

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

REGULAR MEETING

June 19, 1979

Pursuant to notice given to the Register Guard for publication on June 14, 1979, to the Springfield News 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, Eugene, Oregon on June 15, 1979 at 7:30 p.m.

Present:

Richard A. Booth, Secretary
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Carolyn Roemer
Tim Dallas, General Manager pro tem
Phyllis Loobey, Budget Officer
Mavis Skipworth, Recording Secretary

News media representative:
Marvin Tims, Register Guard

Absent:

Jack J. Craig
Daniel M. Herbert, Vice President
Glenn E. Randall

PUBLIC HEARING ON FY 1979-80 APPROVED BUDGET: Ms. Loobey explained a revision in the format of the approved budget, as suggested by the District's auditor, transferring all capital project expenditures from the general fund to the capital projects reserve fund in order to clearly separate the general fund programs from the capital programs. She said the separate fund activities do not total the combined fund expenditures of \$8,121,929 because the forms as prescribed by local budget law overstate the transfer of general funds to the capital reserve fund.

Mr. Langton asked about an increase of \$36,492, listed under proposed capital expenditures, over earlier budget figures presented to the board. Ms. Loobey advised that this amount was added late in the budget process to accommodate the locally funded Willamette Street improvement project.

Clark Cox of 1085 Patterson Street said the budget was good as far as it goes, but he would have preferred improvements to meet the steadily growing market for mass transit.

Mr. Langton commended the staff on the preparation of the budget, but said he found it appalling that a process which should be simple has become so complicated due to differing governmental requirements.

The chairman asked for further comment and there was none. The public hearing on the budget was closed.

PUBLIC HEARING ON ANNUAL ROUTE REVIEW: Mr. Rynerson presented a detailed description of the proposed route changes for September 1979. He said consideration was given to implementation of the recommendations included in the Transit Development Program, including crosstown routings, and redesigning evening and

Sunday service to provide timed transfers at a 45-minute frequency; that following public review, revisions were made to some of the proposals.

Clark Cox expressed approval of the revisions and said he was pleased that the revised proposals did not include direct Springfield/Valley River Center service, although he believed it would be desirable if it could be implemented as an additional service. He said he endorsed a driver's suggestion to eliminate bunching of inbound buses on Franklin Boulevard by interchanging two route segments on the Thurston and Hayden Bridge routes which he believed would spread the buses out more efficiently.

Dorothy Dieball expressed interest in the revised schedule times between Springfield and Eugene on Saturday mornings and, after Mr. Rynerson described the proposed schedules, she said it would improve service for her needs.

Gerald Morsello, driver, spoke of his disappointment that the proposed revisions do not include routing of the Hayden Bridge bus by way of Centennial and improving service through 15 minute frequency between Springfield and Eugene. Mr. Rynerson explained that the advantages and disadvantages of achieving 15 minute frequency on Franklin had been carefully analyzed and, as it would change service for so many people, an opportunity should be afforded for public input before such a revision. He said a great deal of time was spent on seeking public response to the proposed Springfield/VRC crosstown service and the redesigned evening and Sunday service.

Hank Perry, driver, asked about the effect the proposed 45 minute frequency would have on ridership and Mr. Rynerson replied that there would be some positive and some negative effects on ridership, but the revision would improve Saturday morning connections and, in some cases, give more direct routing.

Paul Bonney, 587 Antelope Way, asked for the timing of earliest and latest departures on the evening 45 minute frequency and Mr. Rynerson responded with the information.

LaVeta Reynolds questioned how the revised routing of the Hayden Bridge bus would improve service to downtown Eugene, Springfield and to LCC. Following Mr. Rynerson's explanation of the proposed routing and scheduling, Ms. Reynolds said she preferred this recommendation to the earlier proposal as it would be more convenient for her needs.

Mr. Perry noted that while the rerouting of the Hayden Bridge bus would make it more accessible for employees at the Kingsford plant, there could be a problem of the charcoal dust on the employees soiling the interior of the buses.

Following further questioning, Mr. Booth said he believed the public hearing should be confined to testimony in favor of or opposition to route proposals. Mr. Kohnen said he believed the purpose of the hearing is to allow people to give their comments and to provide an opportunity for questions.

Mr. Morsello said the recommendation to revise evening and Sunday service to 45 minute intervals with all buses meeting downtown is a worthwhile proposal and many of his patrons have expressed approval.

There were no further comments and the public hearing on the annual route review was closed.

AUDIENCE PARTICIPATION: The chairman opened the meeting to public comment on other matters and there was no response.

MOTION
VOTE

MINUTES: The minutes of the May 15, 1979 regular board meeting, the May 22, 1979 adjourned meeting and the June 12, 1978 adjourned meeting were unanimously approved as distributed.

ADOPTION OF FY 1979-80 APPROVED BUDGET: Mr. Booth remarked that the proposed budget reflects a 35¢ fare structure for the fiscal year and said it was his belief that with the sudden increase in fuel prices, operating expenses will increase and with the large increase in ridership, it would seem feasible to raise the fare structure earlier than recommended in the Transit Development Program. He suggested the fare should be raised to 40¢ for FY 1979-80, 45¢ the next year and to 50¢ later. He said since the budget process began for FY 1979-80 the situation has changed dramatically and an increase is in order, and said he believed the ridership increase would continue in spite of a slight increase in fares. Mr. Langton said he concurred that a slight fare increase would not affect ridership growth, but felt it should be considered after budget adoption.

Mr. Booth explained that one of his reasons in proposing a fare increase was to ensure the district's ability to be more responsive if additional equipment should be needed; that he was not proposing the additional revenues should be used immediately to reduce the payroll tax, although this should be considered in future years.

MOTION
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Upon motion by Mrs. Roemer, seconded by Mr. Booth, the board unanimously adopted the following resolution:

BE IT RESOLVED that the budget of Lane Transit District for the Fiscal Year 1979-1980 in the total combined fund sum of \$8,121,929 is hereby adopted and,

BE IT FURTHER RESOLVED that said General Fund budget is appropriated in the following amounts for the following purposes by organizational unit:

General Function

\$ 94,934.00	for Personal Services
\$ 37,100.00	for Materials & Supplies
\$ 35,860.00	for Contractual Services
\$ 25,000.00	for Operating Contingency
\$ 450,511.00	for Transfer to other Funds

Administration/Planning

\$ 487,974.00	for Personal Services
\$ 97,005.00	for Materials & Supplies
\$ 304,382.00	for Contractual Services

Transportation

\$3,349,042.00	for Personal Services
\$ 30,905.00	for Materials & Supplies
\$ 1,320.00	for Contractual Services

Maintenance

\$ 818,490.00	for Personal Services
\$ 678,115.00	for Materials & Supplies
\$ 5,000.00	for Contractual Services

BE IT FURTHER RESOLVED that said Capital Reserve Project Fund is appropriated in the following amounts for the following purposes:

\$1,954,327.00	for Capital Outlay
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BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur obligations within the limits of the foregoing.

MOTION ANNUAL ROUTE REVIEW/ORDINANCE DELETING MARCOLA FROM SERVICE AREA: Mr. Langton moved that the recommended route changes be approved and the staff be instructed to prepare an ordinance deleting the Mohawk Valley from the LTD service area effective October 1, 1979. Mr. Booth seconded the motion and it carried unanimously. Mr. Booth reminded the board that he has in the past asserted that the district's financial position could be improved by allocating buses to more widely used routes as included in the recommendations.

VOTE

SECTION 18 GRANT PROGRAM: Mr. Rynerson advised the board that a \$53,720 grant of federal funding is available during the 1979-81 biennium for non-urbanized transit capital and operating assistance and the State Public Transit Division has designated the district as the agency to administer the program in Lane County. He said it was the staff's recommendation to mail information on the availability of the funds to all agencies eligible for the Section 18 funds. There was discussion on the staff time and expense that would be involved in administering the grant. It was suggested that a closing date for submitting application should be determined.

MOTION Mr. Langton moved that the staff be authorized to send out a notification to all cities and interested agencies within Lane County of the availability of the funding and to include an appropriate deadline for submitting application.

VOTE Mr. Booth seconded the motion and it carried unanimously.

SALARY PLAN 6% SCHEDULE AND STEP INCREMENTS: Ms. Loobey recalled that during the budgeting process the effect of the 7% Wage and Price Guidelines upon non-contractual salaries placed a restraint against more than one step increase for qualified employees who would normally be eligible during FY 1979-80 for two step increments. She advised that a recent federal court decision nullified federal authority to withhold federal funding for non-compliance, and requested the board to approve granting step increases to eligible employees as included in the adopted salary plan; the budgetary impact would be approximately \$2,000 for the year.

MOTION Mr. Langton moved that eligible employees shall receive step advancements in accordance with the adopted salary plan and that the 6% cost-of-living salary schedule, as budgeted, should become effective July 1, 1979. Mr. Booth seconded the motion and it carried unanimously.

VOTE

DISCUSSION OF FARE INCREASE: Discussion resumed on the advisability of increasing fares for FY 1979-80. Mr. Booth moved the base fare be increased on September 2, 1979 to 40¢ and appropriate increases implemented for zone fares. Mr. Langton seconded the motion.

Mr. Booth spoke of a dramatic rise in costs and said fares have not kept up with inflation; that due to the cost of alternative methods of transportation, the district is experiencing a substantial increase in riders and from the standpoint of running the system on good economic and business principles it would seem an increase is justified. He further stated it would ease the transition to the 45¢ and 50¢ fares in coming years.

Mr. Langton expressed his support for an increase, and spoke of the cost and scarceness of fuel. He said if ridership is so tenuous that a 5¢ increase would cause a staggering change in ridership, there is something wrong with the system.

Mrs. Roemer said the riders' salaries have not kept up with inflation and as the budget was planned with a 35¢ base fare, she believed it would be best to delay an increase until September 1980, or at least, to not consider implementation prior to January of 1980. She spoke of the timeline required to make appropriate changes in operation to accommodate a fare increase.

Mr. Kohnen reminded of the need to receive public input on such a decision and said it should be considered by the entire board. He said he could not support the motion at this meeting but suggested it should be included on the agenda for future consideration.

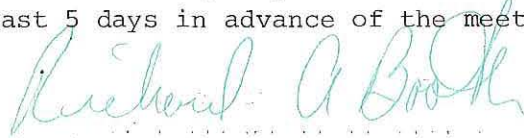
The question was put on the motion and was defeated. Voting in favor were Booth and Langton; opposed were Kohnen and Roemer. It was the consensus of those members present to include the issue on the agenda for the next regular meeting.

ORDINANCE CHANGING SERVICE AREA BOUNDARY: Reference was made to the earlier action instructing the staff to prepare an ordinance changing the service area boundary, and the board was reminded that two public hearings, 30 days apart, would be required unless an emergency clause is appended to the ordinance which would result in only one public hearing required. Mr. Booth suggested the staff proceed with the preparation of an ordinance with an emergency clause.

REPORTING: Reporting for the month of May was presented for Finance and Budget, Marketing, Ridership and Operations. The board was advised that during the month of May, the district set records in both monthly ridership and farebox revenue.

ADJOURNMENT: The meeting was adjourned.

Upon motion by Mr. Langton, duly seconded, the board voted unanimously to hold a special meeting on a date to be published in the Springfield News and each board member to be notified personally at least 5 days in advance of the meeting.



Secretary