly Report of Executed Contracts: There were no questions or comments.

Monthly Performance Reports: There were no questions or comments.

Monthly Department Reports: There were no questions or comments.

Mr. Gillespie asked that the subject of a tie-dye bus be included in the Budget Committee's upcoming discussions. Ms. Jackson said staff had engaged the Country Fair in discussions about different types of cost modeling for the group pass that it used. Marketing consultants were also involved because a tie-dye bus would require sponsorship as the estimated cost was \$5,000-7,000 for the wrap. She asked Board members to let staff know if they had suggestions for groups that might be interested in helping to fund a tie-dye bus.

ADJOURNMENT: Mr. Wildish adjourned the meeting at 7:07 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Ed Necker
Board Secretary

Camille Straub
Clerk of the Board

Date Approved: _____