

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 21, 1990

Pursuant to notice given to *The Register-Guard* for publication on February 15, 1990, and distributed to persons on the mailing list of the District, the regular meeting of the Board of Directors of the Lane Transit District was held on Wednesday, February 21, 1990, at 7:30 p.m. in the Eugene City Hall.

Present: H. Thomas Andersen, Secretary  
Janet Calvert, President, presiding  
Tammy Fitch  
Herbert Herzberg  
Thomas Montgomery  
Keith Parks, Vice President  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Peter Brandt, Treasurer

**CALL TO ORDER:** Ms. Calvert called the meeting to order at 7:30 p.m., and welcomed new Board member Tammy Fitch to her first meeting as a voting member of the Board.

**REMARKS BY BOARD PRESIDENT:** Ms. Calvert asked the Board members what their impressions were of the joint LTD Board/Eugene City Council meeting held the previous week. Mr. Andersen said it struck him that the City has a number of interests competing for its attention, and that LTD is only one of those interests. Mr. Parks said it was good to open the lines of communication, but he was not overly impressed with the results of the meeting. Mr. Montgomery said he had not known what to expect, and basically agreed with Mr. Parks' comments. Ms. Calvert commented that, since the first time the Board met with the City Council, and since the last changes to the Eugene downtown station, the atmosphere seems more conducive to reaching some joint goals, especially since the Council and Board had discussed meeting again or having subcommittees discuss some issues. She asked the Board's preference regarding full meetings or subcommittees. Mr. Parks thought a subcommittee would be more appropriate to get things done. Mr. Andersen said he did not yet know what a subcommittee would be talking about, and that he would just as soon have the Board meet with the City Council quarterly to remind them of the District's presence in the community. He wondered if anything had resulted from the first meeting. Ms. Loobey said staff would continue to monitor the City's interest in a prepaid pass program for City employees, and that the Downtown Eugene Site Selection Committee would move ahead. There were other issues in addition to finding a location, such as financing, code requirements for parking, the Ferry Street Bridge, and the Central Area Transportation Study (CATS), which could be discussed jointly, and Ms. Loobey said she believed the

Council wanted specific issues to discuss in future meetings. As policy makers, their function would be to provide direction to staff. Ms. Loobey thought that if LTD and the City are to develop real collaboration and a partnership for mutual benefit, the policy makers should be involved all the way through specific processes, so that staff would be working in the direction set by the policy makers.

Mr. Andersen said he was interested in more work on the Eugene City Code for parking requirements, especially if the new transit station would displace parking. It was Ms. Fitch's impression from the joint meeting that the information regarding the Downtown Station Site Selection Committee was not being brought back to the full City Council by the Councillor on the Committee. She thought that if the Council and Board were to break into committees, they would need to be productive and provide good communication back to the policy makers.

Ms. Calvert said that although long-range plans sometimes do not have much impact, the Board might identify a couple of committees, including the CATS study, which would tie into discussions regarding the modal split for transit. She wondered what the City was really the most interested in working on. The parking code seemed to be a top priority, and was one that LTD could not do anything about without the City's involvement. Mr. Parks said that quarterly meetings would probably be very general, and then the District would be asked to present something in black and white at the next meeting, which would be a long time away. Also, there is the problem of finding a convenient time for so many busy people to meet.

Mr. Andersen asked what the status of the Downtown Eugene Station Site Selection Committee and plan would be by the following quarter. Stefano Viggiano, Planning Administrator, replied that the Committee should have completed the public input process and be ready to develop a recommendation for the policy makers. Mr. Andersen said there would probably be more of a need for a "black and white" discussion then.

Ms. Loobey said the two staffs would work together to develop a time line and a process by which progress could be made, and would report back to the Board. Ms. Calvert suggested that there may be a need to do some work on the code in relation to selection of a site for the downtown station, and that maybe the Site Selection Committee would be able to give some direction on that issue.

**FEBRUARY EMPLOYEE OF THE MONTH:** Ms. Calvert introduced the February Employee of the Month, Jim Roderick, the District's Facilities Maintenance Coordinator. She said if he looked familiar, it was because he was one of the co-hosts at the LTD Employee Awards Banquet the previous week. He had worked at LTD for a year and a half, was involved in the LTD Toastmasters group, and received much employee support in his nomination for this award. She presented him with his certificate and check, and thanked him for his hard work for the District.

**AUDIENCE PARTICIPATION:** Ms. Calvert opened the meeting for participation from members of the audience. There was none. Ms. Calvert did recognize one member of the audience, Paul Bonney, who was a former LTD Budget Committee member and a long-time supporter of the District.

**PROPOSED SERVICE ADJUSTMENTS FOR FISCAL YEAR 1990-91:** Ms. Loobey stated that there were three agenda items that evening which had to do with formulation of next year's budget: the Annual Route Review; a recommendation regarding administrative salaries and benefits; and the Capital Improvements Program (CIP). For the new members, she explained that these were cyclical events that needed to be discussed each year, and were important documents which shape and influence the budget. She added that some of them would be highly dependent on revenues, and the revenue forecast for the following year was still not certain. As an example, she said that staff were still not sure that everything they had proposed in the CIP would be funded, and could not be sure until revenue projections were more certain.

Ms. Loobey stated that in previous years staff had brought the Annual Route Review to the Board in a one-step process, but this year were using a two-step process in order to allow more time for public comment. Ms. Loobey commended the Planning staff's abilities to predict ridership. In past years, she said, they had not missed the mark by much when they said certain changes would affect routes and ridership by certain amounts. She thought it was very important to have confidence in their ability to fashion a system attractive to the community at large.

Mr. Viggiano said that staff were not asking for Board action that evening; rather, staff would have a very specific recommendation regarding service changes and their costs at the next meeting.

Mr. Viggiano explained that the ARR occurs every year. Throughout the year, he said, Planning staff receive requests for service changes from employees and customers. Those requests are considered in a comprehensive manner one time each year, in order to allow the comparison of the various recommendations and allow stability in the system, rather than making changes more often throughout the year. During the ARR, staff look carefully at the ridership and productivity of each route and each trip on every route, to see if they are meeting the service standards set by the Board. If not, changes or possibly even deletion of trips or routes are made.

Mr. Viggiano explained that the major focus of this year's ARR was to correct problems with tight routes, which made it difficult for drivers to maintain their schedules. Some routes which were designed several years ago now have more customers, so the buses are making more stops, and some are even stopping at virtually every bus stop on the way in and out of town. These changes have occurred incrementally, but over time have made a big difference. They have also caused more stress for the bus operators in maintaining schedules, and perhaps even with safety concerns regarding pushing the speed limit and having no breaks for several hours. Customers have been missing their transfers or waiting for buses a long time because the buses are beginning to be late on a more regular basis. The District has always

emphasized the reliability of the system, so this year staff are concentrating on solutions to these problems.

A memorandum in the agenda packet for that evening described and evaluated the service changes which had been made over the last couple of years. In the fall of 1989, the 3X and 51X express routes had been created to connect the River Road Transit Station with downtown Eugene or the University of Oregon (UO). Last year, these routes were combined into one route from River Road Transit Station to both the UO and downtown Eugene, to try to increase the efficiency of the routes. Approximately 4.6 hours of service per day were deleted. However, ridership on that service has been much less than it should be, which staff thought was due in part to completion of the new parking garage at Sacred Heart Hospital. Ms. Loobey explained that "X" on any route name means that is an express route, with fewer stops than most routes would have. Mr. Viggiano added that this route was fairly fast, taking only 17 minutes from River Road to the UO.

Mr. Viggiano stated that the ideas for service recommendations for next year were still preliminary; staff were still conducting research, and next month a more detailed analysis would be presented, including anticipated ridership and budget impacts. He explained that about half the changes are due to tight routes and schedule problems. There are two ways to address these problems--either cut out part of the route to make it shorter, or add time to the route, so that a 45-minute route may become an hour route. He explained that LTD's routes have to be increased in 15-minute segments because of the downtown pulse, set to allow convenient transfers between buses. However, 15 minutes is a long time to add to a route.

The #23 Fox Hollow route was constantly running late at the UO and downtown, with riders having a lot of problems getting to classes or making their transfers. Changes on this route were the most significant changes being considered. Staff were suggesting that part of the route on Hilyard be eliminated and that the route use a faster route, on Amazon Parkway and 24th. The #28 Hilyard, which currently ran only at peak hour in one direction, would be expanded considerably.

Mr. Viggiano said that other recommendations being considered by staff are much more minor, with an overall net increase of 2 percent in service, because some other service would be eliminated and allocated elsewhere.

Ms. Fitch asked what would happen to the #1 Downtown Shuttle. Mr. Viggiano said that part of it would be eliminated as a by-product of adding the #28 Hilyard, which would make some of the service now offered on the #1 Downtown Shuttle redundant. He explained that the shuttle connects the UO with downtown every half-hour. Originally, staff thought people would use this route to make quick trips between the UO and downtown, but it is actually being used for transfers, like other routes. To create shuttle service more like what was anticipated really requires a novelty vehicle, he said.

Ms. Fitch asked if novelty vehicles were included in the new bus order. Mr. Viggiano replied that novelty vehicles were not being ordered, but there

would be a possibility of painting two buses in a special way, or making them into novelty vehicles in some other way.

Ms. Calvert asked if the move to the new facility in Glenwood would alter the routes. Mr. Viggiano replied that the routes would not be altered significantly from the public's standpoint. However, the move will alter the way the buses travel from the end of the routes to the garage.

Mr. Andersen asked if the routes along 8th Avenue would remain after the move. Mr. Viggiano said that those routes are among the most productive service the District has, so they would stay. Mark Pangborn, Director of Administrative Services, added that when the Chambers connector was built, there were discussions in the community to put buses on 7th Avenue, but staff were able to establish that 8th Avenue service was valuable and more efficient than being on a major highway.

Mr. Andersen asked what percent of the recommendations were as a result of driver input, public input, and Planning division decisions. Mr. Viggiano said it was probably 40 percent driver input, 40 percent public input, and 20 percent Planning decisions, although a lot of driver input actually comes from riders who make their suggestions directly to the bus operators. He added that this year's list contained more than 50 suggestions.

Mr. Viggiano said that Sacred Heart Hospital is discussing a prepaid program for hospital employees. Since Sacred Heart employs 2,600 people, some service changes could be necessary if that program were established. No changes for this program were yet included in the recommendations, but it was staff's expectation that those changes would be paid for by the Sacred Heart Hospital program, so would not impact the budget. In response to a question from Ms. Calvert, Mr. Viggiano said that some of the Sacred Heart service might have to be provided with the used buses purchased from Tri-Met, which are not lift-equipped. Mr. Parks asked how the different shifts for Sacred Heart employees would be handled. Mr. Viggiano said that Sacred Heart had raised this as an issue and that staff would be working with Sacred Heart staff to find a solution.

Ms. Fitch asked about the City of Eugene's interest in a prepaid pass program for its employees. Mr. Viggiano said the City had decided to go ahead with a prepaid program. It was not known yet where the employees live; however, staff did not believe, from the information currently available, that the District would have to add service.

Public Hearing on Proposed Service Adjustments for FY 90-91: Ms. Calvert opened the public hearing on proposed service adjustments for Fiscal Year 1990-91. There was no comment from the audience, and Ms. Calvert closed the public hearing. A second public hearing was scheduled for the March meeting.

MOTION

APPROVAL OF MINUTES: Mr. Andersen moved that the minutes of the January 17, 1990, regular meeting be approved as distributed. Mr. Parks seconded the motion, and the minutes were approved by unanimous vote. Since

VOTE

Ms. Fitch had attended the previous meeting as a guest and knew what occurred, she participated in the vote to approve the minutes.

**LTD FIFTH AMENDED ORDINANCE NO. 1, AN ORDINANCE PROVIDING RULES FOR MEETINGS OF LANE TRANSIT DISTRICT:** Ms. Calvert stated that the first reading of the ordinance had been held at the January 17, 1990, regular meeting. The changes in the ordinance included several housekeeping changes to bring the ordinance in conformance with Oregon law, as well as a provision to allow Board meetings to be held at the new facility.

MOTION VOTE Ms. Fitch moved that the ordinance be read by title only. Mr. Parks seconded, and the motion carried by unanimous vote. Additional copies of the ordinance were available for members of the audience. Ms. Calvert read the title of the ordinance: "LTD Fifth Amended Ordinance No. 1, an Ordinance Providing Rules for Meetings of Lane Transit District."

MOTION VOTE Ms. Fitch then moved that the Board approve Fifth Amended Ordinance No. 1 as distributed in the agenda packets. Mr. Montgomery seconded the motion, and the ordinance was approved by unanimous vote.

Ms. Loobey commented that the LTD Board of Directors had been meeting in the Eugene City Hall for 18 years. Since that evening's meeting was the last to be held in City Hall, it would be a monumental change for staff and the Board. She commented that, before her time at LTD, the Board once had to meet in the firing range, and one time gathered outside in the hall, when no room was available. In the days when LTD was the subject of great scrutiny by the business community, there would be meetings in Municipal Courtroom #1 with standing room only, and budget committee meetings in the early days would last until 2:00 a.m.

Since the March Board meeting would be the first at the new facility, staff were planning a tour for the Board at 5:30 p.m., followed by dinner at 6:30 and the regular monthly meeting at 7:30 p.m. Grand opening events were scheduled for May 2-4 for major taxpayers, dignitaries and public officials, and the public.

**RESOLUTION TO PURCHASE NEW BUSES:** Ms. Loobey stated that the fact that LTD would receive its requested Section 3 funding in time to purchase buses before the new EPA regulations for diesel engines went into effect was due to Senator Hatfield's intervention. Mr. Pangborn said the money would be available from the regional UMTA office in Seattle, and that staff were negotiating with Gillig Corporation on a final price for the buses. The purpose of the resolution in the agenda packet was to authorize the General Manager to purchase buses on behalf of the District.

Mr. Pangborn explained that staff had added three more buses onto the process, for a total of 28 buses. The additional three would be funded from Section 18 funds. LTD had applied two years ago for six buses, but the State only had enough money for three and told the District to apply again later for the other three.

Mr. Pangborn said that with the 25 new buses, the District would still be required to run the oldest series of buses, the 500 series, which were 15 years old and beyond the design life required by the federal government. Staff would like to take those buses out of active service. The Section 18 grant is at least an 80/20 match; the State will pay 80 to 90 percent. The 25 buses being purchased with Section 3 and Section 9 funding are being bought on a 50/50 match. For that reason alone, he said, he would recommend that the District try to obtain those three buses. The application will be brought to the Board for approval at the March meeting.

Mr. Parks asked about the time element for production of the 28 buses. Mr. Viggiano replied that Gillig can get LTD into the production schedule and allow the District to option for three additional buses and decide by August when the funding is received. Gillig will not guarantee that the three buses can be produced, but the original 25 would be guaranteed. Ms. Fitch asked what the cost would be for 20 percent of three buses. Mr. Pangborn replied that 20 percent would be approximately \$100,000.

MOTION  
VOTE

Mr. Andersen moved that the Board authorize the General Manager to sign a contract to purchase 28 transit buses. The motion was seconded and carried by unanimous vote.

**CAPITAL IMPROVEMENTS PROGRAM FOR FISCAL YEAR 1990-91:** Mr. Pangborn called the Board's attention to the summary of the 15-year capital improvements plan found on page 40 of the agenda packet. The first five years were listed individually, and after that the capital improvements were programmed in five-year increments. Staff believed the first two to three years to be a good estimate of what the District would actually spend; after that, estimates were made in certain categories because it is further out in the planning process. Mr. Pangborn stated that future years were provided for the Board's information, but staff were asking for approval of the plan for Fiscal Year 1990-91 only.

Ms. Fitch asked about the cost for furniture in FY 91-92. Mr. Pangborn used a detailed breakdown of expenditures on the following page to show that the Customer Service Center (CSC) had requested a computer-generated call answering system, which would answer specific kinds of route and schedule questions, and allow the CSC staff to use their time to respond to the more detailed and complicated questions.

Mr. Pangborn explained that all items requested for FY 90-91 were divided into three priority levels, and the priority 3 items were pushed out into FY 1991-92. Priority 2 items are items that staff would like to be able to fund this year, but with uncertain funding at this point. Priority 1 items are those which staff believe to be imperative for next year.

Mr. Pangborn said that in the past, LTD has received funding that was specifically earmarked for capital, so the District would capitalize some operating costs. Now federal funding for capital has been reduced significantly, so the District has been spending more local dollars, and capital projects are competing with operational needs. This might mean that the

budget for capital funding would need to be adjusted as the District progresses through its budget process this spring. The total request for priorities 1 and 2 for office furniture and equipment for FY 90-91 is \$15,500.

Another large project was found in the category for passenger boarding improvements. Expansion of the UO transit station had become necessary after overcrowding, of both buses and customers, occurred at the current station due to the popularity of the UO prepaid pass program. The UO and the City removed some additional parking, so the length of the station was extended, but there was no shelter or passenger information for the expanded station. The cost of the station was estimated on the high side because staff did not know what the University would require in terms of architectural integrity with the Chiles building.

Pads and shelters make up the bulk of the smaller shelters in the community. With the addition of an inflation factor, expenses are expected to be similar throughout the years. Additionally, LTD had received numerous requests for a park and ride near the south end of town. Since the City already had plans for parking, restrooms, etc., near the Parkway Transit Station at 29th and Amazon Parkway, staff proposed to request that the City pay for half the cost, up to \$25,000, of a parking area which LTD could use as a park and ride. Mr. Viggiano explained that it would be a 44-stall lot, which the City said would cost \$1,000 per stall. Much of the road work is already in place, so the costs in that area would be lower than normal. Ms. Fitch asked if this would be a one-time cost. Mr. Pangborn stated that it would, and that the City would maintain the lot, which would probably also receive a lot of off-peak, non-transit use.

Mr. Montgomery asked if a park and ride at that end of town would be used by people from Cottage Grove and Creswell. Mr. Viggiano said he thought that a number of people who live in the south end of town do not make use of the regular system. There is direct service from the Parkway station to the UO and downtown, so he thought it would be used more by residents of south Eugene who may not be on a direct bus route.

Mr. Herzberg asked if the new parking structure at the UO would have any effect on ridership and the prepaid program. Mr. Montgomery said it would be full immediately even if no new people tried to drive and park cars. Mr. Pangborn said he understood that the UO was proposing a new art and architecture building, but no additional parking. Mr. Montgomery said also that the new Riverfront Research Park would steal parking on that side of the University, and that when the UO builds new structures and trades parking, it usually results in fewer spaces.

Mr. Pangborn said that the University is one of the partners which LTD hopes to include in discussions with the City, as a result of more people on the system with the regular use of transit. The UO is interested in using Autzen Stadium as a park and ride location, and the Riverfront Research Park will have a significant impact.



Mr. Pangborn next discussed the \$3 million earmarked for the downtown Eugene transit station. He said that staff were proposing to allocate at least \$20,000 this year for design work, with the project intensifying in FY 91-92, and culminating in property acquisition and construction in FY 92-93. He said staff were assuming that the District would have to apply for some federal grant money, which would take at least a year and a half.

Service vehicles include cars, trucks, or vans for Maintenance, Transportation, and Administration, some of which need to be replaced each year.

The total amount for capital projects, \$412,150, amounted to a little less than 4 percent of the annual budget. Mr. Pangborn said that staff would like Board approval of the program as it is now constituted, even though revenues will be reviewed carefully before the budget and CIP become final.

Mr. Montgomery asked about \$1,000 for a replacement door at the CSC. Mr. Pangborn explained that it is a double door, and that an electric door for handicapped access had been installed on Willamette. On 10th Avenue, however, the door always needs adjustments; people are always banging into each other and have even been knocked down. That door will be replaced in order to alleviate these problems.

Ms. Fitch asked about money for a VCR and television. Mr. Pangborn replied that it would be used for training purposes, as well as to be able to show the Board the District's marketing materials.

Ms. Calvert asked what the District did with its old computers when they were replaced. Mr. Pangborn replied that, to this point, they have always been passed down to someone else who doesn't have one. The oldest IBM p.c.'s were purchased in 1983; Mr. Montgomery commented that those have already become obsolete. Mr. Pangborn said that when there are no more staff to pass on the older computers to, some will be saved for training and for replacement purposes, to be used while others are away for repairs.

MOTION Mr. Andersen moved that the Board adopt the Capital Improvements Program  
VOTE for Fiscal Year 1990-91 as presented. Mr. Montgomery seconded the motion, and the CIP was approved by unanimous vote.

**BOARD SALARY COMMITTEE RECOMMENDATION FOR ADMINISTRATIVE SALARIES FOR FISCAL YEAR 1990-91:** Ms. Calvert called the Board's attention to page 48 of the agenda packet. She said that three years ago the District had undergone a fairly extensive salary review; an outside consultant had investigated and determined salary levels and evaluated the compensation system being used. The District implemented the Consultant's recommendations over a two-year period and has been operating on that system since then.

The Salary Committee recommended a 3 percent increase in order to be comparable to other comparable organizations, at a cost of \$45,000.

Mr. Herzberg asked about the Consumer Price Index (CPI). Ms. Calvert replied that the national CPI increased by 4.8 percent in 1989, and Oregon's CPI ranged from 4.5 to 5 percent.

MOTION Mr. Andersen said he was also on the Board Salary Committee and agreed with the recommendation. He added that he thought the District received a pretty good return on what it pays. He moved that the Board adopt the FY 90-91 salary schedule as proposed by the Board Salary Committee, with a 3 percent increase in administrative salaries and no increase in benefits. Mr. Herzberg seconded, and the motion carried unanimously.

VOTE

Ms. Calvert said she would second what Mr. Andersen had said; that over the years she had been very favorably impressed with the delivery and completeness with which the staff presented information, and that they were certainly an outstanding group of people.

MOTION **BUDGET COMMITTEE APPOINTMENT:** Mr. Parks said he would be nominating Roger Smith, who had completed two terms on the Budget Committee, for a third term. Included in the agenda packet was a nomination form presented by Mr. Herzberg, who moved that the Board appoint John Humbert to the Budget Committee, for the position left vacant when John Watkinson's term expired on January 1, 1990. Mr. Parks seconded the motion. Mr. Andersen asked about Mr. Humbert's qualifications. Mr. Herzberg stated that his nominee had been the manager of the Ya-Po-Ah Terrace for the past 15 years, and had worked on HUD budgets all those years, that he knows figures, is easy to get along with, speaks his piece but is not antagonistic, and is interested in being more active in public service. With no other questions, the motion carried by unanimous vote.

VOTE

MOTION Mr. Parks nominated Roger Smith for another three-year term on the Budget Committee. Ms. Fitch seconded the motion, which then carried by unanimous vote.

VOTE

**BOARD COMMITTEE APPOINTMENTS:** Ms. Calvert stated that several members of the Board were on several committees, and now that the Board had a full complement of seven members, she would like to make a few reassignments to ensure participation on committees by all members. The Salary Committee, currently composed of Ms. Calvert, Mr. Brandt, and Mr. Andersen, would be changed to include Ms. Fitch, Mr. Montgomery, and Ms. Calvert. The Downtown Eugene Transit Station Site Selection Committee is very active, and Ms. Calvert chose to leave that committee as it stands, with Ms. Calvert, Mr. Brandt, and Mr. Andersen as the District's representatives. The Facilities Committee was active during the planning of the new facility but is no longer active, so no assignments were made to that committee. One change was made to the Finance Committee, currently composed of Ms. Calvert, Mr. Brandt, and Mr. Parks; Mr. Herzberg was appointed to take Ms. Calvert's place. Ms. Loobey explained that the Salary Committee and Finance Committee have annual functions and are standing committees. The Facilities and Downtown Station Site Selection committees are specific to certain projects.

Ms. Calvert suggested that, because financing for LTD and for transit in general is so uncertain each year, it would be valuable for the Board to hold a general work session on long-term financing and potential legislative issues before the next session of the Oregon Legislature. Such a meeting would help give the Board a background in transit financing and the

legislative process, would help Ms. Loobey know the Board's wishes in these matters, and would help the Board understand what Ms. Loobey and the Oregon Transit Association hope to accomplish in the legislature. Ms. Calvert said if the Board would find this kind of meeting useful, it would be planned in the future. Mr. Andersen said he thought this would be particularly useful, because during the last session, the Board seemed to be catching up with things the General Manager was already doing. He said the Board had not really had a problem with this at that time because, with the exception of some of the tax measures which were generally supported by the Board, they understood that the General Manager was acting on behalf of the Oregon Transit Association.

#### ITEMS FOR INFORMATION AT THIS MEETING:

Facility Update: Mr. Andersen asked if the District had gone to arbitration with Hyland & Sons Construction. Mr. Viggiano said that arbitration had been postponed. Mr. Andersen then asked if the District would be going against Fireman's Fund. Mr. Viggiano explained that at first Fireman's Fund had said the fight was between Hyland and LTD, but now was saying Fireman's Fund would be representing itself on this issue. Mr. Andersen asked if this seemed to be a delay tactic. Mr. Viggiano replied that he thought Fireman's Fund had just changed its mind, and added that the District's attorneys are comfortable with LTD's position.

Financial Reporting: Ms. Loobey stated that the District had a very strong third quarter. Last month, there had been some concerns that the payroll tax projections for the year would not be realized. However, the payroll tax receipts were currently right on target, but staff would know more about the current year's budget after receipt of the fourth quarter taxes.

Gateway Transit Station: Mr. Viggiano handed out an update on the Gateway Transit Station, in response to Mr. Brandt's questions at the last meeting. Mr. Viggiano said that a different skylight had been found to be suitable for the transit station, and would not entail the high cost originally estimated. Mr. Andersen asked where the transit station was located. Mr. Viggiano said it will not be attached to the main buildings, but would be across the ring road from the mall. No structure had been built yet.

Quarterly Performance Report: Ms. Calvert asked about a drop in University of Oregon ridership. Ed Bergeron, Marketing Administrator, replied that staff were questioning the numbers at that point--based on a survey, boardings had increased, but driver counts were down. He said this situation would be watched closely during the next month. Joe Janda, Management Information Systems (MIS) Administrator, stated that this decrease could be due partly to a 3 percent drop in enrollment at the UO.

Ms. Loobey commented on a graph at the top of page 67, showing weekday person trips, and talked about traditional cyclical ridership. She pointed out that December included the end of a term and Christmas break, and that February usually resulted in the highest ridership, due to weather conditions. In the fall, the UO, LCC, and the public schools all begin new sessions, which

has a major impact, since students comprise 40 percent of LTD's ridership. Mr. Janda added that the UO prepaid pass program was in effect last summer but not the previous summer. Ms. Calvert said it was interesting that, even without students, ridership stayed level and even increased somewhat during the World Veterans' Championships in July. Mr. Janda stated that much of the WVC ridership was on charters, so that revenue was counted in a separate category, but many athletes did ride the regular system, also. Ms. Calvert also commented that a 5 percent increase in other than UO riders was a very good increase.

**ADJOURNMENT:** Mr. Parks moved that the meeting be adjourned. The motion was seconded, and the meeting was unanimously adjourned at 9:00 p.m.

  
Board Secretary