

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

ADJOURNED MEETING

April 21, 1977

Pursuant to public notice to the Register Guard for publication on April 15, 1977, and Newservice 16 and distributed to persons on the mailing list of the District, the adjourned monthly meeting of the board of directors of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on April 21, 1977, at 7:30 p.m.

Present:

Richard A. Booth, Treasurer
Jack J. Craig
W. Gene Davis, Secretary
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 representatives:

Marvin Tims, Register Guard
Brian Kabell, Newservice 16
Gary Newman, Willamette Valley Observer

MOTION MINUTES: Minutes of the regular board meeting of March 15, 1977 were
VOTE unanimously approved as distributed.

AUDIENCE PARTICIPATION: Clark Cox asked for clarification of the district's policy on use of portable radios by drivers or by patrons. Mr. Dyer advised that company policy does not allow playing of radios on the buses.

Howard Leighty expressed interest in the Marcola route and said he would wish to participate when discussion is held on the rural routes.

CITIZENS ADVISORY COMMITTEE: Mr. Cox noted that the minutes of the April 12 meeting of the Citizens Advisory Committee were distributed for board information.

Mr. Cox referred to the Marketing report describing University of Oregon interest in researching transportation modes and patterns of students, staff and faculty. He suggested the parking problem in the area should be reduced by diverting some of these people from autos to buses, and that his neighborhood group, West University Neighbors, would be interested in cooperating. Mr. Dyer asked Ms. Boss to bring this suggestion to the meetings to be held with the district's planning and marketing staff and the University of Oregon and L-COG representatives.

FINANCE AND BUDGET: Financial reporting for the month of March was distributed for board review. Mr. Dyer reported on discussions held at the recent APTA Western conference of the present problems in delivery of UMTA Section 5 funds because of understaffing in the UMTA administrative offices.

MARKETING: A report of current activities in the Marketing Division was distributed for board information.

RIDERSHIP: Ridership figures for the month of March were presented for board review. Mr. Dyer said the district has realized a healthy growth of 4-7% over last year. Mr. Davis asked if the installation of radios has made a quicker response to patrons' needs for Dial-A-Bus, and Mr. Dyer advised that 90% of the ridership has been on a subscription basis, and marketing of demand-response service has been delayed until smooth operation of the initial service is assured.

PETITIONS: Mr. Herbert reported that petitions have been received requesting continuation of service on Routes 4, 5 and 6, as follows: Marcola, 86 signatures; McKenzie River, 228 signatures; Leaburg, 160 signatures; Vida, 43 signatures. He advised that a petition with 93 signatures was received requesting placement of a bus shelter at the intersection of Belt Line East and Game Farm Road.

TRANSIT SYSTEM ALTERNATIVES: Mr. Dyer presented a memo and matrix as prepared by the Director of Planning indicating the L-COG Transportation Planning Committee evaluation of transit system alternatives. He said that TPC had adopted the "Local Bus and Bus Rapid Transit" system for further analysis and inclusion in the recommended transportation master plan, subject to two conditions: that the BRT system map be amended to show BRT service between Downtown Eugene and the VRC/Goodpasture Island area; and that a statement be added to the policy element focusing future planning activity for fixed facility rapid transit on a corridor connecting the Goodpasture Island Road area and downtown Eugene, University of Oregon campus and downtown Springfield, recognizing that the demand density for this type of facility may not occur until after the year 2000. Following discussion, Mrs. Kitzhaber moved that the board endorse the recommendations of TPC regarding the E-SATS Transit System Alternatives. The motion was duly seconded and carried unanimously.

MOTION
VOTE

NON-URBAN ROUTES 4, 5 AND 6: Mr. Dyer presented recommendations prepared by the staff on realignment of Routes 4, 5 and 6 following review of input from the public hearing process. Linda Mooney, a resident of Marcola, asked where the Marcola route would terminate, and Mr. Rynerson advised that it would continue as present to the school bus turnaround. Howard Leighty, of Marcola, suggested a fare increase would be acceptable, that \$2.00 to \$2.50 would not be unreasonable to Marcola. Mr. Dyer said the marketability of the bus service should be carefully considered. Ms. Looney commented that many Marcola residents had expressed a desire for a direct route to Eugene, and Mr. Rynerson explained that because of the few trips of this route it could not function as a part of the urban system.

Clark Cox suggested that the service on Route 7C could be revised during the day to provide service on Route 6, and that perhaps the Jasper residents did not realize their route was in jeopardy. Mr. Herbert said his suggestion would receive further consideration.

MOTION

Mr. Booth moved that the board accept the staff recommendations as outlined in the memo of April 14. Mr. Davis seconded the motion.

AMEND #1 Mr. Kohnen expressed some concern of the board taking action at this time as there had been publicity that there would be further opportunity for public input. Mr. Randall moved to amend the motion to refer it to the subcommittee to receive further public testimony and the subcommittee to inform the board at the May board meeting if there is substantial reason for reviewing this decision. Mr. Craig seconded the amendment and it carried unanimously.

AMEND #2 Mr. Herbert observed that the district must be consistent in a fare increase by including all non-urban routes. He moved to delete recommendation No. 4 "to increase fare for each additional zone from 10¢ to 15¢ effective on the publication date of the September timetables." The motion was seconded, and following further discussion the question was put and the amendment was defeated unanimously.

AMEND #3 Mr. Kohnen moved to amend the main motion to delete recommendation No. 4 and to recommend to the budget committee that fare increases be considered for all non-urban routes. The motion was seconded by Mrs. Kitzhaber and carried with favorable vote by Craig, Herbert, Kitzhaber, Kohnen, Randall, and opposed by Booth and Davis.

MAIN MOTION AS AMENDED VOTE The question was put on the main motion as amended to give further opportunity for public testimony to the Evaluation Methods Subcommittee, and to accept the following staff recommendations: 1) to continue service at a reduced frequency on Route #4 Marcola, effective June 13, 1977; 2) to continue service at a reduced frequency on Route #5, and add one afternoon trip to Blue River, effective June 13, 1977; 3) to discontinue service on Route #6 Jasper/Lowell, effective June 13, 1977; 4) to maintain the current service area boundary; 5) to inform the Budget Committee of the impact of these changes; and to recommend to the Budget Committee that fare increases be considered for all non-urban routes. The motion carried unanimously.

TRANSPORTATION SERVICES: Regular monthly reporting of the Transportation Services was distributed for board review.

MOTION E-SATS TRANSIT RELATED POLICIES: The board received copies of a narrative, as prepared by Mrs. Kitzhaber, to accompany the matrix forwarded to TPC on February 9, 1977. Mr. Randall moved the board approve the narrative as presented, and Mr. Kohnen seconded the motion.

Mr. Booth commented on the excellence of the narrative as an explanation of the matrix, but said he was opposed to several of the items included in the matrix which were reflected in the narrative: that the transit goal is listed at 14%, whereas Springfield City Council had altered its goal; that he personally objected to giving higher priority to buses than to the personal auto; that parking and tax costs listed on the matrix are disincentives; that land-use policies should not be the concern of the transit district; that transit should be promoted but disincentives should not be legislated; that government should be responsive to public demands; that a change in federal highway trust funding should not be pursued as the highways are presently not well maintained.

VOTE The question was put on the motion and it carried with favorable vote by Craig, Herbert, Kitzhaber, Kohnen and Randall, and opposed by Booth and Davis.

FEDERAL DECERTIFICATION: Mr. Dyer explained that the elements included in the Transit Development Program are being included in a submittal to the federal government in an attempt to receive conditional certification, which would assure receipt of the Section 5 funds. Mr. Booth suggested the possibility of seeking assistance from elected representatives to expedite certification.

AMERICAN PUBLIC TRANSIT ASSOCIATION: Mr. Dyer reported on the Western Conference of APTA held in Spokane, April 17 to 20. He said that Tim Dallas and he attended several special sessions that were of particular significance for small properties.

MOTION LEGISLATIVE REPORT: Mr. Dyer gave a brief update on the current status of the public transit division budget now in the legislative process. He described pending legislation which would allow the state to issue bonds to purchase facilities equipment on a lease-back arrangement. Mr. Craig moved that the board direct Mr. Dyer to support legislation of an Oregon State financing authority for public transit, HB3000. Mr. Randall seconded the VOTE motion and it carried unanimously.

MOTION METROPOLITAN AREA TRANSPORTATION COMMITTEE: Mr. Dyer described a proposed restructuring of MATC. Mr. Davis moved that the Board of Directors support the restructuring of Metropolitan Area Transportation Committee to include representatives from each of the governing bodies, including the cities of Springfield and Eugene and Lane County, as well as Lane Transit District." The motion was duly seconded and carried unanimously. VOTE

The meeting was adjourned.



Secretary