

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Wednesday, November 9, 1998

Pursuant to notice given to *The Register-Guard* for publication on November 5, 1998, and distributed to persons on the mailing list of the District, a special meeting of the Board of Directors of the Lane Transit District was held on Monday, November 9, 1998, at 6:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, President, presiding  
Rob Bennett  
Dave Kleger, Treasurer  
Virginia Lauritsen  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Patricia Hocken  
Dean Kortge  
Hillary Wylie, Secretary

**CALL TO ORDER:** The meeting was called to order at 6:30 p.m. by Board President Kirk Bailey. A quorum was present.

**AUDIENCE PARTICIPATION:** Mr. Bailey noted that there was no one present other than staff.

**FIRST READING: ORDINANCE NO. 24, 1998 REVISION, DESCRIBING THE TERRITORIAL BOUNDARIES OF LANE TRANSIT DISTRICT:** Service Planning & Marketing Manager Andy Vobora said that this issue had reached the final stages, following the Cottage Grove election. The Ordinance as presented included the changes the Board heard about at the public hearing on October 12, as well as the annexation of Creswell into the service area, to extend service to Creswell on a more permanent basis. He reminded the Board that the boundary changes included a small area out to the urban growth boundary in South Eugene, and an area west of Highway 99 between Eugene and Junction City to accommodate a new route running on Highway 99. The other change related to Creswell service, following Interstate 5 to Creswell and including the urban growth boundary around the city of Creswell.

Mr. Vobora stated that District Counsel Greg Skillman had written the new ordinance for LTD. The previous ordinance included a metes and bounds description of the entire District boundary. However, with the Geographic Information System (GIS) available through the Lane Council of Governments (LCOG), Mr. Skillman had written the ordinance to refer to a boundary map as an exhibit, and to an address list generated by LCOG and kept in its GIS database, to which LTD had direct access. Rather than looking up addresses on a map when callers asked if they were in or outside the boundary, LTD staff could bring up the database address list, which would be kept up to date by LCOG.

Faint, illegible text on the left margin, possibly bleed-through.

Faint, illegible text in the middle-left area.

Faint, illegible text on the left margin.

Faint, illegible text on the left margin.

Faint, illegible text on the left margin.

Faint, illegible text on the left margin.

Faint, illegible text on the left margin.

Mr. Bailey wanted to be sure that the first couple of changes referred to by Mr. Vobora were the same changes the Board had heard about in October. Mr. Vobora said that they were.

MOTION Mr. Kleger moved that Lane Transit District Ordinance 24, an ordinance describing the territorial boundaries of Lane Transit District, be read by title only. Mr. Bennett seconded the VOTE motion, which then carried by unanimous vote, 4 to 0, with Bailey, Bennett, Kleger, and Lauritsen voting in favor and no one opposed. Mr. Bailey read the ordinance title: "Lane Transit District Ordinance 24 (1998 Revision), Describing the Territorial Boundaries of Lane Transit District."

Mr. Vobora said he had been in Creswell that day. The buses were continuing to run to Creswell, and people were carpooling from Cottage Grove to Creswell and parking in downtown Creswell and riding the bus from there. At about 3:00 that afternoon there were 17 cars in the lot. There was a coordinated effort in Cottage Grove to have people continue to meet at the Wal-Mart store to carpool to Creswell. They were taking care of each other's riding needs—for people who wanted to take bicycles, there were designated drivers with pick-up trucks to take the bikes. People were testifying that evening at the City Council meeting about their wishes to see some kind of bus service come to fruition. An alternative transportation group was meeting to develop a proposal.

Mr. Bennett asked what the final vote on Cottage Grove service had been. Mr. Vobora said it was 1,465 no to 1,169 yes, so the measure lost by about 300 votes. It was the most voted-on issue in South Lane County. The Friends of LTD group who advocated for the service had enough ballot signatures to put the issue back on the ballot in March if they wanted to. They were discussing whether the timing was right to do that or whether they should wait to see what happened with the Council and the other alternative transportation group.

Mr. Bennett asked if there was something LTD could do to encourage Cottage Grove to choose LTD service, such as a three-year phase-in program; something that wouldn't carry the whole load but might help lead toward a decision for service. Ms. Loobey replied that Creswell had stepped right up to the plate for service. The Creswell City Council did not want to wait for Cottage Grove, and asked to be annexed to the District. That means that the Creswell businesses would become subject to the payroll tax as of January 1999. Proposing a three-year phase-in for Cottage Grove might upset those in Creswell who had made the decision to ask for annexation. Ms. Loobey also was not sure what that might do to the efforts of the Friends of LTD, who had worked so hard to become part of the District. She added that although LTD had the authority to levy a payroll tax, the District would not be able to use a different kind of tax for different taxpayers, or to charge a different rate. There had been a one-year demonstration period, which was funded out of the city's general fund. The response to the service was so great that the demonstration project had been almost an instant success, but the business community had fought the measure quite hard.

Mr. Bailey asked whether the 300-vote margin came from the absentee ballots or the polls. Mr. Vobora replied that from the polls the difference was about 120 to 140 votes, and the percentage stayed about the same after absentee ballots were counted.

Ms. Lauritsen asked if Mr. Bennett had been thinking about a separate tax system, such as a tax holiday or a separate economic development fund. Mr. Bennett said that he had not. Ms. Loobey said that LTD would not be able to use those types of funding because they would not meet constitutional requirements.



Mr. Vobora said that the vision of the Cottage Grove business community was that they could provide the service at less cost with a trolley-type vehicle. Board members were concerned about capacity and other issues associated with that type of vehicle.

Mr. Vobora said that staff would be revising the schedule for a winter bid change. LTD probably would discontinue its Saturday runs to Creswell because staff did not think that service would be very productive, but leave a commuter-type service in place that probably would be very valuable. He said that a school group going from Eugene to a private school in Cottage Grove was using a South Lane bus that met the LTD bus in Creswell. LTD would try to keep that connection, because there were about a dozen youth going to Cottage Grove for school. Staff also would talk to Fircrest to see if LTD could meet any transportation needs for Fircrest employees.

Ms. Loobey said that staff would follow-up on Mr. Bennett's question. There was a new senator from that area who was very supportive of LTD service to Cottage Grove, so staff would talk with him.

The second reading and adoption of this revised ordinance were scheduled for the November 18 regular Board meeting.

**ADJOURNMENT:** There was no further business, so Mr. Bailey adjourned the meeting at 6:40 p.m.

  
\_\_\_\_\_  
Board Secretary

G:\WPDATA\BOARD\BDMN110998.doc

