

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

REGULAR MEETING

January 18, 1977

Pursuant to public notice to the Register Guard for publication on January 14, 1977, and Newservice 16 and distributed to persons on the mailing list of the District, 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 January 18, 1977, at 7:30 p.m.

Present:

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

News media representatives:

Marvin Tims, Register Guard
Jeff Michaels, KASH, Newservice 16

MOTION
VOTE

MINUTES: Minutes of the regular board meeting of December 21, 1976 and the adjourned board meeting of January 6, 1977, were unanimously approved as distributed.

AUDIENCE PARTICIPATION: Peter Kushner, a member of the CAC, said he wished to speak following the Goals and Objectives Subcommittee report. Mr. Herbert advised that the final draft had not been completed by the subcommittee but that Mr. Kushner was welcomed to give any comments at the present, at the Goals & Objectives Subcommittee meeting to be held January 25, or at an adjourned meeting to be held later to receive the recommendations of the subcommittee. Mr. Kushner said he would wait for the final draft of the Goals and Objectives.

CITIZENS ADVISORY COMMITTEE: Mr. Bonney, co-chairman of Citizens Advisory Committee, said the members are actively interested in the Goals and Objectives and have expressed interest in attending an adjourned meeting. Mrs. Kitzhaber said that the members had suggested that they and any new members receive background information. Mr. Randall commented that he was impressed with the information requested by Mr. Siddle and thought this could be a nucleus of materials to be presented to CAC present and new members, and that the material should be constantly updated. Mr. Dyer advised that the staff is presently compiling the material requested by Mr. Siddle.

FINANCIAL REPORT: Financial reporting forms for the month of December were distributed for board review. Mr. Dyer advised that the Cash Flow Forecast

reflects the revised allocation of Section 5 Operating Assistance Funds. Due to the change in the federal fiscal year, UMTA has revised the allocation from \$604,000 to \$571,053, representing 3/4 of the original allocation plus the Transitional Quarter allocation, plus minor adjustments in previous appropriations. He said the staff has resubmitted an application reflecting the change. He advised that approximately fifteen other properties have received their allocation and anticipates a definite commitment by February.

Mr. Davis noted that Contractual Services was overspent in the Consulting Fees and Legal categories. Mr. Dyer replied that the counsel had been required to perform legal work for the district beyond that covered by the retainer, and that the Consulting Fees were overexpended in the attempt to receive the EDA grant. Mr. Davis said he was just concerned that no large unexpected overruns occur.

Mr. Booth expressed concern of expenditures for drivers' overtime. Mr. Dyer said this had been discussed at the last board meeting, that the higher expenditure occurred as a result of Dial-A-Bus training, and gave assurance that this would be in balance by the end of the fiscal year. Mr. Davis and Mr. Booth commented that Passenger Revenues were lower than anticipated and Mr. Booth spoke of the board's duty to take action necessary to ensure a balanced budget at the end of the year. Mr. Dyer assured him that expenditures would be cut back to balance the budget. Mr. Craig noted that the semi-annual budget review had been held at the last meeting when Mr. Booth was absent, and suggested that further discussion be postponed until the staff is again prepared. Mrs. Kitzhaber commented that she was not alarmed as the total expenditures were not out of line. Mr. Davis said he wishes to know the areas where action should be taken, if necessary. Mr. Kohnen voiced concern that the district is presently operating on borrowed money and seems to be dependent upon Section 5 funds. He said the district needs a fall back position if the Section 5 funds should not be forthcoming. Mr. Dyer said the staff will be prepared on February 15 to present recommended adjustments if a definite commitment has not been received on the Section 5 funds. A brief discussion followed on the political consequences of seeking congressional help.

MARKETING: Mr. Dyer displayed a two page district map insert in the current telephone book which is presently being distributed.

Mr. Randall expressed interest in the report of a KUGN public service announcement scheduled daily for one minute at 7:25 a.m. and 4:35 p.m. to report transit information.

MOTION
VOTE

BUS SHELTERS: Upon motion by Mr. Davis and duly seconded by Mr. Kohnen, the board unanimously approved the following resolution:

RESOLVED that the Board of Directors of the Lane County Mass Transit District invest with Fred C. Dyer, General Manager, the authority to execute and sign contracts for the fabrication and installation of eighteen bus passenger shelters with Lee-Built Construction Company in accordance with the bid proposal received January 12, 1977 (Bid file no. 76-06).

MOTION
VOTE

BIENNIAL REPORT: Mr. Dyer distributed copies of the 1975-76 Biennial Report. Mr. Randall moved that the Biennial Report be approved for distribution to the 1977 Legislature and other interested groups and persons. The motion was duly seconded and carried unanimously.

RIDERSHIP: Ridership reporting for the month of December was distributed for board information, including Dial-A-Bus ridership for the first four weeks of operation. Mr. Dyer noted that the fourth week showed an average daily ridership of 53 persons. Mr. Davis asked if 24-hour notice would be necessary after radios are installed and Mr. Dyer said that response should be faster, dependent upon the proximity of passenger pick-ups.

Mr. Booth observed that the present weekday person trips are about the same as last year and asked if the budget was based on higher ridership. Mr. Dyer replied that ridership for this year has been about 4% higher, but not as high as anticipated because of delay in radios and implementation of Dial-A-Bus.

E-SATS: Mr. Herbert reviewed the discussion of the last meeting when the board determined that a narrative supplement should accompany, or be sent following, the LTD Policy and Financial Charts which have been prepared for the Transportation Planning Committee. He said the charts distributed to the board members reflect the changes determined at the last meeting and he requested the board to approve the memo and charts or to make further revisions.

Mr. Booth commented that the board meeting notice in the Register Guard had indicated that presentation of the TDP update and approval of funds for the shelters would be the main topics for the meeting, and that it seemed that some of the important items were not mentioned. Mr. Tims responded that it is difficult to determine by the agenda what will be the main topics for discussion.

David Rynerson advised that the L-COG/TPC is determining if the level of detail shown in the E-SATS plan should be reduced in order to meet the published deadline. He said the progress report will probably be delayed but that he believed the district should attempt to meet the schedule.

MOTION

Mr. Craig moved that the tables be forwarded to TPC. Mr. Herbert asked that he hold his motion for further discussion.

Mr. Davis referred to the table on Policy Directions, Item B.3 - "Increase Average Auto Costs," and said he believed the district should stay out of that area, as it gave the impression that the board was asking the governing bodies to get people to change from their autos to transit, which moved the district from the area of service to ruling. Mr. Herbert replied that the tabulation did not suggest that LTD do this, but that the sub-items were external conditions that could be assumed to increase the cost of autos, and that general purpose governments have no control over those external factors except in parking costs. Mr. Randall voiced the opinion that the district should be positive and this was the only negative aspect on the tabulation. Mr. Booth said it appeared to be an active statement and should be said in a different way to make it passive. Mr. Randall suggested that the word "assume" be added, and to delete the word "lead" by government bodies. Mr. Davis agreed that it implied that LTD would be asking them to lead.

Mr. Kohnen commented that the transportation goals were arrived at by the general purpose governments in the area and the table just stated that if the district was to meet the goals, these things need to be done; that if the plan is to be successful, effective policies must be realized in these issues.

MOTION RESTATED Mr. Craig restated his motion to approve the table with Item B.3 modified to include the words "assume increases in average auto costs" and to include a statement that if the plan is to be effective, these policies must be realized. The motion was duly seconded.

AMEND #1 Mr. Davis then moved to amend the motion by deleting the word "lead" four times under Item B.3 relating to parking and tax costs in the column for city, county, state and federal government. Mr. Booth seconded the motion and the amendment failed with Booth, Davis and Randall voting favorably, and Craig, Herbert, Kitzhaber and Kohnen opposed.

VOTE #1

Category E. "Transit Marketing", and the possibility of including an item of public education, was discussed. Mr. Craig suggested that the district should look further at students riding LTD buses rather than their own school bus transportation. He noted that school busing is expensive and if the local school districts were assisted in reducing their transportation costs, property tax relief could result. Mrs. Kitzhaber suggested the possibility of more public education in schools for using public transit. Mr. Kohnen said it might be appropriate to include this under E-3 as an incentive. Mr. Herbert said he would include a line for new uses, including schools.

Mr. Kohnen suggested a change in the title of Policy Subject B. to clarify the intent that if the cost of transit is to be made more favorable as compared to the auto, the issues listed would contribute.

AMEND #2 Mr. Kohnen moved to amend the main motion by changing the heading from Policy Direction to Policies Needed by LTD, City and County Government, and State and Federal Government for the Achievement of the Transportation Goals. The motion was duly seconded.

Mr. Booth asked to be excused from the meeting to make a telephone call.

VOTE #2 The question was put and carried with favorable vote by Craig, Herbert, Kitzhaber, Kohnen and Randall, and with Mr. Davis dissenting.

Mr. Herbert restated the main motion to include authorizing the forwarding to TPC of the table with changes "assume increase in average auto costs" and overall blanket covering phrase stating that if the transportation plan is to be realized, effective policies must be realized on these policy subjects.

AMEND #3 Mr. Randall moved to amend the main motion by deleting Item B.3 entirely, and the motion was seconded.

Mr. Craig stated that he believed the section was informational and important to the overall context, and that governments have a responsibility to advise citizens of the situation. Discussion followed on auto emissions in the area.

Mr. Kohnen said he believed that in the discussion, the board had lost the intent of the document; that it will be forwarded to the technical committee and will not receive wide public circulation; that eventually recommendations will come from TPC to the governing bodies. Mr. Davis replied that it would be public information.

VOTE #3 The question was put on the amendment to delete Item B.3 entirely. The motion failed with favorable vote by Booth, Davis and Randall; opposing were Craig, Herbert, Kitzhaber and Kohnen.

VOTE
MAIN
MOTION

The question was put on the main motion as amended. The motion carried with favorable vote by Craig, Herbert, Kitzhaber, Kohnen and Randall; and with Booth and Davis opposed.

Mr. Herbert advised that the cover letter to the TPC would be revised to reflect the discussion and the approved changes.

MOTION

Mr. Craig moved the board adopt the table on Funding Sources.

Mr. Herbert referred to related possibilities of funding, noting that LCC transit facilities will need passenger amenities such as shelter and benches, and that such entities as LCC could aid the district by participation in cost of improvements. Mr. Craig suggested that such assistance could also be solicited from Valley River Center, Eugene Renewal Agency, the downtown association and the business-industrial concerns.

AMEND #1

Mr. Herbert moved to amend the motion to include changing the wording under "Direct Support from Cities, etc." to add subheadings of "Capital Acquisition" and "Operating" under the heading "Direct Grants to Transit," and to include another item called "Special Grants" which would be developed for entities other than local governments. The motion was seconded and carried unanimously.

VOTE #1

Mr. Booth referred to the item "Gasoline Taxes" in the column headed "Specific Source," and expressed opposition to the district supporting an amendment to the State Constitution to allow federal highway monies to be allocated for transit districts instead of their present allocation. He said 1) if it is to be a disincentive, it is out of place, 2) if it is to increase revenues, the district would be working against its goal because it would decrease the use of the auto which would decrease the revenue, and 3) the people last fall voted against any increase in gas taxes.

AMEND #2

Mr. Booth moved to amend the main motion by deleting the entire column opposite "Gasoline Taxes," and the motion was seconded.

Mr. Craig voiced the opinion that the voters would support a small gas tax in this county. Responding to a question by Mr. Randall of his intent in including the category, Mr. Herbert said it was to amend the state constitution to include transit as a recipient of gas tax revenue and federal highway trust fund to provide support for transit.

VOTE #2

The question was put on Mr. Booth's motion to delete the column, and the motion failed with favorable vote by Booth and Davis, and opposing were Craig, Herbert, Kitzhaber, Kohnen and Randall.

AMEND #3

Mr. Randall then moved to amend the main motion by rewording Policy under "Gasoline Tax" to read "Oregon State Constitution to provide support for mass transit use from gasoline tax receipts." The motion was duly seconded.

Mr. Kohnen said he believed many people might be in favor of using additional tax, but that he would not be in favor of using the existing gasoline tax. Mr. Davis expressed the opinion that, under the present climate, the people would not approve it.

VOTE #3

The question was put and carried with favorable vote by Craig, Davis, Herbert, Kitzhaber, Kohnen and Randall; and Mr. Booth abstaining.

VOTE
MAIN
MOTION

The question was put on the main motion adopting Funding Sources, as amended, and carried with Craig, Herbert, Kitzhaber, Kohnen and Randall voting in favor, and Booth and Davis dissenting.

TRANSIT DEVELOPMENT PROGRAM: A draft of an updated TDP was distributed to board members. Additional tables and graphs labeled "to be inserted" will be sent out prior to the February board meeting, with recommendations from the LTD-CAC and the L-COG citizens and technical committees. Action will be requested at the February board meeting.

GOALS & OBJECTIVES SUBCOMMITTEE: Mrs. Kitzhaber reported that the subcommittee has met three times and will hold one more meeting. She said the recommendations will reflect the E-SATS 14% modal split goal, and will include Findings. The subcommittee will recommend that the board have an adjourned meeting to review and adopt the recommendations, with CAC members invited, and she suggested that the Budget Committee members be invited to listen to the discussion. Mr. Booth asked that the material be delivered to the board members two or three days in advance of the meeting, and that the meeting be limited to the Goals and Objectives.

BUDGET COMMITTEE NOMINEES: Mr. Booth submitted the name of Agnes Van Devender for reappointment to the Budget Committee for a three year term.

Mr. Craig placed the name of Paul Bonney in nomination for appointment to the Budget Committee for a term of three years. He spoke of Mr. Bonney's active interest in the Citizens Advisory Committee and encouraged the board to use every opportunity to have the committee members be involved.

Mr. Herbert nominated Ms. Shirley Minor for a position on the Budget Committee to complete the unexpired term of Robert Tom for two years. He advised that she is a strong supporter of public transit; she has a Bachelor Degree from the University of Oregon School of Education and has completed graduate courses in public administration; she has worked in administration at the University of Oregon and Lane County; she has been promoted to supervisor of the CETA Program; she has developed budgets and grants for CETA programs; has worked with budgets of school districts and city, county, state and federal budgets; and is a member of advisory committees for the Eugene Minority Committee and Lane County Affirmative Action Committee.

MOTION
VOTE

Mr. Herbert moved that the board approve the three nominations to serve on the Budget Committee. Mrs. Kitzhaber seconded the motion and it carried unanimously.

NEW BUSINESS: Mr. Davis expressed concern about the district's position on the goals and objectives assigned by the general purpose governments, stating that there are differences of opinions as to what they mean.

MOTION

Mr. Davis moved to ask the general purpose governments for a definitive interpretation of their goals for mass transit use for the year 2000. The motion was seconded.

Mr. Craig mentioned that many hours of work went into the study and he believed it was unreasonable to expect them to again become involved in the process. Mr. Davis said he believed some board members interpret it to mean that the district is asking for increased transit to 14% by the year 2000, but he interprets it that those units said they feel with the increased inflation costs and decreased energy, it would be a reasonable assumption of transit use by the year 2000. He added that if the goal that general purpose government adopted

is to be realized, there must be effective policy in these areas, but that it does not imply that they think public transit should have this role.

Mr. Randall left the meeting.

Mr. Craig reminded that the document is necessary as a basis for future federal funding, and Mr. Dyer agreed, stating that if, for lack of a plan, this area is de-certified, there would be no federal funding for the district or for the highways. He added that it is a requirement that the E-SATS document be updated at least every five years, and the Springfield Council may initiate an update at any time.

VOTE

The question was put and the motion failed with Booth and Davis voting favorably, and with Craig, Herbert, Kohnen and Kitzhaber opposed.

The meeting was adjourned to February 1, 1977, at 7:30 p.m. in City Hall.


Secretary