

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
REGULAR MEETING

May 20, 1980

Pursuant to notice given to the Register Guard for publication on May 15, 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 May 20, 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
Glenn E. Randall
Carolyn Roemer
Richard Bryson, Counsel
Phyllis Loobey, General Manager
Mavis Skipworth, Recording Secretary
News media representatives:
Marvin Tims, Register Guard
Jody Murry, Oregon Daily Emerald
Coburg Countryman

Absent: Robert C. Loomis

INTRODUCTORY REMARKS BY BOARD PRESIDENT: The president welcomed the public attending the meeting and advised there would be several important matters presented for discussion and action.

Ray McIver, speaking as Transportation Chairman for the Track and Field Trials of the Olympic Commission, said transportation arrangements have not been completed for the Trials to be held in Eugene, June 21 to 29, 1980. He requested the district to issue passes for the 600-800 participating athletes and their families during that period, saying if the district would absorb the potential cost of the ridership, his organization would provide printing of the passes. He also requested the board to grant staff permission to provide a shuttle system similar to the service offered in the 1976 Trials serving Hayward Field from specific areas, such as motels. Mr. Kohnen said the board would later discuss his requests and do whatever was possible to assist.

AUDIENCE PARTICIPATION: Irene Stoneberg of Coburg objected to a \$1.60 fare to Coburg, comparing the greater distance on the Thurston route of 69th and Main Streets with the shorter distance to Coburg.

Lena Jones of Coburg concurred, saying it seemed unfair for patrons to travel the greater distance on a base fare, while being charged \$1.60 for the shorter trip to Coburg. Mr. Booth suggested there could be a savings for patrons purchasing a monthly pass.

Denise Near, Coburg, said she opposed a 30¢ fare for handicapped as it would be difficult for them to manage the number of coins and that she could not afford to pay \$1.60 for a ride into Eugene to attend classes.

Shirley Miller, also of Coburg, expressed appreciation for the five buses proposed for her area. She asked that the fares be revised for the trip to cost no more than \$1.00. She said many people in the area have a total income of \$200 to \$300 per month and such an increase in fares would cut ridership.

Mel Moss, Pastor of Coburg Chapel, suggested the district provide a smaller, 20 passenger diesel bus for his area. He predicted ridership from Coburg would drop 50% if the proposed fare were adopted. He recommended inclusion of Coburg into Zone 1 because of the few extra miles, and observed that \$1.00 would be more convenient for the drivers than \$1.10 or \$1.60. He said Coburg would appreciate having extra buses on the Friday and Saturday of their Golden Years event to be held August 21 through 24, 1980. Responding to question by Mr. Kohnen of anticipated ridership with the new schedule, Pastor Moss said the City of Coburg has become acutely aware of the need for more riders and if the district responds to their needs, he was certain the mayor would assist in any way possible.

Margaret Jones said she would be willing to pay half fare as a senior.

Mary Johnson spoke in support of retaining transfers.

Jewel Baker, representing Sentries of Lane County, described employment programs for seniors and spoke of their need for adequate and economical public transportation. She said she opposed a dramatic increase in fares and the elimination of transfers, saying public transportation should be considered a service to the people as the district receives federal funding and tax monies. She suggested consideration be given to selling passes on a sliding scale based on income.

Fern Johnson requested adequate schedules and economical fares for students who depend on the service and spoke of the need for Saturday and Sunday service in Coburg.

Paul Agerter, Eugene Area Chamber of Commerce, objected to any increase in the payroll tax, saying there is high unemployment and a depressed economy in the area, that many businesses are going bankrupt while others are having to cut payroll and lay off people.

Emerson Hamilton also spoke on behalf of the Eugene Chamber of Commerce, encouraging the district to restrain expenditures and employ cost cutting measures. He said the Chamber recommends 1) fares be set at 65¢, 2) the payroll tax held at .005, 3) that the payroll tax be referred to the voters prior to any increase, and the Chamber intends to research the possibilities of this process, and 4) that the present transfer system not be eliminated.

Mr. Schmaedick favored retaining the transfer, saying he believed it would improve revenues and pointed out that the impact of eliminating transfers could be better determined if it did not coincide with a fare increase.

Michael Mooser of Elmira encouraged limiting the fare to his area to \$1.00 to retain ridership. He said as subsidies for bus service are debated, the hidden subsidies of the automobile should also be considered. He asked that bus fares be kept at a reasonable level to encourage alternative transportation.

Clark Cox said he had heard many seniors and other patrons express a willingness to pay an increased fare but he believed the planned increase was too great at one time.

There were no further comments and that portion of the meeting was closed.

A five minute recess was called. The meeting then reconvened.

MOTION MINUTES: Upon motion by Mr. Langton, seconded by Mr. Booth, the minutes of
VOTE the April 22, 1980 adjourned meeting, the May 2, 1980 special meeting and the
May 13, 1980 adjourned meeting were unanimously approved.

REPORT OF SALARY SUBCOMMITTEE: Mr. Booth said the subcommittee had instructed staff to prepare a salary structure within a reasonable percentage of last year's budget and the proposed salary schedule was within that criterion.

MOTION Mr. Randall moved adoption of the salary structure included in the agenda
VOTE material, to become effective July 1, 1980. Mr. Langton seconded the motion and it carried unanimously.

MOTION Upon motion by Mr. Herbert, duly seconded, a salary of \$34,450 for the
VOTE general manager was unanimously approved.

Mr. Bryson entered the meeting.

ORDINANCE NO. 20: The chairman stated that consideration would be given to Ordinance No. 20, raising the payroll tax to .006, effective July 1, 1980.

MOTION Upon motion by Mr. Randall, seconded by Mrs. Roemer, the board unanimously
VOTE approved reading Ordinance No. 20 by title only.

Mr. Kohnen read, "Ordinance No. 20. An ordinance imposing an excise tax on employers, providing for administration, enforcement and collection of the tax, and terminating the application of Ordinance No. 16." He advised that copies of the full ordinance were available for any interested persons and that the second reading and action on the ordinance would be scheduled for the next regular board meeting.

Mr. Langton spoke in opposition to consideration of the ordinance. He said the board has heard objections from the public to the fare increase as being abrupt, large and cannot be afforded, and he believed the same consideration should be given to the business community paying the tax rather than raising the tax in a highhanded manner. He suggested .0054 would be more reasonable, together with cutting the budget and expenditures.

Mr. Herbert reviewed the effect an increase to .006 would have on his payroll as an employer, saying the impact would not be great and he supported the benefits it would bring to the community.

Mr. Booth said he believed it was premature to consider the ordinance before recommendations are received from the budget committee, as the additional tax may not be needed. He stated the tax was an inequity in the community that it appeared the board wished to apply the tax at the legal maximum rate and then decide how to spend the money.

Mr. Kohnen said the district is in a critical economic situation and without the additional tax revenues it would be necessary to cut service. He said he believed the board has been responsive to the business community as the tax has been reduced in the past when possible to do so, and has never been levied at the maximum rate. He explained the governor's intent to pay "in lieu of" tax

for state employees, and said that when the district has sought additional help from the state they have been asked if they are using the tax at the maximum the legislature has allowed. He observed that the additional cost for each employer would not be great and there is a need to maintain service for the community which is of benefit to business as well as to the community in general. He urged the business community to support the district in finding another viable source of revenue to enable a reduction in the payroll tax.

Mr. Booth said the board has refused to address the issue of greater efficiency in operation and he believed there could be considerable savings through greater administrative and maintenance department efficiency.

FARE STRUCTURE: The chairman stated that on May 13 the board had voted to consider the fare structure at this meeting and referred to pricing alternatives prepared by staff and included in the agenda packet for urban and non-urban areas.

MOTION Mrs. Roemer moved to eliminate day passes from consideration in the package and to reinstate the transfer. Mr. Langton seconded the motion.

Mr. Herbert suggested the staff should be given the flexibility to continue analyzing the usage of transfers and day passes.

VOTE The question was put and carried unanimously.

Responding to question by Mr. Langton, Ms. Bevington explained the eight zone system would be compressed to three zones to reduce accounting costs and to simplify the administrative process.

MOTION Mr. Booth moved to adopt Alternative 1 of the zone fare table on Page 32 of the agenda material, indicating a Zone 2 fare of \$1.00 and Zone 3 fare of \$1.35. Mr. Langton seconded the motion.

Mr. Kohnen said he believed consideration should be given to a complete fare structure package, including Zone 1.

Mr. Herbert said he was opposed to a base fare of 65¢ and preferred a 55¢ base fare with a 55¢ zone charge, which he believed would conform to the testimony received by the board.

Responding to question by Mr. Langton of anticipated revenues from various fare levels, Mr. Shinn distributed a table of project revenues and pointed out that revenues would be about the same from a 55¢ or 65¢ base fare.

Mr. Kohnen expressed the opinion that a 55¢ Zone 2 and an 85¢ Zone 3 charge was justified.

Mr. Booth asked if the revenue picture would improve if service were continued to Coburg but all other non-urban routes eliminated. Ms. Loobey advised that about 3% in taxes would be lost but the productivity from those vehicles being reallocated to the urban area would increase farebox revenues.

Mr. Langton said the district has a good product and should not be afraid to raise fares; that the board did not address an earlier fare increase and now should move to cover the increased costs.

VOTE The question was put on Mr. Booth's motion and was defeated. Voting in favor were Booth and Langton. Opposed were Herbert, Kohnen, Randall and Roemer.

MOTION Mr. Randall moved to adopt Alternative 1 on Page 30 of the agenda material, with a 55¢ base fare. Mr. Herbert seconded the motion.

Ms. Loobey spoke of the correlation between gas prices and the new transit rider, saying staff recommended a 55¢ base fare to become effective on June 8th and to monitor the effects on ridership while studying a mechanism to encourage prepaid rides, and if gas prices continue to escalate to increase the fare to 65¢ in October.

Mr. Randall said he would support a 55¢ fare and incremental increases. He read a letter received from Representative Bill Rogers approving incremental increases but opposing the 65¢ fare as too great an increase at one time.

Mr. Kohnen said the primary concern should be the total amount of revenue to be derived from the farebox and if the fare is set too high it would be self-defeating. He expressed approval of a 55¢ fare and monitoring the effect on ridership.

Mrs. Roemer said she would have to oppose the motion as she believed the board must have a commitment to a higher fare in October.

VOTE The question was put and failed. Voting in favor were Herbert, Kohnen and Randall. Opposed were Booth, Langton and Roemer.

MOTION Mrs. Roemer spoke of the importance of coming to a consensus on fares for urban and non-urban. She moved to approve a base fare of 60¢ with a Zone 2 charge of 35¢ and Zone 3 charge of 85¢ effective June 8, 1980 and a 65¢ base fare to be evaluated for implementation on October 1. Mr. Booth seconded the motion.

Mr. Randall opposed the motion, saying the board was looking at dollars instead of people and it was a callous view; that the urban rider has alternatives for transportation while the suburban area does not.

Mr. Herbert called attention to the staff analysis indicating similar fare-box revenue for both the 55¢ and 65¢ fares, saying if the motion were adopted it would increase fares with no prospect of benefit to the district. Mrs. Roemer said she was seeking a compromise for the business community and the riders.

Mr. Herbert reiterated his concern that a change from a 55¢ base fare to 60¢ would affect every rider every day in the urban area and there were many people who would find it a substantial item to meet that 10¢ each day. He asked Mrs. Roemer to reconsider her motion. Mrs. Roemer said she also felt concern for the patrons but thought it was important to have a consensus on the board.

Mr. Booth said he would take issue with the staff's estimate on projected revenues and ridership loss.

Pastor Mel Moss expressed his view that a compromise should show the chamber that the board is attempting to work with them. Mr. Randall responded that the chamber had in the past not given the district support in attempting to change the revenue base to an income tax.

VOTE The question was put on Ms. Roemer's motion and carried with favorable vote by Booth, Herbert, Langton and Roemer. Opposed were Kohnen and Randall.

MOTION Mr. Herbert said that as a voter on the prevailing side, he would ask for a reconsideration of the vote. He moved to reconsider the vote by which Mrs. Roemer's motion was carried. Mr. Randall seconded the motion and it failed. Voting in favor were Herbert, Kohnen and Randall. Opposed were Booth, Langton and Roemer.

DOWNTOWN TRANSPORTATION STUDY: Mr. Herbert asked the board to determine a convenient date to meet with the Eugene City Council concerning the Downtown Transportation Study. It was the consensus of the board to meet with the Council at 1:00 p.m., June 25th, and to hold a preliminary work session at an adjourned board meeting on June 20th at 7:30 a.m.

OLYMPIC TRIALS: The chairman referred to Mr. McIver's requests for passes for athletes and families and for permission to discuss with staff a shuttle system to Hayward Field.

Ms. Loobey said the district could furnish transportation to the athletes on the regular routes, but due to the limited number of available vehicles and lack of additional operating funds, the staff would recommend that the Olympic Trials Commission could pay the charter fee for three buses and regular fares charged the passengers would be an offset against the charter cost. Mr. Booth said while he would not wish to have any regular patrons displaced, he would encourage doing everything possible to cooperate with the Commission. Mrs. Roemer said she preferred having a uniform policy established and to not subsidize special events in any way.

MOTION Mr. Herbert moved to provide passes for the athletes and to provide shuttle service on a guaranteed chartered basis within the availability of rolling stock. Mr. Randall seconded the motion and it carried with favorable vote by VOTE Booth, Herbert, Kohnen, Langton and Randall. Mrs. Roemer was opposed.

MOTION EXECUTIVE SESSION: Mr. Langton moved, seconded by Mr. Herbert, to go into executive session pursuant to ORS 192.660 (1)(e) to discuss property acquisition. VOTE The motion carried unanimously.

Mr. Bryson explained that the board had at an earlier meeting resolved it was necessary to acquire three properties and subsequently the staff had asked the federal government to approve offers for the amounts determined. He said they concurred with the offer on the Short property, but objected to the district offering more than the review appraisal on the other two parcels.

The executive session was closed.

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

BE IT MOVED that the Resolution adopted by this Board at its meeting of May 2, 1980, determining the amount of just compensation for the Huling and Steiner properties and authorizing the General Manager to offer said amounts for the purchase thereof be rescinded, but the Resolution as it concerned the Short property remain in effect.

MOTION Upon motion by Mr. Booth, seconded by Mr. Langton, the following resolution
VOTE was unanimously adopted.

BE IT MOVED that the values set opposite the following properties are determined to constitute just compensation for the taking thereof and that the General Manager is authorized to offer said amounts to the respective property owners in return for warranty deeds conveying fee simple title, free and clear of encumbrances, with title insurance in the amounts of the respective property prices to be furnished at the expense of the respective sellers, to-wit:

Huling property	\$79,000
Steiner property	\$99,600

ADJOURNMENT: The meeting was adjourned.



Secretary