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**Oregon Transit Association  
Board of Directors Meeting  
February 13, 2018**

***Present***

Members: President Julie Brown, Vice President Lisa Scherf, Treasurer Karen Friend, Dwight Brashear, Cynda Bruce, Mary Jo Carpenter, Kim Curley (phone), Aaron Deas, Hal Gard, Andi Howell, A.J. Jackson, Allan Pollock, Mike Stinson (phone)

Guests: Dale Penn (Salem-Keizer Transit, phone); Karyn Criswell (ODOT-RPT); Evan Andrie (Lane Transit District); Edward McGlone (Lane Transit District); Derrick Hofbauer (COIC); J.D. Tovey (CTUIR); Sean Tate (RVTD)

Staff: Kelly Ross (Western Advocates) and Drew Hagedorn (Tonkon Torp)

***Meeting was called to order at 10:03 a.m. by President Julie Brown.***

***Agenda***

No objections to approve the agenda as distributed.

***Minutes***

Motion by Gard, seconded by Pollock, to approve the January 9<sup>th</sup> Board meeting minutes as corrected (add Karen Friend to attendees). *Motion passed unanimously.*

***Treasurer's Report***

Treasurer Friend summarized the financial report and highlighted the following:

- Dues revenue is at 95% of the budgeted amount—Ross will be reviewing the list of who hasn't paid yet and have that information at the March Board meeting.
- As was the case in December, most expenses in January were for contracted, recurring amounts.
- \$375 for dues was for membership in the Oregon Transportation Forum.
- \$142.87 for miscellaneous expense was to Panera Bread for Legislative Committee lunch last month.
- \$300 for conference administrative was annual fee for the conference app hosting.

Scherf questioned the large reserves balance—Brown said this would be discussed during the strategic planning session.

Motion by Scherf, seconded by Bruce, to approve the January 31<sup>st</sup> financial Board report. *Motion passed unanimously.*

***Discussion of HB2017 Rulemaking Key Elements***

Criswell reported that areas still needing discussion are the schedule and definition of low income.

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Tovey asked how providers who don't charge fares might improve service to low income riders—Criswell said improvements could be more stops, better vehicles, etc.

Deas said that local advisory committees should have the flexibility to tailor their own plans.

Criswell said they are looking for consensus agreement from the RAC, but there is a possibility that minority opinions could be issued and would have to be considered by the OTC.

Scherf asked why different versions of the rules continue to reference transportation districts and not include non-district providers. Brashear and Friend also expressed frustration with this. Brown said it goes back to the legislators who are writing the laws.

Brashear said that OTA should fight as hard for non-district providers as for district providers. Brown said she would like to discuss this area during the legislative update agenda item.

Criswell said that they have received confirmation that Legislative Fiscal Office and the Chief Financial Officer won't need to give approval of the adequacy of funds before funds can be disbursed. She distributed a draft timeline for formula funding initial implementation; template for local plans won't be available until notice of solicitation. Earliest that applications would be due is November; could start spending STIF monies even before a plan is approved, but if a plan isn't approved, the provider could be out any funds that had been expended for that purpose.

Gard reminded everyone that a STIF plan will serve as a financial agreement with the state.

Tovey commented that developing a plan will be relatively quick, but establishing the committee and bylaws may take longer.

### ***Legislative Update***

Hagedorn reported:

- Today is the ninth day of the 35-day legislative session, but it is likely to end sooner than 35 days.
- None of the legislative deadlines apply to the Joint Committee on Transportation.
- Brown testified yesterday on the -1 amendments to ODOT's technical fix bill.
- HB4130, sponsored by Rep. McKeown, would create a grant program within the Department of Education for activity buses or student bus passes; discussion is under way about dedicating 1% of the STIF for these purposes. Alternate options being proposed include adding student bus passes to the list of plan criteria, proposing a work group, requiring a report to the 2019 Legislature, and requiring

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coordination with school districts. Brown and Hagedorn will be meeting this afternoon with Rep. McKeown to discuss the matter further.

Brown urged everyone to attend the strategic planning session since one area the Board will focus on will be ways to improve OTA advocacy for all the different types of transit providers. After further discussion of the strategic planning process, it was the consensus of the Board that additional time would be needed to prepare for the strategic planning session, and it should be rescheduled for some time toward the end of April.

Gard assured everyone that ODOT will push hard for a robust review process that ensures an equitable and fair share of funds to all sub-recipients.

Meeting was adjourned at 12:36 p.m.