

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Wednesday, April 26, 1989

Pursuant to notice given to *The Register-Guard* for publication on April 13 and April 20, 1989, and at the April 19, 1989, regular meeting, and distributed to persons on the mailing list of the District, an adjourned meeting of the Board of Directors of the Lane Transit District was held on Wednesday, April 26, 1989, at 8:00 p.m. at the Eugene City Hall.

Present: H. Thomas Andersen, Secretary  
Peter Brandt, Treasurer  
Janet Calvert, President, presiding  
Keith Parks  
Gus Pusateri  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Janice Eberly, Vice President  
Rich Smith

**CALL TO ORDER:** Ms. Calvert called the meeting to order at 7:05 p.m. Mr. Brandt was not yet present.

**BUS RIDER OF THE MONTH:** The April Bus Rider of the Month, Effie Hahn, was not present at the meeting. Ms. Calvert commented that Ms. Hahn sounds like an active member of the community who has been a real supporter of LTD.

**EMPLOYEE OF THE MONTH:** Ms. Calvert introduced Bus Operator Don Matney, the April Employee of the Month, who was hired as a part-time operator in August 1987 and promoted to full-time in September 1988. Mr. Matney received 15 nominations from customers on the Veneta route, who said that he is helpful, considerate, goes the extra mile for the customers, cares about his passengers, makes sure his regular passengers don't miss their stops, and assists his passengers in any way he can. Ms. Calvert stated that Mr. Matney's efforts are representative of the emphasis the District places on customer service, and said it is nice to be able to recognize a relatively new employee for doing such a great job. She presented Mr. Matney with his check and certificate of appreciation, and he stated that he was glad to be part of the District.

**AUDIENCE PARTICIPATION:** Ms. Calvert opened the meeting for participation from the audience. There was none at this meeting.

**APPROVAL OF MINUTES:** Mr. Andersen said that the last sentence in the fourth paragraph on page 5 of the March 15, 1989, meeting minutes should be changed to read "Mr. Andersen explained that he is concerned with due process," rather than "the process." He then moved that the minutes of the March 15, 1989, regular meeting be approved as corrected. Mr. Parks seconded the motion, and the minutes were approved by unanimous vote, with Mr. Brandt not yet present.

MOTION

VOTE

**INTRODUCTION OF NEW EMPLOYEES:** Ms. Loobey introduced two new employees to the Board, Connie Bloom-Williams and Bill Nevell. Connie was hired to fill the Marketing Representative position previously held by Susan Hanson. Bill had previously worked as a Personnel Intern at LTD, and Ms. Loobey welcomed him back to the District as the new Personnel Administrator, in the position formerly held by David Harrison. Ms. Loobey said that both Connie and Bill had been with the District for about three weeks, and both were doing an outstanding job.

**APPROVAL OF AMENDED CAPITAL GRANT APPLICATION:** At the March meeting, the LTD Board had approved a federal grant application for partial funding of 15 buses to expand the District's fleet. Mark Pangborn, Director of Administrative Services, explained that soon after that meeting, the new U.S. Secretary of Transportation, Samuel Skinner, had offered a new "overmatch" grant program, in which the Urban Mass Transportation Administration (UMTA) will give higher priority to grant applications from transit districts willing to provide a larger local match than required by federal regulation. Mr. Pangborn said that it has been the intention of the Reagan and Bush administrations to increase the amount of local participation in grants, and the program to give higher priority to grant applications with more local match continues that direction. Normally, he said, this kind of program would not affect LTD, but in this set of circumstances, it does.

Mr. Pangborn used an overhead projection to show the original grant application. The District had already received approval for \$360,000 in State Section 18 funds, and applied for \$1,688,000 in Section 3 funds. Of the total grant, the local share would be \$652,000; however, this was only part of the application, since the District also needed 10 replacement buses. UMTA, however, did not look favorably on using Section 3 money for replacement buses, so the District planned to purchase 10 replacement buses entirely with local funds. This purchase would have been added to the purchase order for the 15 expansion buses. When the purchases were added together, the ratio was 46 percent federal and 54 percent local.

The District can combine the two purchases and meet the overmatch program requirements. Adding the cost for replacement buses increases the federal match to 55 percent and reduces the local match to 45 percent, and gains benefits for the District under the new overmatch program. The total cost is the same, \$4.7 million, but the local match is reduced from \$2,540,000 to \$2,115,000, and the priority of the grant increases because the local match on the application increases from 25 percent to 45 percent. Mr. Pangborn said staff were asking the Board to approve an amendment to the original application, and that if for some reason UMTA does not approve the amended grant, the District can return to the original grant application.

Mr. Andersen asked if expansion and replacement buses referred to all new buses. Mr. Pangborn replied that they did. Mr. Andersen then asked about the purpose of splitting these into 15 and 10, rather than just saying that LTD wants 25 new buses. Mr. Pangborn explained that this has to do with the federal regulations, and that an important criteria for receiving federal funding is that the federal government will not allow more than a 20 percent spares ratio. Therefore, he said, 15 buses are the maximum LTD can buy to expand the fleet, but the District needs the other 10 buses to replace its 10 oldest buses in a reserve fleet. UMTA calls a reserve fleet part of the spares ratio, but LTD is making the argument that reserves are different than spares.

Mr. Andersen commented that this amended application would cost the federal government \$400,000. Mr. Pangborn stated that this is a minuscule amount of money for UMTA, and that Secretary Skinner is trying to sell a political perspective. From Skinner's perspective, he is receiving an immediate response and willingness to increase from 25 percent to 45 percent local match.

Ms. Calvert commented that the only disadvantage is that the District will not be able to use the additional 10 buses without federal regulations. Mr. Pangborn agreed, but stated that since the District is 80 percent federally owned, there would not have been a big opportunity to do much without federal regulations. Ms. Loobey added that if Skinner is successful with this program, he may institutionalize the overmatch at 45 percent.

Mr. Brandt arrived at this point in the meeting.

Mr. Pusateri asked for clarification that UMTA would be willing to use Section 3 funds for the replacement buses because the District would be paying more in local match. Mr. Pangborn replied that this was correct.

Mr. Pangborn said he had discussed this application with UMTA's regional administrator from San Francisco, who thought the application seemed to meet all requirements of the overmatch program.

**Public Hearing on the Amended Section 3 and 9 Capital Grant Application:**

Ms. Calvert opened the public hearing on the District's amended Section 3 and 9 grant application for 25 new buses. There was no testimony from anyone in the audience, and the public hearing was closed.

MOTION

**Board Action:** Mr. Parks moved that the Board authorize the General Manager to submit a capital grant application for Section 3 and 9 federal funds for 25 new buses. Mr. Andersen seconded, and the motion passed unanimously, with Mr. Brandt now present to vote.

VOTE

**ITEMS FOR INFORMATION AT THIS MEETING:**

**Legislative Update:** Ms. Loobey said that of the bills which the Board had taken action on in March, two had been dealt with by the legislature. Senate Bill 511 would have raised the State tort liability limit for public bodies from \$500,000 to \$75,000, but opponents had managed to have it tabled in the Senate Judiciary Committee, and it was dead for all intents and purposes. She explained that the tort liability limit had been changed during the last legislative session and went into effect in January 1989, so the legislators were not willing to change it again after so little experience with it.

Ms. Loobey also discussed House Bill 2421, which would remove the prohibition against an injured worker covered by Workers' Compensation Law pursuing a claim against a public body. This bill had gotten through the House Judiciary and off the House floor and was in the Senate Judiciary and headed for Ways and Means. OTA had received assurances that if it gets through the Senate Judiciary, it will be killed in Ways and Means, but OTA is not taking chances and is still working the bill.

One bill that had come up since the last Board meeting was Senate Bill 1170. This bill would not have affected LTD, but it would affect Tri-Met and

Medford, by requiring that 90 percent of the fleet be alternatively fueled by 1996. Ms. Loobey has been actively managing the bill on behalf of the Oregon Transit Association (OTA) Legislative Committee, and she thought it was dead at that time, but said it might be resurrected by its sponsoring senator from Portland. However, she said, it would only be successful if it were amended and made basically neutral, with no effect in Oregon. OTA is lobbying against the bill because alternative fuels are extremely volatile, explosive, and hazardous, especially Methanol, which is poisonous and can be absorbed through the skin. Using alternative fuels such as Methanol would require a fuel tank the length of the bus. Additionally, any collision would cause the fuel to explode, and it would be difficult to detect because it is colorless and odorless. Ms. Loobey had spoken with the fire marshall about alternative fuels, and he was very concerned about their use for transit, principally because the buses are "moving targets."

Letter of Appreciation from Eugene School District 4-J: Ms. Calvert called the Board's attention to a letter in the agenda packet, in which 4-J Superintendent Margaret Nichols thanked the Board for Ms. Loobey's role in requesting exceptions to federal regulations in order to allow 4-J to purchase LTD's current facility at 8th and Garfield. Ms. Loobey added that she hadn't heard of any glitches in this process, and that the authorization will occur through report language attached to an appropriations bill.

Transit Board Members Seminar, July 16-20: Ms. Calvert said it would be interesting for Board members to attend at least one Board Members Seminar. She had attended once, and found it valuable and interesting to meet people from other areas and hear their concerns. She asked the Board members to let Jo Sullivan know if they wished to attend.

Monthly Financial Reporting: Mr. Brandt said the report looked good, but wondered where the \$1,041,400 in federal operating assistance came from (page 25 of the agenda packet), and why it had not been budgeted. Mr. Pangborn explained that the money was Section 9 operating assistance and actually had been budgeted, but because of a glitch in the computer program, it did not appear as budgeted. When the budget is proposed, he said, the District does not know how much operating assistance it will receive, so the actual amount is added later. The \$1,041,400 was budgeted and received this year.

ADJOURNMENT: Mr. Brandt moved, seconded by Mr. Andersen, that the meeting be adjourned. There was no further discussion, and the meeting was duly adjourned at 7:35 p.m.

  
Board Secretary