

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 19, 1992

Pursuant to notice given to *The Register-Guard* for publication on February 14, 1992, 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 Wednesday, February 19, 1992, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Jack Billings
Janet Calvert
Tammy Fitch, Vice President
Patricia Hocken
Thomas Montgomery, Secretary
Keith Parks, President, presiding
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Peter Brandt, Treasurer

CALL TO ORDER: The meeting was called to order at 7:30 p.m. Mr. Parks explained the procedures for signing up for the two public hearings that evening.

EMPLOYEE OF THE MONTH: The February Employee of the Month, Administrative Secretary Eileen Mugglewortz, was not able to attend the meeting.

AUDIENCE PARTICIPATION: Mr. Parks asked for audience participation on any issue of a general nature. (1) Paul Borella of Eugene introduced himself as a Lane Community College (LCC) student. He said he felt the students at LCC were not being dealt with in a fair manner in regard to a group pass program. He said that the students were the ones trying to implement the group pass, but LTD felt it had to meet with LCC administrators without student input. He explained that he was referring to a meeting between two LTD representatives and Bob Marshall and LCC President Jerry Moskus, which students were not allowed to attend. He said that this was a bus pass for the students, and they would like to be dealt with on a face-to-face basis. Many of the students were members of the community and used the bus to go to work, and their employers were paying the payroll tax, as well as taxes to support LCC. Mr. Borella said he felt that LTD had some responsibility to support education in this community by offering an equitable bus pass approximately equal in cost to the University of Oregon's (UO) group pass, or a little more. He said he understood that LCC was a little farther away, but that he was not willing to pay for planned changes in service.

Mr. Parks asked if the District's contract for group pass programs would be with the students or the administration at LCC. Mark Pangborn, Director of Administrative Services,

replied that it was unclear who the contract would actually be with; it could be with either the students or the administration, depending on who paid for the pass. At the UO, the contract was with the students. At LCC, a long-term contract could be with either.

(2) Ernie Wood, Vice President of the Associated Students of LCC, said that a group pass contract could be totally with the students. He explained that the administration was involved in the negotiations, but student fees would be paying for the bus pass program. He said that there was a recession in the country, and in order for things to get turned around, the country would need a very educated people, which could include some of the people now attending LCC. He said that before returning to school, he owned his own business, and learned to be a man of his word and to do as closely as possible to what he had been talking about. He said he learned that he was able to look at a person and get an idea of what kind of funds a person could probably pay to receive the services he was offering, and he did not have to use the media or any other kind of advertisement other than word of mouth. When he charged less than he regularly charged, he made up for that by not advertising. He compared that to a group pass at LCC. He said the current term pass at LCC cost \$46, and the new plan would raise that by \$10. He explained that LCC students were not traditional students in the 18- to 25-year-old age bracket, and did not have moms and dads paying for them to get an education. Most LCC students were on financial aid or some kind of subsidy program and worked, as well, and an increase of that type would put a burden on students at LCC. Mr. Wood said that the reason he was speaking at the Board meeting was to try to get the Board to be sensitive to the students attending LCC, a lot of whom were low-income students who were trying to find better work with a better education. He repeated that a \$10 increase would put a serious burden on the students.

PUBLIC HEARING ON PROPOSED SERVICE CHANGES FOR FISCAL YEAR 1992-92

Staff Introduction: Stefano Viggiano, Planning Administrator, said that staff had been working extensively on the Comprehensive Service Redesign (CSR) for the last ten months. He explained that the CSR was the first time in 11 years that the District's service would be completely overhauled, which was largely necessary because of operating problems the District had been experiencing in recent years. The CSR process was characterized by extensive public and employee involvement, with three work teams reviewing the service in specific geographic areas. Each team was headed by an LTD planner, and all three planners were available at the meeting to answer questions. The teams also included Marketing staff, Transportation Supervisors, and Bus Operators. Other employees were involved through displays, various meetings, written communication, and feedback. The public outreach was also fairly extensive. Early in the process, letters were written to leaders of neighborhood groups, locally elected and appointed officials, etc. Presentations were made to the Special Transportation Fund (STF) Committee, the City Council, and others. Surveys were conducted at the UO and at Sacred Heart Hospital, and information was available on the buses at various times, as well as at the Customer Service Center (CSC).

Mr. Viggiano said that the changes staff were proposing would be implemented in September 1992. Staff were holding a public hearing that evening in order to receive feedback from the public, and the Board would be asked to take action to approve service changes at the March Board meeting. In addition to Board approval of the changes, funding would have

to be approved in the adopted budget for Fiscal Year 1992-93. In order to include September service changes in the proposed budget, service changes and their budget implications needed to be discussed early in the process.

Mr. Viggiano explained that the changes being proposed were primarily to address operational issues. Buses were not able to complete many routes on time due to increased ridership, traffic, etc. Some areas were requesting service, and some areas with low ridership would be losing service. Mr. Viggiano said it would be difficult to pick and choose parts of the comprehensive package of service, and if the Board had concerns about some areas, it would probably be best for them to recommend that staff re-work the recommendations, so they could be considered as a package.

Mr. Viggiano discussed the proposed system-wide service changes, beginning on page 7 of the packet. The first, change in departure times at the Eugene Transit Station, would mean a change from four departures per hour to six per hour. There were several reasons for this recommended change. First, it would add a little extra capacity at the station during weekday peak periods, which would actually be a short-term solution to the capacity problem of the Eugene Station. Second, six pulses per hour would give the District more flexibility with regard to scheduling, because time could be added to routes in ten-minute increments rather than 15-minute increments, which also would be more cost-effective. Third, six pulses per hour would allow the District to expand service in the future by providing more frequent service along major corridors. Service currently was provided every 15 minutes along major corridors, and could not increase unless two buses traveled the same route at the same time (as has been done to the UO and LCC at certain times). Ten-minute frequency could be established in the future if there were six main pulses.

Mr. Viggiano discussed a table showing weekday service, the frequency of departures on major routes, and service needs for the future (assuming that the proposed service would be approved that year).

The second system-wide change being proposed was for expanded service in evening hours. Mr. Viggiano explained that the last departure from the Eugene Station currently were at 10:20 p.m. Monday through Friday, 8:20 p.m. on Saturday, and 6:20 p.m. on Sunday. Staff were proposing that the last departure be at 30 minutes after the hour rather than 20 because riders, such as Valley River Center employees whose work shifts ended on the hour, had trouble getting to downtown from outlying areas for departures at 20 minutes after the hour. This recommendation would result in no cost to the District. Staff also were proposing that buses run later into the evening, to 11:30 p.m. on weekdays, 10:30 p.m. on Saturdays, and 7:30 p.m. on Sundays.

Mr. Viggiano stated that during Origin and Destination surveys, the District received many requests for later service on weekdays and weekends, with about 6,000 riders preferring each. He said this kind of service had been requested continuously, and staff believed that it was time to respond to those requests.

No significant changes were being proposed for crosstown routes. The #1 Market District route would become a 20-minute loop rather than a 15-minute loop, in order to address

running time problems. A 5:30 p.m. trip would be added to the #3X Express. No other changes were being recommended for crosstown routes.

Ms. Calvert asked if annual costs for changes were for total route costs. Mr. Viggiano replied that the annual cost for the proposed changes for the crosstown routes was equal to .34 percent of total service. He said these were fairly rough estimates, with no offsetting fare revenue included.

Mr. Viggiano used a route map to show changes in the Springfield sector. The proposed service would cover basically the same streets, with a few exceptions. There was one proposed new route (the #18), and the #11 would run three times per hour rather than four times per hour on weekdays, but would remain at two times per hour on weekday evenings and weekends. However, staff were also proposing a new peak-hour route, the #1-105 Express, which would connect the Thurston area with downtown Eugene, the University of Oregon (UO), and Sacred Heart Hospital. It would make five trips in the morning and three trips in the evening. Having the route travel on I-105 would reduce travel time for riders. The only significant service reduction in the Springfield sector would be at "G" and 28th Streets, at the end of the Centennial route, where there was low ridership. This recommendation was being made in order to solve running time problems on the route.

Another new route, the #19 Gateway/Chase, was being proposed in order to provide direct peak hour service for commuters between the Hayden Bridge/Gateway/Centennial area and the Downtown Eugene/Sacred Heart Hospital/UO area, which would connect large pockets of high-density housing with the University area. It would travel one way in the morning and reverse direction in the afternoon. Staff believed it would be a productive route, since it would also provide a better connection for the Gateway area to the UO.

Mr. Viggiano next discussed proposed changes in the Southeast Eugene sector. Staff proposed that the #23 Fox Hollow change from a "figure-8" route to travel on Willamette, loop on 46th Avenue, Fox Hollow, and Donald, and return to Willamette. Although service on Donald between 32nd and 46th Avenues would be eliminated on the #23, it would continue to be provided on the #24 Willamette. Likewise, service on Willamette between 32nd and 40th Avenues would no longer be provided on the #24, but would continue as part of the #23. Mr. Viggiano explained that most of the UO riders came from the Willamette rather than the Donald side of the route, and staff believed this new routing would be an improvement for most riders. Changes were also recommended for the #27 Fairmount, in response to requests from the neighborhood and the UO. It would become a one-directional loop that would serve downtown Eugene and the east side of the UO campus. The route would make a reverse loop of a new #20 Agate, together establishing two-way service for East 25th Avenue and Agate Street. This routing would provide better service for South Eugene High School and Roosevelt Middle School, by providing a connection from the UO, the neighborhood, the high school, and back. One drawback, from the customer's perspective, was that a portion of the route would be reduced from one-half hour service to one-hour service. The four stops that would be affected currently had low ridership (about 12 to 15 people a day), who would have a two- or three-block walk to the bus during those times. Additionally, LCC service would be supplemented during the peak hour, with one bus every ten minutes.

In the Southwest Eugene sector, much of the service to the University would remain the same. There would be a slight change in City View service from Westmoreland; there would be the same quantity of service, but one bus would travel on 13th Avenue rather than 18th, and come back out on 11th Avenue. Another change would serve Bertelsen, Oak Patch, and 11th in a less confusing fashion, because currently service was different in the evening than it was during the day. The proposed service changes would also provide neighborhood access to the Fred Meyer shopping area.

In the Bethel/Danebo sector, one minor change would mean that the #40 Royal bus would no longer travel on Baxter, because the road was narrow and sometimes the buses were unable to pass between parked cars. Staff were also proposing the deletion of service to the Jessen neighborhood. Last year, Jessen residents protested a recommended deletion of service, and their service was retained. However, ridership had not improved, with only about seven trips per day from that neighborhood, and the service was again recommended for deletion in order to address running time problems on the route. A change in routing on the #44B was also recommended because it currently ran on Belt Line Road, where buses cannot pick up riders.

A minor change was recommended on the #52 Irving route in the River Road/Santa Clara sector, in order to improve coverage on the neighborhood loop. Mr. Viggiano explained the end of the #44B, which began in the Bethel/Danebo sector and connected the River Road Station with the #65 route. The #50 Park, a rather circuitous route, would be changed to eliminate a portion of the route on south park, to provide additional running time. The #50 would also no longer operate on Maxwell, since that service would be provided by the #44B Echo Hollow. Staff believed that the route's ridership problems stemmed from the fact that it was so circuitous, so the changes were proposed to speed travel time, but still provide neighborhood connections. However, some segments of the route, which currently had only about 10 boardings per day, would be left without a close route.

Mr. Viggiano then discussed the changes recommended for the Ferry Street Bridge sector. He explained that the #66 VRC/Crescent and the #67 Coburg/Crescent were two buses going in reverse order every half hour. The route worked well from a service standpoint, but there were problems because the #66 ran whenever the system operated, and the #67 did not run in the evenings, ran only half the time on Saturday, and not at all on Sunday, and some riders got confused. Staff were suggesting adding to the #67 route so that it would run when the #66 ran. This recommendation was approved the previous year, but was removed from last year's recommendations because of budgetary limitations. The #60 VRC/Cal Young, with exception of the downtown/Valley River Center loop, carried very few people. Staff were proposing that the #60 and the #61 Oakway be combined to form a two-way loop through the Cal Young/Oakway area. The new route would provide better connections from the neighborhood to the Eugene Station, Valley River Center, and Oakway Mall. Service on Adkins and in the Bogart/Bailey Lane area would be deleted due to low ridership. In the evening, the new route would be identical to the existing #61.

Ms. Hocken asked if there would be more or less service on Country Club Road. Mr. Viggiano replied that it would remain the same. Ms. Hocken suggested that the #66/67 run on Country Club Road rather than on the Washington/Jefferson bridge, where people

cannot get on or off the bus. Mr. Viggiano said that would be an option; however the route would then take longer.

Mr. Viggiano discussed the Service and Costs Summary on page 17 of the agenda packet. He explained that a half of a percent was included for contingency, because the estimated costs were very rough, and because staff wished to reserve some funds for service to be put in place as needed during the year, called trippers, to address operational or overload problems. The proposed service involved a 7.28 percent increase, at an annual cost of roughly \$488,500.

Mr. Billings asked if the annual cost included one-time overhead costs such as signs, benches, etc. Mr. Viggiano replied that it included the annual marginal operating costs, which were costs for bus operators, mechanics, fuel, and parts, but not planning time, capital costs, or marketing costs, which were one-time costs. The marginal operating costs were based on \$30 per hour. Ms. Loobey added that there would be the cost of printing timetables, etc., each year. Since those were part of an ongoing process rather than an increase, they were not included in the cost of the new service.

Mr. Viggiano stated that the proposals for service changes were what staff believed to be the highest-priority service changes. There were still a number of requests for service which staff were not recommending for implementation. He used an overhead projection to show service requests not met. Mr. Parks said that each year the District had the problem of more requests for service than it could afford to provide, and it became a matter of setting priorities. He was concerned that last year people thought that if their requested service was on the list, it would be provided, but for budgetary reasons it did not turn out that way. Mr. Viggiano explained that the recommended service could only be implemented after approval of both the service and the budget.

PUBLIC HEARING ON PROPOSED SERVICE CHANGES FOR FISCAL YEAR 1992-

93: Mr. Parks opened the public hearing on proposed service changes for FY 92-93.

(1) Ms. Von "Hutton" Chance of Eugene stated that she wanted to discuss three issues which she thought would be beneficial for the District, Eugene, Lane County, employees, and bus operators. First, she said a two-hour transfer would be appreciated by all concerned. She said she researched this idea and the people she contacted were for it and would leave their vehicles at home if they had a two-hour transfer. She thought it would also help the downtown merchants, banks, etc., especially since the parking fees had been raised. Second, she said, the manager and employees of the Westside Post Office on Tyinn Street wanted the bus to go to the Post Office, which was three blocks off West 11th. Third, the people of Danebo, on Liberty, Avelon, Souza, and Phillip, wanted to save gas and have a bus.

(2) Curtiss Greer of Springfield said that the proposed changes would cost \$.5 million in its budget. He said that if the area was having an economic recession, it seemed odd to increase costs, especially when the District was 80 percent non-user-funded already. He suggested that contracting out on a lot of the routes could be done at a cheaper rate than LTD could provide the services. He thought a lot of outfits could do it for less than \$3 million.

(3) Louise Osterman of Springfield spoke about the proposed changes for the #11X Express. She presented to the Board 26 petitions from riders on the #11X, the City of Eugene Customer Service Supervisor, and the President of Local 85, Oregon Public Employees Union (OPEU), in opposition to the proposed elimination of some service by eliminating the #11X and beginning a new route, the #I-105 Express. She said she had ridden since the days of the "Green Meanies." She lived in the Thurston area, and said that 20-plus people rode on the #11X at the time she rode, with 26 on the bus that evening. Only eight of those 26 got off in the Thurston loop. She said that if the District ran the #I-105 route instead, a lot of people who get on along Main Street and end up at the UO, City, or County offices, where there were group pass contracts with LTD, would lose quick, convenient service. The regular #11 Thurston took longer, which she said would mean a 15-minute difference each way for her. In addition, the regular #11 was usually full, with standing room only in the evening, and in the morning, the regular #11 took 45 minutes, which was too long. Ms. Osterman proposed keeping the #11X. If the District wished to run the #I-105 Express, she proposed running one less I-105 bus in the morning. She added that she had lived in Boston for seven years, and appreciated LTD's clean buses and friendly drivers.

(4) Judy Byrum of Springfield also spoke in favor of retaining the #11X Express. She said the changes would negatively affect people at the UO whom she had personally convinced to ride the bus and leave their cars at home. When the OPEU had been approached by LTD to leave their cars at home, employees had the privilege of riding the #11X. She said they knew they would get to work on time, and appreciated that. She said that there were four other UO employees with her who would not be speaking that evening, but who rode the #11X to work.

Mr. Montgomery said it seemed that the #I-105 Express was proposed in order to save travel time for riders, but he was hearing that the riders were satisfied with the speed of the #11X Express. He asked if that were true, and if they would rather travel on Main Street than reduce the travel time. Ms. Byrum said that after the #I-105 leaves 58th and gets on I-105, 20 people who usually ride the #11X Express would be left on Main Street, and those were 20 people whom she had convinced to ride the bus. If they took the #11 Thurston, they would get to work later. She said the travel time on the #11X Express was fine; that 11 people got off the bus at Franklin and Agate at 7:50 a.m. and went to Oregon Hall.

(5) Patricia Howard of Springfield said that the #11 Express took the same amount of time as driving a car, but there was a shorter walk from the car than from the bus. If riders had to drive to the bus and walk from the bus to their destination on campus, they would take their cars. She ended by saying, "We love our bus."

(6) Paul Borella spoke again during this part of the meeting. He said that LCC needed more buses during the peak hours, and needed an express bus between downtown Eugene and LCC. He thought that would be much better than having to drop off riders by the UO before going downtown. He said he had to wait 50 minutes to catch his next bus, and that waiting downtown that long was not a secure idea for female students, so they wouldn't ride the bus. Others don't have time to wait that long, so they won't ride, either.

(7) John Anderson of Marcola said he was a resident of the upper Mohawk valley. Six other people from Marcola were present, and four others had planned to attend. They had found out about the Board meeting a only couple of days before, or they could have had a lot more people in attendance. Mr. Anderson said he was a current bus rider by hitchhiking to downtown and riding the bus in town. Other residents of the Mohawk Valley and Marcola believed they could show LTD that their ridership would be adequate to have bus service. Mr. Anderson said he tried to get a petition done after the Gulf War. He did it by himself, and got every business in the upper valley with a payroll large enough to warrant the payroll tax to sign, saying they would be glad to support bus service. Mr. Anderson thought there would be good ridership from Marcola to Eugene, and also potential ridership from Eugene outbound to Marcola, especially to Shotgun Creek Park in the summer, and especially if there were bicycle racks on the buses. He said people could ride through the Coburg hills, and leave from Shotgun for bike rides. He said he was at the meeting to beg the Board to consider a Mohawk Valley run, explaining that it was hard to get out of town if you didn't drive.

Mr. Anderson suggested that the area left off Springfield routes, "Q" and Hayden, past Leavitt's Trucking, could be picked up on a Mohawk route. He thought there would be a lot of ridership on both sides of the river, and thought it would be good to get the signatures of businesses in the lower valley. He said he would volunteer his time and equipment in building bus stops, putting up signs, etc., if it would save money to help get a Marcola bus running.

(8) Ayala Talpai, also of Marcola, commented that people who really need the route (teenagers, the elderly, people with disabilities) were not likely to be able to get to the Board hearing.

(9) Ellen Pherson of the Mohawk Valley said that with the price of a car, gas, and insurance, there was a large population of poor people who could not get to town for a job or job training. She said that the drastic increase of traffic on Marcola Road had made it more dangerous, and that a bus would help with the traffic problem and make it safer for kids to ride bikes on Marcola Road. Older people could take the bus to town to shop, where it would be less expensive. Older people also could not get to medical care and social services unless they got rides from others. For younger people, there was nothing to do in Marcola, but Eugene and Springfield offered recreation, museums, libraries, LCC, the UO, etc. Ms. Pherson said the mothers felt "ragged" from driving the kids back and forth to town. Sending their kids on the bus would save money, time, and gas. She said she was born and brought up in Holland, and it was unthinkable to have a stretch of road, such as to Sweet Home, without a bus. She also stated that 50 percent of the people lived north of Marcola in rural communities, and LTD ought to remember those people when planning service. She said she was very concerned about fossil fuels, pollution, and the ozone layer, and that public transit was needed as a way of life.

(10) Krista Farris of Mohawk said she was a Lane Community College student and was there from 8:00 a.m. to 5:00 p.m., and sometimes in the evening. She said that a lot of students would take the bus from Marcola, and that she would love to see a bus there.

(11) Marion Walter of Eugene said that she lived on Orchard near 19th Avenue. When she moved there 10 years ago, the neighborhood was served by the Laurel Hill bus and the

#27 Fairmount. She stated that the proposed change to the #20 and #27 to one-hour service would be a severe cut because the #27 only went to Agate, and the #20 would be going the wrong way and would not be as useful. She said that the President of the Fairmount Neighborhood Association was not notified of these changes, but that she had mailed written testimony to the District. Her written testimony included a concern that the bus would not go past 18th and Pearl, for shopping at Safeway. Ms. Walter also said she wondered how many older people did not come to the hearing because they do not drive. She asked if the #40 Royal would stop at 5th and Polk. Mr. Viggiano replied that it would.

(12) E.V. Rizzi of Eugene said he had only recently moved to Eugene, but wished to make a comment. He said his reason for coming to Eugene was primarily because of the excellence of public transit available. Conditions in his family made it imperative to be very near the bus, and he had overpaid for that privilege. He said his bus had not been deleted, but it was more cumbersome to reach various parts of the community from his residence. He was afraid that this might be the beginning of stranding residents in that area. From what he heard, he said, "if it ain't broke, don't fix it." Mr. Rizzi said that if there was a shortfall in operating revenues, he would support a substantial increase in fares; even if it were not a welcome idea, it would be better than stranding people. He said he and his family were hopeful that service would continue to go upward.

Ms. Fitch asked what bus route he lived near. He said he had not moved in yet, but believed that it was the #23 or #24. His new residence would be at 48th and Donald, and that the bus would not run between 36th and 42nd, and the changes made travel quite cumbersome for his family.

(13) Walter Rodriguez of Pleasant Hill said he worked in Springfield and rode the #26 LCC/Lowell, which was not scheduled for change. However, he said, it was very important that weekend service be extended. The first bus to Lowell was at 6:20 a.m.; the next bus was six hours later; and the next bus was three hours later. He said it was important that this service not be terminated. He said he could not understand why LTD did not extend service on weekends for all major routes, even if it meant raising the rates.

Ms. Hocken asked if the Board could have copies of the overheads showing the route changes.

Closing of Public Hearing: Mr. Parks asked if anyone else in the audience wished to speak about service changes during the public hearing. There was no response, and the public hearing was closed.

A five-minute break was called at this time.

FISCAL YEAR 1992-93 PRICING PLAN:

Staff Introduction: Mr. Viggiano discussed the proposed changes which were outlined in the agenda packet, beginning on page 35. Rather than eliminating the term pass, as originally recommended, staff were suggesting that the District increase the price and phase out the term pass over time. Mr. Viggiano explained that the term pass had been implemented

with students in mind, and was priced to compensate for the fact that school is in session only 11 weeks out of a three-month period. Now that University of Oregon students had a group pass program, the term pass was sold mainly to LCC students, who were more likely to be year-round community residents than UO students.

A change in the transfer policy was also recommended. This change would eliminate the restriction to travel in one direction and would allow one hour and twenty minutes for transfers, instead. Mr. Viggiano explained that there were a lot of conflicts over the validity of transfers, and whether they were being used for trips in one direction or not. Short trips could be made on the bus instead of in the car if the rider did not have to pay two fares.

An increase in the discount rate for tokens and passes purchased in large quantities was explained on page 40 of the agenda packet. On page 42 was a table showing the Consumer Price Index (CIP), adult cash price, adult token price, and adult pass price from 1981-82 through 1991-92, as well as a five-year pricing plan through 1996-97.

Ms. Calvert commented that it seems that this incremental price increase strategy works well for the District, rather than waiting five years and requiring a large increase. Mr. Parks asked if there would be no term pass if LCC students signed a group pass agreement. Mr. Viggiano said there were some other students using the term pass, such as Eugene Bible College, which is why staff recommended phasing it out.

Public Hearing on Fiscal Year 1992-93 Pricing Plan: Mr. Parks opened the public hearing on LTD's proposed FY 92-93 Pricing Plan. There was no testimony from the audience, and the public hearing was closed.

MOTION **Board Deliberation and Decision:** Ms. Fitch moved that the fare changes recommended in the staff memorandum beginning on page 35 of the agenda packet be approved. The motion was seconded. Ms. Fitch said she appreciated the incremental fare changes, so riders can transfer from one fare instrument to another, and that she knew a lot of riders appreciated it, also.

VOTE With no further discussion, the motion to approve the FY 92-93 Pricing Plan as recommended was approved by unanimous vote.

MOTION **APPROVAL OF MINUTES:** Mr. Montgomery moved that the minutes of the January 15, 1992, regular meeting be approved as distributed. Mr. Billings seconded the motion, and the

VOTE minutes were approved by unanimous vote.

MOTION **BUDGET COMMITTEE NOMINATION:** Ms. Fitch moved that the Board approve Mr. Montgomery's nomination of Rick Crinklaw to the Budget Committee. Mr. Billings seconded the motion. Mr. Montgomery said that basic information about Mr. Crinklaw could be found on the nomination form in the agenda packet, and added that Mr. Crinklaw was interested in LTD and in serving on the Budget Committee. There was no further discussion,

VOTE and Mr. Crinklaw was appointed to the LTD Budget Committee by unanimous vote.

ADJOURNMENT: Ms. Loobey said that if the Board so desired, the meeting could be adjourned to another evening in order to finish the items on the agenda. Staff would be coming back to the Board at the March 18 meeting with final recommendations on service. However, staff could respond to the public input on service at the adjourned meeting, or could prepare information for the Board if there were any further questions about the service recommendations.

Mr. Montgomery said that with increases in ridership and people's dependence on the bus, it would seem vital that LTD make sure it is not eliminating service where people are buying homes, over the years as service changes are made. When people put their economic value into something based on their ability to ride the bus, that service should not fluctuate. He said he thought the District had done a pretty good job in that regard, but he had heard some concerns that evening. He said this would be his only concern for staff.

Mr. Parks said that for years LTD had no control over development, and could only respond to development, which caused a lot of adjustments to be made. However, if the District is able to participate more during the planning stage of development, it will enable the District to make fewer changes in response to things beyond its control.

Ms. Hocken asked if staff could have an initial response to the public hearing comments about the #11X Express by the adjourned meeting. She thought it might not make sense to change the route if the District would be losing riders because of the change. Mr. Montgomery added that if there were no reasons other than to reduce the travel time, then the riders were not interested in having the #1-105 route. Mr. Parks said he thought staff were pretty sensitive to such issues, and would have some sort of response to the public input at the next Board meeting.

MOTION Ms. Fitch moved that the meeting be adjourned to 7:30 p.m. on Wednesday, March 4, 1992, in the LTD Board Room. Mr. Montgomery seconded, and the motion to adjourn to
VOTE March 4 carried by unanimous vote at 9:30 p.m.



Board Secretary