

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

November 19, 1974

The board of directors of Lane County Mass Transit District met at the City Hall in Eugene, Oregon, on November 19, 1974, at 7:30 P.M.

Present:

Richard A. Booth
Jack J. Craig, Treasurer
Daniel M. Herbert, President, presiding
Kenneth H. Kohnen, Vice President
Ruth Shepherd
Fred Dyer, General Manager
Richard Bryson, Counsel

Absent:

Glenn E. Randall, Secretary

Mavis Skipworth, administrative secretary, served as recording secretary for the meeting.

MINUTES: Reading of the minutes of the meeting of October 22, 1974 was dispensed with as copies had been distributed to all members of the Board. Mr. Kohnen called attention to an error in the minutes, referring to page 3, paragraph 4. He requested that the phrase "that with the tax implementation program provided for in alternative B", be corrected to read "except that the tax implementation date would be as provided in alternative D. which..." There being no objection, the chairman directed the minutes be corrected as requested by Mr. Kohnen. The board voted unanimously to approve the minutes as corrected.

TAXATION: The district's counsel, Mr. Bryson, presented Ordinance No. 11, and explained that it is identical to Ordinance No. 10 but corrects two clerical errors, as set forth in his letter of November 15, 1974. Mr. Kohnen moved that Ordinance No. 11 be read by title only. The motion was seconded and passed.

Mr. Bryson read the title of Ordinance No. 11, containing an emergency clause. Mrs. Shepherd moved that Ordinance No. 11 be adopted. It was duly seconded and passed unanimously.

FEDERAL LEGISLATION: Mr. Dyer said that Senate Bill 386 passed by an 8 to 1 ratio, and he believes that this should force an early recognition by the House. From this, the district could receive approximately \$500,000 per year, starting next year for six years.

CIVIL RIGHTS: Mr. Dyer reported that Phyllis Loobey is the Civil Rights

representative for the district and that a representative of U.M.T.A. Office of Civil Rights met with the staff on August 2, 1974 to conduct a compliance review of the district. He called attention to the copies of the district's Civil Rights Grievance Procedure, which have been circulated to members of the board.

TERMINAL: Bob Thomas of the Eugene Renewal Agency distributed copies of an updated report of progress on the transfer terminal, and a paper showing three conditions of tax increment financing. He displayed recent drawings of the planned facility on the southwest corner of 8th and Willamette and the parking facility on the northwest corner of 8th and Willamette. The project is to be financed by tax increment bonds sold by the Eugene Renewal Agency. Construction on the facilities was scheduled to start in early 1975, but because of a lack of funds, it has been necessary to phase the two structures. As the north structure contains the central ramp, it will be constructed first. Architects are preparing plans to go to bid in July of 1975. The central transfer station could be started in the fall of 1976, taking about 16 months for construction with completion in early 1978. The north structure cost will be \$2.1 Million plus the architect's fee, and between \$5.5 to \$6. Million for the entire project.

Mr. Herbert asked if, with the delay in constructing the transfer facilities, the district could solve the transfer problems until the 8th street facilities are available. David Rynerson replied that in the meantime, the district will continue to use 10th Street, with options of extending west on 10th, south on Olive Street, or contra-flow on 10th Street.

OPERATIONS: Mr. Dyer said that the ridership is following the anticipated upward swing and the ridership figures indicate that the district is experiencing an increase in tokens, cash fares and monthly passes. The new marketing program includes incentives for using public transportation. It has been necessary to print additional fast passes and there are several new outlets, including Citizens Bank, University of Oregon and the Eugene Downtown Association.

PLANNING: David Rynerson explained the scheduled January run bid. Three times a year, and if there are route changes, the drivers choose what runs they will operate. Improvements or schedule changes are timed to go with the bid. The service changes in the bid to be held in December include some evening service on Saturday with 60 minute headway on all routes after 6:25 P.M., which will accustom the operators to the change to be effective in March, six days a week.

Mr. Rynerson added that the Planning Department is going into the final planning stage for administration of the new programs outside the urban area. To be completed, are decisions on the exact routes, turnaround locations for buses, finalizing and publishing schedules, approval for park'n'ride lots, establishing an information center in each area, and potential for locating passenger waiting shelters. The district will need to purchase eight additional buses, destination signs and publish suburban and rural guide maps.

Mrs. Shepherd asked if there will be a follow-up of the community meetings when the schedules and maps are being drawn up, and Mr. Herbert replied that he is drafting a letter pertaining to that.

Mr. Rynerson explained two surveys that are presently being conducted for On-Board Load Count. The average cash fare is being checked on a random set of times and routes in the first survey. The other survey is to monitor the high load situation. Lane Community College was checked and extra buses were added for overload, as well as the University of Oregon and Valley River Center. It has been concluded that the district could use larger vehicles to put on these routes, and with the purchase of the eight used buses, there will be a flexible equipment assignment.

Mr. Rynerson attended a Highway Research Board sponsored Demand-Response conference in Oakland, November 11-14, and gave a brief review of the content of the meetings. The cost per trip for the Dial-a-bus or door-to-door service now ranges from 60¢ to \$3.00 per rider. Most presently in operation are subsidized. A potential could be realized in replacing fixed service at low ridership hours, provide door to door service at lower cost than taxi service, and a wider choice of public transportation to the public. Also, its application could provide an integrated fixed route and demand-response system, as well as provide accessibility for all persons. In answer to Mr. Herbert's question of when this district could anticipate having a specific proposal for a demand-response system, Mr. Rynerson said that it would entail having radio-base stations, vehicles available, and would depend on our ability to implement the grant.

CITIZENS ADVISORY COMMITTEE: The chairman referred to the copies of the Citizens Advisory Committee minutes distributed to the Board members and spoke of the value of this committee to the district and the community. He requested that the board be represented at each monthly committee meeting and circulated a signup sheet for each member to select a month.

SPECIAL ADVISORY COMMITTEE ON REVENUE RESOURCES: Mr. Kohnen explained the purpose of the committee to explore possible revenue sources. The five areas being proposed are (1) legislative approval to eliminate exemptions on payroll tax, (2) seek in-lieu of tax payments from government agencies, (3) financial support from general purpose governments in the district, (4) an income tax based on residence which the present statute allows, but legislative change is necessary to make it applicable; this could be in the form of a small tax rate on income, or a surtax to the state income tax and including corporations as well as individuals, and (5) ad valorem tax on vehicles, wherein the State Department of Transportation could levy such a tax and allocate to the communities, or a 2% ad valorem tax in Lane County on automobiles and trucks, which could produce \$4 Million a year. Tentative approval of the proposals has been given by the committee and a public hearing will be held December 3, 7:30 p.m. in the municipal courtroom at City Hall. The next committee meeting will be held December 5th. The committee report will be submitted to the board at the December 17 meeting of the board. A time frame will be included for proceeds, and after the public hearing, the committee will address itself to priorities. Mr. Herbert urged board members to attend the public hearing to assist in responding to questions by the public.

ALTERNATIVE TRANSPORTATION PROJECT: Bill Clark, coordinator for the Alternative Transportation Project spoke of a survey taken in April and again in October, 1974, to measure the effect of their advertising campaign. The poll was possible through an \$1800 federal grant, and persons in the Transportation Planning Committee of Lane Council of Governments contributed

questions. The samples in April included 450 persons within the Eugene-Springfield Area Transit Study boundaries. Copies of the preliminary report have been distributed to the members of the board, and Mr. Clark said he expects to receive the final analysis and methodology within a week.

FINANCE AND BUDGET: Mr. Dyer reported that the Department of Revenue is starting implementation on the ordinances and it seems to be progressing on schedule.

Mr. Dyer advised that the capital expenditure schedule include designating about \$4,000 per month into the local share of capital projects. He added that the district is presently not on schedule with the reduction of indebtedness as shown on the cash flow, because of the delay in collection of tax money but it will be forthcoming shortly.

In discussion of the financial statement, Mr. Booth questioned its value as the approved budget is not in accord with the working budget. The chairman requested the staff to add a working budget column showing category totals, rather than line items.

On motion duly seconded, the board voted to approve payment of the bills for October, 1974, as submitted by the general manager in the total sum of \$303,167.22.

AUDIENCE PARTICIPATION: Edward E. Rubey, of Eugene, Oregon, a certified public accountant, submitted a written statement expressing his concerns and requesting discussion of (1) operating income and expenses compared with the budget for the first quarter, (2) payroll tax collected compared with projections for first quarter, (3) actual paid ridership from July 1 to October 31 after deducting free rides and transfers, (4) methods used to record revenue and usage of the monthly pass, and (5) the current status of the budgeted revenue from Lane County and the federal government for financing equipment purchases. Mr. Rubey suggested that because of the lateness of the hour, this be discussed at the next regular board meeting.


NEW BUSINESS: Mrs. Shepherd expressed the opinion that the board should have a committee to investigate legislation. She moved that the board select two members to identify and report to this board, any pertinent action or effort to develop or modify legislation pertaining to mass transit districts of the state for the period of time from November 15, 1974 to July 1, 1975. Discussion followed and Mr. Kohnen expressed the opinion that the function of the committee should be identification and reporting of legislation rather than representation from the Board. Mr. Booth felt that the staff would be better qualified than the board members, but that the board should be involved to give a legislative thrust. Mr. Dyer said that with the present working staff, he should have more available time to assist in this area than in the past. Mrs. Shepherd requested updated information on Tri-Met's progress in seeking additional revenue sources. The staff will compile a summary to be distributed to the board. Jack Craig seconded the motion and it was duly passed. Mr. Herbert will appoint two persons for this committee.

CAPITAL IMPROVEMENT PROGRAM: Mr. Dyer reviewed briefly for the board the status of this program. The district has acquired the property, and a determination has been made of the program level for the remainder of this fiscal year. He called attention to the expense of the preventative maintenance program on the older equipment and that for the 20% outlay, that

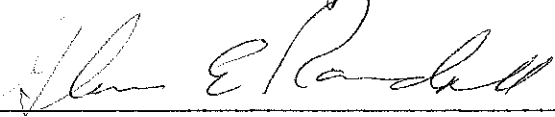
equipment could be replaced. If the district could develop a method of accelerating the procurement of the 20% for new equipment, the system would be greatly improved. He suggested the possibility of exploring long term financing on revenue bonds or general obligation bonds, and asked if the board wanted the staff to explore means of financing for rolling stock or capital equipment. Upon Mr. Craig's suggestion that the board have a task force or subcommittee to explore this, Mr. Herbert appointed Mr. Booth, Mr. Craig and himself to meet with the staff to discuss approaches to obtaining funds for future capital improvements.

Mr. Craig requested that the board streamline the board meetings to last a shorter time.

Meeting adjourned.



Recording Secretary



Secretary