

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, June 18, 1986

Pursuant to notice given to *The Register-Guard* for publication on June 12, 1986, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, June 18, 1986 at 7:30 p.m. at the Eugene City Hall.

Present: Peter Brandt, Treasurer
Janet Calvert, President, presiding
Gus Pusateri
Rich Smith
Mark Pangborn, Director of Administrative Services
Jo Sullivan, Recording Secretary

Absent: Janice Eberly, Vice President
Joyce Nichols
Larry Parducci, Secretary
Phyllis Loobey, General Manager

CALL TO ORDER: The meeting was called to order at 7:30 p.m. by Ms. Calvert. She stated that there were a lot of people from Veneta who wished to speak at the meeting, so discussion of the Fiscal Year 1986-87 Service Adjustments would be held first that evening.

AUDIENCE PARTICIPATION: Ms. Calvert first asked for comments of a general nature from the audience. There were none.

EMPLOYEE OF THE MONTH: Ms. Calvert commented that this is an enjoyable part of the evening for the Board, and explained that the Employee of the Month is nominated by patrons or staff, followed by committee review of the nominations. One person is then selected each month. The May and June Employees of the Month were both present that evening.

Ms. Calvert introduced Gail Williams, the May Employee of the Month, who is the District's Maintenance Data Technician. Her duties include scheduling of routine bus maintenance and the keeping of bus maintenance and employee records, which includes data entry on the computer. Ms. Calvert then congratulated Ms. Williams, and presented her check and letter to her.

Ms. Calvert then introduced John Tompkins, the June Employee of the Month. Mr. Tompkins has been a full-time bus operator for seven years, and has a seven-year safe driving record. He is a native Oregonian, and has four children and seven grandchildren. Ms. Calvert also congratulated Mr. Tompkins and presented his check and letter to him.

MOTION

APPROVAL OF MINUTES: Mr. Brandt moved, seconded by Mr. Pusateri, that the minutes of the May 21, 1986 adjourned Board meeting be approved as distributed. With no further discussion, the minutes were unanimously approved.

VOTE

FISCAL YEAR 1986-87 SERVICE ADJUSTMENTS: Stefano Viggiano, Planning Administrator, introduced this topic by stating that the service being recommended that evening resulted from the Annual Route Review process. There are three purposes to the Annual Route Review: to identify low productivity service and possibly modify or eliminate it; to consider service changes, with major changes only being implemented in September so that service will remain stable throughout the rest of the year; and to consider service additions.

Mr. Viggiano then discussed the proposed reallocation of low productivity service, as outlined in the agenda packet for that evening, and talked about the recommendations for specific routes. He stated that staff were still researching the request for more service in the South Willamette area, and would bring that to the Board in July. In discussing the proposal for an express route from the Thurston area, Mr. Viggiano said that staff believe more Thurston residents are not riding the bus from the downtown Eugene mall because they can make the trip faster themselves on the freeway. Staff have designed an express route that will not stop at every bus stop, and will save 17 minutes over the regular route. Mr. Viggiano stated that this is a new concept for the District, but not for transit, and said it would be evaluated very closely to see if it proves to be attractive to commuters. At a cost of \$15,080 per year, the route is expected to add 16,120 trips per year.

The next issue for discussion was Saturday service to Veneta. Veneta residents had presented a petition, signed by 150 residents, and public testimony to the Board at the May meeting, requesting two trips, one in the morning and one in the evening, on Saturdays. Staff were proposing one trip leaving the Eugene mall at 9:20 a.m. and returning at 10:45 a.m., and an evening bus leaving Eugene at 4:50 p.m., traveling around the lake, and returning to Eugene at 6:20 p.m. These times are recommended in an attempt to provide the service requested by Veneta and some service from Eugene to the lake. Mr. Viggiano stated that staff were proposing a trial period for the summer and fall and that, if the service were approved that night, it would start the following Saturday and continue for 30 Saturdays. The service would have to meet minimum productivity standards of 10 rides per hour to continue. If it continued after the trial period, it would then have to meet productivity standards of 15 rides per hour, which is the present Veneta weekday productivity.

Mr. Viggiano stated that the service was being proposed for three reasons. First, there is now minimal service to the community of Veneta. Second, a lot of good, proactive input from the community members had gone into the request for service. Third, Veneta and Junction City are the

most productive of the District's nonurban routes and, in general, Saturday service is more productive than weekday service.

Mr. Viggiano further explained that urban and nonurban productivity compare differently. The average for urban service is 26 rides per hour, and urban trips are shorter. A full bus on a nonurban trip is less productive than a full bus on an urban route.

Veneta residents had suggested paying full fare for the requested Saturday service. However, staff were suggesting that the regular weekend fare be charged because it would be difficult to convey the message about the different fares for a trial period. If the service continues after the fall, the fare could be reevaluated at that time.

The cost of this additional service would be \$5,027 per year, and 2,340 trips per year are expected to be generated. The total cost for recommended service would be \$15,800 in Fiscal Year 1986-87, or \$18,900 annually. Anticipated ridership on this service is 22,800 rides in FY 86-87, and 37,700 rides annually. Productivity is anticipated to be 33.3 rides per hour in FY 86-87, and 44.6 rides per hour annually.

Mr. Viggiano stated that, if the service would be approved, no budget change would be required, since the budget increase would be \$15,800, a relatively small figure which could be absorbed into the budget.

Mr. Pusateri wanted to know if public input had prompted the District to plan an express route. Mr. Viggiano replied that residents had not asked for the route, but the District had received complaints that the regular routes take too long. He said this recommendation is part of an attempt to generate demand for service. Dr. Smith thought it would work.

Public Comment: Ms. Calvert opened the meeting for public comment. The first speaker was Elizabeth Hopler, of 24155 Warthen Road, Elmira, who introduced Mrs. Fennel, a woman who had started the process to request Saturday service. Ms. Hopler also thanked two women who had driven a number of those present in to town from Veneta, since there was no bus service that late in the evening. She said that many people in Veneta, Elmira, and Alvdor would like to be able to participate in summer recreational activities in Eugene and Springfield, and that many do not drive because of age, health, etc. The bus keeps them actively healthy and gives them access to public functions, shopping, and families. She thanked the Board for considering the request. She added that last year she rode her bike to Eugene to attend the Eugene Celebration, and wondered how many other people would have been able to have a good time if a means of transportation would have been available to them.

Judith Abele, of 23866 Highway 126, Veneta, said she drives a car and cannot imagine having to depend on the bus, but had used buses in other cities when buses came more often than they do in Veneta. She said she has a nephew and niece who attend Lane Community College and take the bus

every day, and one had actually walked from Eugene to Veneta, a three-hour trip, when no bus was available.

Kay Elmes, of 88859 Fountain Road, Elmira, said she knows there are people who cannot afford the gasoline to drive to Eugene, and other older people who need rides to town.

Robyn Hawley, of 25011 Hunter Road, Veneta, stated that she has a six-year-old daughter, does not drive, and rides the bus to work every day. She said there is nothing to do in Veneta on the weekends, and she would use the bus two to four times per month on Saturdays if service were available. She said she would be happy to make posters and participate in getting the word about the new service to people, but didn't think there would be a problem getting people to ride the bus if Saturday service were to be offered. She also thought that people from Eugene would ride the bus out to the lake, and that people from Veneta would ride to the other side of the lake, and that the recreational areas would play a major part in getting people to ride the proposed service.

Leona Maricle, of 87690 Blek Drive, Veneta, said she has four teenagers who go to Marist and have summer youth passes. She said her family has been very appreciative of the service in Veneta, but adding Saturday service would be a big help. If teenagers could take the evening bus to town to go to movies, etc., it would mean the parents would only have to make one trip into town, to pick them up after the movies. She thought it would be good for the teenagers to also be able to recreate on weekends without having to depend on their parents.

Joyce Smith, of 25264 E. Hunter Road, Veneta, stated her opinion that there is a lot of need for a Saturday bus. She said she would not use it often, but she does ride the first bus into Eugene and the last out on weekdays. She said she gets off work at 5:00 p.m. and cannot run errands either before or after work because of the bus schedule. She mentioned a number of mentally and physically handicapped individuals who do not have the option of driving a car, and said she believed they would be appreciative of having transportation available at least one day on weekends.

Ms. Calvert stated that it was a pleasure to have people who desire service and are supportive come to the meetings. She then closed the meeting for public comment.

Board Deliberation: (1) Service Reallocation: Dr. Smith wondered why staff were recommending deletion of Marist service from the Springfield mall. Mr. Viggiano explained that when the service began, it carried 10 to 12 students, but was now only carrying three. The cost of providing the service was too high in relation to the benefits for only three riders, and those students could take regular route service, which would involve a 15-minute layover, or, if they could be dropped off at Main Street, they would be able to take the express bus to downtown Eugene and then transfer.

MOTION Dr. Smith moved that the Board accept the staff recommendation for service reallocation, as outlined on pages 21 through 23 of the agenda packet, effective September 21, 1986. Mr. Pusateri seconded, and the VOTE motion carried unanimously.

MOTION (2) #11 Express Route: Mr. Brandt moved the addition of a #11 Express route, effective September 21, 1986. Dr. Smith seconded the VOTE motion, which then carried by unanimous vote.

MOTION (3) Saturday Veneta Service: Mr. Brandt moved that the Board approve Saturday service to Veneta, as outlined in the agenda packet, effective VOTE June 21, 1986. After seconding by Dr. Smith, the motion carried unanimously, amid applause from the audience. Those present thanked the Board for approving the service.

FISCAL YEAR 1985-86 SUPPLEMENTAL BUDGET: Karen Rivenburg, Finance Administrator, stated that the Budget Committee approved the supplemental budget for FY 85-86 the previous April. General Fund revenues are estimated to be \$364,800 greater than budgeted. According to the Supplemental Budget Financial Summary on page 28 of the packet, the additional revenues would remain in the Risk Management Fund for next year's expenses.

Public Hearing on Supplemental Budget: Ms. Calvert opened the public hearing on the supplemental budget for Fiscal Year 1985-86. There was no comment from the audience, and the public hearing was closed.

MOTION Mr. Brandt moved that the Board approve the supplemental budget for Fiscal Year 1985-86. Mr. Pusateri seconded, and the motion carried by VOTE unanimous vote.

MOTION FISCAL YEAR 1985-86 BUDGET TRANSFER: Mr. Brandt moved that the Board approve the resolution on page 27 of the agenda packet, reducing appropriations in Administration--Contractual Services by \$3,000, and increasing appropriations in Administration--Materials and Supplies by \$3,000. After VOTE being seconded by Mr. Pusateri, the motion passed unanimously.

PUBLIC HEARING ON CHARTER SERVICES: Ed Bergeron, Marketing Administrator, stated that no Board action, other than holding a public hearing, was being requested at that time. He explained that, in order to avoid unfair competition with local charter providers, whose rates range from \$21 to \$41 per hour, LTD's rates were scheduled to increase to \$50 per hour on July 1, 1986. He said he did not expect an adverse impact on charter service, since LTD provides back-up to local providers.

Dr. Smith asked who the District was competing with for charter service. Mr. Bergeron replied that no one is competing with LTD directly because no one else has the kind of equipment the District has. Dr. Smith then asked how much business LTD takes away from local providers, to which Mr. Bergeron replied that, during the school year, LTD is fairly busy, but in the summer has excess capacity. In 1981, because of the fuel shortage,

LTD did not handle any charters, and the other providers did pick up some additional charter business. Their charter rates are about \$25 per hour, but there are some groups that come to the community and insist on transit vehicles rather than school buses. By charging \$50 per hour, the District is making sure that it is charging the full cost of the service offered, and also is not competing unfairly with local providers. Mr. Pangborn stated that the District is operating within the current federal regulations because it is charging more than its costs for charter services, and is operating charters only within its service area. LTD's real costs for operating charters is no more than \$36 per hour, but after depreciation and taxes, which the District does not pay, are added in, the costs are closer to \$44 per hour.

Dr. Smith asked about charters in Portland. Mr. Pangborn stated that Portland is a larger city with regular tour lines, but Eugene is too small a city to support that kind of business. He said that LTD is able to help the community with its charter service because the District has the kind of equipment that would not normally be found for charters in a city of this size.

Public Hearing on Charter Service: Paul Bonney, of 587 Antelope Way, Eugene, said that LTD's charter service is good. He said, however, that he would like the District to consider running regular service, instead of charters, to the airport. Mr. Pangborn replied that this request has been made by the public before, but that the only cost effective way to run service to the airport would be on a demand/response basis, and there is not enough traffic for regular hourly service. Additionally, such service could be considered as competing with private carriers, the taxis and limousines which do provide service to the airport.

There was no further comment from the audience, and the public hearing was closed.

FISCAL YEAR 1986-87 BUDGET ADOPTION: Ms. Rivenburg stated that the budget had been approved for forwarding to the full Board by the Budget Committee in April. However, staff had received updated information which had been incorporated into the budget and summarized on pages 32 through 37 of the agenda packet. This information included a reduction in payroll tax revenues, and increases in revenues and expenditures to reflect \$300,000 in Special Transportation Fund monies, which will be received from the State and passed on to the Lane Council of Governments for managing the Lane County Special Transportation Fund program. Also included is an increase in line charges for the telephone system, amounting to \$1,600, and a decrease in the total telephone system cost of \$11,000 in the Capital Projects Fund. The Capital Projects Fund also now includes the capital lease as a revenue source and the first year's principal repayment as an expenditure to comply with local budget law requirements.

Public Hearing on FY 86-87 Budget: Ms. Calvert opened the public hearing on the Fiscal Year 1986-87 proposed budget. Hearing no comment from the members of the audience, she then closed the public hearing.

MOTION
VOTE

Mr. Brandt moved that the Board approve the resolution adopting the budget, found on page 38 of the agenda packet. Mr. Pusateri seconded the motion, and the budget was adopted by unanimous vote.

ITEMS FOR INFORMATION AT THIS MEETING:

Committee Appointment: Ms. Calvert announced that Mr. Parducci would be moving to Phoenix, Oregon, and resigning from the Board of Directors. In order to insure a continuing full, active membership on the Facilities Committee, Ms. Calvert appointed Mr. Pusateri to fill Mr. Parducci's vacancy on that committee.

Facility Project Update: Ms. Calvert called the Board's attention to the staff memo on page 39 of the agenda packet. At its latest meeting, the Facilities Committee approved a staff recommendation to contract with the Oregon State Highway Division to conduct land acquisition, and decided to proceed with site-specific design of the facility, even though the site has not yet been acquired or annexed, since postponing site-specific design would delay the project by approximately nine months. At risk is approximately \$57,000 which will be expended during the schematic design phase. At the next Facilities Committee meeting, the architect will address several concerns raised by the Committee, including open landscaping and a proposed exercise room.

Mr. Brandt stated that he did not think the District had decided on a site, and raised some concerns about land purchase costs and public knowledge of which site the District wishes to purchase. Mr. Viggiano replied that the price the District will pay for land is determined by value, and there is only leeway for negotiating about 10 percent from the value. After appraisal of the land, if the Board deems it to be too costly, the District could pursue other sites. Ms. Calvert stated that the District had been required by UMTA to perform an environmental assessment, so had to make some kind of a choice known.

MOTION
VOTE

ADJOURNMENT: Mr. Brandt moved, seconded by Dr. Smith, that the meeting be adjourned. With no further discussion, the meeting was unanimously adjourned at 8:40 p.m.

Board Secretary

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