

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

July 15, 1975

The board of directors of Lane County Mass Transit District met on July 15, 1975 at 7:30 P.M. at the City Hall, Eugene, Oregon.

Present:

Richard A. Booth  
Jack J. Craig, Treasurer  
Daniel M. Herbert, President, presiding  
Kenneth H. Kohlen, Vice President  
Glenn Randall, Secretary  
Ruth Shepherd  
Fred C. Dyer, General Manager  
Mavis Skipworth, Recording Secretary

Absent:

W. Gene Davis

Reading of the minutes of the meetings of June 17 and June 25, 1975 was dispensed with as copies had been distributed to all members of the board. On motion duly seconded, the board voted to approve the minutes as distributed.

EXTERNAL ACTIVITIES: Mr. Dyer advised that the federal operating assistance grant is being processed by UMTA and the funds will soon be forthcoming.

OPERATIONS: Discussion was held on the ridership information distributed. Mr. Booth expressed concern over the graph pattern showing a greater drop in ridership between April and June, 1975 than had occurred in 1971-72 and 1972-73. David Rynerson explained that the system has been transporting an increased number of school commuters and the drop in ridership reflects this seasonal change.

LABOR CONTRACT: With the permission of the board, Mr. Herbert proceeded to discussion of the labor contract, noting that negotiations have been concluded with the acceptance by the employees of a three-year contract, and introduced Robert Franklin of Cascade Employers Association who gave a brief overview of the agreement reached on June 28, 1975, copies of which were distributed to the board. The Agreement includes the following changes: a wage increase of 12.3% the first year excluding cost of living, 6.25% the second year and 5.5% the third year with a cost of living adjustment tied to the Bureau of Labor Statistics "All Items Index" starting in 1976; adds a floating holiday effective July 1, 1976, and a second additional floating holiday July 1, 1977; effective July 1, 1977 four weeks vacation will be received for ten or more years continuous service; a change in language of sick leave assures that in no case will a person earn more pay from sick leave benefit than by working; employees not drawing hours from their sick leave bank for a consecutive four month period shall have one day accumulated to a time bank up to a

maximum of five days which may be drawn upon for additional sick leave and/or additional vacation time; an increase in the contribution rate to the retirement plan to 32¢ per hour worked will become effective July 1, 1977; an employee has the right to a hearing within three days after notification of a suspension; if the Union determines that seniority rights of members have been violated by sign-up procedures used by the Employers at bid, or schedule changes have occurred, the Union may call one additional sign-up per contract year; it was agreed to begin negotiations four months prior to the termination date of the agreement and attempt to reach agreement three months prior to the termination date.

On motion of Mrs. Shepherd and duly seconded, the board voted unanimously to accept and adopt the settlement. Mr. Herbert thanked Mr. Franklin for attending and for his presentation.

PLANNING: David Rynerson presented the Transit Development Program Summary and advised that the final report containing full detail is presently being printed and will be available the week of July 21.

SEPTEMBER 22 BID: Mr. Rynerson advised that a seasonal schedule adjustment will be coordinated with a September 22 driver bid and explained two proposed route changes: (1) #2A Junction City route, at the suggestion of the airport commission, to be routed to Mahlon Sweet Field to provide service for airport employees and L.C.C. flight technology students; and (2) #53 VRC/K-Mart route, to delete mid-route layover and loop by routing on Gilham and providing inbound and outbound service to K-Mart.

SIX SPECIALIZED VEHICLES: Mr. Rynerson presented a draft revision of an operations plan describing "many-to-few" and subscription dial-a-ride systems to serve persons with transit related mobility limitations. He advised the plan for operating the six vehicles is being revised at the direction of the board to reallocate one vehicle to operate as a low frequency feeder bus in high density senior citizen neighborhoods. He compared the original operation plan of the six vehicles in a four zone system to the currently proposed five vehicles in a four zone system. He further explained a proposed subscription service during morning and afternoon peak hours to four destinations (LCC, University of Oregon, Eugene and Springfield) to be operated on a basis similar to the many-to-few service in eligibility for ridership, fare structure, and dispatching. Discussion was held as to the advisability of using the original or the revised plan.

Mr. Herbert moved the board direct the staff to proceed with the original six vehicles for demand-response service and to collect information to determine if and where feeders should be placed. Discussion was held of a certification program necessary to establish eligibility for using the specialized system. Mr. Rynerson noted that the 10¢ senior citizen fare does not apply to specialized service and the lower fare could be an incentive for people having the mobility to use the fixed route system. Mr. Herbert's motion was dropped for lack of a second. Mr. Randall asked that the staff be directed to prepare a certification program for the board to study at its next meeting.

Mr. Randall moved that the staff prepare a more detailed report on the original program for the six vehicles. The motion was seconded.

Mr. Craig moved that the motion be amended to direct the staff and an

appointed board committee to furnish more comprehensive detail on the six vehicles at the next board meeting. Mr. Randall seconded the motion.

Mr. Booth expressed his opposition, stating that he was in favor of the operation plan adopted at the last board meeting.

Mr. Kohnen moved that the motion be amended to direct the staff to complete a comprehensive analysis on the original and the revised proposals without a subcommittee. The motion was seconded.

Mr. Craig withdrew his motion for amendment, and Mr. Randall withdrew the second.

Mr. Herbert read the motion as amended, the question was put and carried, with Messrs. Craig, Herbert, Kohnen, Randall and Mrs. Shepherd in favor and Mr. Booth dissenting.

30TH & HILYARD WIDENING: Mr. Booth observed that the proposed widening of 30th, Hilyard and Amazon Parkway from three to five lanes would improve transit turning radius and discussion was held as to whether or not the board should take a definite position on the project. Mr. Herbert reminded that a letter was sent to the City offering technical input and a response was received from the City accepting the offer with appreciation. It was determined that no further action was necessary.

FEDERAL GRANT: Mr. Booth distributed a news release from the Mass Transit Division, ODOT, pertaining to federal funds requested for public transportation services for transportation disadvantaged rural Oregonians. He asked why the district was not included in the grant application and Ms. Loobey explained that the date of acceptance for applications had been changed, the district had implemented the zone service prior to the deadline and was no longer eligible for a demonstration project, and that the district would have had to add new service in the rural area.

EUGENE-SPRINGFIELD AREA TRANSPORTATION STUDY: Mr. Rynerson presented information material on the E-SATS Long Range Plan Reappraisal. Mr. Booth furnished a copy of the July 2, 1975 meeting minutes of the Roads & Highways Committee, Eugene Chamber of Commerce, reflecting some concern over the conclusions that may be reached by groups working on the E-SATS update.

RENAISSANCE FAIR: A ridership report was presented for service to the Renaissance Fair and the patronage was believed to be successful.

BUS STOP PROGRAM: Mr. Dyer reported that bus stop signs have arrived and are in the process of being posted.

CITIZENS ADVISORY COMMITTEE: Minutes of the July 7 Citizens Advisory Committee meeting were presented and Paul Bonney acknowledged his attendance as a representative of that committee.

ZONES 2 AND 3 RIDERSHIP: At the request of Mr. Booth, discussion was held on the ridership data presented for the month of June on Zones 2 and 3.

4J TRANSPORTATION: Mr. Booth asked for additional information on proposed transportation for 4J students. The staff advised that it will be presented prior to the start of the school term.

FINANCE AND BUDGET: Responding to an inquiry by Mr. Kohnen regarding loans, Mr. Dyer advised that the loans payable account will show a zero balance on the year end audit.

Mr. Randall moved the monthly bills for June be allowed in the amount of \$102,426.69. The motion was seconded and carried with Craig, Herbert, Kohnen, Randall and Shepherd approving and Mr. Booth abstaining.

Mr. Dyer noted that at the June 25 board meeting the staff was instructed to provide a detailed breakout of cost accounting by zones. He advised that due to the daily workload in the accounting department this cannot be done in the foreseeable future. He requested the board to direct staff as to whether they wish this postponed until there is staff capability, authorize additional staff, or authorize retention of a consulting firm. Mr. Herbert said this question could best be referred as an assignment to the subcommittee on Evaluation and Organization. Mr. Booth suggested that route data rather than zone data would suffice and be easier to compile. Mr. Randall asked that the subcommittee pursue this in depth.

WEST LANE BUS PROJECT: The board was advised that invitations have been sent for a meeting on the West Lane Bus Project at 7:30 P.M., July 22 in the Large Conference Room at Lane Council of Governments. Ms. Loobey distributed copies of a letter from Governor Straub in response to the board's letter of June 19 concerning the district's role in seeking solutions to the financial problems of the Project. Ms. Loobey suggested the possibility of sponsorship by a non-profit corporation that would have a continuing interest in the project.

NEW BUSINESS: Mr. Herbert presented a list of proposed board committees with assignments as follows:

|                             |                             |
|-----------------------------|-----------------------------|
| Budget Committee Procedures | Citizens Advisory Committee |
| Ruth Shepherd, chairperson  | Jack J. Craig, chairman     |
| W. Gene Davis               | Ruth Shepherd               |
| Paul Bonney (CAC)           | Irene Trippett (CAC)        |
| Phyllis Loobey (staff)      | Phyllis Loobey (staff)      |
| Fred Dyer (ex-officio)      | Fred Dyer (ex-officio)      |
| Dan Herbert (ex-officio)    | Dan Herbert (ex-officio)    |
| Evaluation and Organization | Board Procedures            |
| Kenneth H. Kohnen, chairman | Glenn Randall, chairman     |
| Richard Booth               | Kenneth H. Kohnen           |
| Gary Dickson (CAC)          | Eunice Kjaer (CAC)          |
| Fred Dyer (staff)           | Fred Dyer (staff)           |
| Dan Herbert (ex-officio)    | Dan Herbert (ex-officio)    |

A schedule was included listing dates for reporting to the board with first and final drafts. Mr. Herbert advised that committee chairmen have the responsibility of scheduling the meetings.

Mrs. Shepherd asked that consideration be given to long-range feasibility of service for the school districts and of an update on the Boeing report. Mr. Herbert asked Mrs. Shepherd to draft a charge for a committee to investigate the possibilities of service for 4J district and for other school districts, and to report at the next meeting.

The meeting was adjourned.

*Maven Skipworth*  
Recording Secretary  
*Glenn E. Randall*  
Secretary