

MINUTES OF DIRECTORS MEETING

LANE COUNTY MASS TRANSIT DISTRICT

REGULAR MEETING

July 17, 1979

Pursuant to notice given to the Register Guard for publication on July 12, 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 July 17, 1979 at 7:30 p.m.

Present:

Richard A. Booth, Secretary
Daniel M. Herbert, Vice President
Kenneth H. Kohnen, President, presiding
Carolyn Roemer
Phyllis Loobey, General Manager
Mavis Skipworth, Recording Secretary

News media representatives:

Marvin Tims, Register Guard
Tom Jackson, Springfield News

Absent:

Jack J. Craig
Ted J. Langton, Treasurer
Glenn E. Randall

Mr. Kohnen welcomed Ms. Loobey to the meeting as the new general manager of the district, and expressed the appreciation of the board to Tim Dallas for serving as general manager pro tem.

MOTION

MINUTES: The minutes of the June 19, 1979 regular meeting, the June 26, June 27 and June 28, 1979 special meetings and the July 5, 1978 adjourned meeting were unanimously approved as distributed.

VOTE

AUDIENCE PARTICIPATION: Clark Cox, 1085 Patterson Street, stated that if the district felt it must raise fares by 5¢ he would prefer it be postponed for a year. He asked that the personnel of the Goodwill Industries be notified of the scheduled deletion of the Marcola route.

SECOND AMENDED ORDINANCE NO. 1: Mr. Kohnen advised that copies of Amended Ordinance No. 1 with amendments had been distributed to board members with an accompanying letter from Richard Bryson describing the amendments, and copies of the ordinance were available at this meeting for all interested persons.

MOTION

Mr. Herbert moved to read the Amended Ordinance No. 1 by title only. Mr. Booth seconded the motion and it carried unanimously.

VOTE

Mr. Kohnen read: "Second Amended Ordinance No. 1. An Ordinance providing rules for meetings of Lane County Mass Transit District." He advised that the second reading and action on the amended ordinance will be scheduled for the next regular board meeting.

MOTION BANK SIGNATORY RESOLUTION: Upon motion by Mr. Booth, seconded by Mr.
VOTE Herbert, the board unanimously approved the following resolution:

BE IT HEREBY RESOLVED that the funds of Lane County Mass Transit District on deposit at Citizens Bank of Oregon may be withdrawn in amounts not exceeding \$10,000 on any one instrument on checks, drafts, receipts or advises of debt given or signed in the District's name by any two of the following:

Kenneth H. Kohnen, President
Ted J. Langton, Treasurer
Phyllis P. Loobey, General Manager
Michael M. Merrell, Accountant

and that the funds of Lane County Mass Transit District on deposit at Citizens Bank of Oregon may be withdrawn in amounts exceeding \$10,000 on any one instrument of checks, drafts, receipts or advises of debt given or signed in the District's name by any two of the following:

Kenneth H. Kohnen, President
Ted J. Langton, Treasurer
Phyllis P. Loobey, General Manager

GRANT APPROVAL NOTIFICATION AND AUTHORIZING RESOLUTIONS: Mr. Kohnen reported that the district has been notified of UMTA approval of the Capital Grants OR-03-0021 and OR-05-0001.

MOTION Upon motion by Mr. Herbert, seconded by Mr. Booth, the following authorizing
VOTE resolution was unanimously approved:

BE IT HEREBY RESOLVED that Phyllis P. Loobey, General Manager, is authorized to execute the agreement on behalf of Lane Transit District pertaining to the assistance application.

PENSION TRUST AND SALARY PLAN TRUSTEE DESIGNATION: Mr. Kohnen referred to previous discussion of the advisability of designating trustees for the retirement plans by position and advised that the attorney for the pension plans had recommended designating trustees by name.

MOTION Upon motion by Mr. Booth, seconded by Mr. Herbert, the board unanimously
VOTE approved that Phyllis P. Loobey be designated a trustee pursuant to Article 16.1 of the LTD/ATU Pension Trust, and that Phyllis P. Loobey be designated a trustee pursuant to Article 6.2 of the Salaried Employees Retirement Plan.

FARE STRUCTURE: In response to board instruction at the June regular meeting, the staff presented a history of the district's fare structure and a table covering the history of ridership and fare revenue from 1970 through fiscal year 1978-79. The staff recommended to not raise fares at this time and to reconsider the fare issue at the November regular board meeting.

Mr. Booth said the board should assure fiscal responsibility of the district and he would recommend a fare increase in September for two reasons, 1) fare structure has not kept up with inflation, and 2) fares have not kept up with district costs.

Ms. Loobey agreed that if inflation only were the determining factor, an increase would be justified. She spoke of staff discussions and responses elicited from the business community; that the Eugene Downtown Association

and the Downtown Development Board have expressed concern that an increase at this time could cause a public relation problem and would appear opportunistic. She expressed the opinion that the current ridership increase has not been in response to service improvement, as the district has not acquired new equipment, provided new service or changed the operating hours, but that ridership has escalated because of the cost and availability of gasoline; that if fares were raised in September, the new population of riders could be alienated before getting their ridership habits established.

Mr. Booth said he disagreed with that evaluation and believed one of the great problems in this country is that we are getting away from the basics of supply and demand; that costs have gone up and the riders are getting a better deal every day and he felt that very few riders would take the viewpoint that they were being ripped off by an increase in fares.

Mr. Rynerson, Director of Planning, agreed fares have not kept up with inflation but said the fare history of the district indicates a policy of increase and, from a 1971 base, averages an annual increase of 6.7%. He said frequent fare increases can be aggravating to the public.

Mr. Herbert said he could not disagree with Mr. Booth's statement of the basis on which fares should be increased, but believed the issue to be broader than just farebox percentage to total cost; that at this moment there is an opportunity to market transit service and external factors are prompting people to use public transit. He added that this is an ideal time for people to make choices and find out how attractive transit can be. Mr. Kohnen expressed agreement that this is not the time to increase the fares.

Mr. Booth commented that a 40¢ fare this year would still be a big bargain; that the district is operating another typical governmental give-away program and the board is afraid to raise prices when supply and demand would warrant it. He said the financial situation could be improved without decreasing ridership, and he believed the district is a poorly run outfit financially.

Mr. Herbert disagreed, stating it is not a give-away but a public subsidy in the public interest. He said members of the board have different viewpoints and the issues should not be polarized but there should be rational discussion. He said it was his belief that the board should consider the longer range and, while at this time there is a lot of inducement for people to get on the buses and transit is made attractive, that next year when new equipment arrives the fares could be increased to 45¢ and he felt those people would continue as riders. Mr. Booth said the decisions made in respect to service are the ones that will enhance ridership.

ENERGY PLANNING: Mr. Kohnen spoke of the president's recently announced programs of energy and of curtailing imports of oil, and said this could have a potential impact on the district's ridership, fuel availability and ability to respond to an increase of demand for service. He asked for a staff report on a July 12 workshop in Seattle sponsored by the U.S. Department of Transportation on transportation planning for energy emergencies.

Mr. Rynerson reported that he and Tim Dallas had attended the energy conference and he gave an overview of the workshop. He said model contingency emergency plans were available to which the district's plan could be compared.

He advised that the district has an in-house plan for emergency measures which defines the responsibilities for each division in the organization, that the Lane Council of Governments has responsibility for interagency coordination in this area and has budgeted some of its planning time to transportation; and that the City of Eugene will be housing a carpool program that is federally funded for the metropolitan area.

Ms. Loobey and Mr. Dallas reviewed current communication with the Eugene and Springfield school districts to prepare for additional equipment in the event of an extreme emergency.

Mr. Kohnen reminded the board that the three-year Transit Development Plan programs had been cutback because of the unavailability of federal funds, but said it now appears that more federal funds could become available for public transportation and the district should be prepared to respond to any new funding possibilities. He suggested that at the close of this meeting the board should adjourn to a meeting in two weeks to receive a staff report on the energy situation and alternative responses to potential demands.

CRESWELL PETITION: The board was advised that a petition was received from Creswell residents requesting the routing of a bus to that area. The staff requested clarification of board policy on such requests for service area boundary extensions. Following board discussion, it was the consensus to defer the item to another meeting for drafting a policy.

SERVICE AREA BOUNDARY: Mr. Kohnen advised that an ordinance describing the revised legal boundary to exclude the Marcola area will be presented at the August meeting.

DOWNTOWN PARKING AND CIRCULATION STUDY: Mr. Rynerson presented an update on the progress of the Downtown Parking and Circulation Study. He said a consultant has been engaged and will evaluate four transit alternatives: the 8th & Willamette site; twin sites at 8th & Pearl and 10th & Olive; 8th and 10th Street contra-flow; and dispersed sites at the four corners of the mall.

LEGISLATIVE UPDATE: Tim Dallas reported that measures passed by the Legislature which would affect the district included: allowing withdrawal of territory; clarifying contracting authority; the State Public Transit Division budget; repeal of authority to impose motor vehicle taxes; and a bill pertaining to uninsured motorists. He advised that a measure submitted to allow one-half regular fare for senior citizens was not passed.

REPORTING: Ms. Loobey advised that the annual audit is currently underway and, following completion of the audit, there will need to be a resolution presented for board action for transfer of funds in certain categories.

Regular monthly reporting was presented for finance and budget, marketing, ridership and operations.

ADJOURNMENT: The meeting was adjourned to August 7, 1979, 7:00 a.m. at Mr. Steak's Restaurant located at Broadway and Garfield.



Secretary