

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

December 15, 1971

The Board of Directors of Lane County Mass Transit District met at the Eugene Hotel in Eugene, Oregon at 7:30 A.M. on Dec. 15, 1971, pursuant to adjournment from their regular monthly meeting of December 8, 1971.

Present were:

Craig Robinson, President, presiding
Al Brandt, Vice President
Lewis Hoffman, Secretary
Russ Fryburg, Treasurer
Fred Brunner
R. W. McDuffie
Leonard Wildish
Fred Dyer, General Manager
Richard Bryson, Counsel

Absent:

None.

TAXATION:

Mr. Robinson asked the Board to give further consideration to Ordinance No. 5 entitled "An Ordinance Imposing an Excise Tax on Employer, Providing for Administration, Enforcement and Collection of the Tax and Declaring an Emergency". On motion of Mr. McDuffie, seconded by Mr. Hoffman, the Board voted unanimously that the ordinance be read by title only. Mr. Bryson read the ordinance by title and copies were made available by the General Manager for all persons present at the meeting.

The Board discussed the proposed ordinance and Mr. Brandt inquired whether figures were available showing a projection of income and expense to help the Board determine whether the tax rate could be reduced. Mr. Dyer replied that the figures were not yet available. On motion of Mr. Hoffman, seconded by Mr. Brunner, the Board voted upon the question of the adoption of the ordinance. Those in favor of Ordinance No. 5: Messrs. Hoffman, Robinson, Brunner, McDuffie, Fryburg and Wildish; those opposed: Mr. Brandt. On advice of counsel, Mr. Robinson declared that the motion failed to carry as the ordinance contains an emergency clause and would have to be adopted by unanimous vote of all the Board members present.

BUSES:

The Board next considered the matter of the bus specifications, copies of which had been distributed to the Board members prior to

the meeting. Mr. Dyer advised that the specifications, in order to comply with federal requirements, must be such that at least two bidders can bid on buses. There followed a detailed discussion of the specifications. Messrs. Hoffman and Brunner inquired about passenger comfort. Mr. Dyer assured them that the specifications would be such that the buses would be pleasing to the public. He also said that although the Federal Government will not participate in the cost of music on the buses he felt that music should be added at the expense of the District.

Mr. Wildish made a number of recommendations:

That the specifications should be consistent as to the passenger capacity of the buses;

That the quality of tires should be specified;

That front axles should be specified by weight;

That the steering should be power assist steering, caster and camber;

That the gear ratio should be for a maximum speed of 70 P.M.H.;

That the front spring suspension should be pin and bushing, not rubber;

That we should have the maximum brakes obtainable;

That the cam type not the wedge type should be specified;

That a tachometer should be added to the specifications for instruments;

That more horsepower should be specified;

That dual radiators be specified if available;

That a hand rail should be specified on the exit door if feasible;

That the wheel width should be widened depending on the tire manufacturer's specifications;

That the type of "U" joint should be specified, preferably Spicer, and that for the bumpers the possibility of rubber cushion strips should be investigated.

Mr. Dyer replied that the manufacturers will not bid on some of the things suggested by Mr. Wildish.

A discussion of air-conditioning in the buses followed. Mr. Robinson told the Board that several operators have recommended against the use of air-conditioning and the Citizens Advisory Committee has also recommended against. Mr. Dyer said that the manufacturers don't want to provide air-conditioning as it gives their buses a bad name; that there is heavy maintenance cost involved and that passengers complain that it is too hot or too cold. Mr. Dyer has air-conditioning in the specifications as an alternate, but advises against using it. Mr. Fryburg expressed himself as opposed to air-conditioning. Mr. Mel Schoppert in response to inquiry, told the Board that Tri-Met is going to 45-passenger buses, air-conditioned, with diesel engines.

On motion duly seconded, the Board voted unanimously to authorize Mr. Dyer and Mr. Wildish to serve as a committee to negotiate with the manufacturer's representatives and to decide on and submit specifications for the Board.

Comments from the audience included the suggestions that the buses be of various sizes and that consideration be given for special facilities for the elderly, for carrying bicycles, for inclusion of luggage racks and for transporting baby buggies.

PLANNING:

Ron Schaadt, of LCOG, reported that he had tried but was unsuccessful in his effort to find out whether HUD would be satisfied with the resolution adopted at the meeting December 8. Mr. Hoffman asked if there were any standards set by HUD, to which Mr. Schaadt replied that he did not know of any specific standards, but only the general standard that the district must be involved in long-range planning.

Audience comments included a statement from the League of Women Voters and five members of the public, all in favor of planning. Commissioner Hayward expressed the need for coordination between the District and the City of Eugene and Lane County. Mr. Brunner and Mr. McDuffie both said that the Board is in favor of long range planning, but wants to accomplish it as economically as possible and wants to be fully informed as to standards and costs.

ADJOURNMENT:

On motion duly seconded the Board voted unanimously to adjourn the meeting until 7:30 A.M. on December 22, 1971 at the Eugene Hotel.

Secretary