

Special Meeting
BOARD OF DIRECTORS
Salem Area Mass Transit District

October 15, 2011

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Resolved that the Board take no action on the OHAS funding proposal	12-13

Special Meeting

Salem Area Mass Transit District Board of Directors

Saturday, October 15, 2011

Salem-Keizer Transit Administration Office – Suite 350
925 Commercial Street SE, Salem Or 97302

MINUTES

CALL TO ORDER & NOTE OF ATTENDANCE

President Thompson called the meeting to order at 8:02 a.m. and announced that the Board would consider a proposal from the Oregon Housing and Associated Services (OHAS) dated October 10, 2011. The roll was noted as shown below and a quorum was present.

Present: President Jerry Thompson; Directors Marcia Kelley, Steve Evans, Ron Christopher, Kate Tarter, and Bob Krebs

Excused: Director Doug Rodgers

Staff: Allan Pollock, General Manager; Sue Quick, Director of Operations, Pam Mercier, Director of Finance; Linda Galeazzi, Recording Secretary, and SAMTD Legal Counsel, Ben Fetherston

Guests: Butch McBride, Dave Kelley, Steve Aanonson, Kirsten Hansen, Laura Butts, Mike Jones

DISCUSSION: Proposal from OHAS for Funding of Wheels Service

Mr. Pollock briefed the Board on a letter of proposal received by the District from the Oregon Housing and Associated Services (OHAS) on October 10, 2011 requesting an additional level of funding for the OHAS' Wheels DD53 transportation services. The proposal letter (on file) included Attachments:

- A) OHAS FY12 Wheels Original Budget w/140 DD53 Clients;
- B) OHAS FY12 DD53 Client Transportation Options;
- C.1) OHAS FY12 Budget w/140 DD53 Clients;
- C.2) OHAS FY12 Budget w/58 DD53 Clients.

Mr. Pollock explained that Wheels operates an elderly and disabled service within the urban growth boundary (UGB) of Salem and Keizer for people over the age of 60 or with any disability. CherryLift service is the Americans with Disability Act (ADA) service that is federally mandated for any agency that provides fixed route service. It is to complement fixed route service for those individuals who have a medically qualifying disability that would preclude them from taking some or all of their trips on the fixed route bus. Individuals must apply and be approved for the service.

Mr. Pollock reviewed the timeline for discussions held between OHAS, the District and Marion County concerning the Wheels service that rose to a higher level on September 20, 2011 when OHAS put the District and the County on notice that they would be out of business on September 21

because they had no available funding. At that time, Mr. Pollock agreed to provide additional funding to extend OHAS's ability to provide Wheels service until September 30, 2011 because the District was concerned about transitioning. On September 22nd, Mr. Pollock agreed again to provide additional funding to keep Wheels in service through October 31, 2011. The agreement to provide additional funding was contingent upon an orderly transition process so that riders would have minimal disruption.

Mr. Pollock reported on funding options for Board consideration. Under the general fund option, the Board could direct staff to provide a general fund contribution to Wheels. The general fund contingency is a mix of federal and non-federal funds, but staff has not fully vetted through what federal implications there could be; or whether the District could give the money out without a competitive process or a process required through the local budget law to make it happen. For fiscal year 2011 beginning July 1st, OHAS was scheduled to receive approximately \$700,000 for the Wheels program which is derived from a Special Transportation Fund (STF) contribution for Marion and Polk Counties through the STF agency (that is Salem-Keizer Transit). That STF money is then leverage with federal Medicaid money. In addition, there is "base" funding that Marion County provides OHAS for Wheels which when added with the STF funds totals \$700,000. The \$700,000 does not, however, include funding from the Business Energy Tax Credit (BETC) which has typically been a funding source for Wheels service but BETC has changed. It is known that BETC will be available but not at what level. Mr. Pollock explained that OHAS submitted a budget to provide Wheels service at approximately \$1.2 million but there is a significant gap of about \$500,000 and that is where their additional request for funding comes in. Their original STF grant allocation was approximately \$142,000. Under Mr. Pollock's authority, that allocation was increased to approximately \$185,000. OHAS is asking for an additional contribution of \$189,000. Staff believes it will be higher than that, but essentially it is a request to double the funding that the District as the STF agent provides for this program. Other recipients of the STF funds in Marion and Polk counties are CherryLift, Wheels, Woodburn Transit, and the Silverton Trolley.

Under the STF scenario, Mr. Pollock explained two other potential options. Under the first scenario, the Board granted approximately \$142,000 of the STF funding to the CherryLift program. The Board could direct staff to divert that funding to the Wheels program; however, to replace it, the Board will have to increase the General Fund contribution to CherryLift by the equivalent amount. The other STF option has to do with the closing of the budget year where, for the first time, the District has some carry over STF funds that could be used. Typically, ODOT redistributes unused STF funds through the STF competitive process so that all eligible agencies can compete and submit applications for that money. The third option is to do nothing, and the reason for that is the District needs to look at the bigger

picture for Salem-Keizer Transit. The District also lost BETC funding at \$1.3 million for CherryLift, CARTS and the student bus pass program, The District also faces what to do with Courthouse Square and how to pay for that. Given those situations and actions the Board has taken over the last several years to balance the budget and prepare for the future; one of the steps taken in 2009 was to reduce service with the elimination of Saturday service and redesigning weekday service. Mr. Pollock reiterated that the crux for today's special Board meeting was the request from OHAS to increase the District's contribution to them – basically doubling to about \$185,000 which has already been increased from \$142,000 to over \$370,000.

President Thompson asked if the \$142,000 would come out of the General Fund. Mr. Pollock responded that it could come out of the general fund or STF funding. The \$142,000 could potentially go to other service providers such as Woodburn and Silverton; the District could also apply for those funds. President Thompson remarked that Woodburn and Silverton would love to have some addition funds.

President Thompson asked what would happen if OHAS were to go out of business. Mr. Pollock responded that OHAS did put the District on notice September 20, 2011 that they were going out of business and he specifically approved additional funding because the District wanted to have a smooth transition for the riders. The agreement for supplemental funding was to get OHAS through October 31st so that the District could properly prepare for transition.

Sue Quick, Director of Operations, describes what staff has been doing during that time to prepare for the transition of the 140 DD53 population and what the District expects. She noted that the District already serves 105 of the DD population and the District has a relationship with Marion County to provide the service. Since the first OHAS meeting, staff has worked toward increasing the number of clients that could be served under this umbrella. Old CherryLift buses were brought out of retirement and maintenance staff put new tires and radios on the buses so that they were ready for service. Staff received from the County the roster for the 140 clients that Wheels is now serving; 68 of those clients were not yet eligible for CherryLift so staff mailed application packets to them on October 3rd. They have 30 days to return the packet with a doctor's certification and other information. Travel trainers will work with the clients to identify those that will need extra assistance to ride fixed route service. Staff has also been looking at economies of scale – picking up the clients in an orderly fashion, putting more clients on CherryLift buses, and running the service to get people to and from work. Staff has worked toward the goal of providing service on November 1st if needed. There has been a lot of staff hours put into getting things prepared for the possibility of this transition.

Mr. Pollock advised that CherryLift only provides service within the urban

growth boundary (UGB). It has come to the District's attention – although Mr. Pollock was not sure why – that Wheels provides service to several clients outside the UGB. It was always his understating that Wheels was a service within the UGB. If a client lives outside the UGB and qualify for CherryLift, the District will provide services but it will be that person's responsibility, as it is for all of the CherryLift clients, to get within the UGB; and there are several folks in that situation that the District provides service for; but the District will not go outside the UGB.

President Thompson noted that there had been information about a Mount Angel jobsite. CherryLift would not take them to that job site, obviously; but CARTS might be able to. Mr. Pollock was not sure how close CARTS could get to the Mount Angel jobsite; but there was one point in time that Wheels provided that service and received funding from CARTS rather than have people switch to CARTS service. ODOT put all involved in that scenario on notice that this was not an eligible expense for the use of CARTS funding that was meant for public transportation; and Wheels service was not considered public transportation.

Mr. Pollock stated that CherryLift was a curb-to-curb service but Wheel's provided a higher level of door-to-door service. To qualify for CherryLift service, it is the client's responsibility to get to and from the vehicle. If they have a disability that precludes them from doing that then they are not going to be eligible for CherryLift unless they have a personal care attendant with them. The District already provides CherryLift service above and beyond the $\frac{3}{4}$ mile area which is required. There will be some evaluation to determine if a person can, with some travel training, be self-sufficient enough to get themselves to and from the bus either from their home or from their worksite or from where ever it is they are going. If they cannot, then additional services will be needed.

Director Evans stated that there are a certain number of riders per hour and CherryLift is revenue hours-based funding, correct? Mr. Pollock advised that the service providers are paid based on revenue hours. Director Evans asked if he knew how many riders there were per hour on CherryLift and how many were on Wheels. President Thompson advised that their discussion was about the DD53 clients only and asked what comparison that might have. Director Evans stated that it will ultimately be the bottom line cost wise. It will be about how many people can be put on a bus to get them to their destination. Mr. Pollock stated that according to the OHAS letter, Wheels carries 3.39 passengers per hour. CherryLift is around the number two range, but it was important to note that CherryLift service does not have the group trip opportunities that Wheels service provides for the DD clients. Staff believes that once the District takes on those clients, they will see an increase in passengers per hour especially for those trips because it is basically the same service to and from locations. The District will be able to use its' own efficiencies for those group trips. In the short run it will cost more, but over time, when the District learns the routes they will

gain the same efficiencies so that it will be a wash. The District will also see a reduction in expenses because CherryLift will not travel beyond the UGB. There is a savings there that has not yet been factored in.

Director Kelley noted that within this program, the County provides some money which is basically money provided via the State or Federal government to this population, correct? Mr. Pollock explained that the County is a pass through agency for this money. Director Kelley further stated that it is really not County money; it is passed through from the County. She asked about the specifications on these clients' trips that are reimbursed from their home site to their worksite and back. Mr. Pollock noted that these are work trips only. The County is the facilitator; it is federal money and the STF money has been the match so that the County is not contributing any money. He believed the base dollar amount also comes from the federal Medicaid match; and Marion County facilitates it. Both OHAS and the District have agreements with Marion County. The District provides service for 105 "CL53" clients. The "CL" designates that these clients ride CherryLift; and then Wheels has 140 "DD53" clients. He recalled but could not verify the distinction between which clients went on CherryLift and which went on Wheels. The clients who traveled on CherryLift had the ability to use curb-to-curb service; those who used Wheels service did not have that ability and needed door-to-door service; however, it keeps being brought to the District's attention that Wheels clients are CherryLift eligible. The District will make that assessment and will work with them. The District is preparing to make that an orderly transition. He expects that for the vast majority of clients it will be a similar type trip. There may be a few different people on the bus and it will be a different bus but will look similar and grouping all of the same people from the same homes to the same location will be similar. He would verify that after staff has had an opportunity to structure the service.

Director Evans asked about the consequences in going the other way with 105 clients qualified for Wheels; would that alleviate the financial piece by taking the 105 clients out of how much it costs CherryLift to provide service at 2 people per hour. He asked if it would be cheaper to roll service out the other way and relieve CherryLift of the expense. Which costs less? Director Christopher remarked that the CherryLift number at 2.1 was a fictitious number and did not take into account the urban growth boundary issues, or the door-to-door service that would take longer. Mr. Pollock advised that there are a total of 245 clients. President Thompson recalled that the Wheels program was set up first through Jeff Hamm, the general manager at the time. It was under a different program than the ones the District got with a different pool of clients with different qualifications. Director Evans added that many of the clients are at the same location. President Thompson said the District is now picking up these clients and bringing them to the same job site that Wheels is doing so that if the programs become one, everyone is going to get into the same bus to go to

the same job site, and that is obviously going to increase efficiencies.

Mr. Pollock advised that the 105 clients that CherryLift currently serves are not what should be considered in the discussion. It is about the Wheels 140 clients and OHAS's \$1.2 million budget and there is only \$700,000 available.

Director Kelley asked how they knew that the numbers provided by OHAS would hold up. She recalled in the 90's when the District bailed Wheels out because they provided service that they did not have funding for; the cost allocation concerned her. She explained that Wheels existed within the Oregon Housing and Associated Services (OHAS) before there was a mandate to provide service for the ADA. There are providers across the state that provides similar community, elderly and disabled service through a match of federal program money and STF money. She was surprised to hear that there was potentially more STF money because it seems to be decreasing and STF is based on the cigarette tax. Wheels provided different services and it has changed over time as the District has been mandated to do the services for those who qualify for CherryLift with medical disabilities.

Pat Mercier said that the STF was the only fund that did not experience a loss but stayed flat. What has brought this to a head is that the State changed the way it will pay out the subsidy for the DD53 client. It used to be that there was an agreed upon set amount so that the District knew what to budget based on the number of clients. It will now be on a per trip basis so that the District will get reimbursed - as would OHAS - based on the number of trips provided. If an agency were to be off on their estimation of per trip costs, it is conceivable that the agency will not be allowed to change their estimation. If the agency were to provide many more trips than their estimate, as in the case of OHAS, the match could get used up too quickly and the agency would not get reimbursed. The estimation could be under or over their estimated per trip rate but that agency will only get what was agreed to with the State; and the state cut 4% of the base amount across the board. The State radically changed the process for the current fiscal year and the District was not notified of this change until late spring 2011. The District adopted their budget on a set of assumptions which will have to be revisited and changed once the State's process is finalized for a per trip reimbursement.

In response to questions from Board members about how that reimbursement might be determined from a budgetary standpoint, Ms. Mercier explained that with 140 clients on average there are seven trips per week. If one is out sick for a month all of those trips are lost for the month. If seven trips are budgeted and the agency actually takes 8 or 9 clients then the agency is providing for more trips, but is only getting paid for seven.

Mr. Pollock noted that as part of these discussions staff has asked OHAS for budget numbers for a reduced number of clients. OHAS informed the

District that the number is 58 but they could not do less than 70; OHAS could do 70 and the District could do 70 but that does not seem to be something OHAS wants to do. OHAS continues to say that it will not work and they need more money to carry their clients. Mr. Pollock wanted the Board to know that staff has been trying to work with OHAS staff to find the “magic” number so the District did not have to absorb it all.

President Thompson noted that there was no one at the meeting from OHAS to help the Board with their questions. OHAS submitted two budgets in their proposal – one is the original budget totaling \$1.5 million for 140 DD53 clients. The revised budget shows the same bottom line but so many of the numbers to get there are totally different. He did not see an explanation for that. He asked if the Board had a recommendation.

Director Tarter asked about the “base” money distributed by Marion County Director Kelley responded that the District as a governmental entity is a non-profit but you do not have to be a non-profit to get that money. Ms. Mercier explained that “base” funding distributed through Marion County is a per client, per month amount but the District is not eligible because it is a governmental entity.

Director Tarter thought there were other monies to help OHAS stay in business and asked if the District would still not be eligible to receive that base funding in the event OHAS goes out of business. Ms. Mercier could vaguely recall that in the first few months she worked at the District, OHAS put the District on notice that they would shut down toward the end of that fiscal year and that they needed \$40,000. She was not sure where the District came up with the money, but OHAS got the money. Director Tarter voiced concern about the pattern that the District becomes responsible for OHAS budget issues to bail out the Wheels program; because a program that is being run soundly should not repeatedly need to come to the District for funding. The District gets a lot of their funding from the taxpayers and Wheels is not a service that the District is initially responsible to provide or should be asked to provide.

Director Christopher asked for clarification about the ridership number and how that is budgeted if all of the riders are brought back and forth to work seven days a week or 250 days in the year. According to the OHAS budget under two months actual, it shows they are over by 318 extra rides. It looks like somebody does not know how many riders they have. Ms. Mercier commented that this was the uncomfortable part in working with the State. All of the agencies had to estimate their ridership based on history and if anything changes that history, it changes the estimate. There is no flexibility once there is an approved rate. Mr. Pollock noted that even if Wheels continued on to April, that service would run out of money even with the District infusion. Director Krebs noted that there was no reimbursement for these additional rides. Ms. Mercier clarified that there is no match. When the match runs out, there is no reimbursement and that is what the District would

be faced with in April or May. Director Evans asked if that will happen to the District. Ms. Mercier stated that it could potentially happen; the District has to have the match because the District has to provide the rides.

Director Krebs asked if there was any possible way they could freeze their client list. OHAS is not mandated to take new clients like the District. Ms. Mercier explained that OHAS went through that process last year. Their client list was cut back to 80 clients for a while and the District took on the additional clients. Later, OHAS took some of the clients back. It has been up and down with the number of clients and funding as well. Director Kelley stated that at some point the amount of money to administer what OHAS is able to provide on the road is going to continue to be at a higher cost to the District with changes in the number of clients they serve.

President Thompson asked how much the \$140,000 will cost the District if Marion County contributes the base amount. How much money will the District lose? Ms. Mercier said that OHAS is eligible to get \$203,000 of the base amount. Mr. Pollock advised that Marion County has also stated in an email that the match rate the District gets is better than if they took the base; if the District took the base rate, they would get a lower match rate; so overall the District is doing better by not taking the base rate.

President Thompson asked if the Board was ready to make some decisions. Mr. Pollock reviewed the options available to the Board. The options include:

1. that no motion is made;
2. the general fund contribution that may have federal implications that staff has not fully vetted yet and there is a local budgeting process law to abide by; or the Board could
3. direct staff to direct STF money to Wheels or
4. use carryover money to conduct a competitive grant process to reallocate the carryover money within the STF program. He did not believe it would resolve OHAS's issues because the process would not be complete by October 31st.

Mr. Pollock reminded the Board that the District funded OHAS to get them through October to transition. Staff's expectation when he approved the additional funding was to begin the transition process; not to continue to look for additional ways to fund the program. OHAS will not go out of business as a result of this; they still have shopper shuttles, housing services and other services that they provide. The clients who are eligible will continue to be served and will be transitioned from the Wheels service to the District's CherryLift service.

Director Christopher voiced his concern about the long term liability of the Wheels program and the riders. If the riders rely on Wheels to take them to work and the program constantly has budget problems it might result in the bus someday not showing up for these riders; what are these riders going to do. He recommends that the Board do nothing and instead find a way to run the program through the District by continuing the transition process.

Director Evans voiced concern about the impact it would have on Cherriots and CherryLift if the District takes this on. If it is a drag on OHAS, how is it not going to be a drag on the District? He hopes that OHAS either increases the efficiencies of the program or that the District looks for a way to solve the issues. President Thompson advised that the District currently has no control over the OHAS program other than giving them STF money. Should the service be transferred to CherryLift, the District will have control over it and President Thompson prefers that idea. Director Kelley stated that the provision of services without appropriate federal funding has always been a drag on the District although not necessarily CherryLift, but a drag on the ability of the General Fund to provide fixed route services.

Director Kelley asked if the Board does nothing and OHAS shuts down that service, does the Board need to give authorization to do any more than what staff is now doing for transitioning riders who might just show up. Mr. Pollock responded that staff has already reached out very well to the riders instead of just waiting. They sent letters in September to people who might be affected so that they could prepare in time.

Director Kelley recalled that clients can use the service for 21 days while they go through the eligibility application process to find out whether they qualify for CherryLift service. The other issue to consider is administration and the economy of scale when there are more people to serve, the administrative costs go up. Mr. Pollock responded that staff did not anticipate additional administrative costs to absorb this; however, there will be a need for additional drivers.

Director Tarter voiced concern about the possibility that it would be costly to the District's budget if CherryLift took over the riders, but in the time that she has been on the board, there has been a lot of staff time going over OHAS budgets with OHAS. She gave an example when OHAS won a bid to provide service. They gave the District a rate and came back to say they needed another rate. The District is spending a lot of staff time given the planning and transition that needs to occur. There has already been a lot of extra staff time and money expended to help OHAS keep their program running rather than their just handing over their contract. She gave another example of the District's contract with MV and other services where budgets were agreed upon and agreements were made; but with Wheels, they keep asking for help and with that it takes up all of the District's resources and time. There is a point where you realized that the District is doing it anyway and that concerns her. She is also concerned that people are not going to have their rides. It is obviously being taken into consideration and that should be their top priority. President Thompson added that they need to make sure that the Wheels riders should be served as best as can be. They can also look for ways to help those clients that don't qualify for CherryLift service or who live outside the UGB. President Thompson asked if there were any more comments from the audience.

Kirsten Hansen: Ms. Hansen, a mother, stated that her child rides the bus to Day Break every day but she did not receive a form to fill out for CherryLift. Her son can walk to the bus but he cannot sit in an ordinary bus because he would get lost. The first she had heard of any changes to Wheels was from the newspaper yesterday. She said a small fee used to be charged for her son to ride the bus and she wondered if that could be started again. President Thompson responded that this practice is no longer allowed because federal funds are used for the service.

Laura Butts: Ms. Butts, a Wheels rider, said if it were decided that Wheels goes out of business, she has no way to get to work. She does not have transportation and it would be an incredible hardship on her. She would lose her job. President Thompson asked her if she lived within the UGB. Ms. Butts said that she did not. He asked her if she could find a way to get into the UGB. She replied that she would need to go to the jail where there is service. President Thompson asked if Wheels was picking her up outside the UGB now and she responded yes. She said she lives for her job, and if it were to end the behaviors would increase. The drivers know her by name and by face; they are nicer and they help her on or off the bus if she needs it.

Dave Kelley: Mr. Kelley, a Wheels bus driver, spoke about a time when Wheels provided both services; they could not mix passengers by putting CherryLift passengers on a Wheels bus and vice versa. It was done that way at first, but the laws changed that. He did not understand how the District could maximize bus ridership if clients from Wheels and CherryLift could not be put on the same bus. President Thompson explained that it was a funding issue. Wheels service was funded separately from CherryLift. If Wheels goes out of business, there will only be CherryLift service and no issue with clients being mixed. Wheels service was funded by the STF. The District funded CherryLift. There was an accountability issue with mixing those funds so the services and funds were separated. In response to Mr. Kelley's question, President Thompson answered that people who do not qualify for CherryLift service will not get a ride on CherryLift.

Mike Jones: Mr. Jones asked Mr. Pollock who he works for. President Thompson responded that he works for the Board as the general manager for Salem-Keizer Transit. Mr. Jones wanted to make sure that the Board understood that Ms. Butts lived less than 300 feet from the UGB in Mr. Jones foster home. He said he has invested over three quarters of a million dollars into his clients and he would have to get rid of it all and bring his clients in to town over something so silly. He asked the Board why they could not take money out of the sidewalk fund, for example. President Thompson explained that it was not appropriate for the District to fund somebody outside the UGB because taxpayers who pay for the service live inside the UGB. These are not city taxes, nor are they county or state taxes; Salem-Keizer Transit is a separate taxing district. Mr. Jones responded that he pays taxes. He has one home outside of the UGB and one in the city, and he

is paying taxes. He asked where the District's money comes from because somebody has to pay the taxes. Mr. Pollock explained that the people who pay taxes for public transit service are people who own property within the UGB. Director Tarter asked Mr. Jones if he owned property in the UGB. Mr. Jones said yes and that he was buying another house. He is paying for two house but his clients live in the house that is 300 feet out of the UGB so they lose. President Thompson responded they would do the best they could for each concern. When this issue came up at another time, the District came up with a solution for these clients to be picked up at the jail which is inside the UGB. Mr. Jones stated that he has too many clients now and they are not qualified for CherryLift.

Director Kelley asked what action the Board needs to take at this point if they take any action at all regarding the funding issue. It seems to be the only issue. If they do not approve additional funding for OHAS, they cannot provide the services they are currently providing; but the District has a backup plan. Do they only need to take action if funding is the issue?

Mr. Fetherston advised that the Board could adopt a resolution to take no action on the proposal if the Board choses to do that. It would be the equivalent of not offering or passing a motion.

Director Tarter asked if the County had been approached in the same manner for similar options or solutions for funding. Ms. Mercier responded that the District had been invited to some of the meetings between the County and OHAS. The County did go back and talked with their administration but they were not able to come up with any funds. Director Tarter stated that the people outside the UGB are still within the County boundaries so maybe the District could ask the County to help with the transition if that is the direction they go. Ms. Mercier believed there was an option having to do with the County's base amount of \$120 per month per person being available to those individuals to use for alternative transportation. This is money that the District is not eligible for. Ms. Mercier understood that this money would be available to those individuals for other types of transportation; but she did not know how this money would be made available. Ms. Quick recommended to Mr. Jones that he work with the County to determine that. Mr. Jones said that it would not be cost effective but couldn't the UGB be moved over. President Thompson explained that his property could be annexed into the UGB and the City of Salem; and with that the District could provide transportation to his clients.

Director Kelley resolved that the Board take no action on the OHAS funding proposal. Director Tarter seconded.

Director Kelley stated that her reason for moving that the Board not take action on the proposal is because the District needs to serve the clients as best as they can. To continually have the issues of financial stability is not good service to the clients. The District will have to work through all of the

other issues and hope that Marion County can come up with some options for providing services for those clients that are located outside the UGB.

Director Krebs asked if there were other, smaller carriers in the area that could pick up that slack. Director Kelley suggested that the County work with the group homes and clients located outside of the UGB. Services for those who need public transportation when they are located where there is public transportation is always an issue.

President Thompson asked Mr. Aanonson if he felt confident about the transition to MV. Mr. Aanonson responded that it was hard to tell until they get a good look at how existing ridership inside the UGB will integrate into their existing routes. They received the client roster on Friday so the schedulers have been working to find out how many of the clients will fit into the schedule without having to add additional buses or routes to the service. Additional drivers were hired to be back up for CARTS so that they could take on that extra service and a few extra vehicles can be taken out of the mothballs to be sure they have enough buses.

Mr. Pollock closed by saying that he wanted to be clear that this was not a good time for anyone. The District was committed to making the transition as smooth as possible and it is why staff has already begun to work on it. The District agreed to increase funding to OHAS to allow for a proper transition. For the clients that make the transition, they will be integrated into the District's service and for those who don't, the District will look for other services that can be provided to them, and reach out to other providers even if it is Cherriots or CherryLift or some type of travel training but the goal is to make sure the transition goes as smoothly as possible.

The motion was passed by a 5-1 vote. Director Evans recused himself because of pending litigation.

Yeah: Kelley, Tarter, Krebs, Christopher, Thompson

Recused: Evans

Absent: Rodgers

ADJOURNMENT The meeting was adjourned at 9:10 a.m.

Respectfully Submitted,

Jerry Thompson, President
SAMTD Board of Directors

[this meeting was audio-taped//l/jg]

SAMTD Special Board Mtg

Guests - Sign In:

NAME (Print)

Signature:

Butch McBride

Dave Kelley

Steve Hanson

Kirsten KIRSTEN HANSEN

Laura Butts

Mike Sons

Butch McBride

[Signature]

Steve Hanson

Kirsten Hansen

Laura K. Butts

Mike Sons

10-15-11