

Report on Transportation Task Force Meeting July 2, 1975

Present: Sheila Rodenhizer, Laney Funderburk, Houston Blair, and Robert Wallace

Laney reported that the Baptist State Convention had little in the way of logistics on use of a bus in church programs. Also, the Conference office of the United Methodist Church had nothing, but they did refer him to First United Methodist Church in Graham. He found out that they had just purchased a 24 passenger bus (used) from the Thomas Bus Company in Virginia. They are dividing up the responsibility as follows:

- groups using the bus are responsible for gas and cleaning it afterwards
- Director of Christian Education is responsible for scheduling and keys
- Bus Committee is responsible for policy matters

Sheila Rodenhizer reported on transportation experience of the Senior High UMYF. They have taken 4 trips since August of 1974 (3 to the beach and 1 to Kerr Lake). On the last trip to Salter Path they spent \$63.60 for gas for 15 persons in 4 vehicles. The Youth gave partial reimbursement to the drivers. They used 120 gallons of gas in 330 miles (less than 3 miles per gallon).

Houston reported on his contact with First Baptist here in Durham. The contact person there highly recommended an activity bus and noted that they had used it frequently in Senior Citizen programs and choir programs. The biggest problems they encounter is getting drivers (they require adults).

There are no restrictions and no special license required for their insurance to be enforced in the state of North Carolina and if they go out of the state the insurance company makes a small surcharge. Groups which use the bus are charged at the rate of 20¢ per mile. The contact person estimated that a new bus would cost between eleven and twelve thousand dollars (60 passenger bus from the Thomas Company).

General impression shared was that at Graham the church made a challenge grant of a thousand dollars if the youth would match that money in order to get funds to purchase the bus. It was felt that some of the values of a bus would be the increased togetherness, elimination of insurance problems associated with private cars and the increase program possibilities for elderly and groups within the church.

One thing that was noted in all contacts was that insurance did not seem to be a problem or otherwise.

Robert L. Wallace

Present: Sheila Robinson, Nancy Lumberman, Houston Blair, and Robert Williams

... reported that the Baptist State Convention had filed in the way of legislation on one of a bus in a much program. Also, the Conference Office of the United Methodist Church had nothing, but they did refer him to First United Methodist Church in Dallas. He found out that they had just purchased a 2A passenger bus (used) from the Thomas Bus Company in Virginia. They are dividing up the responsibility as follows:

- group using the bus are responsible for gas and cleaning it afterwards
- Director of Christian Education is responsible for scheduling and how
- The Committee is responsible for policy matters

Sheila Robinson reported on transportation experience of the Center High School. They have taken a trip since August of 1971 (1 to the north and 1 to the south). On the last trip to Silver Path they spent \$63.00 for gas for 15 persons in a vehicle. The south gave partial reimbursement to the drivers. They used 120 gallons of gas at 50 miles (less than 1 gallon).

Houston Blair reported on his contact with First United in Dallas. The contact person here highly recommended an activity bus and noted that they had used it frequently in their Bible program and that it was very good. They had a great time they encountered in getting drivers (they reported).

There are no restrictions and no special license required for their insurance to be entered in the state of North Carolina and it may go out of the state. Insurance company makes a call outcharge. Groups when the bus are there at the rate of 100 per mile. The contact person estimated that a bus had a cost between eleven and twelve thousand dollars (50 passenger bus from the Thomas Company).

General reputation states that at Christmas the church made a challenge grant of a thousand dollars if the youth would match that money in order to get funds to purchase the bus. It was felt that some of the value of a bus would be increased together, elimination of insurance would be a great asset with cars and the insurance premiums paid for elderly and groups within the church.

One thing that was noted in all contacts was that insurance did not seem to be a problem or obstacle.