

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT

Adjourned Meeting

April 22, 1980

Pursuant to notice given to the Register Guard for publication on March 21, 1980 and April 8, 1980, an adjourned meeting of the board of directors of Lane County Mass Transit District was held April 22, 1980 at 7:30 p.m. in the City Hall, Eugene, Oregon

Present:

Richard A. Booth, Secretary
Daniel M. Herbert, Vice President
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Robert C. Loomis
Carolyn Roemer
Phyllis Loobey, General Manager
Mavis Skipworth, Recording Secretary
News media representatives:
Marvin Tims, Register Guard
John Crowley, Springfield News
Clay Eals, Oregonian
Marian Green, Oregon Daily Emerald
Dan Leach, KATR
KVAL
KLCC

Absent: Glenn E. Randall

INTRODUCTORY REMARKS BY PRESIDENT: The chairman welcomed the members of the audience and assured them there would be an opportunity for comments on the proposed route changes, fare structure, and any other concerns.

SECTION 3 PUBLIC HEARING: Mr. Kohnen declared the public hearing open on a Section 3 capital grant application in the amount of \$750,800 to be used for property improvements, architecture/engineering studies, bus rehabilitation, passenger amenities and miscellaneous equipment.

An unidentified woman asked why the grant would be needed if routes were to be deleted. Mr. Kohnen replied that the funding was needed for future capital improvements. He then itemized the components of the project description and their estimated costs.

Auro Isa of Veneta asked that the district reconsider the grant and use the funding designated for architectural studies to rehabilitate additional buses and reinstate service in the rural area.

Guy Swenson questioned if the money spent for advertising campaign jingles was really necessary and asked why the problem of providing non-urban service was not anticipated.

Kim Ball observed that the new signing in the downtown mall was very expensive and patrons still have to get their schedule information from the information office.

Kevin Andersen of Dexter said he was speaking for himself and other students in asking for further details on the proposed grant application. Ms. Loobey reviewed the budget list in detail.

Referring to funding included in the grant for bus shelters, Ralph Conwell said a shelter is being built in the Veneta area by a CETA program. Ms. Bevington said the district's Facilities Planner is willing to work with local groups who wish to build shelters. She advised that the district has no shelter in Veneta at this time.

Conrad Ober of 3690 Kevington Drive, representing Diversified Products System, asked that the board keep in mind that taxpayers pay for the grant even though it may be sent back to this area. He asked if some of the monies could be shifted to bus maintenance and the chairman responded that although funds may be shifted, they must be used only for capital expenditures.

Responding to question by Mr. Conrad Hodson of Eugene concerning automatic destination signs included in the grant, Mr. Kohnen described improved efficiencies that could result from automatic signing in maintaining schedules and in mechanics' and drivers' time. He said the signing has not as yet been given final approval by the board.

Dick Dvorak, 2156 Ohio Street, remarked that there is no automation unless activated by a person and the time saving was not valid.

An unidentified woman concurred, saying she would prefer to see that funding applied to purchase of another bus.

Karen Osborne said that although it could be an annoyance to spend time changing signs, the important issue was retaining transportation for people who would have no service.

Brad Thompson of Creswell encouraged using those funds for additional refurbishing of old buses.

Vi Hall observed that not all buses are running behind schedule and some drivers wait at the end of the line, giving adequate time to walk back through the bus and change the signs.

Pat Dunham asked how long it would take for the automatic mechanisms to pay for themselves. Mr. Langton advised that this portion of the grant has been under a lot of discussion by the board and will not be installed if they are not found to be cost effective. An unidentified man asked the board to revise the priorities.

Oscar Fogelquist, Orchard Street of Eugene, commented that a lot of time has been spent on discussion of the signing and he asked that the discussion be moved on to the maintaining of bus routes.

Replying to question by Violet Beason of 1083 Bethel Drive, the chairman said the board of directors would have to give approval before the signs could be purchased.

Charles Oliver, Dexter, asked if the board had heard anyone at this meeting speak in favor of the destination signs and the chairman said it did not appear so.

Doug Fyfe questioned the cost difference between the present signing and the automatic signs.

Clark Cox spoke of the possibility of a local person developing a less expensive sign. He referred to the difficulty of drivers being able to change their signs at appropriate times.

Mrs. L. B. Nixon of Leaburg asked that discussion on the grant be closed and the board on to the other items on the agenda. Mr. Booth said he believed anyone wishing to speak concerning the grant should have an opportunity and suggested the hearing could be continued at a future date.

An unidentified man spoke for Marybell Houghton, saying if the bus does not continue to stop on West 11th and Bertelson she will have no way to get to work.

Dick Hansen, 2744 Tomahawk Lane, spoke in support of the application, saying there is a need for improvements within the system and submittal of the application should not be delayed.

There being no further testimony on the capital grant, the public hearing on the Section 3 grant application was closed.

PROPOSED ROUTE DESIGN AND FARE POLICY: Ellen Bevington, Planning Administrator, spoke of the major deficiencies within the system and the projected financial constraints that have been addressed. She said in order to alleviate missing transfers, hot routes and overloads, staff had developed a proposal to reallocate resources, deleting suburban routes. She said, following testimony heard in objection to that proposal, board directed staff to develop an alternative to offer minimal service in the non-urban areas and that while staff continues to recommend deletion of non-urban routes, they are presenting an alternative of one round trip per day on a commuter schedule.

Ed Bergeron, Marketing Administrator, presented a comprehensive report on paratransit alternatives to non-urban service and spoke of the district's willingness to participate in those programs.

Nancy Matela, Marketing Representative, covered in detail a fare policy report which included recommended fare structures for implementation on June 8, 1980 and on October 1, 1980.

Shirley Miller, Coburg, spoke as a regular bus rider and expressed appreciation for the effort made to prepare a basic commuter service. She said this would not, however, serve the needs of seniors and people who work part-time.

Dorothy Cyr, Coburg, said she lives at Camlu Retirement Apartments and depends upon the bus for medical needs and the residents of that complex would be housebound without bus service.

Cherriott Woodruff of Coburg also spoke of the seniors' needs for bus service to get to medical appointments.

Mel Moss, 90890 N. Coburg Road, supported Ms. Miller's statements saying many of the elderly have sold their cars. He said there should be other cost cutting measures, using as an example the vandalizing of a bus with the district not pressing charges when the offender was apprehended.

Robert Veness, Veneta, asked that the first bus in the morning to Veneta pass through the Eugene mall to pick up passengers. He observed that the U.S. Department of Transportation is supporting improved public transportation and asked if any financial assistance could be obtained from the government. Dr. Loomis concurred that Mr. Goldschmidt had expressed support, but that congress has not been willing to release funds.

Mike White, 4390 High Street, spoke for the McKenzie Village Tenant Council in Springfield and of the hardship for the elderly if the route is moved from West Quinalt to Fairview. He submitted a petition signed by 40 members from McKenzie Village.

Jean Hanson, manager of Camlu Apartments, supported the seniors' needs and asked that the district retain an offpeak bus schedule on the Coburg line.

Erin Best, also of Camlu, said she was 90 years old and has no transportation other than the bus, asking that the current scheduling be retained.

Conrad Ober expressed concern about the proposed route changes on 11th and Bertelsen and of its effect on the transportation needs of the handicapped people working for Goodwill Industries. He encouraged additional refurbishing of buses rather than purchasing new vehicles, and urged deletion of automatic destination signs from capital expenditures.

Mayor Dick Getman of Veneta requested service during the day for seniors. He recommended two buses in the middle of the morning and afternoon and suggested contacting the Lane County Housing Authority for use of a vacant lot for park'n'ride.

Robbie Allen Brown of Coburg urged the board to reconsider deletion of mid-day service, saying older people and students need the service; that females would start hitchhiking to Eugene and it would not be safe.

Paul Agater read a prepared statement listing three positions adopted by the LTD Subcommittee of the Eugene Area Chamber's Governmental Affairs Committee: 1) the subcommittee supports a fare increase to 50¢ in June and to 65¢ in September, 1980; elimination of transfers, substituting day passes at double the regular fare, that senior citizens and the handicapped pay full fare at rush hours, children's fares be set at half the regular rate and youth fares at just over half the regular rate; 2) the subcommittee is sympathetic with the need to provide minimum service to non-urban areas with the percentage of farebox subsidy per ride no greater than double the cost per person per ride on the urban routes, 3) the subcommittee strongly opposed adoption of Ordinance No. 20 as it is inappropriate for the board to take action on this prior to any recommendation from the LTD Budget Committee. The subcommittee reaffirmed its recommendation to maintain the payroll tax at present level and the district explore alternative taxing measures, such as a household tax.

Edith Churchill said she was speaking for 60 people in the Lee Mobilehome Court who would be unable to walk to River Road to reach the bus. She said they were willing to pay more fare and have hourly service.

Kathleen Trimman of Junction City said she was shocked at the proposal that seniors pay full fare during peak hours. She also commented that not all people work between 8:00 a.m. and 5:00 p.m. and expressed opposition to limiting Junction City service to the proposed commuter schedule.

Margaret Weller, 2715 Bell, objected to the elimination of routing on Bethel Drive, saying many people are dependent upon the service. She suggested lower frequency during offpeak hours and looping the route on Danebo or Highway 99.

D. J. Patterson of Finn Rock said it was impractical to ask seniors to catch a 6:20 a.m. bus into Eugene and then wait 13 hours to return. He predicted a large increase in ridership on the McKenzie route during the summer, saying it did not make sense to increase service for college students during summer vacation.

Barbara Kraft of Harrisburg asked that a commuter run and a midday run for seniors be continued daily from Junction City.

Herbert Feinman of Crest Drive Loop presented a petition of 150 signatures of riders from that loop. He spoke of the reliance of students and nursing homes on bus service and urged seeking subsidy from schools for the many students who ride the bus.

Eleanor Gasper of Finn Rock said she has submitted a letter with signatures from patrons of the Blue River area who need not only commuter service, but also a midday run which could leave from Springfield.

Kevin Anderson said he was a student on a fixed income who felt concern for seniors. He said the staff is talking about destination signs for the sake of convenience, but he did not see any convenience for anyone in the service proposals given. Mr. Langton stated that there appeared to be an adversary relationship, that the district is looking for workable alternatives and wishes to make service as convenient as possible with the limited income.

Dr. Loomis said the staff proposal includes cuts in service to the urban areas as well as non-urban. He suggested working hours could be revised, appointments could be set to accommodate bus schedules, people could walk an extra block, do some carpooling and help seniors with rides. He said there is not enough money to run the system everyone wants and the board would like to receive productive input.

An unidentified man said he objected to learning of the proposed deletion of non-urban routes through district employees. Ms. Bevington spoke of the problem of reaching all riders within the short timelines involved in the proposed route revisions and deletions.

Vivian Ann Marsh suggested using the smaller Dial-A-Bus vehicles on the non-urban routes where there would not be as many riders.

Roscoe Paine spoke as a representative of 600 senior citizens in Junction City. He said they would be willing to pay additional fare to help support the bus and requested a run in the middle of the day.

Leroy Wells, district bus operator, suggested eliminating transfers to avoid cheating and to charge a 40¢ fare.

Kathleen Shelly, principal of the high school in Vida, said the McKenzie bus service is now minimal and students depend upon it for their school transportation and recreation.

Robert Miles, with the Youth Labor Force of the Forest Service, suggested a cross connection could be made available through transfer arrangements on the fringes of the urban area.

John Hall, Paradise, said he rides the bus regularly to work and has seen the ridership triple. He said more consideration should be given to the current situation and what the economy has done to the rural routes. He said he was concerned that a 95¢ suggested zone fare would have an adverse effect on ridership.

Marta Brukoff of 1844 Kona spoke as co-president of the Fairmount Neighbors Association, saying her organization had earlier been contacted to give input on service improvements in their area and subsequently learned that parts of the Laurel Hill route would be eliminated. She said her organization does not feel the cuts are justified and that bus stops should be added at Laurelwood Golf Course and at 13th and 18th Streets.

Elizabeth Hoffler, Veneta, submitted a petition of 270 signatures. She said if this meeting had been held in the middle of the afternoon, people from Veneta would have had transportation to attend. She urged the board to consider the needs of the residents of Veneta for work, school, rehabilitating handicapped, and for seniors.

Philip Owen reported that he has ridden the McKenzie bus for five years and recommended that if any runs must be cut, to eliminate the Saturday schedule.

Pauline Sandoz, Junction City, suggested running a midday bus from Junction City to Santa Clara so patrons could transfer into the urban system. She stressed maintaining a quality of life of being free to take a bus and not having to depend on members of a family. She urged the district to place the income tax on the ballot once again.

An unidentified man said some service is better than none and he would recommend some urban routes be cut to 45 minutes or an hour, thereby retaining the coverage.

Lester W. Edgett said he was a senior citizen who could afford to pay a 25¢ fare. He concurred in lengthening the headway and raising the fares a small amount.

Paul DeVita suggested eliminating the 30th Street loop from the Friendly route as it is already covered by another route, and to continue the Crest Drive service.

Arline Joranza, Springfield, said she would approve of a fare increase for seniors and elimination of free rides on Saturday and Sunday.

Gary Robertson of Pleasant Hill said he was speaking for about 40 teachers who would ride to work if the Route No. 7 schedules were convenient. He discouraged raising fares to a level where it would be just as economical to drive a car.

Mike Mooser of Elmira expressed disappointment that the income tax was defeated. He said he was even more disappointed in the district's reaction and a disproportionate cutting of service in rural areas. He suggested service should not be expanded to the University or LCC until they contribute more than farebox revenue, possibly through their student fees. He recommended consulting bus operators on how to improve bus service and said staff should seek governmental assistance in funding. Dr. Loomis urged people to pursue this through their elected representatives.

Paul Higgins said he was an advocate for the interests of young people in the Young Adult Conservation Corp. He said many young people come from the Springfield area and work up the McKenzie for minimum wage. He asked that the early bus pick up passengers rather than deadheading up the river.

Flora Hines, River Road Community Organization spoke of the concerns of her group as well as a citizens group and a parents group of the proposed route south of Beltline. She said all three groups are in favor of reinstating the old Maxwell route and a transfer point from Riviera to Valley River.

Diana Buell, Special Training Program in Eugene, spoke in favor of adequate bus service from Junction City and Veneta through a morning and afternoon trip, as well as a commuter schedule.

Guy Swenson said he was speaking for downtown workers who have been forced to ride the bus because of the increased expense of driving cars. He objected to the cost of the new signs in the Eugene mall and the recent advertising. He suggested the district should concentrate more on the daily rider than the occasional rider.

Stefan Webb, district bus operator, spoke of waste he has observed in the system, mostly in the urban area. He said there are city routes that draw less farebox revenues than some suburban routes and he protested the drastic cut proposed in non-urban service. He spoke of waste and inefficiency in the administration, and said the system needs to be totally revamped.

Ellenor Ruth Goswick of 1415 Bertelsen suggested taking off the 30th Street loop during peak hours and putting it on the Crest Drive route. She encouraged service to continue on Bertelsen and West 11th and cutting the frequency to one hour on the VRC/K-Mart route. She objected to the quantity of administrative employees, saying drivers could tell the district if anything is wrong.

Gil Harrison of Cottage Grove said he wished to have bus service extended to include Creswell and Cottage Grove as he believed it would draw good ridership.

Miriam Jeswine of Dexter presented a petition to retain the No. 7 run. She said she has ridden buses all over the world and has observed that in this country passengers are given more room for sitting and standing, rather than utilizing all the space on the buses. She encouraged deleting the Jasper segment as she believed it was not productive and loses other passengers who do not want to spend that much time getting downtown.

Dick Hansen voiced his support for the Eugene Chamber's position that it is inappropriate to increase the payroll tax until a budget is finalized. He expressed his opposition to eliminating transfers.

Sharilyn Reyna from Lowell said she had serious concerns about deletion of service in her area, that radical cutting should not be made in the outlying areas where people have no other means of transportation. She advised that she is one of about 100 people who go from the Eugene area to work in Oakridge and said many people would use the bus if that area were included within the service boundary.

Dan McMillan of Dexter said the vote on the income tax was more a vote against taxes than against LTD. He suggested that more information should go out so the voters would be better informed, and to try again.

Emily Higgins suggested bus routes could run more efficiently by looping through neighborhoods and with less frequent service.

Ron Matela observed that he could see a credibility gap between the public and the board and he recommended formation of a citizens committee representing the outlying and metropolitan areas to let people realize there is a fixed amount of money available and drastic steps have to take place. He suggested that committee could be involved in the decision making.

There being no further comment, that portion of the meeting was closed.

The chairman called for a ten minute recess. Following the recess, the meeting reconvened.

DOWNTOWN TRANSPORTATION STUDY REPORT PRESENTATION: Hank Mohle of MPA, Inc., presented a draft report of the Downtown Transportation Study, including a recommendation for 8th and 10th Street contraflow transit stations.

MOTION MINUTES: Upon motion by Mr. Langton, seconded by Mrs. Roemer, the board unanimously approved minutes as presented for the March 18, 1980 regular board meeting, the April 1, April 4 and April 10, 1980 adjourned meetings, and the VOTE April 15, 1980 regular meeting.

MOTION SECTION 3 CAPITAL GRANT APPLICATION: Mr. Herbert moved that the capital grant authorizing resolution as included in the agenda packet be adopted. Mr. Langton seconded the motion.

Dr. Loomis said he felt uncomfortable in approving the resolution unless he could be guaranteed there would be flexibility on the signing system. Mr. Booth agreed, saying he believed it would enhance the credibility gap if it were passed. Mr. Herbert said he was interested in the public testimony on the signs but wished to reserve judgment pending a careful analysis. Mr. Booth said he believed the proposal was poorly prepared and the board did not go into it thoroughly.

Ms. Loobey advised that there would be flexibility on how the money would be spent and any final determination would be made after a finding of the cost effectiveness of the signing.

Dr. Loomis said it would be good for the district to receive \$750,000 for upgrading the system. Ms. Loobey advised that many of the projects included in the application are programs that have been included in the Transit Development Program or have been under discussion for a number of years.

VOTE The question was put and carried with favorable vote by Herbert, Kohnen, Langton, Loomis and Roemer; and opposed by Booth. The following resolution was thereby adopted:

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects;

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs;

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts or consultant and other services:

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors:

1. That Phyllis Loobey is authorized to execute and file an application on behalf of Lane County Mass Transit District with the U.S. Department of Transportation, to aid in the financing of capital assistance projects pursuant to Section 3 of the Urban Mass Transportation Act of 1964, as amended.
2. That Phyllis Loobey is authorized to execute and file with such applications an assurance or any other document required by the U.S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.
3. That Phyllis Loobey, General Manager, is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application of the project.
4. That Phyllis Loobey is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.
5. That Phyllis Loobey is authorized to execute grant contract agreements on behalf of Lane County Mass Transit District with the U.S. Department of Transportation for aid in the financing of the capital assistance projects.

ORDINANCE NO. 20: Mr. Kohnen advised that adoption of Ordinance No. 20 would increase the payroll tax rate to the maximum level of .006 and would repeal Ordinance No. 16.

Dr. Loomis expressed concern about taking action before the deliberation of the budget committee is completed and before making a decision on the fare policy. Mr. Langton agreed, saying the budget should first be determined.

Mr. Kohnen cautioned that the district is faced with a shortage of revenue from the payroll tax and said he was concerned that those revenues will show even further decreases from the effects of recent layoffs. In following discussion, Mr. Herbert said he was certain the tax would have to be increased, but suggested it should be deferred.

TRANSFER OF APPROPRIATIONS: A staff memo distributed to board members recommended transfers of appropriations to avoid overspending various budget line items.

MOTION
VOTE

Upon motion by Dr. Loomis, seconded by Mr. Booth, the following resolution was unanimously approved:

WHEREAS, unforeseen operating cost increases in the budget categories of Personal Services and Materials and Supplies have occurred since budget appropriations for Fiscal Year 1979-80 were approved, and

WHEREAS, it is necessary to make appropriations for those categories that allow continuation of transit service at the current level.

BE IT RESOLVED that the following revisions in the General Fund budget appropriations are hereby approved:

REDUCTIONS IN APPROPRIATIONS

| | |
|-------------------------|-------------|
| Contingency | (\$25,000) |
| Transfer to Other Funds | (\$290,000) |
| Total | (\$315,000) |

INCREASES IN APPROPRIATIONS

| | | |
|----------------------------------|-----------|---|
| Transportation-Personal Services | \$ 55,000 | for employee cost-of-living adjustments and increased workers compensation costs. |
| Maintenance-Personal Services | \$ 10,000 | for employee cost-of-living adjustments. |
| Maintenance-Materials & Supplies | \$250,000 | for increased cost of fuel and lubricants, parts, tires and tubes and miscellaneous materials and supplies. |
| | ————— | |
| | \$315,000 | |

BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur obligations within the limits of this resolution.

FARE POLICY: Discussion was held on the leadtime necessary for schedule and day pass printing following a determination on fares.

Ms. Bevington reviewed the original staff recommendation to shift 21,000 hours from non-urban service into the urban area to effect a 10% increase in ridership. She said if minimal service were shifted to the non-urban area, the project ridership would decrease by 2%, losing ridership gains that support the proposed fare structure.

Dr. Loomis questioned how a decision could be made on fares without knowing what suburban routes would be retained. Mr. Booth commented that some of the rural routes are not viable, but said it appeared there should be two morning and two evening runs to Coburg and there was some justification for retaining service to Junction City.

Ms. Bevington said the comprehensive pricing policy package included the payroll tax at the maximum and if a fare increase is deferred, it would not be possible to implement the summer system by June 8. Mr. Powis concurred, saying the June service ties in with all of the timetable and promotion material, the pass and token outlets, and cannot be finalized by June 8 if action is not taken.

Ms. Matela responded to Mr. Langton's suggestion of implementing a 65¢ fare, saying it is unknown how ridership would be affected by that sizable an increase. She suggested a 55¢ fare would give the consumers an opportunity to adjust to an increase, saying ridership could be monitored and it would possibly be found unnecessary to raise the fare to 65¢ on October 1st. Dr. Loomis said he did not agree but believed that with the gasoline situation the district would not be criticized for raising the fares to 65¢.

MOTION

Mr. Langton moved to adopt the increase in fare structure recommended by staff for October 1, 1980 and implementing it on June 8, 1980. Dr. Loomis seconded the motion.

Mr. Kohnen expressed concern that such a substantial increase would affect ridership, saying many of the basic group of riders do not have a choice and tend to be people in lower incomes. He said he has been receiving a lot of telephone calls and would prefer the phased in increase so the district could monitor the effect of the increase.

Hank Perry, bus operator, said there is a lot of passenger objection to a 65¢ fare and many riders would find it cheaper to use their cars.

Mr. Herbert commended Nancy Matela on the fare policy report, saying it was very comprehensive and useful. He said it is possible that the pessimistic guess on the effects of a 65¢ fare may not be pessimistic enough.

VOTE


The question was put on Mr. Langton's motion and it carried with favorable vote by Booth, Langton, Loomis, and was opposed by Herbert and Kohnen. Ms. Roemer abstained.

MOTION
VOTE

BUDGET COMMITTEE NOMINATION: Mr. Herbert nominated Joan Rich to serve on the budget committee to fill the vacancy created by the resignation of Shirley Minor. He briefly reviewed Ms. Rich's participation in the League of Women Voters and on transportation committees. Dr. Loomis seconded Mr. Herbert's motion for approval of the appointment of Ms. Rich and it carried unanimously.

MOTION
VOTE

ADJOURNMENT: Upon motion by Mr. Booth, seconded by Mr. Langton, the meeting was adjourned to May 13, 1980, at 7:30 p.m. in Eugene City Hall.



Secretary