

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT

ADJOURNED MEETING

February 27, 1979

Pursuant to notice given to the Register Guard and the Springfield News on February 20, 1979 and on February 26, 1979, an adjourned meeting of the board of directors of Lane County Mass Transit District was held at the City Hall, Eugene, Oregon, on February 27, 1979 at 7:30 p.m.

Present:

Richard A. Booth, Secretary
Jack J. Craig
Daniel M. Herbert, Vice President
Ted J. Langton, Treasurer
Kenneth H. Kohnen, President, presiding
Glenn E. Randall
Carolyn Roemer
Fred C. Dyer, General Manager
Mavis Skipworth, Recording Secretary

News media representatives:

Marvin Tims, Register Guard
Tom Jackson, Springfield News

REMARKS BY BOARD PRESIDENT: The chairman advised that the adjourned meeting was being held for the purpose of discussion on the testimony received at previous meetings for the development of the Transit Development Program (TDP), in order to refine the plan to a point where the staff could prepare a final draft for consideration and adoption at the March 20 regular board meeting.

AUDIENCE PARTICIPATION: Clark Cox, 1085 Patterson, #9, said that information in the report distributed by staff at this meeting resolved most of his concerns. He said he was pleased that it included development of preparedness for bad weather in cooperation with local general purpose governments, for consideration being given to shuttle service to Amtrak station, and for rewording of the proposal for crosstown routing. He encouraged purchase of at least a few accessible buses to help provide limited evening service for the handicapped.

TRANSIT DEVELOPMENT PROGRAM: Mr. Kohnen advised that the staff report distributed in the agenda material focused on testimony which recommended changes in the Goals, Findings, Objectives, Recommendations, and Conclusions of the TDP, and said if agreement could be reached on those items, the TDP could be revised to follow those basic points.

MOTION

Mr. Craig moved adoption of the following Objective: "To develop and maintain emergency snow and ice preparedness in cooperation with local general purpose governments." Mr. Randall seconded the motion.

Responding to a question by Mr. Booth of the financial impact of the motion, Mr. Dyer explained that the minimum cost would be in working with the city on a program of advising them which streets the district would need sanded first; that the next level of cost would be in district responsibility for having connector streets sanded; and the third level would be in purchasing and using chains on the buses, which he said he was not prepared to recommend at this point. The question was put and carried unanimously.

VOTE

MOTION Mr. Craig moved to approve rewording of the TDP Recommendation No. 8 to: "Reroute to provide two new crosstown connections in September 1979. (A) U of O-South Eugene Connection, (B) Springfield-Valley River Connection."
VOTE Mr. Randall seconded the motion, and it carried unanimously.

MOTION Mr. Craig moved to approve restatement of TDP Finding, line 5, to "Farebox revenue cannot at this time fully support public transit service." Mr. Randall
VOTE seconded the motion and it carried unanimously.

In response to an opinion expressed by Mr. Langton at the January 23, 1979 meeting that the district is presently 35% too big for the public it is serving, the following statement was included in the staff report for board consideration: "To place a moratorium on increases in annual vehicle hours of fixed route service, except as needed to accommodate peak loads exceeding 133% of seated capacity, until such time as fixed route ridership increases by 35% over 1978-79 levels."

MOTION Mr. Craig moved that the board not go on record in favor of that statement and Mr. Randall seconded the motion. Mr. Langton said it was not his intention that the district should decrease vehicle hours, but to delay any increases until the need has caught up with the service offered. Mr. Herbert said he saw no possibility of increasing service until new vehicles are available and could not support the statement. The question was put on the motion and carried
VOTE unanimously.

The staff report referred to the TDP proposal of a 45¢ base fare effective in September, 1980 (Recommendation 13, page 15), and stated that an alternative approach would result from such an objective as: "To revise the fare structure so as to increase the average fare by 33% by September, 1980." Mr. Craig said
MOTION it appeared to be a heavy increase. Mr. Randall moved to adopt the statement amended to 15% rather than 33%, and Mr. Craig seconded the motion.

Mr. Herbert recalled that there had been a consensus to defer raising fares until the arrival of new buses, and observed that in order to reach the quantitative objective of 22½% a 45¢ base fare would be required. He said if the percentage were lowered, it would reduce the likelihood of achieving that objective.

Mr. Kohnen said this had been discussed in reference to inflation but if such a fare increase would lose riders, it would be counter-productive. Mr. Booth said he believed a better approach would be to raise fares 5¢ each year.

Mr. Herbert suggested the motion should include a 30% increase rather than 15% in that it would give opportunity for an indepth study of the possibility of fare increases in two steps.

AMEND Mr. Herbert then moved to amend the motion to change the 15% to 30% increase.
MOTION Mr. Langton seconded the motion. Mr. Herbert explained that he intended the 30% to be an approximation, not exactly a precise amount. The question was put
VOTE on the amending motion of 30% and carried unanimously.

The question was then put on the main motion as amended to 30% and carried
VOTE unanimously.

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Responding to Mr. Jones' recommendations of February 20, 1979, the following objective was included in the report: "To develop and maintain energy emergency preparedness in cooperation with other transportation providers, schools, and employers." Mr. Craig moved adoption of the objective and Mr. Randall seconded the motion which carried unanimously.

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In response to Mr. Jones' statement of February 20 that variable head times on routes may become a necessity, the staff report included a statement indicating that ridership loss due to greater variation in headways may be minimized by installing schedule information displays at bus stops, which could be accomplished by changing TDP Recommendations 7, 16 and 21 to include displays; for example: "Install 100 bus stops, 30 shelters, and 300 schedule information displays." Mr. Craig moved for adoption of that TDP revision and Mr. Randall seconded the motion.

Mr. Herbert observed that there are things in the TDP that introduce more variation in schedule than at present, and while he believed the board should not necessarily subscribe to all of the reasons listed by Mr. Jones, he would be willing to support some variations. Mr. Kohnen said great care should be taken in approaching variable headways as they complicate the system and could have an adverse effect. Mr. Herbert noted that the additional cost would be \$81,000 over a three year period which would cut down to some extent the possibility of acquiring a vehicle. He said he would prefer to use that money for a vehicle and suggested the issue be resolved in the budget process.

VOTE

The question was put on Mr. Craig's motion and carried unanimously.

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Upon motion by Mr. Craig, seconded by Mr. Randall rewording of the marketing program was unanimously approved as printed on Pages 7 and 8 of this meeting's agenda material.

Discussion followed on Mr. Jones' recommendation to add to the third sentence of the Findings the words "based on demonstrated need" so the sentence would read "Progress toward achieving the transit trip-making goal by the year 2000 requires continuous incremental capital investment and the provision of adequate support services based on demonstrated need;" and upon Mr. Jones' recommendation to delete from the Findings "Implementing capital programs requires timely accumulation of cash revenues."

MOTION

Mr. Craig moved that the board not adopt those revisions to the Findings and Mr. Randall seconded the motion. Mr. Langton spoke in favor of including the words "based on demonstrated need," saying that capital improvements should not be made unless needed. Mr. Kohnen said he believed it would preclude doing these things on the projected need, that it would be inflexible and could tie the hands of the district. Mr. Booth suggested it would be better to spend "cheap dollars" later on. The question was put and carried with favorable vote by Craig, Herbert, Kohnen, Randall, Roemer and opposed by Booth and Langton.

VOTE

Mr. Randall presented to the board copies of a bill drafted by Mr. Bryson as an amendment to a legislative counsel bill which would allow the board to act upon decreasing the transit boundaries as a means of confining voting on an income tax to people within the district only.

Mr. Randall then presented a draft of a bill requiring the district to obtain voter approval before increasing any annual budget by more than six percent of the previous budget or increasing its payroll tax levy.

Mr. Randall advised of House Bill 2327 changing the mass transit district payroll tax from percentage of wages paid by employers to maximum 20 cents per employe for every day or part day the employe is employed by the employer multiplied by an inflation factor.

Mr. Randall asked to be excused from the meeting.

MOTION

Mr. Craig moved the adoption of Mr. Jones' recommendation to delete from the Findings the sentence "Lane Transit District maintenance and administration facilities are inadequate to support trip making goals" and to replace with a statement from the staff report "Lane Transit District maintenance and administration facilities are inadequate to support LTD's quantitative objectives for ridership." Mr. Herbert seconded the motion.

Mr. Booth said there should not be a statement in the TDP that says the quantitative objectives are in opposition to other goals. Mr. Herbert asked Mr. Booth if he believed the maintenance facilities are currently adequate for the number of vehicles in the fleet, and Mr. Booth said that the maintenance division has superb equipment, inventory and plenty of employees, so the facilities were adequate. Mr. Herbert said he disagreed. Mr. Booth added that the maintenance committee had said the district has maintenance equipment that the employees do not know how to use. Mr. Langton said that although he did not recall that statement, he believed the district is not now prepared to know how the maintenance program should be handled in the long range program and the Finding was a statement of opinion. Mrs. Roemer said she did not think the facilities were adequate.

Mr. Herbert agreed that the Finding was a statement of opinion that looked toward the future; that the quantitative objectives were to increase ridership and it was his opinion that the maintenance and administrative facilities were not adequate to accomplish that. He referred to the concerns of including a statement about possible conflicts with the quantitative objectives and said it would be amazing if in setting a ratio of riders and fares, the district should find that each aspect of the system was adequate to do that; and if it were found that the only way to achieve those things was by cutting things back, it would be astounding if the district could get more riders without finding that additional support services would be required. He pointed out that there could be some objectives that are at crosspurposes with each other.

VOTE

The question was put on Mr. Craig's motion and it carried unanimously.

MOTION

Mr. Jones' recommendation on the next Finding included defining specifically a number of vehicles rather than the word "many" in designating those which are obsolete. The staff presented a revised statement to read "Forty-one of the 67 vehicles in the current fleet are obsolete by reason of age and design technology for current requirements." Mr. Booth said he believed there would be changes in the federal mandate regarding accessibility and asked that no vehicles be considered obsolete because of lack of accessibility. Mr. Craig moved adoption of the revised statement. Mr. Langton seconded the motion and it carried unanimously.

VOTE

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VOTE

Mr. Jones' recommendation on the next Finding included defining the words "centralized community development." The staff suggested clarification could be accomplished by the following rewording: "A compact urban growth pattern and strong downtown employment and commercial development maximize the efficiency of public transit." Mr. Craig moved adoption, seconded by Mr. Langton. The motion carried unanimously.

MOTION
VOTE

Responding to a recommendation by Mr. Jones to change Item A. of the Goals by replacing the word "high" with the words "an optimum," the staff presented the following revised wording: "To provide an optimum level of service for those who rely upon public transit and for those who have special transportation needs." Upon motion by Mr. Herbert, seconded by Mr. Langton, the revised statement was unanimously adopted.

MOTION
VOTE

A recommendation to reinstate Item G. of the Goals was included in Mr. Jones' recommendations. Staff's suggested rewording was presented as "To seek optimum efficiency in providing public transit services." Upon motion by Mr. Herbert, seconded by Mr. Langton, the board unanimously adopted the reworded Goal.

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VOTE

Referring to Mr. Jones' recommendation to delete Item H. of the Objectives, the staff reported that this recommendation could limit the district's ability to carry out its responsibility in the community, and suggested alternative wording of the Objective to read "To initiate and support legislation which enhances LTD's ability to carry out its responsibilities." Upon motion by Mr. Craig, seconded by Mr. Herbert, the revised wording was adopted by favorable vote of Booth, Craig, Herbert, Kohnen, Roemer, and opposed by Langton.

Discussion followed on testimony of Jim Hanks, Transportation Planning Committee, L-COG. The staff report suggested the following wording: "Increase peak hour frequency in September, 1980 from the current 30 minutes headway to a 15 minute headway on those route segments experiencing peak hour productivity 15% greater than average," and to "increase the fleet by 15 buses by September 1980 through a combination of new bus purchases, used bus purchases, and continued use of some existing equipment." Mr. Kohnen observed that this could not be accomplished under present circumstances and Mr. Herbert said this would necessitate continued use of 14 of the obsolete buses after new vehicles arrive. Mr. Booth said perhaps the older buses could be considered in planning for an emergency situation.

Mr. Herbert expressed disappointment in reduction from the board's earlier decision in planning of fleet size and the delay to get buses. He said he was concerned about the cost of parts and labor in running the 100's and 300's but it appeared that there would be a delay in getting new vehicles for replacement. He noted that the district has been accumulating local matching funds, that he understood there was some flexibility in operating and capital grants and that state monies are available. He referred to the TDP Recommendations to introduce 30 new accessible buses in September, 1980 and 20 new accessible buses in 1982-83, and asked that the staff study and make an analysis of the possibilities of accelerating that schedule as a part of the TDP update. Mr. Booth said he would want the district to acquire accessible buses only if state and federal mandates make it necessary.

MOTION

Mr. Herbert moved that the staff be instructed to restudy the bus numbers in Recommendations 12 and 24 in light of the project funding possibilities with

a view toward accelerating acquisition of new vehicles. Mr. Craig seconded the motion.

Mr. Herbert explained that the next draft of the TDP could have these changes listed on a separate sheet with a brief narrative indicating any adjustments that would be required to accomplish the changes.

Mr. Rynerson advised that the reduction in proposed fleet size was due partly to the increased cost of the buses, and this could cause even further reduction.

VOTE The question was put on Mr. Herbert's motion and carried unanimously.

Mr. Booth asked that the TDP Conclusion stating "the farebox revenue/operating cost objective works at cross purposes to ridership goals to some extent" be deleted. Mr. Langton said he interpreted that to mean ridership at all costs rather than the most efficient service. Mr. Dyer observed that some of the testimony indicated the district should increase ridership at all costs, other testimony requested closer revenue to ridership goals. He said some of the input is at cross purposes and not compatible.

Mr. Booth said there are efficiencies to be gained that have not been addressed, in that where buses are run could have a plus effect on ridership and consideration should be given to the many people in town not being served, rather than having service where it is not needed. He said perhaps headway and distance goals are in conflict, but the operating/revenue ratio is not in conflict with ridership goals.

Mr. Langton was excused from the meeting.

Mr. Herbert said he did not agree that possibilities have been ignored and the TDP addresses those areas. He said a staff analysis had shown that about 35% of the riders would be lost if Mr. Langton's suggestion of mid-day hourly headway were implemented, as there is not that much difference in peak hour ridership. He explained that a program of no fares would increase ridership but would make the farebox revenue/operating cost ratio zero; that charging any fares at all would be at "cross purposes" with the higher T-2000 ridership and community goals.

Mr. Herbert then spoke of the geographic goals included in the TDP and commented that not all of the service area is covered and there are variations in the coverage, and intensity of population has already been a major influence in planning routes and service. He said Mr. Booth's statement came from an over-simplification as if the staff had not address increased density in its planning.

MOTION Mr. Herbert moved that the TDP Recommendation No. 1 "to reduce Monday-Saturday evening service to Sunday type routes, September 1979" be deleted. Mr. Craig seconded the motion. Mr. Herbert said he believed that since Monday-Saturday evening service is currently less than the daytime service, it would not be healthy for the system. Mr. Rynerson said the revision perhaps had not been adequately explained as it was intended to improve Sunday service to be the same as on Monday-Saturday evenings. Mr. Herbert withdrew his motion and Mr. Craig withdrew the second.

WITHDRAW

MOTION Mr. Herbert moved to instruct the staff to revise Recommendation #1 of the TDP to clarify its intention of "operating improvements". Mr. Booth seconded the motion and it carried unanimously.

Mr. Kohnen said testimony indicated that the district had not adequately advertised its public meetings and asked for discussion on Recommendation No. 11 on the citizen input process.

Mr. Kohnen suggested revising the recommendation to read "Reform citizen input process by instituting well advertised public briefings on programs affecting bus service and disbanding LTD Citizens Advisory Committee." Mrs. Roemer asked that the word "Change" be substituted for the word "Reform". Mr. Craig objected to disbanding the citizens advisory committee and asked that that section of Mr. Kohnen's recommendation be replaced with "...and should study the matter of whether the CAC should be continued."

Mrs. Roemer suggested briefings could be conducted separately and board members could alternately attend such meetings to avoid longer board meetings because of citizen input. Mr. Craig said he believed the CAC would have been more successful if the board had played a more active role in attending the meetings.

MOTION

Mr. Craig moved the TDP Recommendation No. 11 should read "Change citizen input process by instituting well advertised public briefings on programs affecting bus service and study the matter of whether the CAC should be continued." Mr. Herbert seconded the motion.

Mr. Booth said he believed the CAC had not proven effective and he thought well-advertised public hearings would be an improvement. Mr. Dyer said the wording of the recommendation should allow for a better attainment of citizen input than the CAC as specific issues would be addressed rather than mundane activities that caused members to lose interest.

VOTE

The question was put on Mr. Craig's motion and it failed with favorable vote by Craig and Kohnen, and opposed by Booth, Herbert and Roemer.

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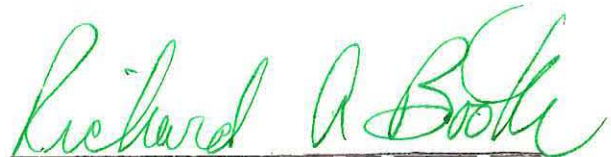
Mr. Herbert then moved that the TDP Recommendation No. 11 be stated "Change citizen input process by instituting well advertised public briefings on programs affecting bus service and disbanding LTD Citizens Advisory Committee." The motion was duly seconded and carried with favorable vote by Booth, Herbert

VOTE

and Kohnen, and opposed by Craig and Roemer.

Mr. Booth said, because of the late hour, that rather than to have discussion on the additional recommendations of the chamber, with the board's permission he would ask the chamber for comment on the specific proposals and report back to the board. Mr. Craig objected to any special effort being given to the chamber, saying that many others had testified. Mr. Kohnen suggested the chamber would have an opportunity to contribute any further input at the next regular meeting.

The meeting was adjourned.



Secretary