

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

October 15, 1974

The regular monthly meeting of the board of directors of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on October 15, 1974.

Present were:

Richard A. Booth  
Gary Buell  
Jack J. Craig, Treasurer  
Daniel M. Herbert, President, presiding  
Glenn E. Randall, Secretary  
Ruth Shepherd  
Fred Dyer, General Manager  
Richard Bryson, Counsel.

Absent:

Kenneth H. Kohnen, Vice President.

EXTERNAL ACTIVITIES: Mr. Dyer reported on the status of federal legislation granting funds to transit agencies and informed the board that it is conjectural whether any financial assistance will come out of the congress before its congressional vacation.

The general manager announced that the district is going to receive the "Blue Sky" achievement award in recognition of the active campaign made by the district to motivate the citizens of Lane County to use mass transit as an alternative to the automobile. This award is co-sponsored by Lane Regional Air Pollution Authority and the Oregon Lung Association.

Mr. Dyer told the board that the \$135,000 contribution to the district from Lane County is still in the county's budget and that distribution thereof may be expected in November or December, 1974.

Dan Herbert advised the board that there are indications that, for tax reasons, the transit terminal portion of the building being designed by Eugene Renewal Agency at Eighth and Willamette Streets may be delayed.

OPERATIONS: The general manager submitted ridership report showing that ridership has displayed its seasonal upswing with the

beginning of school at the University and Lane Community College and noted that current ridership is close to the second highest peak in history; that his ridership predictions are coming to pass and that each year through the history of the transit district ridership has increased over the previous year by more than 100 percent. Mr. Herbert commented that the district continues to be within the top five communities in the nation in ridership increase.

Pension Plan. The general manager distributed to all members of the board the booklet being distributed to the district's employees explaining the district's pension plan and trust and told the board that the trustees of the plan will be meeting on October 22nd to discuss administration of the plan. In response to inquiry by Mr. Booth, the manager explained that money has been paid into a trust fund for the pension plan by the district for more than two years; that no investment manager has yet been selected but that the actuaries have asked for bids from agencies interested in managing the fund. Mr. Booth suggested the Cascade Employers Fund be considered and Mr. Dyer assured Mr. Booth that he would pass the suggestion along to the actuaries.

Pass System. Written reports were handed out to the board showing that sales of passes starting in July, 1974, have brought total receipts of \$9,564.20. Mr. Booth asked what the reason was for the pass program and Mr. Dyer replied that it is a convenience for the daily commuters. Mrs. Shepherd inquired whether the pass system results in any monetary loss to the district. Mr. Dyer said it would be difficult to ascertain and Mr. Rynerson undertook to try to find out and report back to the board.

FINANCE: The general manager submitted a written statement to the board showing the projected cash flow and short term indebtedness of the district for the remainder of the fiscal year and advised that while inflation is causing costs to increase, the unemployment situation is causing revenues to decrease. The written statement included three alternate plans for the board to consider: Alternate One would maintain current service, fares and taxes and would limit capital outlay to purchase of used rolling stock and purchase of property; Alternate Two would reduce service on some evening schedules and reduce the number of drivers from 117 to 101, would maintain current fare prices and tax rates and would limit capital outlay to used rolling stock (non-urban service) and purchase of property; Alternate Three would reduce service as in Alternate Two, would increase fares five cents, increase the tax rate from .0047 to .0054 and would limit capital expenditure to purchase of used rolling stock (non-urban service) property and maintenance equipment.

Dan Herbert noted that alternative three would reduce the short term indebtedness whereas the other alternatives would not.

He also pointed out that the price index statistics since the time that the fares were set at 25 cents show such an increase that a 30 cent fare at this time would be about equivalent to a 25 cent fare when it was established in January, 1972.

Jack Craig expressed his concern about reducing the number of drivers and the service and asked for an alternative which would maintain both drivers and service. Mr. Randall agreed with Mr. Craig and also inquired why alternative No. two with reduced service did not seem to reduce the short term indebtedness any faster than alternative one which did not have reduced service.

A member of Mr. Dyer's staff, Tim Dallas, replied that this was due to a staff error.

Mr. Craig requested a revision which would use alternative No. one, but increase the payroll tax to six tenths of one percent. He opposed cutting back service and suggested that Mr. Dyer bring his own recommendations to the next meeting.

Mr. Randall asked the staff to bring to the next meeting a fourth alternative which would maintain present service and provide for the purchase of maintenance equipment and also cut down on the indebtedness as in alternative three.

Mr. Booth opposed any large tax increase at this time, but agreed with Mr. Randall as to the need for keeping up maintenance of equipment. He favored an effort to increase efficiency of the operation and study of possible cutbacks in service on some of the less patronized routes. Mr. Booth inquired whether the rolling stock included in the projected alternatives is only that which is needed to implement the program designated as 4C in the meeting of October 8th, to which Mr. Dyer replied in the affirmative.

Gary Buell advocated that the district's operations should be run in a businesslike way and that if the system can be run more efficiently by cutting back some of the relatively inefficient routes, that should be done.

Mr. Dyer then told the board that he believed the staff could have a revised report ready by October 18th and distributed by Saturday, October 19th in line with the requests at this meeting and including a "shopping list" of items from which other alternatives could be composed.

On motion of Mr. Randall duly seconded, the board then voted to instruct the staff to cause a notice to be published in the newspaper of the agenda for the adjournment of this meeting to be held on October 22nd, said notice to include consideration of ordinances for extension of the service area and extension of the payroll tax and also to include notice that an ordinance would be considered increasing the payroll tax.

On motion duly seconded, the board voted to approve payment of the bills for September, 1974, as submitted by the general manager in the total sum of \$484,549.54 less \$288,000.00 furnished by federal grant, making a net payment of bills in the sum of \$196,549.54.

AUDIENCE PARTICIPATION: Mr. Herbert called for any comments or questions from the audience, and, there being none he declared the audience participation portion of the meeting closed.

ELECTION DAY: On motion of Mrs. Shepherd duly seconded, the following resolution was unanimously adopted:

"In view of the Transit system's intent to meet the transportation needs of the community; develop programs which are intended to encourage ridership; encourage restraint in the use of the automobile; and in view of the civic responsibility of all registered voters to exercise their privilege of voting,

"BE IT RESOLVED that Lane County Mass Transit District permit voters in the district to ride the bus without charge on November 5, 1974, the date of the general election, with voters described as such and distinguished from other riders by reason of presenting a voter identification slip obtained at or near the election place to the driver."

ADJOURNMENT: On motion duly seconded, the board voted to adjourn to Tuesday, October 22, 1974, at 7:30 p.m. at the City Hall in Eugene, Oregon.

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Secretary