

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
ADJOURNED MEETING
OCTOBER 25, 1976

Pursuant to notice duly given to the Register Guard and Newservice 16 on October 19, 1976, an adjourned meeting of the board of directors of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on October 25, 1976, at 4:00 P.M.

Present:

Richard A. Booth, Treasurer
W. Gene Davis, Secretary
Jack J. Craig
Daniel M. Herbert, President, presiding
Annabel Kitzhaber
Kenneth H. Kohnen, Vice President
Glenn E. Randall
Fred C. Dyer, General Manager
Mavis Skipworth, Recording Secretary

News media representative:

Rick Grimshaw, Newservice 16

ECONOMIC DEVELOPMENT ADMINISTRATION GRANT: The chairman announced that further discussion would be in order on the Economic Development Administration Grant application for maintenance facilities and office building as presented by Briscoe & Berry Architects at the October 19, 1976 board meeting. Mr. Herbert asked the staff to present material relating the scope of the project to the transportation system. He also requested that the architects present any possible reductions in facilities and costs and to describe what the consequences would be.

Mr. Dyer responded that the plan presented on October 19th gave consideration to what the facility needs will be in 1985 and up to year 2000. He said the office facility was minimal and had space for only three additional personnel, although additions could be made to the building. He said that it was most important to consider the long-range needs for the maintenance facility.

The general manager presented a memo to the board indicating that the facilities planning for the proposed application includes external factors present in the metropolitan transportation systems as well as internal factors of the District's growth trends and operations requirements. In determining the scope of the District's EDA project, the following factors were taken into account: local units of government have assigned a 14% overall transit modal split by year 2000; the facility size considers operating hours and mileage as well as fleet size; ridership projections used in design considerations are consistent with recent growth trends in determining projected fleet size. The Department of Transportation Services is currently housed in crowded, substandard space. Included was a table, Maintenance Bay Demand, representing current needs, the 1985 projected need and year 2000 14% transit modal split from the Transportation Alternatives Process, with the 1985 projections used in programming the design of the maintenance and administrative facility presented to the board on October 19.

Mr. Jon Berry, Briscoe & Berry Architects, distributed two revised versions of the drawings presented October 19, showing possible reductions in size and cost:

Office Building - Alternative Scheme 1 reduced the building area approximately 850 sq. ft. Mr. Berry noted that this deletion of space reduced flexibility and provided no built-in expansion possibilities. Alternative Scheme 2 reduced the building area approximately 1428 sq. ft., deleting a large meeting room, reducing the size of the staff lunch room, giving no built-in expansion possibilities, reducing flexibility and requiring program change.

Mrs. Kitzhaber asked if there was any way additions could be made later and Mr. Berry responded that while it was possible, it would be more expensive to remodel an existing building and the inflation factor would increase the cost.

Maintenance Facilities - Alternative Scheme A reduced the support and building area by approximately 8600 sq. ft., deleting the north maneuvering space and the body and paint shop, and reduced the service bays by 2 to 4 spaces. Alternative Scheme B would reduce the building area approximately 5400 sq. ft., would delete the north maneuvering space with no change in service bays, reduce support facilities (drastically reducing storage), and could delete the body and paint shop.

Mr. Herbert asked the staff to describe the impact to the scope of transportation by reduction of the number of bays and deleting the body and paint shop.

Tim Dallas, Director of Transportation Services, described the operating drawback to the cleaning employees by deletion of space and stressed the importance of clean vehicles to attract ridership. He further stated that the dependability of the fleet is jeopardized by deleting bay space needed for preventive maintenance, noting that the long range implication of the original plan indicates development of a sophisticated preventive maintenance program.

Referring to possible deletion of the body and paint shop, Mr. Dallas advised that buses can be scheduled into outside paint shops only during daytime hours, which extends the time the buses are out of service. With facilities on the property, he said the necessary work could be done by employees during night time hours. Mr. Booth said he believed it could be more economical to use the services of a small, local body shop. Mr. Dyer said this would require writing specifications and calling for competitive bids. Mr. Dallas said that the cost of personnel is the highest expense in the operating budget, and the district could realize greater efficiencies if the personnel were better equipped, and that these employees could also have secondary responsibilities.

Mr. Davis asked what immediate impact the proposed facilities would have on the cost of operation and on the heating bill. Mr. Dallas responded that some present inefficiencies would be improved and that, as the present heating system is wasteful, the proposed system would be more economical for the size of the facility.

Mr. Davis asked if the plan developed in 1975 by the architects was usable. David Rynerson, Director of Planning, said that because of the budget limitations at that time, many needs were purposely deleted.

Mr. Kohnen asked if there would be any problems in using the present site location when the fleet increases in size. Mr. Dyer replied that the present location is practical and that adjacent land could be purchased. He recommended that the district proceed on land acquisition, that it is eligible for UMTA funding, and the local share is included in the state funding application. He said the system could meet the additional needs to the year 2000 with satellite maintenance facilities.

Mr. Kohnen then inquired if there would be any traffic problems in the future at the present location. It was noted that the traffic impact is minimal as there are few buses leaving the facilities during peak hours of traffic. Mr. Dyer spoke of the convenience of having the facilities located in this proximity to the transfer station where many drivers pick up their runs.

Mr. Davis cautioned that the district was becoming obligated for a large architects' fee and Mr. Dyer responded that there would be funds available from the contingency fund, from the delayed Dial-A-Bus service and from fuel cost savings. Mr. Davis then expressed concern that the present office building, which was recently remodeled, would again be torn up.

MOTION
VOTE

Upon Mr. Craig's motion, duly seconded, the following resolution was voted upon and carried with favorable vote by Craig, Herbert, Kitzhaber, Kohnen and Randall, with Mr. Booth abstaining and Mr. Davis opposed:

RESOLVED: That this District file an application to the United States Department of Commerce for an Economic Development Administration Grant in the sum of \$2,662,345 for funding the project described as Service Garage and Office Building Remodel and Additions pursuant to Public Law 94-369, Title II, and in compliance with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95 and Federal Management Circulars 74-4 and 74-7 as they relate to the application, acceptance and use of Federal funds for this federally-assisted project and containing all the understandings and assurances contained in the form of application required and prepared for the purpose, copy of which is filed with the secretary and incorporated by reference herein.

RESOLVED: That Fred Dyer, General Manager, is authorized and directed, as official representative of Lane County Mass Transit District to act in connection with the application and provide such additional information as may be required.

Mr. Booth said he abstained from voting as he believed he did not receive enough information. Mr. Davis said he was opposed because the request came too fast, that the district had discarded an accepted plan, and he needed more time to decide whether the present proposal was acceptable.

Mr. Kohnen said the board should be kept informed as plans develop and suggested that the meeting be adjourned to the next week for the board to address any policy questions.

The chairman adjourned the meeting to Monday, November 1, 1976 at 4:00 P.M.