

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING/WORK SESSION/PUBLIC HEARING

Wednesday, June 18, 2008

Pursuant to notice given to *The Register-Guard* for publication on June 12, 2008, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a public hearing and regular Board meeting on Wednesday, June 18, 2008, beginning at 4:30 p.m., in the McNutt Room, Eugene City Hall, 777 Pearl Street, Eugene, Oregon.

Present: Gerry Gaydos, President
Ed Necker
Michael Dubick
Mike Eyster
Greg Evans
Dean Kortge
Park Pangborn, General Manager
Jo Sullivan, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Debbie Davis

PUBLIC HEARING ON PROPOSED CHANGES TO DISTRICT FARE STRUCTURE – Director of Service Planning, Accessibility, and Marketing Andy Vobora provided an overview of the fare changes proposed in response to escalating fuel prices. He said there would be additional opportunities for public input prior to action by the Board in July 2008. He said with one exception, any changes approved by the Board would become effective in September 2008; elimination of the Holiday Taxi Reimbursement program would become effective November 27, 2008. He explained the following fare changes:

- Increase the adult monthly pass price from \$38.00 to \$45.00
- Increase youth and senior monthly pass price from \$19.00 to \$22.50
- Eliminate the sale of tokens
- Eliminate the sale of 3-month passes
- Eliminate the Holiday Taxi Reimbursement program
- Increase the Breeze fare to regular fare prices

Mr. Vobora concluded his presentation and invited comments from the public.

Ruth Shapiro, Olive Street, Eugene, stated that Eugene has always had a reputation for being a progressive, environmentally-conscious, and people-conscious city. She said the economy was in dire straits with rising fuel, food, and other costs. She did not think that fares should also increase. She suggested lowering fares and increasing bus routes to encourage more people to ride the bus, and the increased revenue could make up for the higher cost of fuel.

Jamy Epple, Kincaid Street, Eugene, said that increasing the fares would impose a hardship in people with disabilities who had to use the bus for transportation to work.

Harvey Peder, Roosevelt Boulevard, Eugene, asked about the status of Sunday service.

Mr. Vobora said the evaluation of service had just begun and no decision had yet been made. He said no service changes would occur until September 2009 and Sunday service would be evaluated along with all other services. He said there would be many opportunities for people to offer comments and suggestions.

Michael Fisher, Bailey Lane, Eugene, asked if it was likely that routes would be eliminated in the future. He said fares were being raised, routes would be eliminated, and at the same time EmX buses were running between Eugene and Springfield with no fare being charged. He asked if the new EmX routes, such as the one to PeaceHealth, would also be free.

Mr. Vobora said that because of budget problems, there would be cuts in the fall of 2009, although the specific cuts had not been identified. He said the plan for EmX was to install fare machines when the route was extended to the Gateway area. He noted that 91 percent of EmX riders had paid a fare; only 9 percent were actually riding for free. He expected fares to be in place in 12 to 18 months.

Mr. Fisher felt that most of those riding EmX were already bus riders and the free fare was not necessary to promote interest.

Kerri Fowler, Betty Niven Drive, Eugene, asked if buses would be stopped on Sunday.

Mr. Vobora said there had been no decision on that.

Devin Ackley, Betty Niven Drive, Eugene, said it was easier for him to purchase a 3-month bus pass and did not want that eliminated.

Rodney Carver, Second Avenue, Eugene, said that many people would be hurt if Sunday service was eliminated and fares increased. He did not understand why an increase in the price of fuel meant that fares had to be increased. He said that the schedule and fares should remain the same, otherwise many people would be unhappy.

Mr. Necker said there were two sides of the issue: the fiscal side and the human side. He said the District did what it could for people, but could not change or ignore economic conditions. He said the proposed changes were across the Board and not targeted to a particular group of riders. He pointed out that no service changes had been proposed at this point.

Loundes Mante, Eugene, commented that bus fares should be lowered instead of increased because riders were experiencing increases in all of their living expenses.

Misha Seymour, Lincoln Street, Eugene, objected to holding a meeting at 4:30 p.m. and not televising it. He said that employers like Sacred Heart were being subsidized so they could provide inexpensive fares to employees; fares should be raised for people who worked instead of the poor. He said buses were out of control, running late, and completely filled. The free fare for workers should be eliminated and the District should be more sensitive to the people.

George Lastrapes, Highway 99N, Eugene, said it appeared that all fares were increasing by 20 percent, except for riders from 62 to 64 years of age; their fare was increasing by 250 percent.

Denise Gosar, River Road, Eugene, stated that she was self-employed and that the last three service changes had reduced her ability to pursue her work by eliminating midday routes in town and reducing early morning and late night service, yet she still pays self-employment taxes to the District. She said she consistently uses bus tokens as does her husband, who was also self-employed. She said that eliminating tokens and raising roundtrip fares to \$3.00 meant she would be working from her home and walking much more and riding the bus much less. She believes in riding the bus and feels she is being punished for being in support of public transit. She also hands out tokens to people who ask for spare change.

Dennis Durfee, Dalton Drive, Eugene, agreed with the previous speaker regarding tokens. He was willing to pay full fare for the convenience of having tokens. He also gave tokens to people who asked for spare change to ride the bus and urged the Board to reconsider eliminating them as a fare instrument.

Sandi Mann, Springfield, agreed with Ms. Shapiro that increasing bus routes and adding weekend services would encourage more people to ride the bus and help the District make the profit it needed. She hoped that the comments from those who were testifying would be taken into consideration by the Board. She recommended salary cuts for management. She asked why the hearing was being held at 4:30 p.m. instead of 6:30 p.m. so that more people who worked could attend. She agreed with previous speakers about the need to retain tokens and did not want the Breeze raised to full fare. She was a supporter of public transportation, but if rates increased, she might need to find alternatives.

Mr. Vobora explained that the meeting had been scheduled at 4:30 p.m. because of comments from the public at previous meetings criticizing a later time because they were unable to catch the rural routes home. The time of 4:30 was selected because it would allow people to testify earlier and return home on the bus, but also extend into the evening for those who worked. He said that adding riders would not help the District's revenue problems because fares only cover about 15 percent of the cost of providing bus services. Self-employment and payroll taxes pay for 80 percent of the cost of running the bus system, which is not a profit-making agency.

Clark Cox, Patterson Street, Eugene, said he was using the Easy Access program and hoped the District would retain the 3-month pass. He recognized that transit Districts across the country were struggling with similar issues. He said token sales were helpful to nonprofits and would be retained. He suggested that the District discontinue the customer service representatives at the Eugene station to help retain funds for bus service. He noted that there were no customer service representatives at the Springfield station.

Jo Durfee, Dalton Drive, Eugene, said more people were riding the bus because of gas prices, but at some point more vehicles would be required to accommodate additional riders. She asked how the cost of new vehicles was factored in to the fare increases.

Mr. Necker said the fare increases would only maintain current service and not allow any increase in service levels. He said there were no funds available to purchase new buses and hire additional drivers, even though more people were riding the bus and fares were being increased.

Mr. Pangborn said the economic situation was not static and the price of fuel over the next three to eighteen months could not be predicted, making it difficult to balance LTD's budget. He said the only certainty was that fuel costs would continue to increase faster than any possible fare increase and there was no other revenue source to absorb that cost. He said no one wanted to cut services, but LTD had to operate with a balanced budget.

John Williamson, Pioneer Parkway, Springfield, said that money could be saved if drivers quit "lead-footing" and leaving buses running at the station.

Dan McGee, High Street, Eugene, said he lived in a large housing complex with low income senior and disabled residents. He recognized that gas prices were going up, but the fare increases were a large jump for people on limited, fixed incomes. He hoped that fare increases could occur on a regular, incremental basis instead of the large increases that were painful for riders. He urged LTD to more widely publicize proposed changes, upcoming events, and opportunities for input. He supported the bus system and felt LTD provided good service.

A member of the audience asked about the rationale for eliminating tokens. He asked what the increase in ridership had been over the past 12 months. Mr. Vobora said that ridership had increased about 16 percent over the last 12 months. He said about 200,000 tokens were used annually, with over half of those purchased by government agencies and nonprofits.

Mr. Pangborn said tokens were a separate fare instrument that LTD had to count, package, and manage, which required staff time at a point when staff resources were being cut.

The audience member asked why volunteers were not used to count and package the tokens. Mr. Pangborn replied that because tokens represented a valuable resource, LTD was legally required to manage and audit use in a secure manner, which precluded using volunteers.

An audience member commented that the Board seemed to be solving problems in a vacuum and not working with other agencies in the community. He thought the siting of the hospital was inefficient in terms of transportation issue and questioned why the Board would not tell PeaceHealth it could not afford to provide bus service. He did not see LTD marketing its services to encourage people to use the bus instead of driving. He listed a number of concerns such as educating a bus driver on the location of Cuthbert Amphitheater; arranging special service for events like concerts; making sure that employers' and businesses' clocks were synchronized with the District's; keeping buses open during the driver's break; and publicizing opportunities for dialogue with the community.

An audience member said she worked at Sacred Heart for many years and was pleased when the employee pass program was instituted. She said it worked well for the office staff, but not the nursing staff because shift hours did not coincide with available bus service.

An audience member asked what percentage of revenue came from ads painted on buses and whether Board members rode the bus. He asked if LTD was prohibited from purchasing foreign-made vehicles. He said that bus systems in Mexico and Central America were superior because they did not have a monopoly.

Mr. Vobora said about 1 percent of revenue came from bus advertising. Two Board members road the bus regularly and others rode occasionally. He said LTD could not purchase vehicles from overseas.

Mr. Evans observed that public transit in other countries had benefited from significant government investments in infrastructure while the United States had invested in a highway system instead of transit.

Mr. Pangborn pointed out that LTD did not have a monopoly; any private provider could offer services. He said no private provider was interested because it would be unable to earn a profit.

Ms. Shapiro said she did not understand how the District could be losing money if ridership was increasing. Mr. Pangborn explained that the costs of fuel and paratransit services were increasing much faster than additional riders were generating in revenue. He said LTD was losing money with additional riders on the system and had begun to spend its reserves to avoid dramatically cutting services.

Mr. Seymour asked how much it was costing to provide subsidized service to employers and their employees. Mr. Pangborn pointed out that 80 percent of LTD's operational costs were paid by employer payroll taxes, with PeaceHealth being the largest contributor. He would provide the details of the employer group pass program to interested individuals following the hearing.

Mr. Gaydos thanked those who participated and closed the public hearing.

The Board took a short break.

CALL TO ORDER/ROLL CALL – Mr. Gaydos called the regular meeting to order and called the roll.

WORK SESSION

Rewards & Recognition Committee Update – This item was postponed to the next meeting.

Call Center Update – Accessible Services Manager Terry Parker explained that the RideSource Call Center had begun operations in mid-May 2008. She said the call center combined senior and disabled transportation from RideSource and from LCOG Senior and Disabled Services into an integrated program.

Accessible Services Transportation Coordinator Rand Stamm described the renovation of the RideSource facility to include the call center. He said the call center was in its fifth week of operation and reviewed some preliminary data comparing activities in June of 2007 and June of 2008:

	<u>2007</u>	<u>2008</u>
Trip reservation calls	885	2,194
Trips arranged	2,189	4,434

Mr. Stamm said a significant percentage of the increase could be attributed to Medicaid medical trips, which is the largest new component of the call center. He said that RideSource Call Center

now contracted with about 12 different commercial providers, including taxi and medical transportation companies. Special Mobility Services, Inc. is the contracted provider for the call center. He said that the increase in Medicaid medical trips could be attributed to payment of actual trip costs and the inability of taxi companies to obtain insurance coverage. He said RideSource was continuing to provide more medical trips than it typically did, but other operators were now able to provide that service.

Mr. Kortge arrived at 6:05 p.m.

Mr. Stamm said efforts to make the transition smooth for clientele had been successful and calls were being handled quickly and efficiently. He said the call center was also partnering with human services case managers at Senior and Disabled Services to identify transportation needs. He said relationships had been successfully established with clientele and providers to assure good communications and coordination of services. He said challenges included the insurance issues for taxi companies, miscommunication regarding June bus passes, differing verification requirements between providers and the call center, getting clients accustomed to the changes, and electronic billings to the State.

In response to a question from Mr. Evans, Mr. Stamm said that taxi companies had to have \$1 million in liability and \$1 million in general liability insurance in order for the call center to use them to provide services.

In conclusion, Mr. Stamm said future call center plans included adding other funding sources and programs, continuing with software advancements and comingling of trips between RideSource and other providers.

Mr. Gaydos said the call center's success story should be shared with businesses to demonstrate LTD's efforts to make the best use of payroll taxes.

In response to a question from Mr. Kortge, Ms. Parker said the federal requirements for RideSource imposed many requirements, such as drug and alcohol testing and insurance, that taxis and other providers did not have to otherwise meet, making RideSource a more expensive service. She said developing a network of qualified providers allowed the call center flexibility in choosing the provider for a client and RideSource could be reserved for those who required ADA (Americans with Disabilities Act) paratransit services.

A member of the audience voiced dissatisfaction about the location of the RideSource facility, which he thought was too far away from bus service. Ms. Parker pointed out that the facility served people who, by the nature of their disabilities, were unable to use the bus and dispatched rides to those clients. She said the location of the facility was also based on the need for a large parking area to accommodate the transit vehicles. Mr. Pangborn added that the number of employees at the facility was fairly small and it was only one block from a major bus route. He said the nature of the facility required an industrial site.

ITEMS FOR INFORMATION

APTA Authorization Committee Meeting – Mr. Evans reported that the American Public Transportation Association (APTA) had adopted a vision statement and goals and was moving

rapidly toward developing a final version to present at the annual convention in October. He said issues related to 5307 formula funds and 5309 discretionary funds also were being addressed.

Monthly Financial Report – Director of Finance and Information Technology Diane Hellekson summarized the monthly financial report. She stated that at 11 months through the current fiscal year, the explosive price of fuel and the cost of accessible services remained concerns. She said that the District was slightly below budget for fuel, and she did not expect any major changes for the balance of the fiscal year. A full report on the fiscal year ending June 30, 2008, would be provided to the Board in September.

EMPLOYEES OF THE MONTH – July 2008 – Ms. Hellekson introduced Administrative Secretary Chris Thrasher and Administrative Services Manager Jo Sullivan introduced Administrative Secretary Jeanne Schapper.

Ms. Sullivan said that Ms. Thrasher and Ms. Schapper were jointly selected as employees of the month because of their collaboration in covering duties in another department when an employee was on leave, which demonstrated the high level of teamwork among LTD's administrative support staff.

Ms. Thrasher and Ms. Schapper thanked the Board for their awards and expressed their appreciation for LTD as an employer.

Mr. Pangborn announced that Ms. Sullivan was retiring after 27 years with the District and Ms. Schapper would be assuming her duties.

AUDIENCE PARTICIPATION

Gail Lundeen, Junction City, representing Viking Sal Senior Center, spoke to the Coordinated Plan. She stated that there was no bus service in Junction City for "everyday people;" it was job access bus service. She said the only transportation service available to seniors and disabled people was through the Escort service, which was very limited and did not meet existing needs. She was interested in ways to transport people in rural communities who needed to go to grocery stores, libraries, and on other errands.

Betsy Payne, Jefferson Street, Eugene, spoke regarding potential routes for EmX through west Eugene. She had lived on Jefferson Street for 27 years and strongly objected to a bus route running down their street, which she said would adversely affect parking, trees, and the residential character of the neighborhood. She said that it was already difficult to find parking in the area and the traffic flow would present hazards to pedestrians. She suggested 6th / 7th avenues as an alternative route, which would also position LTD to serve future growth in Junction City.

Arthur McCombs, East 12th Avenue, Eugene, expressed concern with the elimination of token sales. He said tokens were a benefit to the homeless poor and it would be a hardship on them if the tokens were no longer available through human services agencies. He asked if people would be able to continue using their present supply of tokens after July 1. He suggested that the cost of tokens could be raised slightly to offset any budget impact.

Mr. Vobora stated that the proposal was to stop selling tokens to the general public - not to agencies. He said the volume of sales to the general public was very small. There would be a lengthy grace period during which people could continue to use their inventory of tokens. Mr. Vobora also stated that tokens would continue to be offered to human services agencies.

Josef Siekiel-Zdzienicki, Eugene, asked if transit Districts had confronted Congress on the unfunded mandates for accessibility under ADA.

Mr. Evans said APTA was addressing that issue and he was very involved in that effort. He noted that ADA requirements did not include any funding for implementation, the cost of which was born entirely by transit Districts at the local level. He recommended rallying support among paratransit riders and others in the community to express their concern to Congress.

ITEMS FOR ACTION

MOTION **Consent Calendar** – Mr. Dubick moved adoption of LTD Resolution 2008-21: It is hereby resolved that the Consent Calendar for June 18, 2008, is approved as presented. Mr. Eyster provided the second. The Consent Calendar consisted of the minutes of the February 28, 2008, Special Board Meeting/Work Session; BY 2008-09 Disadvantaged Business Enterprise (DBE) Goal; and Appointment of LTD Board Member Ed Necker as Ex-Officio, Non-Voting Member of the Accessible Transportation Committee.

E The Consent Calendar was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

First Reading, LTD Ordinance No. 35, An Ordinance Setting Fares for Use of District Services – Mr. Vobora said that in addition to testimony to the Board, there had been calls and letters expressing similar concerns, particularly regarding the 3-month pass and tokens.

Mr. Necker asked if it would be administratively feasible to retain token sales to the general public, but at the new fare price. He was concerned with members of the disabled community who had difficulty handling money. Mr. Vobora said that there was some staff time involved, but that also there were issues related to control of the fare instrument that would have to be addressed if the Board chose to keep tokens available to the public.

Ms. Hellekson explained that the District had to maintain continuous control of fare instruments and there was nothing about a token that made it unique. The only way to control tokens was to place them in numbered packages and accounting for where the numbers went. She said tokens were very labor intensive because when they were returned, they had to be counted and repackaged and there were unresolved control issues related to their use and transfer. She said if those issues could be addressed, the District could continue to sell tokens to the public, but the concern was that they now presented potential audit issues.

Mr. Evans asked how other Districts handled tokens. Mr. Vobora said other Districts sold tokens in larger quantities instead of five at a time. He said there was some consideration of providing

agencies with printed tickets instead of tokens. He felt more of an inclination to retain the 3-month pass. Mr. Pangborn commented that tokens were going out of favor as a fare instrument among Districts.

Mr. Dubick asked why the Breeze fare was initially lower than the fixed-route buses. Mr. Vobora said the Breeze was conceived as a downtown shuttle and then expanded to connect with the University and shopping centers. He said the fare was targeted to occasional users and non-transit riders to encourage them to use the Breeze instead of driving to downtown and shopping centers during their lunch hours, but that market had not been penetrated very well. He said the fare was increased to 50 cents by prior Board action and the fare could stay at that level if a 25 cent fare was available to people with disabilities. He said the intent was to simplify fares so they were the same for any LTD service.

Mr. Evans asked if printed disposable tickets would be preferable to tokens for sale to the general public. Mr. Vobora said there would be some associated costs and risk of counterfeiting, but those costs could be addressed.

Mr. Vobora commented that the 3-month pass represented both a convenience and cost savings to reduced fare riders on limited incomes. He said that it could be maintained but priced differently, to maintain the structure at half fare plus the discount. He calculated that a 3-month pass at \$45.00 per month, with a 10 percent discount, would total \$121.50, with half of that for a reduced fare. He said that if the Board wished to make that change, the amounts could be rounded up to \$122.00 and \$61.00.

Mr. Necker asked if that would be a feasible solution. Mr. Pangborn said it could be done. Mr. Vobora stated that in the past a quarterly pass was sold and a rider would use that instrument for three months. He said the problem with that program occurred when a customer lost his or her pass early in that period; losing a one-month pass had less impact on the customer.

MOTION Mr. Evans moved that Sixteenth Amended Ordinance No. 35, with the addition of the amended prices for the 3-month adult and youth/senior half-fare price, be read by title only. Mr. Eyster provided the second.

Mr. Dubick asked if token sales would be restored.

Mr. Gaydos noted it was the first reading of the ordinance and tokens could be added prior to adoption if the Board wished.

Mr. Vobora reiterated that whether the instrument was a token or ticket, it would only account for approximately 1 percent of rides.

Mr. Evans encouraged the Board and staff to take into consideration low income customers who had a need for tokens or an instrument in lieu of tokens.

Mr. Eyster asked for information on the potential impact on disabled riders of a switch from tokens to printed tickets. Ms. Parker said that maintaining the token usage for agencies would address the needs of the largest group of users.

E The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)

NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Mr. Evans read the ordinance by title only: "Sixteenth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services."

Approval of Supplemental Budget for Fiscal Year 2007-08 – Chief Accountant Carol James reviewed the supplemental budget, which included three items:

- The addition of \$600,000 for fuel to the Materials and Services budget in the General Fund
- The transfer of \$750,000 to the Accessible Services Fund from the General Fund for additional RideSource costs
- The transfer of \$150,000 to the Commuter Solutions Fund from the General Fund as an interfund loan to be paid back when grant proceeds were received.

Mr. Gaydos opened the public hearing. He determined that there was no one else wishing to testify and closed the public hearing.

MOTION Mr. Evans moved approval of Resolution No. 2008-023, which amended the LTD Fiscal Year 2007-2008 budget as represented in the resolution. Mr. Kortge provided the second.

VOTE The resolution was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Adoption of Fiscal Year 2008-09 Budget – Ms. Hellekson stated that the Budget Committee had approved the budget on April 23, 2008, and in doing so the committee had unanimously recognized that there would need to be an adjustment to address the cost of fuel once there was better information on future fuel prices. She said that adjustment would be made in the fall.

Mr. Gaydos opened the public hearing.

A member of the audience commented that it appeared to him that the budget was being adopted too quickly with no discussion. He thought that the Board should be looking harder for a better solution from the community, such as more long-term investment in solar panels or buying fuel and storing it. He did not see LTD as being on the cutting edge of energy conservation.

Mr. Necker explained that while the only action at this meeting was official approval of the budget, it had been subjected to significant scrutiny by the Budget Committee over several meetings.

Mr. Eyster commented that staff were constantly looking at alternatives like those mentioned and it would be a mistake to think that the District did not consider many approaches to solving the problem. He noted that the Board was required to adopt a budget prior to the beginning of the fiscal year.

Mr. Gaydos noted that LTD had received national recognition for its energy conservation efforts.

Arthur McCombs, East 12th Avenue, Eugene, said that he was pleased that the three-month pass had been restored and token sales would continue to human services agencies. He urged LTD to continue token sales to the general public.

Mr. Gaydos determined there was no one else wishing to testify and closed the public hearing.

MOTION Mr. Evans moved approval of Resolution No. 2008-024, adopting the LTD Fiscal year 2008-2009 budget and appropriating \$116,516,400 as represented in the resolution. Mr. Eyster provided the second.

VOTE The resolution was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Lane Coordinated Public Transit—Human Services Transportation Plan – 2009 Update – Ms. Parker noted that the update, which had been discussed previously by the Board, was the second iteration of the plan that addressed services for seniors, people with disabilities, and people with low income. She said the initial plan was developed before federal guidelines were published, and the update now met those guidelines and established eligibility for Federal Transit Administration funding.

Mr. Dubick commended the plan and the extent of coordination among agencies.

Mr. Gaydos opened the public hearing.

A member of the audience commented as a user of paratransit services that he felt the system that was in place was excellent and praised the plan.

Mr. Gaydos determined there was no one else wishing to testify and closed the public hearing.

MOTION Mr. Eyster moved LTD Resolution No. 2008-025: Be it resolved that the LTD Board of Directors hereby adopts the Lane Coordinated Public Transit—Human Services Transportation Plan – 2009 Update. Mr. Evans provided the second.

VOTE The resolution was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Job Access Reverse Commute (JARC) Program Grants – Ms. Parker said JARC funding had not been available to the District before because it had been earmarked for specific areas since its inception in 1998. She said the funds were now distributed by formula to the Eugene/Springfield area, with LTD as the direct recipient of the funds. The formula was based on the population of people who were eligible for Medicaid or met federal poverty standards.

Ms. Parker explained that LTD was responsible for conducting a competitive solicitation for projects. She referred to the June 18, 2008, memorandum from the Accessible Transportation Committee recommending acceptance of the JARC funds, allocation of the full three-year amount of \$407,000, and collaboration with applicant agencies to incorporate JARC into a program that could be administered through the RideSource Call Center in order to ensure consistent recordkeeping and compliance with match fund requirements.

Ms. Parker noted that a significant issue with JARC was providing the required 50 percent local match. She said that could be accomplished through partnering with human services agencies, such as the Department of Human Services Self-Sufficiency Program. Those discussions were in progress.

Mr. Evans asked how many partners could be involved in the program. Ms. Parker said a number of agencies had stepped forward. The call center would conduct eligibility determinations and would allow access to everyone who met the eligibility criteria instead of limiting it to agencies that used the program.

Mr. Evans asked if JARC funds would be available to assist ex-offenders who had no resources and were indigent. Ms. Parker said that anyone who met the eligibility criteria could be assisted, but JARC funds could not be used to purchase bus passes, although it might be possible to create a voucher program for obtaining bus passes.

Mr. Gaydos opened the public hearing. He determined there was no one wishing to testify and closed the public hearing.

In response to a question from Mr. Dubick, Ms. Parker said the three applications as described in the memorandum were:

- Pearl Buck Center, Inc. – Transportation Support Program
- LTD Commuter Solutions – Employee Assistance Program
- LTD Accessible Services – Transportation Case Management and Self Sufficiency Operations

MOTION Mr. Eyster moved approval of LTD Resolution 2008-026: It is hereby resolved that the LTD Board of Directors approves the proposed Job Access Reverse Commute grant applications as presented on June 18, 2008, and authorizes the general manager to submit these applications to the Federal Transit Administration for approval. Mr. Kortge provided the second.

VOTE The resolution was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Second Reading and Adoption, LTD Ordinance No. 24 (2008 Revision), Describing the Territorial Boundaries of Lane Transit District – Mr. Vobora reminded the Board that the boundaries were being adjusted in response to changes to routes 93 and 95, which removed some territory from the District.

In response to a question from Mr. Eyster, Mr. Vobora said that even with the changes, basic service was still being provided to Junction City. He said the comments from Ms. Lundeen during audience participation referred to specific needs of the senior center.

MOTION Mr. Eyster moved that Lane Transit District Ordinance 24 (2008 Revision), an ordinance describing the territorial boundaries of the District, be read by title only. Mr. Dubick provided the second.

VOTE The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Mr. Eyster read the ordinance by title only: "Lane Transit District Ordinance 24 (2008 Revision), Describing the Territorial Boundaries of Lane Transit District."

MOTION Mr. Eyster moved LTD Resolution No. 2008-027: It is hereby resolved that the LTD Board of Directors adopts Lane Transit District Ordinance 24 (2008 Revision), Describing the Territorial Boundaries of Lane Transit District. Mr. Dubick provided the second.

VOTE The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Election of Board Officers – Mr. Evans requested the Board's support of his candidacy for secretary of the APTA Transit Board Members Committee.

MOTION Mr. Eyster moved that the LTD Board endorse Greg Evans' candidacy for the office of secretary of the APTA Transit Board Members Committee. Mr. Kortge provided the second.

VOTE The motion was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

MOTION Mr. Dubick nominated Mike Eyster as the LTD Board President for a two-year term beginning July 1, 2008.

VOTE The nomination was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

MOTION Mr. Eyster nominated Greg Evans as the LTD Board Vice President for a two-year term beginning July 1, 2008.

VOTE The nomination was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

VOTE Dean Kortge was approved as LTD Board secretary for a two-year term beginning July 1, 2008, by acclamation as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

MOTION Mr. Evans nominated Ed Necker as the LTD Board treasurer for a a two-year term beginning July 1, 2008.

VOTE The nomination was approved as follows:
AYES: Dubick, Evans, Eyster, Gaydos, Kortge, Necker (6)
NAYS: None
ABSTENTIONS: None
EXCUSED: Davis (1)

Mr. Pangborn thanked Mr. Gaydos for his service as Board president.

ADJOURNMENT – The meeting adjourned at 8 p.m.



Board Secretary

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