

Spokane Transit Authority
1230 West Boone Avenue
Spokane, Washington 99201-2686
(509) 325-6000

BOARD OF DIRECTORS

Draft Minutes of the December 18, 2014, Meeting
Spokane Transit Boardroom
1229 West Boone Avenue, Spokane, Washington

MEMBERS PRESENT

Amber Waldref, City of Spokane, Chair
Mike Allen, City of Spokane
Candace Mumm, City of Spokane
Al French, Spokane County
Shelly O'Quinn, Spokane County
Ed Pace, City of Spokane Valley
Chuck Hafner, City of Spokane Valley
Richard Schoen, Small Cities Representative
(Millwood)
Tom Trulove, Small Cities Representative
(Cheney)
Rhonda Bowers, Labor Representative

MEMBERS ABSENT

STAFF PRESENT

E. Susan Meyer, Chief Executive Officer
Steve Blaska, Director of Operations
Karl Otterstrom, Director of Planning
Lynda Warren, Director of Finance & Information Services
Steve Doolittle, Director of Human Resources
Beth Bousley, Director of Communications & Customer Service
Susan Millbank, Ombudsman & Accessibility Officer

PROVIDING LEGAL COUNSEL

Laura McAloon, K & L Gates LLP

1. **CALL TO ORDER AND ROLL CALL**

Chair Waldref called the meeting to order at 1:32 p.m. and conducted roll call.

2. **APPROVE BOARD AGENDA**

Mr. Pace asked if the motions under action items 7 A and B are to be addressed separately.
Ms. Waldref said they are.

Mr. Pace moved to approve the agenda, Mr. Hafner seconded and the motion passed unanimously.

3. **PUBLIC EXPRESSIONS**

KC Traver

There should be no veiled threats about reducing service. STA has plenty of money to fund some of the plan and sustain service. Please consider an incremental approach of tax increases over time, or a 2/10ths increase with a sunset clause. Given the current circumstances, he does not support 3/10ths. The plan should do something about light rail.

Richard Raymond

Mr. Raymond wants to focus on the implementation of the Moving Forward plan. Frequency of bus service is only so important; there is also concern about the roadway structure. There is not enough money to fund roadway improvements. By failing to account for the damage, transit agencies can underestimate the maintenance costs of road improvements. He defies anyone to consider how the roadway system impacts are considered in the plan and believes STA should have to pay.

George McGrath

Mr. McGrath finds it interesting to look at the statistics that include "11 million passengers per year" - 30,100 passengers a day dividing riders per 24 hours. He has seen so many empty buses in his life and has a hard time when STA uses statistics for big events like Bloomsday to portray the usefulness of the system all the time. There is a lot of money involved and the system will be billions of dollars in debt. He cautioned the Board to be careful about they are doing.

Amy Biviano

Ms. Biviano is commenting as a business woman, mom, and bus rider. STA is her primary mode of transportation and she thanked the Board for making STA fiscally sound. She told Mr. McGrath that the buses are full, including the # 90 Sprague yesterday, where the driver had to ask people to wait and catch the next bus. The return on investment is extraordinary. She urged the Board to stand up for Spokane and invest in our community.

Gary Pollard

Mr. Pollard is Chairman of Riverside Neighborhood Council and has served on a number of transportation boards. The service the STA provides is one of the best he has ever seen and he supports the Moving Forward Plan. STA is a regional, not just a city, service. He also strongly supports the Central City Line (CCL) and urges the Board to go for the tax increase. It's not just the residents, but it's all the visitors who will benefit from and pay for the improvements.

Charles Hansen

Mr. Hansen serves on the Citizen Advisory Committee (CAC) and began riding the bus in 1993 to get to the library. He added that on the way home it was awful to wait for the bus late at night. He wants to see the Plaza improved. The light rail proposal should move forward in 2040, though he is not sure this project will ever be accomplished. The Central City Line will be an improvement as part of the system.

Jessica Loomer

Ms. Loomer is the Employee Transportation Coordinator (ETC) for Next IT, a local company. She presented a letter from one of the executives expressing an interest in service to Mirabeau Parkway Area. About one fifth of their employees ride the bus to and from the existing downtown office and they would like service to the new location in the Spokane Valley.

Jon Snyder

Spokane City Councilmember

Two of the hardest votes Mr. Snyder has taken were when he was on the STA Board; raising fares and cutting service. He did so with the hope the Board would return in the future to make transit better. The High Performance Transit, Central City Line, and the Plaza are all the envy of other cities. STA is highly lauded but does not offer the transit needed for the future of Spokane. STA cannot serve all the people who want to get on transit today. This is a pivotal moment and delaying at this point would be problematic. Mr. Snyder thanked the Board and staff for this opportunity.

Terren Roloff

Communications Director of WSU Spokane (representing Chancellor Lisa Brown).

WSU purchases bus passes for students, staff, and faculty. There is no housing on campus and growth is expected. There will 400-500 people a day accessing the new clinic and an expansion of the medical facility is anticipated. With more transit service, WSU can build less parking and save capital costs. With the Central City Line the WSU campus will see an asset that will serve its educational mission into the future and make it a more competitive and affordable educational institution. Ms. Roloff urged the Board to allow the community to vote on this initiative.

Paul Kropp

Mr. Kropp lives in the Moran Prairie neighborhood and has two observations: 1) The Spokane region is facing probably the most significant growth strategy in STA Moving Forward; and 2) Twice in recent months the # 45 has been completely full in the middle of the day. He urges the Board to move this plan forward.

Lindsey Ruivivar

CHAS Public Policy Director

CHAS has six sites and plans to open four more. It provides primary care for 55,000 patients; 95% who are low income. CHAS provides them with 2-hour bus passes and over 6,000 bus passes were purchased this year. The STA Moving Forward Plan will address many of their patients' needs. Ms. Ruivivar strongly encourages the Board to move the plan forward.

Dean Lynch

Mr. Lynch said this is a proposal to invest in the livability of the region. The plan is ambitious yet very doable. It includes transit improvements throughout the region and many people have provided input. Spokane does not want to be like King County when it comes to some of their transportation projects that have gone awry such as the SR99 tunnel. STA's Moving Forward plan prevents service reductions, maintains fiscal responsibility, and adds benefits around the region.

Ted Teske

Mr. Teske lives in the Southgate neighborhood and supports the proposal. The buses are full and there is a growing population of apartments in the Southgate neighborhood which will only increase. He supports the proposed Monroe-Regal line and the Moran-Prairie Park and Ride, in addition to the Central City Line.

Blaine Stum

Mr. Stum thanked STA staff for their work on this plan. He has deep roots in Spokane County having lived in Millwood, Spokane Valley, Logan Neighborhood, Five Mile, South Hill, Browne's Addition, and in unincorporated areas in the West Plains. During this time period he has relied on public transit. Recently, he has become even more reliant on transit due to a medical condition that prevents him from driving. He supports putting the 3/10ths sales tax on the ballot.

John Lemus

Mr. Lemus hopes the Board will support the 3/10ths sales tax under which STA would see revenue of \$300 million over ten years. He understands that 2/10ths would sustain the system but would grow it minimally. He likes the High Performance Transit improvements and increased coverage. He advised the Board that whatever their views are, they need to vote on what the best interests are for the community.

Kitty Klitzke

Futurewise

Ms. Klitzke said this is an amazing time to be involved with STA and Futurewise strongly supports more transit. The STA Board has seen the studies and the comments supporting more transit and needs to make a decision to move the plan forward to the public. She attended Spokane Community College and had a job in Nevada-Lidgerwood neighborhood which was a struggle because of the location and she did not own a car. When she moved to Browne's Addition things improved because of her access to transit. She added that the Board is in a position to move this forward and let the voters decide.

Mike Peterson

Director of Land's Council

Mr. Peterson said the Land's Council has partnered with Spokane County and with the City of Spokane on issues such as the clean water plan. He supports STA Moving Forward as an equal to other infrastructure investments and commented that businesses choose to be on transit line.

Kerry Gaither

WSU graduate student

Ms. Gaither speaks on behalf of WSU students and faculty in Spokane and said that most students cannot use transit because of the frequency and routes. They would like to see later bus service at night.

Adam McDaniel currently rides route # 42 for work and has the option to use two routes. He first rode #61 from Fairchild Air Force Base. He supports the 3/10ths sales tax and the West Plains improvement. He encouraged the Board to respect the voters and let them vote on the measure.

4. RECOGNITIONS AND PRESENTATIONS

None.

5. BOARD ACTION – CONSENT AGENDA

Mr. Hafner moved to approve the following consent agenda items 5. A through F. Mr. Pace seconded and the motion passed unanimously.

- A. Approve the minutes of the November 20, 2014 Board meeting.
- B. Approve the minutes of the December 3, 2014 Board workshop.
- C. Approve the following vouchers and payroll for November 2014:

<u>DESCRIPTION</u>	<u>VOUCHER/ACH NUMBERS</u>	<u>AMOUNT</u>
Accounts Payable Vouchers (November)	Nos. 583047-583419	\$ 3,197,045.48
Workers Comp Vouchers (November)	Nos. 213817-213906	\$ 51,481.74
Payroll 11/14/2014	ACH – 11/14/2014	\$ 1,406,501.34
Payroll 11/28/2014	ACH – 11/28/2014	\$ 1,057,355.48
WA State – DOR (Use Tax)	ACH – W0640	\$ 7,523.08
Travel Advance	No. 2011	\$ 180.80
NOVEMBER TOTAL		\$ 5,720,087.92

- D. Approve the 2015 Board and Committee meeting calendar as presented.
- E. Approve the Planning & Development Committee Mid-Range Planning Guidance.
- F. Approve the Spokane Police Department Interlocal Agreement as presented.

6. BOARD ACTION – COMMITTEE RECOMMENDATIONS

Planning & Development Committee:

A. Recommended Revisions to Plaza Renovation Project

Mr. Otterstrom said this item was recommended for Board approval by the Planning & Development Committee. He outlined the goals, background, and timeline of the project. The project has been on hold since November at the request of an ad hoc group representing downtown business. The taskforce provided input in the form of a report outlining suggestions for the Plaza renovation.

They concurred with the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) project; the first floor renovation; security; reduction of indoor unused space; re-programming the second floor and moving retail and customer service to first floor: and, enclosing the second floor rotunda in an

aesthetically pleasing manner. They also supported “satellite depots”; load and go off board fare collection; and some elements of the Moving Forward plan being accelerated. They added that the proposed second floor conference room meeting space and escalator should be eliminated. The Planning & Development Committee wishes to continue plans to retain and move the escalators since they are an integral part of the renovation. The ad hoc group and STA staff recommended changes involving a reduction in cost of almost \$800,000; from \$5.83 million to \$4.95 million including an escalation factor of 1.5% due to the delay. If the Board approves, final design could begin in 2015, construction in late 2015, and completion in 2017. The Plaza will remain open during construction. Other input from the group not related to the Plaza renovation will be reviewed by staff and reported during quarter one of 2015.

Ms. Mumm moved to authorize reactivation of the Plaza Renovation project, as modified, and approve a new project budget of \$4.95 million. Mr. Pace seconded.

Mr. Hafner asked if this takes care of the idea of moving the Plaza.

Mr. Allen said that would be an ongoing dialog.

Mr. Pace added that discussion about moving was not included in the input.

Mr. Trulove said this input delayed the process but it was productive. He added that he is proud of the project.

Ms. Waldref and Ms. O’Quinn agreed.

Mr. French said some of the taskforce recommendations can only be achieved with the Moving Forward plan.

The motion passed unanimously.

Performance Monitoring & External Relations Committee

B. Draft 2015 State Legislative Priorities

Ms. Meyer said the focus of the legislative priorities for 2015 is to monitor legislation that may affect Spokane Transit and the region. Current state funding includes:

- Special Needs Grant
- Regional Mobility Grants (including Central City Line & West Plains Transit Center)
- Public Transit Grants
- Streamlined Sales and Use Tax Mitigation

The Governor’s proposal suggests increases for transit. The Performance Monitoring & External Relations Committee recommended this item for approval to the Board. **Mr. Allen moved to approve the 2015 State Legislative Priorities as presented and grant authority to the CEO to determine STA’s interest on specific pieces of legislation and convey those interests to legislators and others, and update the Performance Monitoring and External Relations Committee and the Board during the legislative session. Mr. Pace seconded and the motion passed unanimously.**

7. BOARD ACTION – OTHER:

A. STA Moving Forward Implementation Plan

Ms. Waldref thanked the public for their testimony and said the Plan has been over three years in the making with very robust public input. STA’s Comprehensive Plan includes many projects which were narrowed down to a ten year plan that sustains service and adds 28 projects to improve the system. There has been a ridership increase of 44% over the past five years and this plan seeks to address the capacity.

Mr. Rapez-Betty, Senior Communications Specialist, said public input on the Moving Forward plan has touched 8,600 people in the form of public meetings, surveys, web-based communication, social media, and more. Most respondents want more transit coverage, amenities, frequency, transit centers and Park and Rides.

Mr. French moved to adopt the proposed resolution to approve the STA Moving Forward Plan, Mr. Pace seconded.

Mr. Allen asked if the plan and ballot measure items could be considered together.

Mr. Pace had earlier asked if the motions would be addressed separately and the Chair had said they would.

Ms. O'Quinn said funding for the plan cannot be separated from the plan itself. If she supports the plan, she supports funding it.

Mr. Hafner agreed.

Ms. McAloon said the action currently before the Board is adoption of the STA Moving Forward plan. There is a funding description but nothing moves forward without Board approval. Approval of the plan will allow staff to proceed with funding mechanisms such as state and federal grant applications.

Mr. Hafner said if he supports plan approval he does not want it to implicate him in a tax increase of 3/10ths.

Ms. McAloon said the Board is currently adopting a planning document and anything more requires additional Board action.

Ms. Meyer said the resolution wording in Section 2 could be modified to read after "mechanisms" take out the rest of the sentence and add "in a separate resolution as directed by Board." Page 14 of the plan speaks of financial payment.

Ms. McAloon said nothing in the current resolution approves sales tax or fare increases.

Ms. O'Quinn said plan funding is in the final plan draft. It acknowledges that it will require a 3/10ths of one percent sales tax increase.

Ms. Mumm said the vote is on the resolution.

Ms. McAloon said the resolution is based on the plan.

Ms. Waldref said the plan spans ten years and will require grants, fare increases as well as a sales tax increase.

Mr. Trulove said revenues and expenditures ebb and flow over the years and it is important to monitor the financial forecast. He added that there may be other sources of funding in the future.

Ms. McAloon suggested changing the motion wording.

Mr. Pace made an amendment to the motion to remove page 14 of the STA Moving Forward Plan referencing funding and modify Section 2 of the proposed resolution to read "*The STA Board of Directors directs the Chief Executive Officer to prepare for their approval, where needed, the necessary instruments to pursue funding mechanisms.*"

Ms. O'Quinn seconded the amendment.

The motion to amend Mr. French's motion by revising Section 2 of the proposed resolution and removing page 14 from the draft STA Moving Forward Plan passed with Mr. French and Ms. Mumm opposing.

Ms. O'Quinn said she would address funding in the next agenda item. She added that over the next ten years STA will have a limit of 9/10ths of one percent sales tax and may spend that on keeping the agency sustainable. At the end of this period additional taxing authority will have to be secured.

Mr. French said these financial assumptions are based on ten year projections. He added that this is a good plan and he would rather build aspirations rather than plan for doom and gloom. STA has ultra conservative growth projections.

Ms. Mumm called for the question.

The motion to adopt the STA Moving Forward Plan, removing page 14 referencing funding, and modifying Section 2 of the proposed resolution to read "*The STA Board of Directors directs the Chief Executive Officer to prepare for their approval, where needed, the necessary instruments to pursue funding mechanisms*" passed with Ms. O'Quinn opposing.

B. Ballot Measure

Ms. Waldref said this item pertains to a proposed special election on April 28, 2015 requesting an increase of 3/10ths of one percent sales tax for transit. As background, she added that in 1981 the voters approved a sales tax increase of 3/10ths of one percent for transit matched by the state Motor

Vehicle Excise Tax (MVET). In 2004, voters approved a measure approving an additional 3/10ths of one percent in sales tax to make up for the MVET that was removed in 2002. This measure was approved with a five year sunset clause which was removed in 2008; one year early.

Mr. French moved to approve a ballot resolution providing for the submission to the qualified electors of the Spokane County Public Transportation Benefit Area at the special election to be held on April 28, 2015, of a proposition authorizing Spokane Transit Authority to levy up to an additional 3/10 of 1% sales tax for the purpose of maintaining and expanding public transportation in accordance with the STA Moving Forward Plan. Ms. Mumm seconded.

Mr. Pace said he appreciated all the public comments. He said do not forget all the other bonds, initiatives and levies that will come before the public in 2015; there will be voter fatigue. He suggested delaying a ballot measure for transit for a year. He also said he would prefer that the funding for the Central City Line come from the City of Spokane where the line will be focused. He cannot support the motion.

Mr. Trulove said STA has used conservative assumptions and at some point will not be sustainable without additional revenue. He suggested flexibility with the Moving Forward plan and if revenues come in, projects can be accelerated but they cannot all be done at once.

Mr. Schoen said this plan will not force the Board to do all the projects. There should be flexibility regarding changes but the proper mechanism will be in place to continue for the next ten years. He advised the Board to take the best option now and modify it to accommodate conditions in the future. Polling indicates a majority of voters would be willing to approve 3/10ths.

Ms. O'Quinn said she would like to see increased service in a sustainable approach for implementation in phases.

Mr. Hafner said he supports good public transportation and believes it to be essential for the region. He is concerned about STA receiving the maximum sales tax allowed by law. He is also concerned about the other districts asking for more funding including schools, libraries, parks, safety, and fire. He asked where the STA proposal would stand in a list of priorities. He said very little effect of the Central City Line would be felt in jurisdictions other than the City of Spokane. The economic impact study spoke of increased economic development within the immediate boundary of the line. What does it do for other jurisdictions in the region? Stakeholders were downtown business people who recommended approval as did the Spokane City Council. Have other jurisdictions been asked? Mr. Hafner added that half of the new funding would be used to sustain service which 2/10ths would cover. The Central City Line is a "nice to have" project. He will not support the motion.

Ms. Mumm reviewed the financial forecast and challenged the trend line showing that STA will not be sustainable after 2026.

Mr. Allen said it is a Board adopted trend line of 2.5% annual growth in sales tax.

Ms. Waldref said it has averaged 3% over 20 years, but actually uses 2.5% growth projection.

Ms. Warren said with a 3/10ths of one percent increase in sales tax revenue STA would be sustainable for the foreseeable future.

Ms. Mumm said STA is not going broke in 2026 and urged the voters to be allowed to decide.

Mr. French said the STA Board has been engaged in this process for years and is now in the final stage. He said the debate here sounds like campaigning. The community will create its own priorities. He supports the motion and believes STA has done its due diligence.

Mr. Allen said this has been a robust conversation and the decision would be easier to make if the Central City Line were not included. He reiterated the facts that there is no defined vehicle; no vehicle made in the United States; no confirmed federal dollars; and, no proven means of propulsion

Mr. Allen made a motion to amend the motion to add a ten year sunset clause to the ballot resolution and Ms. Mumm seconded the amendment.

Ms. McAloon noted on page 5 the actual ballot language states “**up to** 3/10ths” and does not get assessed until the rate is notified to the Department of Revenue. The sales tax amount could be set based on which projects are to be completed first.

Mr. French said during the election of 2002 STA had little or no credibility and the ballot initiative for increased sales tax failed. In 2004 a ballot measure was approved with a five year sunset clause to ensure STA’s accountability. Adding a sunset clause today is not necessary but if the Board desires one he suggests 15 years.

Mr. Allen wants to remain with a ten year sunset through 2025.

Ms. O’Quinn said she appreciates the amendment but cannot support the motion.

Ms. Meyer said if the assumption of 3% growth is without a sales tax increase, she estimates STA would not be sustainable after the third quarter of 2017.

Ms. Waldref said there is flexibility with the projects in the Moving Forward plan and a few may be funded with grants.

Mr. Otterstrom agreed that some projects could be accelerated, others delayed depending on funding.

Mr. Allen said the sunset would last until December 31, 2025.

Mr. Otterstrom said in considering grant applications, the federal government needs to know that the local financial commitment is solid and the agency is sustainable.

Mr. Hafner commented that a ballot initiative for the emergency communication system has a sunset clause and an oversight committee for ten years which has caused problems.

Mr. Trulove said this has been a thoughtful discussion and the addition of a sunset clause may strengthen support.

Mr. French said a ballot in 2025 could remove the sunset clause with no increase in funding.

Mr. Allen called for the question.

Ms. McAloon said, if approved, the proposition language in the resolution would be amended to read: *“This proposition would authorize the collection of an additional sales and use tax of up to 3/10ths of one percent, expiring no later than December 31, 2025.”*

Mr. Allen’s amendment to include in the ballot proposition a sunset clause that expires December 31, 2025 passed unanimously.

Mr. Pace said half of the increased sales tax goes towards sustaining existing service so what happens if the measure fails.

Mr. Allen said that is why it is being considered now – two years before the sustainability ends.

Ms. Waldref said 2015 is an important year since if there is not enough support to pass the measure, there is still time to go back to the voters again.

Mr. French said the campaign will be informative; it is difficult to strategize a “what if” scenario.

Ms. O’Quinn said if the measure is not passed today it can go back to the Planning & Development Committee to bring a new recommendation back to the Board. STA is not in dire straits financially at the present time.

Ms. Waldref appreciates the dialog and added that this is a serious matter. Surveys show STA’s positive perception has increased and momentum is good. She appreciates the amendment and added that there are features in the Moving Forward Plan that enhance other jurisdictions such as the West Plains Transit Center (\$5.5 million) and the Mirabeau Transit Center (\$8 million). Regarding the issue of maximum funding of 9/10ths of one percent, she said several agencies in the state are already at that level. This will hopefully be addressed in the Governor’s proposed transportation package.

The amended motion passed 6 votes to 3 with Mr. Hafner, Mr. Pace and Ms. O’Quinn opposing.

8. BOARD OPERATIONS COMMITTEE:

A. Chair's Report

Ms. Waldref said the Board Operations Committee addressed the rotation of the Board Chair. Last year at this time a discussion took place when the Small City representatives agreed to give up the Chairmanship in 2014, allowing a member from the City of Spokane with more experience in transit matters to take the Chair. During a ballot measure year. Mr. Trulove was elected Chair Pro Tempore for 2014.

Ms. McAloon said the STA Bylaws allow for a jurisdiction to give up its Chairmanship in the existing rotation. If the rotation of the Chair position is changed, the Bylaws must be amended. The next in line for Chairmanship is the City of Spokane in 2015 according to the Bylaws. If the City of Spokane does not want the Chairmanship, all three members must agree.

Ms. Waldref said other boards she has served on made adjustments in the past to be flexible.

Mr. French said the STA Board can change its Bylaws without referring the issue to the Public Transportation Improvement Council (PTIC).

Ms. McAloon agreed and added that a copy of the proposed Bylaws' amendments must be sent to all jurisdictions in the Public Transportation Benefit Area (PTBA) within 20 days of a decision.

Ms. Mumm said if the City of Spokane was to cede the Chair seat, the entire Spokane City Council may have to approve.

Mr. Trulove said Ms. Waldref has done a great job as Chair this year and thought the Chair position was switched since he was new to the Board.

Mr. Pace asked why this is being brought up now.

Ms. Waldref said the election of the 2015 is on this month's agenda and reiterated that even though she chaired in 2014, it was the turn of the small cities so according to the rotation, the 2015 Chair should be chosen from the City of Spokane representatives.

Ms. Mumm moved to defer the election of the 2015 Board Chair to the January 15, 2015 Board meeting and Mr. Pace seconded.

Mr. Allen said he would not support the motion.

Ms. Mumm wants legal counsel from the City of Spokane.

Discussion ensued.

Ms. Waldref said she would like the Board to honor the request to ask the City of Spokane Legal Counsel for advice.

Mr. French said last year the Board had good intentions in switching the Chair position from a small cities' member to a member from the City of Spokane. He would like to put the small city members back in the rotation and if new small city members join the Board in January and want to take the Chair position, the Bylaws can be amended to all for that.

Ms. O'Quinn said she would like to see a Bylaws change in January.

Ms. Mumm called for the question.

The motion to defer the election of the Board Chair until January 15, 2015 failed with Mr. Hafner, Ms. O'Quinn, Ms. Waldref, Mr. Allen and Mr. Schoen opposing.

Ms. O'Quinn moved to amend the STA Bylaws to allow for a Small City representative to serve as Chair of the STA Board in 2015. The motion failed through lack of a second.

Mr. French moved to direct STA's Legal Counsel to draft language to amend the STA Bylaws to provide the Board of Directors flexibility to change the rotation of the Chairmanship by a vote of seven members of the Board. Ms. O'Quinn seconded.

The motion passed with Ms. Mumm and Mr. Pace opposing.

9. PLANNING & DEVELOPMENT COMMITTEE:

A. Chair's Report

None.

10. PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE:

A. Chair's Report

None.

11. CEO REPORT

Ridership – November 2014

Fixed Route: 2.9% increase over November 2013; 1.9% increase year-to-date

Paratransit: 6.2% decrease over November 2013; 1.8% decrease year-to-date

Vanpool 5.5% decrease over November 2013; 1.7% increase year-to-date

Non-Capital Revenue through October 2014

5.4% (\$2.9 million) over budget

6.3% (\$3.4 million) above 2013 actual

November 2014 Sales Tax Revenue (September retail sales)

7.7% (\$311,000) over November 2013

5.8% (\$2.8 million) year-to-date over budget

Operating Expenditures through October 2014

6.8% (\$3.5 million) below budget

12. BOARD INFORMATION

A. Committee Minutes

B. October 2014 Financial Results Summary

C. November 2014 Sales Tax Summary

D. October 2014 Operating Indicators

E. STA Holiday Service and Office Hours

F. 2015 Planning & Development Committee Work Program

13. NEW BUSINESS

A. ELECTION OF 2015 CHAIR & PRESENTATION OF GAVEL

Ms. Waldref said this item has been deferred and the Board will go to an Executive Session (item 15) at this time.

15. EXECUTIVE SESSION

At 5:00 p.m., Ms. McAloon announced that the Board would adjourn for an Executive Session for the following purposes:

1. Discussing, planning or adopting the strategy or position to be taken by the STA Board of Directors during the course of ongoing collective bargaining.
2. Reviewing the performance of a public employee.

The STA Board of Directors will reconvene in open session at approximately 5:10 p.m. If it becomes necessary to extend the Executive Session, a member of the staff will return to announce the time at which the STA Board will reconvene. If any action is to be taken as a result of discussions in the executive session, that action will occur in open public session.

At 5:10 p.m., Ms. Watson announced the Board of Directors will reconvene at 5:15 p.m.
At 5:15 p.m., Ms. McAloon announced the Board of Directors will reconvene at 5:20 p.m.
At 5:20 p.m., the Board of Directors reconvened and Chair Waldref declared the meeting back in public session.

14. BOARD MEMBERS' EXPRESSIONS

A. Presentation of Commendation to Amber Waldref – Outgoing Board Chair

This item was deferred due to action taken to defer the election of the 2015 Board Chair.

B. Presentation of Commendation to Mike Allen – Retiring Board Member

Ms. Waldref presented Mr. Allen with a plaque of commendation for his service and leadership on the STA Board.

Mr. Allen thanked Ms. Waldref for her job as Chair and staff for their hard work.

C. Presentation of Commendation to Richard Schoen – Retiring Board Member

Ms. Waldref thanked Mr. Schoen for his long service to Spokane Transit and the community as a Board and Committee member.

Mr. French moved to approve a labor contract with Amalgamated Transit Union local #1598 beginning February 1, 2015 through January 31, 2018. Mr. Pace seconded and the motion passed unanimously.

16. ADJOURNED

With no further business to come before the Board, Chair Waldref adjourned the meeting at 5:28 p.m. She wished everyone a Happy Holiday season and thanked staff for their excellent work.

Respectfully submitted,

Jan Watson
Executive Assistant to the CEO
& Clerk of the Authority

A video of the Board meeting may be viewed on STA's website
www.spokanetransit.com the week after the meeting.

Cable 5 Broadcast Dates and Times of December 18, 2014 Board Meeting:

Saturday, December 20, 2014	4:00 p.m.
Monday, December 22, 2014	10:00 a.m.
Tuesday, December 23, 2014	8:00 p.m.

Next Committee Meetings (STA Conference Rooms, West Boone Avenue, Spokane, Washington):

Planning & Development	February 4, 2015, 10:00 a.m. (Southside) 1229 West Boone
Performance Monitoring & External Relations	February 4, 2015, 1:30 p.m. (Southside) 1229 West Boone
Board Operations (<i>first Wednesday</i>)	January 7, 2015, 12:30 p.m. (Northside) 1230 West Boone

NOTE: Planning & Development and Performance Monitoring & External Relations Committees will not meet in January

Next Board Meeting: Thursday, January 15, 2015, 1:30 p.m., STA Boardroom, 1229 West Boone Avenue, Spokane, Washington.