

MINUTES OF DIRECTORS MEETING  
LANE TRANSIT DISTRICT

REGULAR MEETING

June 19, 1984

Pursuant to notice given to the Register-Guard for publication on June 14, and distributed to persons on the mailing list of the District, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Tuesday, June 19, 1984 at 5:30 p.m. in the Eugene City Hall.

Present: Peter Brandt, Treasurer  
Janet Calvert, President, presiding  
Janice Eberly, Vice President  
Judy Nelson  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

News Media Representatives:

Marvin Tims, The Register-Guard

Absent: Ted J. Langton  
Glenn E. Randall  
Larry Parducci, Secretary

**INTRODUCTORY REMARKS BY BOARD PRESIDENT:** After calling the meeting to order and calling the roll, Ms. Calvert announced that the meeting was being held early that evening to enable the Board members to attend the Eugene Downtown Commission's public hearing on the Eugene Downtown Plan which was being held at 7:30 that evening.

**AUDIENCE PARTICIPATION:** One woman in the audience commented that she would like to ask some questions about the proposed changes in the Ferry Street Bridge sector. Ms. Calvert said she would call on the woman at that time on the agenda.

**APPROVAL OF MINUTES:** Mr. Brandt moved, seconded by Ms. Nelson, that the minutes of the May 22, 1984 adjourned meeting be approved as distributed. The motion carried by unanimous vote.

**SUPPLEMENTAL BUDGET, FISCAL YEAR 1983-84:** Karen Rivenburg, Accountant, explained that the supplemental budget, which had been approved by the Budget Committee in April, increased the revenue the District expected to receive for the present fiscal year and increased the transfers to the Capital Projects and Risk Management funds. She further explained that part of the balance is derived from under-expenditures and will be automatically transferred to the Capital Projects Fund.

MOTION  
VOTE

Ms. Calvert opened the public hearing on the Supplemental Budget for Fiscal Year 1983-84. Hearing no testimony, she closed the public hearing.

MOTION

Mr. Brandt moved that the Board adopt the Supplemental Budget for Fiscal Year 1983-84 as set forth in the Resolution Adopting the Supplemental Budget on page 21 of the Board agenda packet. After seconding by Ms. Nelson, the motion carried unanimously. (A copy of the resolution is attached to the minutes.)

VOTE

**APPROVED BUDGET, FISCAL YEAR 1984-85:** To summarize the budget for the Board, Ms. Rivenburg used a chart which showed the base budget originally presented to the Budget Committee; changes made by approving the option to reduce the payroll tax from .6% to .5%; and the final budget. She stated that the total in the operating fund was \$7,451,500; the changes reflect the reduction in payroll taxes both from reducing the rate and from not accepting the total service enhancements program--the balance of about \$98,000 was also used to reduce payroll taxes. Also added to the budget were additional passenger fares due to expected revenue from the service enhancements beginning in September and the additional costs of the service enhancements, incentive program, and additional transfer to the Capital Projects Fund. The final budget as shown had been approved by the Budget Committee in April.

Ms. Rivenburg then explained that the only changes made to the Capital Projects and Risk Management funds were in the beginning fund balance, due to additional transfers to be made in FY 83-84 and increasing the transfer from the General Fund.

Ms. Calvert then opened the public hearing on the Fiscal Year 1984-85 budget as presented in the agenda packet. There were no comments from the audience, and Ms. Calvert closed the public hearing.

MOTION

Ms. Nelson moved adoption of the budget as presented for Fiscal Year 1984-85; that the amounts for the fiscal year be appropriated as presented on page 22 of the agenda packet, and that the General Manager be authorized to make expenditures and incur obligations within the limits of the budget. After seconding by Ms. Eberly, the motion carried by unanimous vote. (A copy of the resolution is attached to the minutes.)

VOTE

**BUDGET TRANSFER:** Ms. Rivenburg explained the final budget transfer of the current fiscal year by stating that unexpected costs in Marketing and Planning--Materials & Supplies of \$6,000 and Contractual Services of \$2,500 could be accommodated by a reduction in Maintenance--Materials & Supplies of \$8,500. Ms. Eberly asked what costs were not anticipated, to which Ms. Rivenburg replied that there were some promotion and production costs in relation to the Totally Transit summer pass program which were higher than anticipated.

MOTION

Mr. Brandt moved, seconded by Ms. Nelson, that the Board approve the transfer resolution as set forth on page 52 of the agenda packet. With no further discussion, the motion carried unanimously. (A copy of the resolution is attached to the minutes.)

VOTE

**ORDINANCE NO. 28:** Ms. Calvert called the Board's attention to page 30 of the agenda packet, where Ordinance No. 28 was presented. She explained that the payroll tax rate had been reduced from .006 to .005 for a six-month period which ended March 31, 1984. Ordinance No. 28 would lower the rate to .005 for another year, beginning April 1, 1984 and ending March 31, 1985. Ms. Rivenburg stated that there were two minor corrections to the ordinance which had been made in the original. In section 7.01, a reference to Amended Ordinance No. 20 was changed to Amended Ordinance No. 25, and the ordinance number at the bottom of each page was changed from No. 25 to No. 28.

MOTION  
VOTE

Ms. Nelson moved that Ordinance No. 28 be read by title only. Mr. Brandt seconded, and the motion carried unanimously. Ms. Nelson then read the title: "Lane County Mass Transit District Ordinance No. 28, An Ordinance Imposing an Excise Tax on Employers, Providing for Administration, Enforcement and Collection of the Tax, Terminating the Application of Amended Ordinance No. 25, and Declaring an Emergency." Additional copies of the ordinance were available for any members of the public wishing to have one.

MOTION  
VOTE

Ms. Nelson then moved that the Board adopt Ordinance No. 28 at that meeting. After seconding by Mr. Brandt, the motion carried by unanimous vote.

**FERRY STREET BRIDGE SERVICE REDESIGN:** Ms. Calvert introduced Stefano Viggiano, Planning Administrator, who explained the proposed changes for the Ferry Street Bridge sector. He stated that the budget which had just been adopted included funds for a service enhancements package, of which the Ferry Street Bridge sector redesign was a part. He showed a map of the sector and explained that the area is located directly north of downtown, bounded by the Willamette River on the west and I-5 on the east, and includes Valley River Center, K-Mart, G.I. Joe's, Jafco, the Oakway Mall, Marist High School and Sheldon High School.

Mr. Viggiano stated that the reason this area was being addressed was that it had shown poor productivity and only slight ridership growth while the rest of the system was experiencing significant growth during the past year. The sector had not responded to marketing efforts, so staff had concentrated on looking at the service offered in the area and had concluded that there are deficiencies in that service. By using overlays, Mr. Viggiano then showed the current route system in the area and explained where the routes go. He said the biggest problem in the current system is that of indirect service and long travel times. Riding the bus, he said, takes much longer than using a car and does not attract the choice riders (those who have a choice of whether to use the bus or not). Planning had conducted on/off counts on the #60 VRC/CAL YOUNG and discovered that only one in seven riders from the neighborhood wanted to go to Valley River Center but that all riders had to go through it before getting downtown. This adds up to a seven- or eight-minute delay on their trip. There presently is also no connection from Valley River Center to the River Road Transit Station, but that has been requested by patrons. Additionally, one segment of Coburg Road does not have service, and some major apartment complexes are not served.

Mr. Viggiano then overlaid a dot chart showing how many people get on or off the buses at various locations in the area on an average weekday. This information, he said, was used to design the new service, in addition to input gathered over the year from riders, drivers, and the District's Safety Committee. The next overlay showed proposed new service, which is consistent with the Board-adopted criteria for service. An assumption was made that people would rather walk a short distance and have a fairly short travel time on the bus. The new service would provide 15-minute service between downtown and the Oakway Mall and half-hour service between Harlow, downtown, and Coburg Road. Planning is also looking at the possibility of running a bus through the neighborhood area to Sheldon High School to coincide with the start and end of school. A separate bus serves Marist during the school year. It carries a lot of riders and regular service probably would not be adequate. Mr. Viggiano concluded by stating it had been estimated that the Ferry Street Bridge service enhancements would require \$96,000 and 92 extra hours of service; however, he said, this proposal came in at a little less than that.

The Board members thanked Mr. Viggiano for an easily understood presentation. In response to a comment from Mr. Brandt, Mr. Viggiano stated that if the proposed service was approved, staff would develop a marketing plan to encourage people to try the service when it is first offered. One example of such a plan might be to offer free rides on those routes during the first few days the service is offered.

Ms. Calvert then opened the public hearing on the proposed Ferry Street Bridge service redesign. The first speaker was Laura Stockdale of 117 Elkay Drive, Eugene, an employee at Pacific Northwest Bell (PNB). She remarked that Mr. Viggiano's presentation was "great" and that the service looked very good. She wondered if there would be any timepoint changes. Mr. Viggiano replied that there would be different timepoints than presently, and that staff would be looking at starting and closing times at PNB in order to try to accommodate the employees during shift changes. He thought that the service in the area would give employees the option of taking the bus downtown or to Valley River Center during lunch and would make bus travel more attractive. Staff will work with the transportation coordinator at PNB to make sure employees' needs are being met.

The next speaker was Raymond Carroll of Gilham Road. He asked about bus service on Crescent, and Mr. Viggiano answered that the bus would be running up Coburg Road across Crescent. Westbound from Crescent, the bus would go to G.I. Joe's and Valley River Center; eastbound it would go downtown along Coburg Road. Mr. Carroll then asked how riders in the Brewer Apartments would be affected. Mr. Viggiano answered that they should have a ten-minute faster ride to get into town. Mr. Carroll stated that he was not concerned about a ten-minute ride, but was more concerned about the overall service, which he thought looked very good. He asked about transferring on Crescent, and was informed that there will be routes going in two directions, so they would probably cross somewhere along Crescent, but no transfers would be necessary since it will be possible to travel

in either direction on the route. It would be possible, however, to transfer from this route to the River Road bus from Valley River Center and K-Mart. Mr. Carroll also asked about LTD extending the River Road bus across the loop to Norkenzie so it could be ridden from the far end of the #60/61 area. He was informed there used to be a bus in that area but the demand had been low and it had slowed down the trips for the major users, who wanted to go to the shopping areas.

Ms. Loobey commented that the new service would take effect September 23, after the high school year begins but in time for the new school year at the University of Oregon and Lane Community College.

Paul Bonney of 527 Antelope Way, Eugene, stated that staff had done an excellent job in planning the service, and commented on the numerous stops marked on Coburg Road which could now be used.

This concluded the public testimony, and Ms. Calvert closed the public hearing on this issue.

MOTION  
VOTE

Ms. Eberly moved that the Board of Directors approve the recommended service improvements for the Ferry Street Bridge sector. After seconding by Ms. Nelson, the motion passed unanimously.

**POSITION ON DOWNTOWN PLAN (OPENING OF WILLAMETTE BETWEEN 10TH AND 11TH:**

Ms. Calvert called the Board's attention to the recommendations from staff in the agenda packet. With Board approval, she would be giving that testimony that evening at the public hearing on the Downtown Plan. She stated that the Board needed to come to an official position about the Downtown Plan in respect to how it affects the transit district at 10th and Willamette.

Ms. Nelson noted that the testimony spoke about the substantial negative impact on the District but stressed the negative monetary impact which would occur in terms of service reduction, overall public view of mass transit in Eugene, and potential costs to move the Customer Service Center and Southeast Eugene transfer stations. She would like the Eugene Downtown Commission (EDC) to hear the message that, for her, the concern is not only monetary, even though all that negative impact has a dollar value attached. She was concerned with the substantial negative impact in terms of the public view regarding the consistency and overall workability of mass transit in Eugene. She thought a dollar figure could not be placed on those issues, because there was no way to know how long it would take the District to bounce back after the negative impact. Mr. Brandt agreed that the District's image would deteriorate because it spent all that money for the downtown transfer station and then one year later would be changing everything around to a less efficient system. Ms. Nelson added that the public would forget that the station was less efficient because of the planning for downtown, and said that was why she was concerned about the City of Eugene doing something downtown without knowing the impact. She said she went to the public meeting on

this issue the previous week, and concern about the opening of Willamette between 10th and 11th being an open-ended risk was not a major issue with either the presentors nor the audience. Ms. Calvert commented that there is no mention in the Downtown Plan of how transit is going to be integrated. Mr. Brandt suggested that the conclusion of Ms. Calvert's testimony could be changed to emphasize this issue and to give examples of the negative impact. Ms. Loobey commented that it does take two to three years to recover from such disruptions to the system, including construction disruption.

Mr. Brandt thought there would be substantial cost to the District and that it should not be paid by those who support LTD unless they really support the entire idea of the Downtown Plan. Ms. Nelson asked for information regarding the owners of the property on Willamette between 10th and 11th. Mark Pangborn, Director of Administrative Services, said staff would track down that information and pass it on to the Board.

Ms. Calvert stated that the Board's Downtown Subcommittee had discussed the proposed plan in some detail the previous week, and called the Board's attention to their recommendation in the agenda notes on page seven of the agenda packet. Staff then showed the video tape which would be part of Ms. Calvert's presentation. After seeing the video tape, the Board agreed that it did more to stress the issue of a decrease in ridership due to the proposed opening of Willamette.

MOTION

Mr. Brandt moved that the Board President make a recommendation at the Eugene Downtown Commission public hearing, stating the Board's position as opposing the opening of Willamette between 10th and 11th due to the substantial negative impact on the District, unless the plans and costs for the opening include the reconstruction of the District's downtown transfer station and the move of LTD's Customer Service Center to a more central location; and that staff continue to work with the City of Eugene to reach a mutually agreeable plan to achieve the goals of both entities. Ms. Nelson seconded the motion, which then passed by unanimous vote.

VOTE

**ITEMS FOR INFORMATION AT THIS MEETING:**

**T-2000 Plan Update:** Ms. Calvert introduced Ed Switaj of the Lane Council of Governments (L-COG) and Jim Hale of the Metropolitan Planning Advisory Committee (MAPAC), who were present to discuss the T-2000 Plan update. They passed out copies of an evaluation report and a summary newsletter. Mr. Switaj explained that the T-2000 Plan was adopted in 1978 and a five-year review was now in process, and that the evaluation report documents all progress made toward the goals in the Plan. The T-2000 Plan was adopted under the 1990 general plan, but now there is a new land use plan. Mr. Switaj said that transit ridership had remained stable at about the same level as in 1978, and the Transportation Planning Committee was looking for guidance regarding the level of transit use to include in the updated plan. He said that, due to the new land use plan, larger urban growth boundaries and smaller households, it probably takes more trips to keep the same level of usage.

Mr. Hale informed the Board that a drop-in public meeting would be held at the Hilton on Saturday, June 30, from 10:00 a.m. to 5:00 p.m. The plan will be explained, and LTD staff will participate in the forum. It is hoped that there will be a good turn-out for the meeting, and L-COG has prepared a slide show which they would have shown the Board if time had permitted. Mr. Hale then told the Board about a MAPAC meeting to be held on July 11, with a joint public hearing on June 25. He thought it would have been good if the LTD Board had been invited to participate in that joint hearing, and said he would see what he could do to see that happen. In September there should be some determination regarding the questions being asked in the evaluation report.

He said he was not sure the MAPAC committee was ready to make a recommendation regarding transit ridership, and said the Board would be soon be asked about the 14% ridership goal and what steps should be taken considering the additional increase in ridership due to a larger population, etc. Another question he mentioned is what it will cost the community if the area is going to reach that 14% objective, since a 14% increase is equal to a rate of 40% in riders on trips to work on almost all major corridors. This would mean a change in the habits and personal lives in the community. He also asked what a lesser goal would cost and how the District and community would reach that goal. His personal opinion was that 14% is not achievable and that it would be important to have an achievable goal to work toward in the community. He also mentioned that the July Board meeting will be the day before the last committee meeting, and asked that the Board do anything it could to help the committee reach a decision in this area. He also invited the Board members to attend the June 30 meeting and the joint hearing, and thanked them for their time.

Mr. Viggiano stated that the present modal split is about 2%. Mr. Brandt thought, with the emphasis on free parking in downtown, a high goal would be totally unrealistic. Ms. Calvert agreed that all factors of government in the area would have to cooperate to reach the present goal. She added that staff should make a recommendation to present at a Board work session before the July Board meeting. Ms. Loobey commented that, based on the level of interest in the modal split six years ago, there will probably be overwhelming interest in the discussion on this issue. Now, however, the District will be able to make comparisons regarding the goals and what the T-2000 Plan said, and where we are five years later. She thought the issue ought to be tempered with the realization that when the opportunity was there to provide incentives on the part of local governments, they backed away from enacting public policies in the T-2000 Plan which would enhance public transit in this community. She said staff would be working to make that apparent in the District's portion of the evaluation.

Ms. Nelson stated that she would be out of town on June 30. The Board members decided that they would hold a work session on this issue on July 10.

**Vote of Confidence by Springfield Chamber of Commerce:** Ms. Eberly asked the Board to take special note of the letter of commendation in the agenda packet. She explained that the decision to send the letter followed a governmental affairs committee meeting at which Ms. Loobey discussed the District's

financial situation and the Springfield service improvements. The committee felt that this vote of confidence was appropriate due to the fiscal responsibility of the District, and Ms. Eberly stated that she concurred with the recognition of many fine things which occurred in the District in the past year.

**Totally Transit Summer Pass Program:** Ms. Calvert asked for an update on the Totally Transit program. Ms. Loobey stated that over 600 passes had been sold, to which Mr. Viggiano added that the staff goal had been to sell 500. Mr. Pangborn said that staff had originally planned that the passes would only be sold at the beginning of the summer, but now would need to discuss whether or not the price should be reduced in mid-July for sale during a longer period of time. If that were to occur, there would be a resurgence in advertising. He said staff would see how the program progresses over the next month and reevaluate it in July. He added that staff would like to offer the same kind of summer pass again the following year. Ms. Eberly said she was pleased with the involvement by the schools at the end of the year in advertising and selling the passes. Ms. Nelson stated that she was enthusiastic about the program and thought it was the kind of project in which the District should be involved.

**Employee Picnic:** Ms. Loobey reminded the Board of the employee picnic to be held at Water Board Park on July 22. Board members and their families were invited to attend.

**ADJOURNMENT:** Ms. Eberly moved that the Board adjourn to Tuesday, July 10, 1984 at 7:30 p.m. in the District conference room at 8th and Garfield for a work session on the T-2000 Plan. Ms. Nelson seconded, and the motion carried unanimously.

MOTION  
VOTE

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Secretary



RESOLUTION ADOPTING THE SUPPLEMENTAL BUDGET

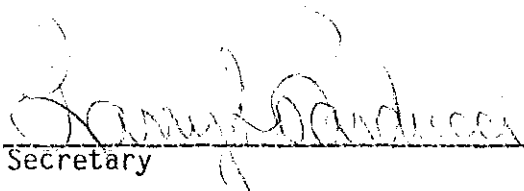
BE IT RESOLVED that the Board of Directors of the Lane Transit District hereby adopts the supplemental budget, as approved by the Budget Committee for 1983-84 in the total sum of \$566,400, now on file at the Lane Transit District offices, located at 8th and Garfield.

RESOLUTION MAKING APPROPRIATIONS

BE IT RESOLVED that the Board of Directors hereby also increases appropriations in the current 1983-84 fiscal year budget and that the supplemental budget is appropriated as follows:

General Fund

Transfer to Capital Projects Fund	\$366,400
Transfer to Risk Management Fund	200,000
Total General Fund Appropriation	\$566,400

  
Secretary

June 19, 1984  
Date

RESOLUTION

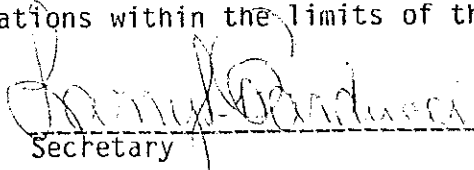
BE IT RESOLVED that the budget of Lane Transit District for the Fiscal Year 1984-85 in the total combined fund sum of \$14,441,673 is hereby adopted and,

BE IT FURTHER RESOLVED that the amounts for the Fiscal Year 1984-85 are appropriated for the following purposes by organizational unit:

	GENERAL FUND	
	Administration	
\$ 409,400	For Personal Services	
\$ 126,700	For Materials & Supplies	
\$ 83,000	For Contractual Services	
	Marketing & Planning	
\$ 423,900	For Personal Services	
\$ 129,000	For Materials & Supplies	
\$ 282,700	For Contractual Services	
	Transportation	
\$3,638,100	For Personal Services	
\$ 16,300	For Materials & Supplies	
\$ 12,000	For Contractual Services	
	Maintenance	
\$1,035,400	For Personal Services	
\$ 912,200	For Materials & Supplies	
\$ 112,200	For Contractual Services	
	Unallocated Expenditures	
\$ 80,000	For Contingency	
\$ 190,600	For Transfer to Capital Projects Fund	
\$ ---	For Transfer to Risk Management Fund	
	CAPITAL PROJECTS FUND	
\$5,007,450	For Capital Outlay	
\$1,587,074	Unappropriated Fund Balance	
	RISK MANAGEMENT FUND	
\$ 363,300	For Risk Management Expenditures	
\$ 32,349	Unappropriated Fund Balance, and	

BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur obligations within the limits of the foregoing.

June 19, 1984  
Dated \_\_\_\_\_

  
Secretary

RESOLUTION

WHEREAS, Costs in Marketing and Planning were higher than anticipated, and

WHEREAS, It is necessary to appropriate sums so that expenditures do not exceed appropriations, as required by ORS 249.435(4), therefore

BE IT RESOLVED that budget appropriations for the Fiscal Year 1983-84 are hereby revised as follows:

GENERAL FUND

REDUCTIONS IN APPROPRIATIONS


Maintenance--Materials & Supplies	\$8,500
Total Reductions	\$8,500

INCREASES IN APPROPRIATIONS

Marketing & Planning--Materials & Supplies	\$6,000
Marketing & Planning--Contractual Services	2,500
Total Increases	\$8,500

June 19, 1984

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Date Adopted

  
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Board Secretary