
**Oregon Transit Association
Board of Directors Meeting
November 15, 2016**

Present

Members: President Julie Brown, Vice President Lisa Scherf, Treasurer Doug Pilant (via phone), Cynda Bruce, Mary Jo Carpenter, Aaron Deas, Karen Friend, Hal Gard, Jeanine Gordon, Andi Howell (via phone), AJ Jackson, Stephan Lashbrook, Allan Pollock, Elaine Wells

Guests: John Fregonese and David Fiske (Fregonese Associates); Karyn Criswell (ODOT); Dale Penn (Salem-Keizer Transit); Sean Tate (JW & Associates)

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

Meeting was called to order at 10:04 a.m. by President Julie Brown.

Agenda

Motion by Wells, seconded by Pollock, to approve the November 15th meeting agenda.
Motion passed unanimously.

Minutes

Motion by Gordon, seconded by Carpenter, to approve the October 11th Board meeting minutes. *Motion passed unanimously.*

Treasurer's Report

Pilant summarized the financial report and noted that Private Fund dues revenue is under budget by approximately \$10,000, and expenses are up due to the transit enhancement project. No questions or comments from the Board.

Update from Fregonese Associates on Transit Enhancement Project

John Fregonese distributed mock-up samples of presentation folders and the one-sheets, which represent the final deliverables in the project. Also discussed roll-out options and the need for a general project overview slide presentation, which Fregonese Associates will develop within the next couple days.

Gard suggested a mailing to private sector members soliciting contributions to help pay printing costs of folders and one-sheets.

Ross asked Fregonese Associates if they would be able to assist in development of some Facebook ads—Fregonese said they would.

Hagedorn said he would like 400 folders and sets of one-sheets for distribution to legislators and legislative staff.

Legislative Update

Hagedorn provided a summary of election outcomes and said that the federal results will

have reverberations down to the state level. Measure 97's loss will create a very compressed state budget situation, which may be helpful for passage of a transportation package since passage of the measure would have meant significant additional funds for the Highway Trust Fund.

Gard asked whether people are focusing on other sources of funds for transit. Hagedorn said yes, more people realize the importance of transit and it will be a critical element of the whole transportation issue.

Brown reported that she had met prior to the meeting with Ross and Hagedorn to talk about all that's currently going on. One thing that came out of this discussion was recognition that there are several OTA members who have gone above and beyond in the work they are doing—she commended Aaron Deas and Edward McGlone for all their efforts to make legislators aware of transit needs statewide. She said there is much work to do in the coming session and now is the time to pull together and figure out a funding strategy.

Friend said that we need to talk more about issue proposals and how individual agencies are impacted.

Brown said that she believes it may be premature to have the Legislative Committee meeting scheduled for Nov. 18th since we need to figure out the trade-offs that need to happen to achieve our funding goals. Consensus of the Board was to cancel the Legislative Committee meeting.

Hagedorn continued with his report of election results and said that the House of Representatives stayed the same with Democrats holding a 36-24 majority; the Senate Democrats lost one seat and would no longer have a supermajority. The Joint Committee on Transportation Preservation and Modernization will be retained and operate throughout the coming session—this is a highly positive indication that the presiding officers respect the composition of the committee and the work that has been done.

Other items reported on by Hagedorn included:

- In past sessions there has been a weekly transit coalition meeting and this will continue in 2017 on Wednesdays—he encouraged Board members to attend or listen in through a conference call. He expects that most of the big action on transportation will happen at the end of the session.
- Summarized the history of the Oregon Transportation Forum (OTF), saying that it began as the Highway Users Alliance, but amended its bylaws and name after OTA and other diverse organizations became involved. Drew is the transit representative and current Chairman. OTF will not have its own transportation package bill—it will be offering feedback on policy proposals and providing support for a desired outcome. The OTF Board has said they would support an income tax surcharge or an employee payroll tax dedicated to transit.

Gard asked about all the spending measures that passed on November 8th. Hagedorn said the result will be less lottery funds for other areas, including transportation.

- He received a call from DEQ staff regarding OTA input on spending of the Volkswagen settlement funds, and we may have a DEQ representative at one of the next OTA Board meetings. Consensus of the Board was to allocate one hour at the December 13th Board meeting to a DEQ presentation and discussion, and limit other business during the meeting to one hour.
- A number of businesses and organizations have provided funding for GoOregon, which will include work by consultants on public relations, research, and public affairs to assist in passage of a transportation package. GoOregon would like to have OTA on their list of supporters and Gov. Brown has also urged individual transit agencies to also become supporters.

Motion by Carpenter, seconded by Scherf, to approve OTA becoming a supporter of GoOregon. *Motion passed unanimously.*

Carpenter asked if there is an opportunity for transit to get a share of cannabis tax revenues. Hagedorn said this is being discussed by OTF, but he's not sure yet what the final decision will be; it might be challenging to reduce funds that other interests are getting now.

Pollock said that additional taxes are OK to discuss, but we need to keep in mind what the additional revenue will be and whether it's worth the effort.

Executive Director's Report

Ross said that planning for the 2017 Oregon Public Transportation Conference will begin soon after the first of the year and he will be reaching out to Board members and their staff to get as many involved as possible.

ODOT/PTD Report

Gard reported:

- PTAC is working on an information sheet on funding for public transportation in Oregon, along with the various funding sources that are cobbled together and the restrictions on each of them.
- Changes are coming for funding from ODOT. Estimates are for 5311 funds to increase by 2.4%, 5310 funds to increase by 3.0% (but amount allocated by formula to decrease by 10%), and STF funds to decrease 17%.

He explained that STF revenues come from cigarette taxes, sales of ID cards, non-auto gas taxes, and the State General Fund, which is divided into three accounts:

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- State Administration—Up to 10% of total.
 - Formula—75% of remainder
 - Discretionary—25% of remainder

Serious steps were taken to mitigate the impacts of the decreases and the administrative share was reduced to the bare minimum.

Scherf asked why the 25% requirement for the discretionary share hadn't been used in the past. Gard said that he can't speak for his predecessors, but he treats the statutory requirement very seriously and feels bound by it.

The meeting was adjourned at 12:20 and the Board went into an Executive Session.