

MINUTES OF DIRECTORS MEETING  
LANE COUNTY MASS TRANSIT DISTRICT  
Adjourned Meeting  
May 13, 1980

Pursuant to notice given to the Register Guard, the Springfield News, and the Oregon Daily Emerald on April 22, 1980, an adjourned meeting of the board of directors of Lane County Mass Transit District was held May 13, 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  
Glenn E. Randall  
Carolyn Roemer  
Phyllis Loobey, General Manager  
Mavis Skipworth, Recording Secretary  
News media representatives:  
Marvin Tims, Register Guard  
David Collins, KLCC  
Marian Green, Oregon Daily Emerald  
Jan Thenell, West Lane News  
KATR

INTRODUCTORY REMARKS BY PRESIDENT: Mr. Kohnen welcomed the members of the audience and asked Ellen Bevington, Planning Administrator, to briefly summarize the events leading to this meeting's consideration of service reallocation.

Ms. Bevington reviewed the previous activities of the district in the preparation of the short range planning document, Transit Development Program, the unsuccessful efforts for funding through an income tax, and the subsequent adoption of an increased fare package. She presented three alternatives for reallocation of service based upon the current number of vehicle hours: Alternative 1) maintaining status quo of 20,700 annual vehicle hours to non-urban routes; Alternative 2) eliminating all non-urban routes; and Alternative 3) implementing reduced service of 10,114 annual vehicle hours on all non-urban routes. She said staff would recommend Alternative 3 for June implementation and that ridership response should be closely monitored for the next three months.

Ms. Bevington also requested authorization for development of an interim urban route plan to address the most critical scheduling problems and for a comprehensive redesign of the entire system with a calendar schedule for adequate public input.

AUDIENCE PARTICIPATION: Roscoe Payne of Junction City expressed appreciation for the proposed Coburg service in Alternative 3. He voiced approval of a fare increase and requested an additional run in the middle of the day.

Pastor Mel Moss, Coburg Chapel, presented a petition of 260 signatures from residents of Coburg, requesting service similar to the proposed schedule. He asked that buses leave Eugene at 2:10 p.m. and 5:10 p.m. Monday through Friday, and two buses on Saturday to leave Coburg at 9:35 a.m. and return at 5:10 p.m.

He expressed concern of a fare increase to \$1.60 one way, saying a 95¢ zone fare represented a much larger increase than in the base fare. He said it was his understanding that the governor appointed board members because of their qualifications and ability to handle the job; that by throwing service out the door they are avoiding the job. He added that part of the crisis was brought on by the district bringing nine buses daily into Coburg.

Bob Bryson, Chairman of the Planning Commission for the City of Coburg, advised that the Coburg City Council in 1975 developed a comprehensive plan including transportation that later became a part of the area goals. He said Coburg has a high proportion of seniors and low income residents. He suggested reducing service to four schedules daily, Monday through Friday, and two on Saturday. He opposed the base fare of 65¢ with a 95¢ zone charge for the additional two miles, saying it represented an arbitrary and disproportional cost. He said the City of Coburg is willing to go on record as being willing to cooperate in examining the alternatives whereby the City might take on a larger financial burden.

Mr. Kohnen reported meeting with Mayor Kaiser and Bob Bryson today and said there was an expression of cooperation for assistance in improving service to the City of Coburg.

Shirley Miller thanked the staff for the schedule design, saying it filled the minimum needs of the residents of Coburg. She also was concerned about a 95¢ zone fare for the additional few miles from the urban area.

Margaret Sexton of 1306 Bogart Lane in Coburg spoke of her dependence on the buses as her sole means of transportation and requested Saturday service for shopping needs.

Ardis Wynn expressed approval of the proposed schedule.

Margaret Jones said she would be willing to pay 50¢ one-way from Coburg for medical needs and requested Saturday service.

Dorothy Cyr of Camlu Apartments said bus service is needed to that area and, as the service is for accommodation and not for profit, the district should charge just what is needed and no more.

Mae Olson spoke for herself and the other 60 residents of Camlu in emphasizing their need for bus service.

Jean Hansen, Manager of Camlu, thanked the board for reconsidering the schedule. She said many residents moved to that apartment with assurance of transportation.

Elsie Harrington, also of Camlu, said many in the apartment were handicapped and unable to attend the meeting but she wished to relay their reliance on the buses. She suggested a great deal of revenue would be realized if the drivers would watch the coin boxes, rather than leaving them unattended when parked in the Eugene mall.

Susan Shoulders said she relied completely upon bus service for commuting to work on the Veneta route and stated that if this is a service based business, the district exists to give service, not to take it away from people who need it.

Nellie M. Swain spoke for Goodwill Industries workers going to Elmira Road who cannot afford to pay 65¢ daily and asked for lower rates. Ms. Bevington explained that many would meet the requirements for the 30¢ special service rate.

Elizabeth Hopla presented proposed schedules with 270 signatures from residents of Veneta, Elmira and Alvadore. She favored a 65¢ round trip fare for seniors, saying the proposed zone fare of 95¢ was outrageous. She asked that the proposed 1:20 p.m. bus be replaced by a 10:30 a.m. for the convenience of seniors. She suggested extending the one-month pass to include two months at the same cost of \$54.00. She cautioned that many passengers could not afford to ride the bus at the proposed fares.

Stefan Webb, district driver, said he knows many of the passengers and enjoys driving rural routes. He urged the residents to consider legal action, saying Lane County had given a grant for the rural buses. He said the district has a capacity for 31,000 riders and is serving only 16,000. He opposed a 95¢ zone fare, saying there is not a businessman who could double prices, reduce inventory and stay in business. He said the district is going downhill and is raising the price of fares so people will not ride the bus, but will drive their cars and cause more pollution.

Dr. Loomis said the board wishes to work with the public in solving the financial problems, that the board has responded to their testimony and presented a compromise. He urged constructive input, saying the board is responsive.

An unidentified man spoke of his reliance upon the buses and said he could ride on Greyhound for \$3.00 while the district plans to charge him \$4.00 to ride from Lowell. He urged the residents of Lowell and Blue River to join in a suit against the district.

An unidentified woman said it does not make sense that private industry can operate cheaper than an agency with government subsidy.

Marna Brukoff, testifying for the Fairmont Neighbors Association, urged the board to continue service to Laurel Hill and to construct bus stops at Laurelwood Golf Course and at 18th Street. She said the public is opposed to a 65¢ fare as it would be the highest priced system on the west coast and would decrease ridership. She urged the board to support staff proposals to delay service cutbacks for another year and to increase fares to only 50¢.

Earl Hauser suggested limiting the increase to 50¢ to avoid losing ridership and for more convenience to patrons carrying exact change.

Doug Cheney, 2735 River View, presented a petition for Laurel Hill service. He said 300 homesites are under development in the valley and if service were eliminated, the residents would be two miles from any bus service.

Joel Caplan, attorney from Laurel Hill, spoke in favor of retaining Laurel Hill service and spoke of the isolation of the valley and the poor streets and lighting.

Barbara Kraft of Junction City favored the proposed routes in Alternative 3, saying she preferred a base fare of 50¢ with a zone fare of 50¢ as she could not afford \$1.60 for a one-way trip. She said ridership would drop significantly as it would be cheaper to ride Greyhound.

Clark Cox, 1085 Patterson, said it is obvious there is something wrong with the fare structure and he wondered why a government agency would charge more than Greyhound. He expressed approval for the reduced service, with minor adjustments, and for long range planning with public input.

Paul Bonney, 587 Antelope, said he was a booster for the district and believes the service is excellent on the limited revenue, but he was opposed to such a significant increase, believing it would cut down on service demand. He said the district would no longer have to worry about crowded buses.

Frances Heath, representing Springfield seniors, objected to seniors having to pay a 65¢ fare if they found it necessary to return home at peak hours.

Mrs. Huddleston of Veneta spoke of her mentally retarded son who depends on the bus service, saying it would be difficult to pay the increased fare.

Robert Vaness, Veneta, objected to seniors paying full fare at peak hours.

Delilah Lake said she was a full time student who works and has financial difficulties. She encouraged reducing advertising promotions so fares could be lowered to 50¢ or 40¢.

Mel Moss spoke of a Laotian family who uses the bus from Coburg exclusively for their transportation needs.

Mr. Kohnen said the district would prefer to increase service but, because of limited revenues, only a certain amount of service can be offered which will have to be allocated to all of the areas. He advised that even with increased fares, the cost of running the service is not covered. He said the largest costs are drivers' wages and fuel.

Nellie Swain asked for more consideration of the seniors, such as a lowered base fare and a 10:30 a.m. schedule from Veneta.

An unidentified man requested reduced fare during non-peak hours of service and special consideration for the handicapped.

Ed Lohner, driver of Junction City route, reported that since the last board meeting he has received numerous complaints from passengers concerning a 95¢ zone fare. He suggested \$1.00 for a one-way fare would be reasonable, but \$1.60 was too much.

There being no further comment, the public participation was closed.

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

NON-URBAN ROUTES: Ms. Bevington presented a staff memo on service design, including requests for board action on the non-urban service proposal, on the development of an interim route plan to address the most critical scheduling problems, and on a comprehensive redesign of the urban system including a calendar schedule for the planning process.

Ms. Loobey spoke of the increasing awareness of public agencies and other groups of the need for a good transit system in the area, and of the importance of including in the planning process such groups as the Eugene and Springfield convention bureaus and candidates for office, as well as local units of government.

MOTION

Mr. Randall moved to adopt Alternative 3 to implement reduced service on all non-urban routes in accordance with the distributed description of schedules. Mr. Langton seconded the motion.

Dr. Loomis spoke of his concern about the cost of deadheading a bus to Veneta. Ms. Bevington explained the process of runcutting and adjusting schedules to fit together in the most economical way.

Mr. Langton asked how the board could even consider maintaining the status quo and Ms. Bevington said staff would be less able to respond to the overloads and hot routes with that alternative, and urban service would continue to deteriorate.

Ms. Hopla again asked for a 10:30 a.m. bus from Veneta in place of the 1:30 p.m. Mr. Herbert said it appeared that a specific midday trip could be assigned to only one area and asked staff if any adjustments could be made. Ms. Bevington said all of the 45 schedules have been incorporated and it would not be possible to make adjustments as the runs must be posted for drivers tomorrow in order to implement the June 8 scheduling.

Responding to a question by Dr. Loomis of the effect of any fare cutback on implementing the schedule, Ms. Bevington explained that the total vehicle hours are unchanged but 10,000 of the total 240,000 would be held back to address ridership problems such as hot routes, overloads and trippers. Dr. Loomis said as the total hours are being retained, the board should stay with the adopted base fare.

Mr. Randall said he made his motion with some doubts because of the total lack of Saturday service to the rural areas. He asked that staff consider including seniors under special service rates to allow them to travel at peak hours on reduced fare.

Mr. Booth entered the meeting.

Mr. Booth said he was not in favor of any of the options, but preferred limited service to only those areas that have demonstrated reasonable ridership.

The question was put and carried with favorable vote by Herbert, Kohnen, Langton, Loomis, Randall and Roemer. Mr. Booth opposed the motion.

VOTE

MOTION

URBAN SERVICE ADJUSTMENTS: Mr. Herbert moved to adopt the staff recommendation to develop an interim urban route plan and a work program for service redesign. The motion was duly seconded.

Mr. Langton asked if it was the intent to examine the service standards made part of the TDP as he was interested in varying headways. Ms. Bevington said that due to the short timeline for preparation of the interim urban service design, there would not be a great deal of public input and minor adjustments would have to be made that would not please everyone.

Mr. Langton said it was his philosophy that the district should strive to not eliminate service now being provided but, as there is no free lunch, the board would have to do only what was possible.

Mr. Booth said it was his philosophy that the board should establish guidelines and set goals and ridership objectives, and not become involved in route detail. He added that he was not interested in attending any work sessions on routing detail, but favored a change of policy to serve areas where there are the most people and to eliminate the current grid system.

VOTE

The question was put and carried with unanimous approval.

ION

CONSIDERATION OF NON-URBAN ZONE FARES: Mr. Randall moved that as of June 8, 1980, the urban base fare be reduced from 65¢ to 55¢ and the rest of the fare schedule be adjusted in accordance with the fare structure presented at the April 22 board meeting.

Mr. Booth asked for clarification of the rules on a change of fares at this time. The chairman advised that a simple motion requires a majority vote, while a motion to reconsider action taken by the board would require a two-thirds vote.

Mrs. Roemer seconded Mr. Randall's motion.

Mr. Langton said he had previously moved to increase fares and was told it was improper as it had not been given the proper notice and, as this item was not included on the agenda, he felt it would be improper to address the issue at this meeting. Mr. Kohnen responded that at the previous meeting the circumstances were different as there was no public input on the fare issue and at the present meeting there had been a great deal of public input. He said it was the ruling of the chair that the motion was in order.

Mr. Randall spoke of his opposition to a radical fare increase at one time, saying a 55¢ fare would be adequate and had been endorsed by the Eugene and Springfield Chambers and recommended by the staff; that a 65¢ fare would be a burden to those who generally ride the bus.

Dr. Loomis said the Eugene and Springfield Chambers would have attended this meeting had they known fares would be discussed.

MOTION

Mr. Langton moved to challenge the chair that the motion was in order. Dr. Loomis seconded the motion.

A five minute recess was called to examine Roberts Rules of Order. Following the recess, the meeting reconvened.

Mr. Kohnen stated that Roberts Rules of Order indicated a majority vote would be required and advised he was stepping down from the chair and asking the vice president to conduct the discussion and vote on the motion. Mr. Herbert assumed the chair, stating that each member could speak once to the motion.

Mr. Langton said he believed, beyond Robert Rules of Order, the district was subject to the public meeting laws of the State of Oregon and was restricted to discussing only those items included on the agenda. Mrs. Roemer reminded that at the April 22 meeting, non-urban fares were not considered but she agreed there should be further opportunity for public input.

Mr. Kohnen stated that the district's legal counsel had advised that any member could introduce a matter at a board meeting whether or not it was on the agenda, and that was the basis for his ruling.

VOTE

The question was put on the motion to sustain the chair. Voting in favor were Herbert, Kohnen and Randall. Opposed were Booth, Langton, Loomis and Roemer. The motion failed to sustain the chair.

MOTION

Mr. Randall moved that this item be placed on the next meeting agenda. Mrs. Roemer seconded the motion.

Mr. Langton said it would be stirring up the same bag of worms and would be a copout as the board had vacillated for two years on increasing fares. He added that the staff recommendation was not prepared in advance and was sprung on the board, and he was opposed to the motion.

Dr. Loomis said he was unable to attend the next meeting and was opposed to a member being able to delay action by suggesting it be placed on a future agenda. He stated the board had made a decision on fares and the staff was given direction, that the zone fare schedule should be passed at this meeting in an orderly fashion. He said he voted for the higher rate because he felt it was overdue as there had been no increase for three or four years, that testimony had indicated it should be done, and with a higher fare service can be given to those people. He said the board members should not keep changing their minds or they will lose all public support.

Mr. Herbert said he saw nothing the matter with the board reconsidering any action it has taken in the past and by having it on the next agenda there will be opportunity for further public testimony.

Mr. Randall said it was not his desire to delay action on the fare structure, but that delay was created by a vote not to sustain the chair. He said the chairman had acted upon the advice of the attorney and was turned down; that he had tried to speed up the process and was denied that process.

Mr. Booth said he believed the fare structure had already been determined and it was not a matter of delaying the process.

VOTE

The question was put and carried with favorable vote by Herbert, Kohnen, Randall and Roemer. Booth, Langton and Loomis opposed the motion.

Mr. Herbert remarked that the fare structure presented on April 22 did not include non-urban fares and Mr. Randall said his motion included both urban and non-urban fares. Mr. Herbert said the testimony indicated a 95¢ zone fare was too high and the staff should look at some alternatives to that fare.

Dr. Loomis said he would hope the staff would get their act together on the day pass system as he believed it should be included in the fare package; that if people knew the pass were available, they would not be opposed to the 95¢ zone fare.

Mr. Langton asked that details on the current suburban zone fare structure and boundaries be included with the agenda material.

ADJOURNMENT: The meeting was adjourned.



Secretary