

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
REGULAR MEETING
January 15, 1980

Pursuant to notice given to the Register Guard for publication on January 10, 1980, 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 January 15, 1980 at 7:30 p.m.

Present:

Richard A. Booth, Secretary
Daniel M. Herbert, Vice President
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Robert C. Loomis
Glenn E. Randall
Carolyn Roemer
Phyllis Loobey, General Manager
Mavis Skipworth, Recording Secretary

News media representative:
Marvin Tims, Register Guard

AUDIENCE PARTICIPATION: Paul Bonney, 587 Antelope Way, referred to a letter published in the Register Guard which expressed disappointment that bus service was halted for an hour and a half during icy weather on January 10th. Mr. Bonney said he shared that disappointment, noting that while there are many arguments for closing down the system during icy conditions, he believed if the district can afford to purchase new destination signs, it could assume the extra expense of keeping the buses running.

MINUTES: The minutes of the regular board meeting of December 18, 1979, were distributed to all board members. Mr. Langton requested that on page 3, paragraph 5, the first sentence indicate that he had asked if the bus specifications were submitted to all manufacturers for bid. Upon motion duly seconded the minutes were unanimously approved with that revision.

BUDGET COMMITTEE APPOINTMENTS: Dr. Loomis submitted the name of Ron Schmaedick for appointment to the budget committee. He briefly reviewed Mr. Schmaedick's background and activities in the community, speaking of his experience in budget and financing and of his interest in transit. Upon motion by Dr. Loomis, seconded by Mr. Langton, the board unanimously approved the appointment of Mr. Schmaedick to the budget committee effective January 15, 1980 for a three year term.

The name of Richard Hansen was presented by Mr. Booth for budget committee appointment. Mr. Booth advised that Mr. Hansen is the manager of Valley River Center, that he is an active member of the Chamber and is familiar with the transit district's operation. Upon motion by Mr. Booth, seconded by Mr. Randall, the board unanimously approved the appointment of Mr. Hansen to the budget committee effective January 15, 1980 for a three year term.

The staff was instructed to notify the new members of their appointment.

ADVISORY COMMITTEE ON ACCESSIBILITY: Mr. Kohnen asked if the board members wished to nominate any individuals to serve on the Advisory Committee on Accessibility with the twelve citizens named at the December 18, 1979 board meeting.

Mr. Randall said he has been unable to contact the person he wished to serve on that committee and asked that he be given a later opportunity for the appointment. Ms. Bevington advised that Daro Quiring has indicated that he will be unable to attend the committee meetings and has asked that Dick Trefren of Lane County Senior Services represent him.

Mr. Herbert submitted the name of Chris Goodrich, a handicapped student counselor in the Office of Academic Advisory and Student Services at the University of Oregon.

MOTION Mr. Langton moved to approve the list as presented at the December 18, 1979
VOTE meeting and amended at this meeting. Upon second by Mrs. Roemer, the motion
 carried unanimously.

Responding to question by Mr. Langton, Ms. Bevington briefly explained the purpose of the committee to provide public input into the transition plan in compliance with the 504 federal regulations. Mr. Booth said he believed the committee was unbalanced as none of the appointees appear to have the financial interest of the district as a primary concern in forming their recommendations.

Dr. Loomis asked if the purpose of the committee was solely to form recommendations on accessibility to the bus system for handicapped or for all of the district, and if citizens not now served by routes should be involved. Ms. Bevington responded that the Section 504 Rehabilitation Act applies to federal funding involving disabled people.

Mr. Booth asked to be excused from the meeting for another commitment.

SNOW AND ICE PROCEDURES: Mr. Dallas described the district's policy on service during severe weather conditions as 1) full service, 2) snow detours, and 3) no service, and stressed the importance of a consistent policy so the public will know what to expect. He explained that the first consideration is given to the safety of the passengers and equipment, and the financial investment of the district. He said reliance upon the judgment of individual bus operators on the routes has reduced accident incident by 50% and won the district one of the highest safety records on the west coast. He recalled that the board in the past had determined that the cost of tire chains was not justified and agreed their annual need is limited. He said that because of the short duration of the recent service disruption, chaining of the buses would not have been completed before the need had passed.

BOND FINANCING: Ms. Loobey advised that the consortium of banks is currently preparing legal documents and negotiating terms for financing of the additional buses, and reported that a conference call is scheduled for January 16th to explain the details of the proposal to the members of the Oregon Mass Transit Financing Authority (OMTFA). She said the Public Transit Division is exploring the purchase of nine of the buses the district is unable to finance through OMTFA for Corvallis, Roseburg and Rogue Valley Transit, with the contract to assure payment for the buses by the State of Oregon through state and federal funding. She said the district is requesting a modification in the proposed contract to have the option of retaining those nine buses should

federal funds or income tax revenues become available. She advised that Ketchum, Idaho, has expressed an interest in purchasing the remaining two buses.

Mr. Langton said he could understand the need to replace old equipment but felt that the district is over-bused for the demand, that the equipment scheduled in the Transit Development Program is adequate and it is not necessary to acquire additional buses by local funding.

Mr. Kohnen reminded that the new buses would replace old vehicles and the Twin Coaches which are expensive to operate, adding that although the fleet would not be expanded, the old vehicles would be available on standby for emergency need. Mr. Herbert said the board has been shown that the current fleet is woefully inadequate and the average fleet age compares unfavorably with national data on fleet age.

Ms. Loobey explained that the projected needs have always been scaled down in the TDP because of inadequate financing and she spoke of the district's responsibility to the community as an alternative to the automobile and to those areas not currently being served.

Dr. Loomis expressed the opinion that long range planning must be flexible and responsive to changing conditions such as inflation and energy problems. He said he was convinced that mass transit should be prepared to meet the needs of the community and that the district needs the new equipment, as well as the old vehicles held in reserve. He said the district had been requested by the Downtown Development Board to provide a shuttle bus to relieve the downtown parking problem but the equipment was not available, and he believed the district should have been able to respond to that need.

Mr. Langton suggested taking buses off lower ridership routes and putting them downtown and in higher ridership areas.

Mr. Kohnen said that at the time of developing the TDP he believed that it should include only those capital acquisitions that could be financed with federal funds and the TDP was scaled back to reflect what the district could foresee as available funds. He added that although the proposed additional purchase is for vehicle replacement, he believed the district should be looking to providing service to those areas not now being served.

Dr. Loomis encouraged developing a habit pattern of dependency on mass transit and for the district to prove it is dependable which would result in increased ridership and greater efficiency. Mr. Langton said he believed the population was not large enough in this area to make the system cost effective and that the size of the system is far ahead of the demand; that the recent ridership increase has occurred because of the cost of gasoline, not from service improvements as the district has always offered good service.

MOTION Mr. Herbert moved to authorize the president of the board, on concurrence of the district's legal counsel, to sign a contract with the State of Oregon Public Transit Division for their purchase of nine buses. Mr. Randall seconded the motion.

AMEND
MOTION
VOTE
VOTE

Dr. Loomis moved to amend the motion to include a similar contract allowing for the purchase of the remaining two buses. Mr. Randall seconded the amending motion and it carried unanimously.

The question was put on the main motion as amended and it carried unanimously.

TRANSIT DEVELOPMENT PROGRAM UPDATE: The board was advised that the annual update process of the Transit Development Program has begun and a draft will be distributed to the board with the February regular board meeting agenda for study and evaluation.

RIVIERA TRANSIT STATION: Staff reported on meeting with Lutes/Sanatel Architects to establish a design and construction schedule for completion of the Riviera Transit Station, projecting occupancy of the facility for the fall of 1982.

REPORTING: Regular reporting for the month of December was presented for finance and budget, marketing and planning.

George Ackley, Purchasing Agent, advised that offers have been made on the properties upon which the district received appraisals, and the staff is anticipating response from the owners.

Dr. Loomis asked if the timetable schedules could be simplified and possibly printed on a wallet card for easy reference. In following discussion on the format of the schedules, Mr. Bonney commented that he believed the current timetables are easy to understand.

The meeting was adjourned.


Secretary