

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
REGULAR MEETING

December 15, 1981

Pursuant to notice to the Eugene Register-Guard for publication on December 10, 1981, and distributed to persons on the mailing list of the District, the regular meeting of the Board of Directors of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on December 15, 1981, at 7:30 p.m.

Present: Richard A. Booth, Secretary
Janice Eberly
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Glenn E. Randall
Carolyn Roemer
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

News Media Representative:
Ron Bellamy, Eugene Register-Guard

Absent: Robert C. Loomis

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Mr. Kohnen welcomed Janice Eberly to her first meeting as a member of the Board of Directors. He also introduced Janet Calvert from the audience. She will take her seat on the Board at the January meeting.

PUBLIC HEARING ON ORDINANCES #21 AND #22: Mr. Kohnen called the Board's and audience's attention to pages 39 and 40 of the agenda material and said that during the last session, the Oregon Legislature passed a bill that requires the District to change its boundaries to conform to areas in which service is provided.

Paul Shinn, Director of Administrative Services, showed the areas to be changed on a large map and explained that the new boundaries are based on census tract lines rather than school district lines as in the past. Three of the areas to be changed included no or few employees for whom employers were paying the payroll tax. The area at the south end of Bailey Hill Road has no hope of transit service in the near future, he said, and involves about 75 employees on whom employers are paying the payroll tax. The most significant change, he said, is in the Cheshire area and a couple of smaller communities toward Triange Lake and north of the north line of Junction City, where there is not likely to be transit service in the near future.

Mr. Kohnen explained that Ordinance #21 sets criteria for setting the boundaries and Ordinance #22 actually sets those boundaries. He said the first reading of the boundary ordinance was scheduled for that evening and the second reading and adoption would be scheduled for the January Board meeting. The boundaries would change as of January 1, 1982.

There followed some discussion on the subdistrict lines and Board replacements as announced by the Governor's office. Ms. Loobey explained that the present Board members' terms all expired on December 3, 1981 and the Governor's office wanted to have staggered terms, some three-year and some four-year, for the next Board. When the Secretary of State's office finally finished redrawing subdistrict lines, the Governor's office had already reappointed Mr. Langton and Mr. Randall and appointed Ms. Eberly, and now some Board members will not be replaced by new members from the same subdistrict. She said also that Janet Calvert will be replacing Ms. Romer, and Ms. Eberly replaced Dan Herbert.

Ms. Loobey went on to explain that the law states that when a Board member's term expires, that member continues to serve until his/her replacement is confirmed. Peter Brandt, who will take his position on the Board in January, and Ms. Eberly have been confirmed, as have Mr. Langton and Mr. Randall. Polly Nelson and Janet Calvert have been appointed but not confirmed, and Mr. Kohnen's term is over but no one has been appointed to fill his position. Confirmation hearings have been scheduled for the special session of the Legislature, which begins on January 11, 1982.

Mr. Kohnen then declared the public hearing on Ordinances #21 and #22 open and asked two times for public comment. There was none, and the public hearing was closed.

PUBLIC HEARING ON GRANT APPLICATION FOR RETROFIT OF 500 SERIES BUSES WITH LIFTS: Mr. Kohnen informed the Board and audience that there was a supplemental hearing on this subject on December 8, conducted by LTD staff, for which minutes are included in the agenda packet. He called their attention to the staff report on page 17 of the agenda packet, and went on to explain that as part of the process of making an application for Federal funds for 80% of the cost, the District is required to hold an official hearing, and a court reporter was present for that hearing.

Mr. Kohnen declared the public hearing on this subject to be open.

The first speaker, David R. Kleger, of 2154 Golden Garden, Eugene, who is a wheelchair user, stated that he had addressed this issue on behalf of the State of Oregon Vocational Rehabilitation Division at the supplemental hearing, and was now speaking on his own behalf. He would be personally affected by the 500 series retrofit, he said, because he would be able to ride buses more easily. He stated that there have not been enough accessible buses working on a flexible enough schedule for him to get to work for an eight-hour day, so he drives his own car at an approximate monthly cost of \$75.00 for gas. He thought that he would probably spend the money he saved by riding the bus at area stores. He concluded by saying that there are four other people near his home who are

wheelchair users, and that the availability of public transportation at practical levels of cost will make it easier for all wheelchair users to function independently and live their own lives. He strongly supported the grant application.

Diane Schechter, who works for Specialized Recreation through the Eugene Parks and Recreation Department, spoke on her own behalf. She supports the grant application because of the number of people who cannot reach their programs because of transportation barriers. She believes the lack of accessible transportation is one of the biggest barriers to people becoming active in the community and being involved in programs such as the one she works with.

The next speaker, Mike Goldhamer of 1205 Taylor, Eugene, commended the Board for retrofitting the 700 series earlier. He said that ridership is above expectations and that he thought the 500 series retrofit would make Eugene a landmark city in the country. He felt good about being a citizen of Eugene because of the accessibility already present, and thought the retrofitting of the 500 series buses would be a continuation of the accessible environment of Eugene. Mr. Goldhamer is a wheelchair user.

George Funderburk of 2154 Escalante, Eugene, another wheelchair user, stated that Dial-A-Bus cannot handle the transportation needs of Eugene and that accessible fixed-route buses are necessary. He was in favor of the grant application.

Sylvia Pinkerton of 531 West 11th, Eugene, a wheelchair user also, stated that she had been skeptical about using fixed-route accessible buses, but had been thrilled with how convenient it is and about how well drivers handle the situation. She said she has been happy with the service but there are very few places that she wants to go that the accessible buses go, so she supported the grant application for retrofitting the 500 series buses.

Yitzhak Hankin, who resides at 132 East Broadway, Eugene, and is a staff member of Independent Living Programs, spoke on his own behalf. He expressed support for the retrofit of the 500 series buses because accessible fixed-route buses increase freedom and participation in the community. He would like to see the trend already set continued and developed to its fullest capacity in the community to allow the greatest amount of freedom for all the community.

Barbara Williams of 1375 West 10th, Eugene, expressed support for the grant applications for all the reasons already stated.

Mr. Kohnen asked twice more for comment from the audience. There was no further audience participation, and the hearing was declared closed. Mr. Kohnen commented that the Board would consider this matter later in that evening's agenda.

AUDIENCE PARTICIPATION (OTHER THAN FOR ORDINANCES #21 AND #22 AND FOR 500 SERIES RETROFIT): Allan Kluber of 243 West "D" Street, Springfield, stated that he was concerned about bus traffic near the William Lane Senior Center. He said he was not opposed to having the service but thought the service on Mill Street met

the seniors' needs. He didn't think it was necessary to disrupt his neighborhood to have service for seniors. Of the 60 trips which the bus makes each day, he said, it carries only about 118 passengers, or two people per trip, and not all those people go to the Senior Center. He thought 60 bus trips were too many for 118 passengers. He stated that there was a survey of senior users and potential users, and the crucial point made was that only one person fell into the category of having difficulty walking a block; he thought there should not be 15-minute service for one person.

Roger Higgins of 444 Water Street, Springfield, concurred with Mr. Kluber that the buses seem to be running often with nobody on them. He said it annoys him when the buses stop and wait on his street, and his house vibrates when buses go by. He thought the number of trips greatly outweighs any advantage to the seniors.

Mr. Kohnen thanked them for their input and said staff would look into the matter and report back to the Board. There was no further audience participation.

MOTION APPROVAL OF MINUTES: Mr. Randall moved, and Mr. Langton seconded, that the minutes of the November 17, 1981 regular Board meeting be approved as distributed.
VOTE The motion passed on a unanimous vote.

GRANT APPLICATION FOR 500 SERIES RETROFIT WITH LIFTS: Mr. Kohnen called the Board's attention to the report prepared by Leon Skiles, LTD Service Analyst, beginning on page 16 of the agenda packet, and to the cost benefit analysis starting on page 28. He said that almost the same dollar amount will be funded by the Federal government for capital projects; there is no problem with those funds as with Section 5 funding.

Mr. Booth asked a question regarding the present guidelines. Ms. Loobey explained that permanent guidelines will be announced in the near future, but staff are anticipating that there will be an emphasis on the local option, and that the notion of comparability will probably remain intact. If an alternate service is run, she said, it must be comparable in hours and service area to the fixed-route service. She added that it is not the belief in the Department of Transportation that the requirements will be eliminated.

Mr. Skiles stated that in the interim regulations if a transit district is receiving federal funds, it has to be making special efforts to meet the needs of the handicapped community. Examples of those efforts are: (1) fixed-route accessible service and a comparable delivery system such as a demand/responsive system like Dial-A-Bus; (2) spending 3.5% of Section 5 funds operating a system to meet the needs of the handicapped community; and (3) a system that would guarantee 10 round trips per week, such as a script program. These options are further discussed in the agenda packet. Mr. Skiles further stated that UMTA says the final regulations will probably come about in July of 1982 and will probably not include the 3.5% option.

MOTION Mr. Randall moved that the authorizing resolution submitted by the staff and found on page 38 of the agenda packet be adopted. Mr. Langton seconded the motion. A copy of that resolution is attached to the minutes.

Ms. Roemer referred to the cost analysis and asked if LTD would continue to give money to Dial-A-Bus. Mr. Skiles responded that the Transition Plan, adopted by the Board, states that the District will participate at some level in a consortium. That participation will begin, he said, when the contract with Special Mobility Services is terminated. He stated that the \$100,000 listed in the cost analysis is not a guaranteed amount for the District's participation, but is a possible level and was included to alert the Board that the District will continue to participate until directed otherwise by the Board.

Mr. Booth asked a question regarding the effect of retrofitting the 500 series buses on the farebox to operating cost ratio. Mr. Shinn replied that there will be no effect, since the initial cost of the lifts is low, with additional maintenance costs of about \$15,000 a year, and the retrofit will open up the same fixed-route service to about 15,000 riders who will be paying fares.

VOTE The question was put and the motion carried five to one, with Mr. Booth casting the one vote in opposition.

ORDINANCES #21 AND #22: Mr. Kohnen opened this topic by drawing the Board's attention to the ordinances on pages 39 and 40 of the agenda packet. He then informed the audience that extra copies of the ordinances were available for anyone who had not yet received one.

MOTION Mr. Langton moved, seconded by Ms. Roemer, that Ordinance #21 be read by
VOTE title only. The motion carried on a unanimous vote. Mr. Kohnen then read the title of the ordinance: Lane County Mass Transit District Ordinance #21, an ordinance setting forth criteria to be used in determining the territory in which the Transit System of the District will operate, and declaring an emergency.

MOTION Mr. Langton then moved that the Board adopt Ordinance #21 as outlined on
VOTE page 39 of the agenda packet. Ms. Roemer seconded the motion. Mr. Kohnen commented that the ordinance would take effect immediately if passed. The question was put and the motion carried unanimously. A copy of the ordinance is attached to the minutes.

MOTION Mr. Kohnen then stated that Ordinance #22 would alter the territorial bound-
VOTE aries for the District to conform with the service area. Mr. Langton moved, seconded by Ms. Roemer, that Ordinance #22 be read by title only. The vote was unanimous in favor of the motion. Mr. Kohnen then read the title of Ordinance #22: Lane County Mass Transit District Ordinance #22, an ordinance altering the territorial boundaries for Lane County Mass Transit District and repealing Ordinance #17. Mr. Kohnen stated that Ordinance #22 will be on the January agenda for a second reading and adoption.

LANE COMMUNITY COLLEGE TERM PASS: Mr. Kohnen referred to the memo on page 51 of the agenda packet and said that members of the audience had asked to be heard at this time.

Casey Fast, of 3215 Onyx Street, Eugene, spoke as a member of the LCC Giraffe Club, which had approached the student government to help subsidize a quarter pass.

Bob Dove, of 4795 Franklin, Eugene, spoke as a member of the Student Senate at LCC and as chairman of the transportation committee. He said that they realize that the only way to get people to quit driving is to make riding a bus a bargain they can't afford to pass up. He said that government aid to students has been greatly reduced and jobs are hard to find, and that they have seen a significant increase in people riding bikes in spite of the weather and a great increase in ridesharing despite the hassles. He stated that many students would prefer to ride the bus but have a poor regard for LTD and bus service. The Student Senate feels, according to Mr. Dove, that a reduction in fares would help change that, and he said they are willing to help subsidize such a program.

David Anderson of 875 Anderson Lane spoke as a member of the student government for both last year and this year. He thanked Nancy Matela, LTD Marketing Representative, for working with the student government, and said that many students are interested in seeing the term pass program happen.

Steve Craer of 244 34th Place said he works where there is a rack of schedules to give students and he talks to students who would be interested in riding the bus if passes were reduced or subsidized. He thought it would have a long-range effect of getting people onto the buses to see that taking the bus works. He said it possibly couldn't be stated in dollars and cents, but it is a good promotional program and he would encourage the Board to approve it.

Mr. Kleger, who spoke earlier on a different subject, said that he had worked with people attending Lane Community College for about 10 years. It has been his experience that their funds come through on a term-to-term basis in a lump sum. He thought that the District's ability to sell transportation to that population would be enhanced by selling passes when the students have the funds at the beginning of the term.

MOTION

Mr. Randall moved that the Board concur in the staff recommendation on page 3 of the agenda notes, which reads "That the Board authorize the staff to implement a term pass for Lane Community College students for Winter and Spring Terms, 1982, as described in the agenda packet," in the information found on page 51 of the agenda packet, and in the fiscal impact found on page 53. Mr. Langton seconded the motion.

Ms. Loobey stated that the program would expire automatically in June, 1982. Mr. Booth said he did not understand how it would help LTD or the people using it, so he would vote against the motion.

VOTE

Ms. Roemer called for the question, and the motion carried on a five to one vote, with Mr. Booth voting in opposition and all others in favor.

Eugene Mall Transit Site: Mr. Kohnen stated that staff had updated the information on this subject and had provided cost estimates and a proposed funding formula, as requested at the last Board meeting. Mr. Kohnen added that he had asked Dan Herbert to sit with the Board and report on this item, since he had been chairman of the subcommittee before his term on the Board ended.

Mr. Herbert said that the staff had taken the Board's recommendation to the ERA that morning. The ERA had approved the project but not the funding formula. Mr. Kohnen stated that the staff recommendation on page 3 of the agenda notes should be changed from approving the funding formula to working out an equitable funding formula.

Mr. Herbert commented that a reduction in the cost estimate had been made by eliminating the public toilet facilities at the downtown Customer Service Center, which amounted to a reduction of \$20,000. It was his opinion that this amount should tentatively be included in the project, subject to further study about how it might be accommodated in the CSC.

Ms. Loobey reported that the Downtown Development Board had voted four to two against the project, with the chairman not having the power to vote, although the chairman and two other members strongly endorsed the project. She said also that the Eugene Downtown Association had treated the subject as an information item and did not take a position as an organization.

David Pelletier, operations developer for the Eugene Performing Arts Center, spoke from the audience. He suggested putting the buses in the parking lot at 8th and Willamette or the parking lot at 10th and Olive and putting on-street parking along 10th, where the buses now stop. He also suggested building a temporary Customer Service Center and toilets. He thought the District could experiment with this for several months, at a maximum cost of \$75,000. It was his belief that contraflow is not necessary.

Mr. Herbert responded that contraflow and an off-street transit site were carefully examined by traffic engineers, technical support staff, and laymen. He listed some of the items addressed in the transportation study regarding the 8th and Willamette parking lot: land acquisition cost; taking over a potential retail site (this was one of the principal reasons that site was not developed five years ago, after input from merchants); the capacity of that site in regard to bus parking; and the pedestrian access problem as they cross the sidewalk. One advantage seen was the ability to get all the buses together in a condensed area for transfers. Other negative aspects had been noise and exhaust/air pollution.

There followed some discussion regarding ERA's willingness to fund half of the project. Ms. Loobey stated that the next step will be ERA/LTD negotiations on the funding split, and said that action that night would not set final funding and that the project would not go out for bid until all questions are answered and the District is positive it can come up with the necessary funding.

Mr. Shinn stated that the District's capital projects budget could be rearranged and the operating budget would not be affected. Mr. Kohnen said that the ERA is not objecting to participating in the project; they just have not committed themselves to how much they want to spend.

Ellen Bevington, Planning Administrator, informed the Board that the ERA Board will meet again on January 5 and had directed their staff to report back to them with refinements in cost sharing, implementation timeline, and the Ardel Building. Ms. Loobey suggested that a new subcommittee be named, due to the

loss of Dan Herbert from the Board, to work with the staff in reviewing cost estimates and perhaps engage in some cost negotiations with ERA.

MOTION Mr. Langton moved, seconded by Mr. Randall, that Ted Langton, Janice Eberly, and Ken Kohnen be named to a subcommittee and that they work on an equitable funding formula and report back to the Board. Mr. Langton commented that he would like to know more about the objections raised by the DDB.

VOTE The question was called for and the motion carried five to one, with Mr. Booth casting the lone vote in opposition.

MOTION Mr. Randall moved that Mr. Langton's nomination of Emerson Hamilton to the budget committee for the period January 1, 1982 to December 31, 1984, be approved by the Board. Mr. Booth seconded the motion, and it carried on a unanimous vote.

VOTE

MOTION APPOINTMENT OF BUDGET OFFICER: Mr. Booth moved, seconded by Mr. Langton, that Mike Merrell be appointed budget officer for FY 82-83. The motion carried unanimously.

VOTE

FAREWELL FROM MR. HERBERT: Mr. Herbert took this opportunity to say goodbye and to express his appreciation to the Board members, to Ken Kohnen as chairman of the Board, to the LTD staff, and to Phyllis Loobey, who, he said, has done an excellent job as General Manager.

ELECTION OF OFFICERS: Ms. Loobey stated that the terms of all officers would expire as of December 31, 1981. She said that there now were only three people who would remain on the Board after December, and there were four offices to fill. She suggested electing the same officers to act for three to four more weeks to avoid problems with changing bank signatures, etc., and then electing new officers after the full Board had been appointed and confirmed.

Mr. Booth suggested combining the offices of Vice President and Treasurer, electing a continuing Board member, Pat Randall, to that position, and then having Mr. Randall continue in the Treasurer position after the full Board had been appointed and electing a new member to fill the Vice Presidency.

MOTION Mr. Kohnen declared the nominations to be open for President of the Board. Mr. Booth nominated Ted Langton for the position for a two-year term. Ms. Eberly seconded the nomination, which carried on a unanimous vote.

VOTE

MOTION Mr. Langton then nominated Mr. Randall for Vice President/Treasurer. Mr. Booth seconded the motion, nominations were closed, and the motion carried unanimously.

VOTE

MOTION Mr. Langton nominated Janice Eberly for Secretary. Mr. Booth seconded the motion, nominations were closed, and Ms. Eberly was elected on a unanimous vote.

VOTE

MOTION Ms. Loobey informed the Board that these positions are effective January 1, 1982. Mr. Booth moved that Mr. Randall be authorized to sign checks as Treasurer as of January 1, 1981. The motion was seconded and carried unanimously.

VOTE

It was decided that staff would reintroduce the subject of splitting the positions of Vice President/Treasurer at a future Board meeting. Richard Bryson,

the District's attorney, stated that there was nothing in the by-laws which prevented such a combination.

Mr. Kohnen commented that the attendee at Pension Trust meetings is automatically the President of the Board.

Ms. Loobey stated that she will be gone December 16-18 to attend an APTA Executive Committee meeting, and Paul Shinn will be Acting General Manager in her absence.

MOTION EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(h): Mr. Langton moved that the Board enter into Executive Session pursuant to ORS 192.660(1)(h). Mr. Booth
VOTE seconded the motion, which carried on a unanimous vote. The Board entered into Executive Session at 10:30 p.m. Mr. Bellamy of the Eugene Register-Guard was permitted to attend the Executive Session, according to law, with the understanding that specified information would remain undisclosed.

MOTION ADJOURNMENT: After returning to General Session, Mr. Booth moved that the meeting be adjourned. Mr. Langton seconded the motion, and the meeting was adjourned
VOTE on a unanimous vote.


Secretary

Authorizing Resolution

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

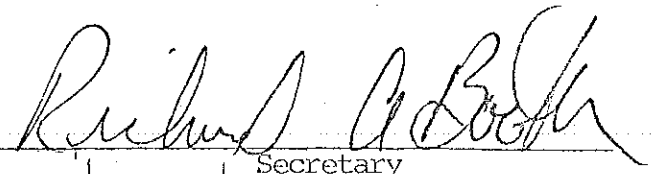
WHEREAS, it is the goal of the Applicant that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to 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 the retrofitting of coaches with Wheelchair lifts.
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 Leon Skiles, Service Analyst, is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application or 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.

December 15, 1981

Date


Secretary

CERTIFICATE

The undersigned duly qualified and acting Executive Secretary of the Lane County Mass Transit District certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Directors held on December 15, 1981.

J. E. Sullivan

Signature of Recording Officer

Executive Secretary

Title of Recording Officer

January 13, 1982

Date