

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
REGULAR MEETING
August 19, 1980

Pursuant to notice given to the Register Guard for publication on August 11, 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 August 19, 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: The chairman opened the meeting for public comment and there was no response. Following a second call, he closed that portion of the meeting.

PUBLIC HEARING - TRANSITION PLAN: Mr. Kohnen welcomed members of the audience. He then briefly reviewed the process and participants involved in the development of the Transition Plan.

Ellen Bevington, Planning Administrator, gave an overview of the content of the Transition Plan, saying it was a proposal outlining the district's programming efforts toward making the fixed route service accessible and determining the district's role in maintaining some form of curb-to-curb service. She explained the necessity of compliance with 504 regulations in order to assure continued eligibility for federal funding. She called attention to two policy statements included in the draft Plan, 1) that the district would be committed to the successful implementation of fixed route accessibility and, independent of federal and state regulations, would pursue a program of total fixed route accessibility, and 2) the district has a responsibility to participate with other public agencies in the continued funding of some form of curb-to-curb service for those disabled who cannot use accessible fixed route service.

John Craig said he was representing the Citizens Advisory Committee of Lane Council of Governments' Area Agency on Aging, and also expressing his personal interest as he was previously involved with planning and dissemination of information at the inception of the Dial-A-Bus service. He presented a written statement including the following comments: 1) giving support for

termination of age only as an eligibility criteria for use of Dial-A-Bus due to economic constraints, if efforts are made to publicize the change and reasons for such, and to make the senior community aware of new methods of access to the service during the transition, 2) rendering support for the elimination of the income factor for eligibility, 3) expressing appreciation that the Area Agency on Aging will be involved in the determination of additional agencies to assist in the certification process during the transition, 4) requesting that Lane County Senior Services be added to the list of organizations to be involved in the planning group for the post-transition period, 5) requesting the district to commit to efforts to continue curb-to-curb service in the post-transition period by (a) turning the Dial-A-Bus vehicles over to a new organization, (b) provide technical assistance such as dispatching to an organization that might assume the service, (c) provide maintenance labor at no cost for a period of one to two years, and (d) provide approximately 25 percent or \$87,500 of the \$350,000 annual operating cost on an on-going basis to an eventual sponsor organization. The memo further stated that they opposed the federal regulations requiring fifty percent accessibility of the fixed-route fleet because of the immense cost, that many handicapped/frail elderly will still be served by non-accessible buses and many will have difficulty utilizing accessible buses if they live a distance from the fixed route, thereby creating a need for "feeder" systems, 6) that they are relatively optimistic that a private not-for-profit organization in the post-transition period can continue the service. Mr. Craig added that they recognize the pressures the district is under and his agency will cooperate fully in developing a curb-to-curb service.

Dave Kleger of Vocational Rehabilitation Division read a prepared statement from Elizabeth Waechter, Executive Director of Pearl Buck Center, Inc., stating that agency's support for the district in its commitment to successfully implement total fixed route accessibility. She said they recognize that the district is seeking to meet both the spirit and the letter of the law in complying with Section 504 regulations and commended the plan for its commitment to fixed route accessibility and the reduced fare program for the handicapped.

Mr. Kleger said he was a potential user of accessible service and wished to commend the district staff and advisory committee for preparing a well balanced transition plan proposal, adding that while he would prefer 100% accessibility and continuance of needed curb-to-curb service, he was aware of the financial constraints of the district. He said the handicapped need transportation equivalent to their next door neighbors, including hours and location of service and fares. He said it is frustrating that the Dial-A-Bus vehicles are wearing out and that the district does not have the money to continue the service, but that he appreciated the proposal as it is a good step in the right direction. He mentioned his support for a decision to purchase more reliable lifts, saying the delay in putting the new buses into service was justified.

Frank Mehuron stated he would be unable to reach a fixed route bus as Owasso Street is too unlevel for wheelchair travel. He asked that some means be found whereby the disabled will be able to get about. He expressed appreciation for past Dial-A-Bus service and said he hoped a replacement could be found that would be financially feasible.

Jack Clary of Senior Services Subcommittee of Lane County Social Services said his committee had reviewed the draft transition plan and wished to commend the district for its efforts to continue some form of curb-to-curb service; that

although it is essential for many senior citizens, they recognized that age should no longer be included in the criteria. They asked that full publicity be given for any changes.

Vicki Merkel, representing Childrens Services of Adult & Family Services, described a senior volunteer program providing transportation for many of their clients. She said many cannot afford the Dial-A-Bus fare and some require door-to-door service, while others depend upon Dial-A-Bus and any phase-down of the service would have a great impact. She offered support in working with the district to meet the needs of the handicapped.

Larry Reese of 6330 Main Street, Springfield, spoke in favor of accessible routes.

Lois Burn spoke of her concern that only two wheelchairs would fit on a bus. Ellen Bevington assured her that policies and procedures would be prepared prior to implementation of service and that part of the transition plan includes continuing to work with members of the handicapped community when the lift equipped buses become available.

Betty Kelmar told of her dependency upon Dial-A-Bus service as the five block distance between her residence and the fixed route was not accessible for wheelchair travel.

Inez Tucker of Springfield said there was not access for her wheelchair to a bus stop.

Chris Casady commended the district for the proposed service. He said it is not possible to meet everyone's needs but the district is moving in a positive direction.

Don Ware of Vocational Rehabilitation Division pledged his cooperation in working with other agencies and the district in development of a replacement curb-to-curb service.

Selma Neely, Adult & Family Services, also agreed to cooperate, saying she was certain the agencies in Lane County would maintain their usual high standard and develop a viable system.

Dick Trefren of Lane County Senior Services offered the support of his agency to form a new curb-to-curb service. He urged that the criteria for eligibility should include elderly who are frail, but agreed that ablebodied seniors who can ride the fixed route system should not be included. He asked that the criteria be clearly defined and the information disseminated throughout the community.

Fay Sanders expressed appreciation for curb-to-curb service and encouraged its continuance.

Clark Cox, 1085 Patterson said he had not had an opportunity to completely review the transition plan but gave his approval of the concept and the proposed policies. He said it was regretful that not all seniors could be included in the special service.

There were no further comments and the public hearing was closed.

MOTION MINUTES: The minutes of the July 15, 1980 regular board meeting were
VOTE unanimously approved as distributed.

MOTION TRANSITION PLAN: A motion was made by Mr. Randall, seconded by Dr. Loomis,
that the Lane Transit District Transition Plan be adopted and the staff be
authorized to submit the plan to the Urban Mass Transportation Administration;
that it be further resolved that the Eligibility Criteria for Reduced Fare Card,
as included in Appendix A of the plan, be hereby adopted.

The board briefly reviewed the federal and state requirements of access-
ibility and the financial advantage of phasing out Dial-A-Bus service. Dr.
Loomis asked that Lane County Senior Services be included on the advisory committee
in the continuing effort to provide accessible service to the community.

Ellen Bevington responded to question by Dan Herbert of the changes in
the eligibility criteria from the current policy.

Mrs. Roemer asked for further clarification of not including learning
disabilities in the eligibility criteria. Ms. Bevington explained the difficulty
of avoiding broad eligibility which could contribute to abuse of the program.

VOTE The question was put and carried unanimously.

The chairman thanked Ms. Bevington for her presentation and the members
of the public who attended and participated.

ARCHITECTURAL SUBCOMMITTEE REPORT: Mr. Herbert summarized recent activities
of the subcommittee, calling attention to a schedule of activities included in
the board material to complete interim improvements and a second schedule
pertaining to long-term improvements. He advised that possible effects of the
service redesign on the architectural program will need to be determined.
The subcommittee requested three actions of the board; 1) authorization for the
subcommittee to continue overseeing the architectural program and coordinating
board involvement in the program, 2) authorize the subcommittee to retain an
appraiser to determine the value of that part of the district's existing property
that has not been appraised in 1980, and 3) to adjourn to a September 10 meeting
to act on subcommittee recommendations regarding garage/office facility design
parameters, and other portions of the architectural program.

In discussion of determining the market value of the property, Mr. Booth
warned that improvements to the current site could reduce the value if it were
later sold for other uses.

Mr. Herbert stressed the necessity of the board determining the fleet size
to be considered in long-term planning. Mr. Langton said he believed the
fleet size is currently too large for the need and the district must be realistic
in any expansion of the fleet. Mr. Booth concurred, saying the fleet size should
conform to the demand of the community.

MOTION Upon motion by Mr. Herbert, seconded by Mr. Langton, the board unanimously
VOTE approved the following motion: "Be it moved that the Architectural Subcommittee
is authorized to oversee staff and architect activities in the continuation of
the architectural program and the Subcommittee is authorized to retain an
appraiser to determine the value of the District's property."

EXTERIOR BUS AND SHELTER ADVERTISING; Mr. Bergeron, Marketing Administrator, presented a memo describing potential revenues that could be realized through exterior advertising on the buses and shelters. He advised that the local sign codes do not permit shelter advertising at this time and would require revision before such a program could begin. The staff requested approval to proceed into a bid phase to determine the amount of additional revenue that could be derived through a combined interior and exterior bus advertising program, and to authorize staff to apply for a variance in local codes which currently prohibit shelter advertising.

Mr. Randall told of an unsatisfactory response he had recently received from the firm handling the district's advertising in the interior of the buses, and recommended that staff handle the space rentals.

Dr. Loomis disagreed, saying he believed that if the district were to reserve the right to refuse advertising in poor taste it would be better managed by professionals. He spoke in favor of finding how much revenue could be anticipated.

Mr. Randall said the board should first determine whether or not they wanted exterior advertising, and expressed concern that the district may not have the legal right to accept or reject certain types of advertisements.

Mr. Herbert said he was also interested in knowing the amount of potential revenue but would want to see pictures of how the advertising would look, and he was not yet ready to approve exterior advertising. Mr. Booth agreed, saying he was also concerned about the propriety of what is put on the buses.

Dr. Loomis suggested delaying any attempt to change the city code for shelter advertising.

Mr. Randall said he had no objection to looking into exterior advertising but urged investigation of the control the district would have over the type of advertising it would accept.

MOTION Dr. Loomis moved that the staff be authorized to request written proposals
VOTE for combined interior/exterior bus advertising and to investigate legal
 ramifications thereof. Mr. Booth seconded the motion and it carried unanimously.

1980-85 TRANSPORTATION IMPROVEMENT PROGRAM; Ms. Bevington explained that the Transportation Improvement Program (TIP) is a 5-year summary of all transportation improvements anticipated within the urban area and that L-COG has requested adoption of the document by the district. She assured that the 1980-81 element was consistent with the district's budget and the Transit Development Program and the following four years' projects are estimates that would be revised in future TIP updates.

MOTION Mr. Randall moved that the Eugene-Springfield Area 1980-81 to 1984-85
VOTE Transportation Improvement Program be adopted. Dr. Loomis seconded the motion
 and it carried unanimously.

DOWNTOWN FIRE/LIFE SAFETY STUDY: Ms. Loobey referred to a letter included in the agenda packet from the Housing & Community Conservation Department (HCC) of the City of Eugene requesting a contribution of \$3,000 from the district toward a study of downtown Eugene fire safety and how it will be affected by

he 8th/10th contraflow bus loop. She said staff recommended that if the Urban Initiative application is approved, the fire/life safety study be made a part of it.

Robert Thomas, Assistant Director of HCC, spoke in support of the study and said he would not be opposed to including it in the grant application.

MOTION Dr. Loomis moved that the board president be authorized to recommend to the Housing and Community Conservation Department that the proposed fire and life safety study be included in the pending Urban Initiatives project. Mr. Booth seconded the motion. It carried unanimously.

VOTE

CASCADE EMPLOYERS ASSOCIATION: The board was advised that Phyllis Loobey has been nominated to serve on the Cascade Board of Directors for a 3-year term, with the cost to the district expected to be no more than \$300 per year.

MOTION Mr. Booth moved that Ms. Loobey be authorized to serve on the board of directors of Cascade Employers Association at the expense of Lane Transit District. Mr. Langton seconded the motion.

Mr. Kohnen said he reviewed the issue with the district's counsel and there appeared to be no legal problems associated with it.

Mr. Randall said he would not feel comfortable with the district putting public money into a private organization.

Mr. Booth spoke in favor of the motion, saying he believed it to be an honor to the district that the general manager had been selected. He said the CEA board does not make policy decisions or engage in strategy activities and he believed it would be proper for Ms. Loobey to serve on the board.

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

CITIZENS COMMITTEE FOR MORE BUSES: A memo was presented from the chairman advising that on July 29, members of the Citizens Committee for More Buses met to review the income tax campaign and the election results. The memo said the participants had agreed that a broader constituency should be developed within the community and the district should explore a course of action that could lead to another campaign, possibly targeted for 1981.

Mr. Booth commented that possibly another reason for the defeat of the income tax was that there is not a great deal of community support for it.

SAFETY AWARD: The board was advised that the district received the American Public Transit Association Certificate of Achievement for Improved Safety for 1979. Dr. Loomis extended congratulations for the accomplishment.

RIDERSHIP: The chairman pointed out a new ridership reporting format. Mr. Powis gave some corrected July figures for Dial-A-Bus ridership and advised that staff anticipates including revenue comparisons with future ridership reporting.

MISCELLANEOUS: Reporting was presented on a University of Oregon Research Study, on Marketing activities and the Maintenance Division.

The board was advised that settlement offers on the Steiner and Huling properties have been accepted and the closing date is scheduled for August 28.

Ms. Loobey advised she would be on vacation from August 18 to September 2.

MOTION

ADJOURNMENT: Mr. Booth moved to adjourn the meeting to 7:30 a.m., September 10, 1980 at Perry's Restaurant, 959 Pearl Street, Eugene, Oregon to discuss design parameters for the garage/office facility and to preview the Architectural Program. Mr. Langton seconded the motion and it carried

VOTE

unanimously.



Secretary