

Public notice was given to *The Register-Guard* for publication on September 10, 1987.

LANE TRANSIT DISTRICT  
REGULAR BOARD MEETING

September 16, 1987

7:30 p.m.

McNutt Room  
Eugene City Hall

A G E N D A

- I. CALL TO ORDER
- II. ROLL CALL  
Brandt\_\_\_\_\_ Calvert\_\_\_\_\_ Eberly\_\_\_\_\_ Parks\_\_\_\_\_  
Pusateri\_\_\_\_\_ Runyan\_\_\_\_\_ Smith\_\_\_\_\_
- III. INTRODUCTORY REMARKS BY BOARD PRESIDENT
- IV. BUS RIDER OF THE MONTH
- V. EMPLOYEE OF THE MONTH
- VI. AUDIENCE PARTICIPATION
- VII. ITEMS FOR ACTION AT THIS MEETING
  - A. Approval of Minutes
  - B. Audit Report--Fiscal Year Ending June 30, 1987
  - C. Approval of Fiscal Year 1987-88 Section 9 Capital and Operating Grant Application
    1. Staff Introduction
    2. Opening of Public Hearing by Board President



3. Public Testimony
  4. Closure of Public Hearing
  5. Board Discussion/Action
- D. Approval of Section 18 Capital Grant Application for Non-urban Service
1. Staff Introduction
  2. Opening of Public Hearing by Board President
  3. Public Testimony
  4. Closure of Public Hearing
  5. Board Discussion/Action
- E. Revision of Privatization Policy
- F. TransPlan Annual Endorsement
- G. Land Acquisition--Executive Session Pursuant to ORS 192.660(1)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

VIII. ITEMS FOR INFORMATION AT THIS MEETING

- A. Current Activities
1. Board President's Report on APTA Governing Board Members Seminar
  2. New Operations Facility Project Update
  3. Planning Survey of South Willamette Area
  4. APTA Annual Meeting/Acting General Manager
  5. Oregon Transit Association Annual Meeting
  6. Negotiations Update--Executive Session Pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations.



- 7. Special Services Report
  - B. Monthly Financial Reporting
  - C. Quarterly Reporting
- IX. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING
- A. Workers' Compensation Self-insurance
  - B. Distribution of Transit Development Plan (TDP)
  - C. Marketing Review of Summer and Fall Promotions
  - D. Finance Committee Meeting
  - E. Mid-year Budget Committee Meeting
- X. ADJOURNMENT



## AGENDA NOTES

Page No.

### IV. BUS RIDER OF THE MONTH:

- A. The August 1987 Bus Rider of the Month was Carmen Daulton. She rides the bus to and from work as a word processor at C.M. Carne & Associates, a vocational and rehabilitation firm. She said that she likes LTD because the bus drivers are so helpful and friendly. One driver stated that Carmen offers "very positive reinforcement with her friendliness and caring attitude."

Ms. Daulton has four children, ages 17, 15, 14, and 12. Her interests include aerobics, hiking, swimming, reading, cooking, and baking.

Ms. Daulton will attend the meeting to receive her award and be introduced to the Board members.

- B. The September 1987 Bus Rider of the Month is Bob Moore, a native Oregonian who has lived in Eugene since 1951. He has been riding the bus for 35 years, and says he has watched the system grow and get better over the years. He is known to many of the younger riders as "Grandpa Bob." Bus operators commented that Mr. Moore always has something nice to say to the drivers and other patrons, and that he is a cheerful person who is always encouraging and cheering up other patrons.

Mr. Moore retired from employment at Northwest Bell after more than 30 years. However, he keeps busy working part-time at Cuddeback Lumber. He and his wife, Phyl, have been married 37 years, and have one son and two granddaughters.

Mr. Moore will also attend the meeting to receive his award and be introduced to the Board.

### V. EMPLOYEE OF THE MONTH:

- A. The August Employee of the Month was Bus Operator Gary Levy. The Board members will remember Gary as the person who took their photographs after one of the Board meetings.
- B. The September Employee of the Month is Jeanette Tentinger, an Accounting Clerk at LTD since October 1982.

Both Gary and Jeanette will attend the meeting to receive their awards and be introduced to the Board.





MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, July 15, 1987

Pursuant to notice given to *The Register-Guard* for publication on July 10, 1987, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, July 15, 1987 at 7:30 p.m. at the Eugene City Hall.

Present: Peter Brandt, Treasurer  
Janet Calvert, President, presiding  
Keith Parks  
Dean Runyan  
Rich Smith  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Janice Eberly, Vice President  
Gus Pusateri, Secretary

CALL TO ORDER: Ms. Calvert called the meeting to order at 7:30 p.m. She mentioned that she would be attending an American Public Transit Association (APTA) Governing Board Members Seminar the following weekend, and would report on the seminar at the next Board meeting.

BUS RIDER OF THE MONTH: Ms. Calvert introduced Larry Keopka, the July Bus Rider of the Month. She stated that Mr. Keopka has been riding the bus for 16 years, works for the City of Eugene, and commutes to work on the bus. Mr. Keopka was nominated by 40 to 50 bus operators and patrons. The drivers who nominated him said that he has a friendly smile and hello for everyone. Ms. Calvert added that the District should probably hire him, because he provides such good publicity for LTD.

Mr. Keopka stated that in the 16 and a half years he has been riding the bus, he believes that there were only three times when it did not appear: twice for mechanical problems and once because of the weather. He added that the drivers are not only friendly while driving their routes, but when they are off duty, as well.

EMPLOYEE OF THE MONTH: The July Employee of the Month, bus operator Jack Summers, was unable to attend the meeting to be introduced to the Board.

AUDIENCE PARTICIPATION: Ms. Calvert asked for participation from the audience. There was none.

MOTION APPROVAL OF MINUTES: Mr. Runyan moved that the minutes of the  
vote June 17, 1987 regular meeting be approved as distributed. Mr. Parks  
seconded the motion, and the minutes were approved by unanimous vote.



**APPROVAL OF SECTION 18 GRANT APPLICATION FOR NON-URBAN SERVICE:** Andy Back introduced himself as one of the District's two new transit planners. He said that at its last meeting, the Board had approved additional Saturday service to non-urban areas contingent upon receiving Urban Mass Transportation Administration (UMTA) Section 18 grant funds. The total cost of the service is \$8,180; \$4,180 of that could be reimbursed under the Section 18 grant program. One requirement before applying for the funds is to hold a public hearing on the application for the proposed service. The application must be submitted by August 1, and staff hope to have approval from the State, which administers the UMTA Section 18 funds, by September or October.

Ms. Calvert asked if the service would be offered if the District did not receive the Section 18 funds. Ms. Loobey replied that staff would report to the Board if the grant was not approved by the State, and a decision about providing the service would be made at that time.

**Public Hearing on Section 18 Grant Application for Non-urban Service:** Ms. Calvert opened the public hearing on the grant application for proposed Saturday service to non-urban areas. There was no comment from any member of the audience, and Ms. Calvert closed the public hearing.

**MOTION** **Board Action:** Dr. Smith moved that the Board authorize the General Manager to submit a grant application for Section 18 federal operating funds through the Urban Mass Transportation Administration, in the amount of \$4,180. Mr. Parks seconded the motion. Ms. Calvert asked about the rural service, which Mr. Back explained would include new service to Veneta, McKenzie Bridge, and Junction City on Saturdays.

**VOTE** With no further discussion, the motion to authorize the General Manager to apply for Section 18 funds passed unanimously.

**SECOND READING AND ADOPTION OF ORDINANCE NO. 32:** Ms. Loobey stated that the first reading of Ordinance No. 32 had been held at the June Board meeting. She explained that the purpose of the ordinance was to change the payroll tax rate from .005 to .0049, effective July 1, 1987. She added that extra copies of the ordinance were available for anyone who wished to have one, so the Board could read the ordinance by title only.

**MOTION** Dr. Smith moved, seconded by Mr. Runyan, that Ordinance No. 32 be read by title only. The motion carried by unanimous vote. Dr. Smith then read the title: "Ordinance No. 32, An Ordinance Imposing an Excise Tax on Employers, Providing for Administration, Enforcement and Collection of the Tax and Terminating the Application of Tax under Ordinance No. 31."

**VOTE** Dr. Smith then moved that Ordinance No. 32 be adopted as presented. After being seconded, the motion carried by unanimous vote.

**ADMINISTRATIVE EMPLOYEE BENEFITS:** Ms. Loobey said that Karen Rivenburg, Finance Administrator, would discuss this topic because Ms. Rivenburg was the administrator of the Trust for the Severance Pay



Plan. Ms. Loobey added that the Board would be asked to take action that evening on the life insurance portion of the severance pay plan, and to consider the issue of adding long-term disability insurance for administrative employees.

Ms. Rivenburg explained that in 1984 the District had created a severance pay plan for administrative staff. Since that time, she said, the actuaries for the plan have been totally unresponsive to the District's needs and requests for information. Additionally, a change in the tax law means that LTD is no longer required to tie the severance pay plan to the District's life insurance plan. For those reasons, the severance pay plan will now be handled by Milliman and Robertson, the actuaries for the District's employee pension trusts.

Since the agenda packet was prepared for the meeting, staff had learned that the District could purchase life insurance and add accidental death and dismemberment (AD&D) insurance at a minimal cost. Johnson and Thomas, the District's health and welfare insurance broker, had found that both could be purchased for less than LTD previously paid for the life insurance alone. Current life insurance will expire on August 1, 1987.

Ms. Rivenburg stated that the long-term disability benefit had not been reviewed by the Board Salary Committee. Staff were therefore recommending that the Salary Committee review the possibility of offering this insurance before the Board take action.

Ms. Rivenburg introduced Del Johnson of Johnson & Thomas. Mr. Johnson stated that Johnson & Thomas had been able to secure life insurance coverage, including AD&D, for about \$2,700 less than what had previously been paid for life insurance alone, which amounts to a 25- to 30-percent savings. He said that administrative staff do not currently have a long-term disability program, and the disability plan now available for LTD employees is very limited. The range for purchasing life insurance and long-term disability for all administrative staff would be \$6,700 to \$7,050 per year. This would be a total of \$13.31 per month per employee, as opposed to the current cost of \$13.80 per month for life insurance alone.

Mr. Johnson stated that the District could offset the cost of the current short-term disability plan with this policy, and could end up with a difference of about \$3,000 per year.

In explaining the policies, Mr. Johnson said that the life insurance would be a group term insurance through Standard of Oregon, for two times the annual salary of the employee. The policy would have a three-year rate guarantee. The long-term disability would be purchased through Union Mutual. Two proposals were made; one for two-thirds of salary, and one for 70 percent of salary. The difference between the two would be about \$300 per year. There would be a 90-day waiting period, and benefits would be payable to age 65. Disability would be defined as the inability to perform one's own occupation for the first three years, and then any job



for which that person is reasonably suited. There is also a partial disability allowance, for anyone able to go back to work with at least 20 percent less income.

Johnson & Thomas had secured quotes from 14 carriers. Mr. Johnson added that this kind of insurance is important to LTD's administrative employees from the standpoint of public entities and private employers, and is a benefit that is commonly provided.

Mr. Runyan asked about the existing policy. Ms. Loobey replied that it was previously a life group term insurance connected to a severance pay plan. Under the former tax code, these two plans had to be provided by the same provider. A result of a change in the IRS code is that the two no longer have to be provided by the same provider.

Mr. Brandt asked if the Union has long-term disability insurance. Staff replied that Union employees have the same short-term disability plan that administrative employees now have. Mr. Brandt thought the District should look at the benefits of each plan as well as the costs. He said that a lot of policies were excluding AIDS, and wondered what LTD's policy would be. Mr. Johnson said he would let staff know the answer to this question. Mr. Brandt asked also if the District is obligated under sick pay to pay in cases where the disability policy does not. Ms. Loobey replied that it is not; employees can accumulate a certain amount of sick leave and then no more.

Ms. Calvert said that the Board could give staff direction to investigate long-term disability insurance and bring this issue before the Salary Committee.

**MOTION**

Mr. Brandt moved that the Board authorize staff to transfer the life insurance and accidental death and dismemberment benefit plans from the current Trust to direct purchase from an insurance carrier, and direct the Salary Committee to study the benefits as well as the costs of long-term disability insurance for administrative staff. Dr. Smith seconded the motion, which then passed by unanimous vote.

**VOTE**

ITEMS FOR INFORMATION AT THIS MEETING: Ms. Calvert suggested that the Board discuss items one, four, and five first, and then hold the two executive sessions at the end of the meeting.

Review of Final Legislation: Ms. Loobey talked about two legislative activities which occurred subsequent to the June Board meeting. She first talked about the public tort liability limit, which has been \$50,000 per person or \$300,000 per occurrence. In the last minutes of the legislative session, the plaintiff attorneys attached a number of items, which they admitted could not stand alone, to the Mountain Rescue bill (in which manufacturers of signaling devices designed for locating animals were excluded from liability when the devices are used on humans). The liability limit for public agencies was raised from \$300,000 to \$500,000. The amended bill passed the House and Senate and has been signed by the





Governor. Ms. Loobey said there were three ways for the District to respond to this change: (1) ignore it, at the District's own peril; (2) transfer the risk to a carrier; or (3) increase LTD's self-insurance. Ms. Loobey added that she did not have a copy of the legislation. Tim Dallas, Director of Operations, thought that implementation might be in January 1989, according to Tromp & McKinley, the District's insurance broker. This implementation date would give LTD some time to respond to this issue.

The second issue involved the binding interest arbitration bill. When the Oregon Transit Association (OTA) was fighting the issue on the Senate side, the Governor brought forward a compromise, which involved public transit districts being placed under the aegis of the Public Employee Collective Bargaining Act, from which they had been excluded since 1969. The Governor also stated that he would veto a binding interest arbitration bill. Senate proponents said they would not agree to the Governor's compromise, because they did not want to take a "step backward" from binding interest arbitration. Binding interest arbitration is available under the Public Employee Collective Bargaining Act, but it must be mutually agreed upon. When binding interest arbitration was defeated on the House floor, Union proponents were then able to convince the House Labor Committee to push through the provision that transit districts will be included under the Public Employee Collective Bargaining Act. In reality, Ms. Loobey stated, the Public Employee Collective Bargaining Act will provide some regulation over LTD, but public transportation districts, such as Salem and Rogue Valley Transit, which were previously included under the Act, have found it to not be overly burdensome. Being included under the Act also positions transit districts very well for the next legislative session, because a provision for binding interest arbitration is now in place.

Independence Day Holiday Service: Ms. Calvert remarked that the District will not encounter Independence Day on a weekend again until 1992. Ms. Loobey said the situation had been explained in the packet; that the District had made a mistake in offering Sunday service on Friday, July 3, and had received a lot of complaints from the public. Mr. Brandt said he wouldn't say the District had made a mistake from the cost standpoint. He wondered what the ridership would have been on that Friday, since many businesses, banks, etc., were closed that day in observance of the Independence Day holiday. Mr. Viggiano guessed that it might have been half of the normal ridership if the District had run full service. He said that it was not a big shopping day like the Friday after Thanksgiving, but it is similar in other ways.

Oregon Country Fair: Paul Bonney, of 587 Antelope Way, Eugene, asked from the audience if ridership to the Oregon Country Fair was good. Mr. Viggiano replied that the District carried more than 14,800 people, which is the largest amount ever carried. There were some questions regarding the District's ability to offer this charter service next year. Ms. Loobey stated that, because of new federal charter regulations, people requesting charter service first will have to approach private charter



operators. If the private operators are unable to provide the service, the private operators can subcontract with LTD to do so. However, she said, there is now a change of direction in the federal appropriations bill. Congress is considering directing the Urban Mass Transportation Administration (UMTA) to change the regulations to allow transit districts to charter directly with non-profit organizations. This change has been approved by the House, but still has to be approved in the Senate, so the District will be following the charter regulations as they now stand.

Freedom Pass Sales: Ms. Calvert asked if staff had a final count on Freedom Pass sales for the summer. Ed Bergeron, Marketing Administrator, said that 1,671 had been sold so far, which was slightly more than last summer. Marketing staff expected the total for this summer to reach 1,850, which would be 20 percent more than those sold last summer.

Payroll Tax Reporting: Ms. Loobey handed out a page showing payroll taxes by industry code for the first quarter of calendar years 1986 and 1987, as well as a graph which showed actual taxes for the years 1978-79 through 1986-87 as compared to what the tax level would have been at .6 percent, the statutory maximum. By breaking tax revenues down by standard industry code, it is easier to determine the source of the District's payroll tax revenues. For instance, retail provides about 25 percent of payroll tax dollars, and medical provides approximately 17 percent. Ms. Loobey further explained that first quarter payroll taxes are paid in the fourth quarter of the fiscal year.

MOTION

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(e) AND ORS 192.660(1)(d): Mr. Brandt moved that the Board adjourn into Executive Session pursuant to ORS 192.660(1)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions, and pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations. Dr. Smith seconded the motion, which then passed by unanimous vote.

VOTE

MOTION

RETURN TO REGULAR SESSION AND ADJOURNMENT: After returning to regular session, Dr. Smith moved that the meeting be adjourned. The motion was seconded, and the meeting was unanimously adjourned at 9:53 p.m.

VOTE

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 Board Secretary



# Jones & Roth, P.C.

CERTIFIED PUBLIC ACCOUNTANTS

RICHARD E. RICE, CPA  
DAVID P. ROTH, CPA  
DAVID W. GAULT, CPA  
LANNY G. JONES, CPA  
DOUGLAS R. GRIESEL, CPA  
ROGER A. NOAH, CPA  
MICHAEL G. LEWIS, CPA

DWIGHT A. ACKERMAN, CPA  
JENS A. ANDERSEN, CPA  
M. JILL FOSTER, CPA  
PHILLIP A. STICE, CPA  
VAUGHN E. ROSER  
ADMINISTRATOR

September 4, 1987

Board of Directors  
Lane Transit District  
Eugene, Oregon

We have completed the examination of the financial statements of Lane Transit District as of June 30, 1987, and issued our report thereon dated August 19, 1987. As part of our report, we included a report on internal accounting control in which we explained the purpose and limitations of our study and evaluation of internal control. We stated that our audit procedures would not necessarily disclose all material weaknesses in the accounting system, and accordingly, we did not express an opinion on the system taken as a whole. However, our study and evaluation disclosed no condition that we believe to be a material weakness.

Based on our study and evaluation of internal control, as well as our observations during the field work completed on August 19, 1987, we have no new or significant matters to convey to the Board as regards the management or financial affairs of the District.

This past year saw no appreciable changes in accounting procedures or controls. We have, however, worked closely with the Finance Administrator throughout this period and are pleased to note that she continually seeks ways to improve the operation of her department and the usefulness and presentability of the District's financial records.

It has been a pleasure to work with the District's staff this year and we look forward to our continued service to the District.

Very truly yours,

JONES & ROTH, P.C.



David W. Gault, a shareholder





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

September 16, 1987

MEMORANDUM

TO: LTD Board of Directors  
FROM: Mark Pangborn, Director of Administrative Services  
RE: FY 87-88 Section 9 Grant Application

Staff have prepared the annual Section 9 grant application to the Urban Mass Transportation Administration (UMTA) for Board approval. The application includes requests for \$893,448 in operational funding and \$516,802 in capital funds. As has been the case in the past, the District is applying for funds before Congress has approved any appropriation. With two weeks before the new federal fiscal year begins, Congress has yet to settle the budget. Consequently, it will probably be December before the District knows how much money Congress will appropriate for transit.

Because of the long lead time for processing the grant application, and because half the year will be over before Congress allocates any funds, staff are recommending that the District apply for the maximum funds possible now. When the funds are finally appropriated, the District will already have received grant approval and can begin to receive funds immediately.

The operational amount of \$893,448 is the amount budgeted and is equal to last year's appropriation. The capital request of \$516,802 is equal to the capital costs listed in the District's Capital Improvement Program for next fiscal year. When the final appropriation is known, and if it is different than the budget, staff will present a recommendation to the Board for review and approval.

Staff Recommendation:

That the Board authorize the General Manager to apply for federal 1988 Section 9 grant funds in the amount specified on the attached Program of Projects form.

*Mark Pangborn*

Mark Pangborn  
Director of Administrative Services

attachment

MP/ms:ecm





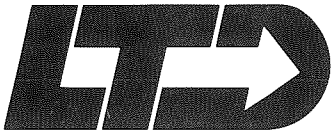
PROGRAM OF PROJECTS  
FISCAL YEAR 1988  
SECTION 9

DATE:	SEPTEMBER 16, 1987
URBANIZED AREA:	EUGENE/SPRINGFIELD, OREGON
APPORTIONMENT:	\$1,399,733
DEOBLIGATED PLANNING FUNDS OR-90-X012	5,517
TRANSFER FUNDS:	<u>5,000</u>
TOTAL FUNDS:	\$1,410,250
DESIGNATED RECIPIENT:	OREGON DEPT. OF TRANSPORTATION
GRANTEE:	LANE TRANSIT DISTRICT

PROGRAM OF PROJECTS

<u>Project Description</u>	<u>Total Federal Share</u>	<u>Project Type</u>	<u>Designated Recipient</u>
1. Operating Assistance (7/01/87 to 6/30/88)	\$893,448	O	ODOT
2. Bus and Bus Related Facilities and Equipment	469,820	C	ODOT
Contingency @ 10 percent	<u>46,982</u>	C	ODOT
TOTAL FEDERAL FUNDS	\$1,410,250		





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Section 18 Capital Grant

The State of Oregon Public Transit Division administers the Small City and Rural Area Transit Assistance Program, funded by Section 18 of the Urban Mass Transportation Act. These funds are restricted to rural areas, which means that the District's use of the funds is limited to areas outside the urban growth boundary. Every two years, applications can be made for capital assistance under this program. This biennium, \$1.09 million is available throughout the state for capital projects.

Normally, the federal share of the capital grant covers 80 percent of the project cost, with the remaining 20 percent paid by the agency. This year, however, the State will pay the remaining 20 percent of the project cost. Thus, there is no cost to be paid by the agency.

Staff are proposing that the District apply for funds for a new Lane Community College Transit Station and for five new non-urban buses. Descriptions of both of these items are included in an attachment which would be part of the grant application. As you will note, the grant application is for \$870,000, a large percentage of the total funds available for the state.

The State requires that a public hearing be held on the proposed grant application. The grant must be submitted by September 30, 1987.

Staff Recommendation:

That the Board approve submitting the Section 18 Grant application as outlined in this memorandum.

A handwritten signature in cursive script, appearing to read 'Stefano Viggiano', is written over the typed name.

Stefano Viggiano  
Planning Administrator

SV:ms

attachments



PROJECT DESCRIPTION

<u>Description</u>	<u>Units</u>	<u>Cost</u>
a. New transit station at Lane Community College.	1	\$120,000
b. 35 foot, 40 passenger bus with a wheelchair lift and designed for non-urban use.	5	\$750,000



## PROJECT JUSTIFICATION

### a. Lane Community College Station

Lane Community College (LCC), located outside the urban growth boundary southeast of Eugene, is a major market for the District. Its somewhat remote location makes non-motorized travel to and from the College difficult. The most recent bus rider survey indicates that approximately 11 percent of the District's weekday trips are either to or from LCC. This represents about 1,400 trips per day.

The current location of the LCC bus stop requires that buses travel in driveways underneath buildings and around the entire campus to exit from the college. This situation has caused problems with diesel fumes in classrooms, and the long, unproductive travel time required to leave the campus is very costly to the District.

The location of the current station requires that buses leaving LCC use a new access road which was constructed last year. The new road requires buses to turn left across 55 mile per hour traffic, while a steady stream of cars approaching from the right is turning left in front of the buses (particularly during the morning hours when students and staff are traveling to LCC). The current situation with the new access road is unsafe and contributes to the delay problems.

The District has attempted in the past to move the bus stop to an area near the front of the campus that would allow use of a clover leaf interchange for bus access to and from the college. While this proposal has previously been rejected, the District has received an indication from the President of LCC that such a move would now be reconsidered by the College's governing board.

The new location would save the District approximately \$35,000 per year in operating costs and would eliminate the unsafe use of the new access road.

### b. New Buses

Lane Transit District has operated service to rural communities adjacent to the Eugene/Springfield metropolitan area since its inception in 1971. During most of that period, the rural service was operated with GMC suburban coaches built between 1960 and 1964. These buses were retired from service in 1985 (and have subsequently been sold) because they had reached the end of their useful life and did not have necessary amenities, such as wheelchair lifts and automatic transmissions. In 1985, the District expanded its fleet of urban buses by nine vehicles when 31 new Gillig Phantom coaches were purchased (22 of the new buses replaced older coaches). These nine additional buses allowed the District to use urban coaches to operate the rural routes.





The District is now faced with the need to return the urban buses to urban service. This spring, the District operated 60 of 69 buses during peak periods. It is expected that the number of spares will be reduced to eight buses this fall as a result of service additions. That would yield a spare ratio of less than 12 percent, which is considered a minimum spare ratio for the District. Additional service increases are likely during the next few years, in order to respond to the increasing ridership that LTD is experiencing. Ridership has increased by an average of 5 percent per year during the last four years, and this trend is expected to continue. A long-range fleet study conducted by a consultant two years ago predicts an annual growth of 3.2 percent in the bus fleet over the next 20 years.

In addition, there have been complaints from rural patrons that the urban coaches do not fit their needs. Reclining seats and reading lights, amenities not available on our urban coaches, have been mentioned as necessary on trips that may be as long as one and one-half hours. These amenities were available on the old GMC suburban coaches that were operated on the rural routes prior to 1985.

The new rural coaches are included in the District's Capital Improvements Program (CIP). The funding source listed for those buses is Section 18. A copy of the CIP is included in this application as Attachment A.





September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Andy Back, Transit Planner  
RE: Revision of Privatization Policy

At its October 1986 meeting, Lane Transit District's Board of Directors approved a privatization policy. The policy was developed to fulfill an Urban Mass Transportation Administration (UMTA) requirement that transit districts consider subcontracting more of their services to private transportation providers. The privatization policy establishes guidelines for receiving input from private transportation providers about the services that the District provides, and for deciding which of those services will be subcontracted.

In March of 1987, UMTA informed staff that the District was substantially in compliance with UMTA's privatization policy requirements. However, one item included in the federal policy, a commitment to use "fully allocated costs" when making service evaluations, had to be addressed in greater detail. "Fully allocated costs" include both direct and indirect costs to reflect the total cost of providing any particular service. Although LTD has indicated a commitment to competition where it is legally viable and truly cost-effective, the District's privatization policy has not formally acknowledged that a competitive evaluation will be based on fully allocated costs.

Staff Recommendation:

That the LTD Board of Directors amend the District's privatization policy to read as follows (underlined section is new):

- 4.3 LTD will consider subcontracting services to private providers if an equivalent level of service can be legally provided to the public more cost-effectively, without adversely affecting other



Board of Directors  
Revision of Privatization Policy  
September 16, 1987  
Page 2

elements of LTD's system, and the private provider can meet appropriate service standards. Competitive cost evaluations will be based on fully allocated costs. All service will be closely monitored to insure that performance standards are met.



Andy Back  
Transit Planner

AB:js





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: TransPlan Annual Endorsement

TransPlan, the long-range transportation plan for the Eugene/Springfield metropolitan area, was adopted by the Lane Transit District, the cities of Eugene and Springfield, Lane County, and the Lane Council of Governments in May of 1987. The Plan calls for an annual endorsement by each of these agencies.

Attached is the TransPlan Annual Review prepared by the Lane Council of Governments. The document includes a review of relevant transportation issues and a review of progress made toward attaining the Plan goals. No amendments to the Plan were proposed during the first year. Because there are no amendments, the Board of Directors will be endorsing the Plan as originally adopted.

Staff will be available at the meeting to answer questions.

Staff Recommendation:

That the Board adopt the attached resolution indicating endorsement of TransPlan as adopted in 1986.

A handwritten signature in cursive script, appearing to read 'Stefano Viggiano', written in dark ink.

Stefano Viggiano  
Planning Administrator

SV:ms:js

attachments





TransPlan Endorsement  
Resolution

to Gus to sign 9/16



LANE TRANSIT DISTRICT



By \_\_\_\_\_

**Draft**

# **TransPlan Annual Review**

**June 2, 1987**

**Prepared by:**

**Lane Council  
of  
Governments**



## INTRODUCTION

### Purpose of TransPlan

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) is the Eugene-Springfield metropolitan area's long-range transportation plan. TransPlan addresses the principal modes of transportation used for travel within the metropolitan area including autos, buses, bicycles and walking. TransPlan also contains projects and policies to guide development of the area's freeway, arterial and significant collector systems for many years to come. TransPlan is a functional plan supporting the Metropolitan Area General Plan (Metropolitan Plan), the community's acknowledged general plan. TransPlan is not tied to a specific date (i.e., Year 2000). Rather, it is designed to serve the population, employment and land uses specified in the Metropolitan Plan.

TransPlan was adopted in May of 1986 by the City of Eugene, the City of Springfield, Lane County, Lane Transit District (LTD) and the Lane Council of Governments Board of Directors (L-COG).

### The TransPlan Annual Review Process

Given the need to keep it up to date, TransPlan includes provisions for annual review and amendment. Because Eugene, Springfield, Lane County, Lane Transit District and L-COG originally adopted TransPlan, it was thought to be appropriate for all five agencies to endorse it annually. At a minimum, federal regulations require L-COG (the local Metropolitan Planning Organization) endorse TransPlan on an annual basis.

TransPlan's Annual Plan Endorsement (Appendix C of the May 1986 document) calls for the Annual Review to be prepared before the end of the local fiscal year. The Annual Review is to contain the following:

- A review of relevant transportation issues;
- A review of progress made on attaining the Plan's goals;
- Recommendations on proposed plan amendments; and
- A request for endorsement of the Plan.

The review, amendment and endorsement process is a joint responsibility of the Transportation Planning Committee (TPC) and the Metropolitan Policy Committee (MPC). TPC prepares technical information and makes recommendations to MPC on amendments. MPC provides oversight of the entire process and refers its recommendations on amendments and endorsement to Eugene, Springfield, Lane County, LTD and the Oregon Department of Transportation.

## TRANSPORTATION ISSUES

Four major transportation issues have attracted attention during the last year and remain unresolved:

- Parking and traffic circulation in central Eugene;
- Transportation improvements required to serve the Riverfront Research Park;
- The direction of state-level revenue programs (i.e., gas tax); and
- The transfer of jurisdiction of roads in the urban area and urban fringe.

These issues have important transportation implications for the Eugene-Springfield area and may require adjustments or amendments to TransPlan.

Central Eugene parking and circulation issues are currently being dealt with in the Central Area Transportation Study (CATS). CATS is presently in draft form; adoption by the City of Eugene will occur in the latter half of 1987. The area encompassed by the study includes downtown Eugene, Sacred Heart General Hospital and the University of Oregon (U of O) campus. The study includes an air quality analysis to determine the impacts of increased traffic and parking. Amendments to TransPlan may be required depending on the final traffic configuration selected from the draft plan.

The Riverfront Research Park, a joint development of the U of O, Eugene, the Oregon Board of Higher Education and a private developer, is currently in the site design phase. The site design, which is undergoing review, will determine the transportation improvements necessary to serve this 71 acre site. Ultimately, close to one million square feet of building space is expected to be developed. The transportation improvements will require amendments to TransPlan.

In December of 1986, the Oregon Department of Transportation, the League of Oregon Cities and the Association of Oregon Counties prepared a report on financing road and highway needs in Oregon. Currently, a proposal is before the state legislature which would implement some of the strategies developed in the study. Depending on what legislative action is taken, Eugene, Springfield and Lane County will have to consider options for funding local projects.

The cities of Eugene and Springfield and Lane County have been working to improve the efficiency of road maintenance and construction practice in the metropolitan area. The County and the cities are negotiating agreements by which the jurisdiction of some roads will be changed. These changes will have to be reflected in TransPlan through amendment once an agreement is finalized.

## REVIEW OF PROGRESS

This section provides a review of individual elements of TransPlan and evaluates the progress made toward specific goals. TransPlan consists of the following nine elements:

- Element 1- Introduction
- Element 2- Plan Assumptions
- Element 3- Goals, Objectives and Policies
- Element 4- Streets and Highways
- Element 5- Bicycles
- Element 6- Transit
- Element 7- Parking
- Element 8- Air Quality
- Element 9- Financial

Activities which have taken place over the last year in Elements 2, 4, 5, 6, and 8 are discussed below. Figure One presents street and highway, bicycle and transit projects which have been completed or are scheduled to begin construction in FY 1986-87.

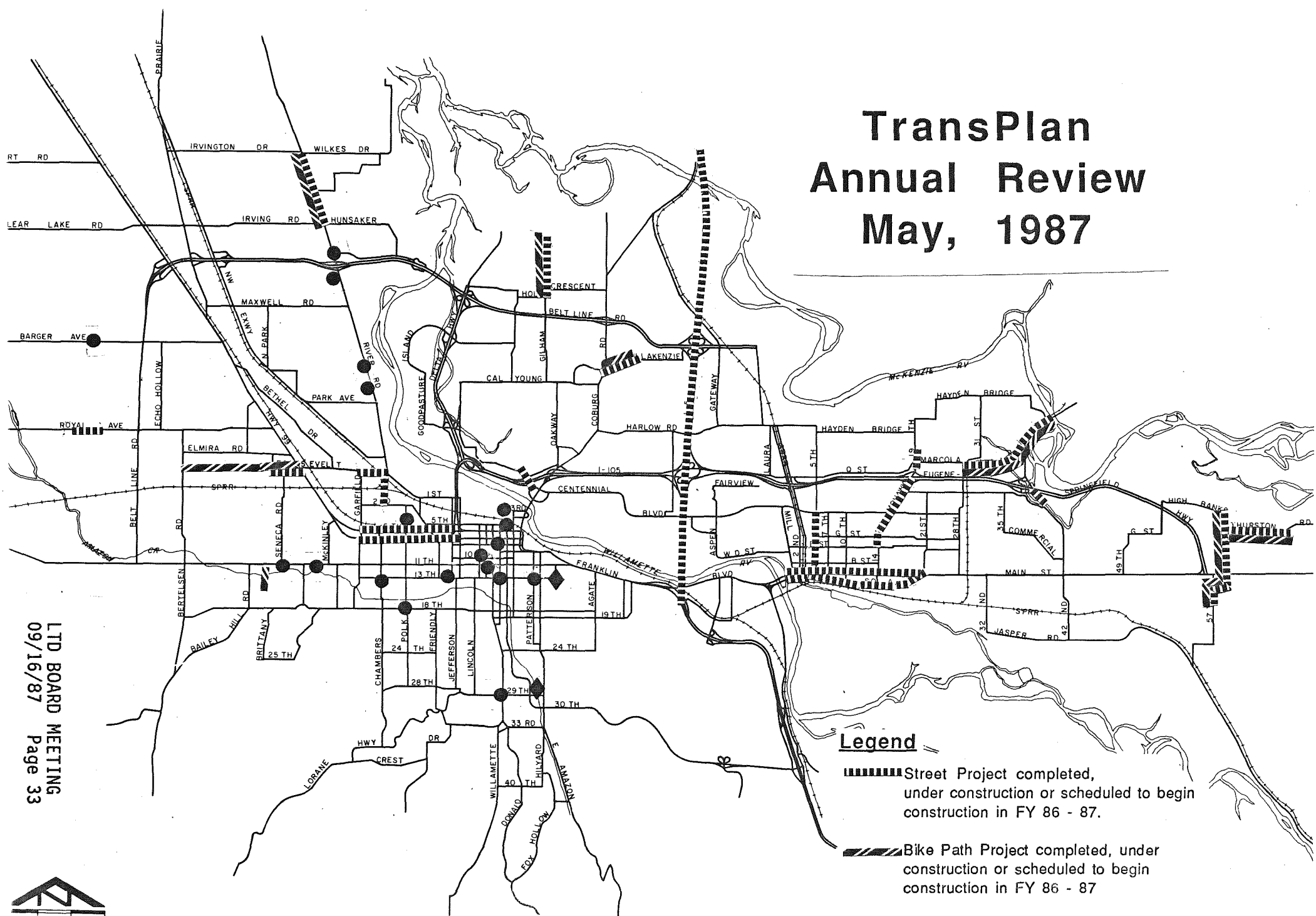
### ELEMENT 2: PLAN ASSUMPTIONS





One of the policies in TransPlan called for undertaking a coordinated, metro-wide program for monitoring transportation activity. The object of this policy was to compare actual performance of the transportation system with that of the recent past and evaluate the community's progress toward the plan's key assumptions.

During the last year, local agencies have continued their data collection and monitoring efforts. Automobile traffic counts and scattered bicycle counts have been taken; bus ridership was counted; population and employment estimates have been evaluated. Both transit ridership and traffic volumes appear to have increased; bicycle counts were taken only in new locations, precluding comparisons with those of previous years; some population and employment data indicates increases while other data points to decreases. Because of the conflicting data, the small sample size, statistical uncertainties, and daily fluctuations in residents' travel patterns, no conclusions can be drawn from recent data about the long-range assumptions upon which TransPlan was based.

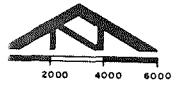
During the next year, the Transportation Planning Committee intends to develop a comprehensive data collection strategy and work program addressing all modes of travel. A larger sample size and a variety of data collection techniques would be used to increase the statistical validity and usefulness of the data. The focus of this data collection effort would be to evaluate the use of transit, bicycle and walking as a comparison to automobile trips and would lead to the Alternative Modes Study, a product suggested when TransPlan was adopted. The Alternative Modes Study and the data gathered in the next few years can serve as a basis for evaluating plan assumptions used in the next major update of TransPlan.

# TransPlan Annual Review May, 1987



- Legend**
-  Street Project completed, under construction or scheduled to begin construction in FY 86 - 87.
  -  Bike Path Project completed, under construction or scheduled to begin construction in FY 86 - 87
  -  Transit Station completed in FY 86 - 87
  -  Transit Shelter completed in FY 86 - 87

**Transit Ridership**  
 LTD : 3.7 million passengers  
 Special Transportation : 40,000 passengers





#### ELEMENT 4: STREETS AND HIGHWAYS

Table One provides a summary by jurisdiction of the street and highway projects completed, under construction or planned for bid during FY 1986-87. Planned for bid indicates that a project has not been started but a request for bids from contractors is planned before June 30, 1987.

#### ELEMENT 5: BICYCLES

Table Two provides a summary of the Bicycle projects in the same fashion as Table One.

#### ELEMENT 6: TRANSIT

Lane Transit District (LTD) ridership for FY 86-87 is projected to be 3.7 million passengers. This represents an increase of 4.5 percent over the 3.55 million carried in FY 85-86.

Capital improvements undertaken by LTD in FY 86-87 include:

- Parkway Bus Station at 29th and Amazon;
- U of O Bus Station at 13th and Kincaid; and
- 17 passenger shelters.

Because they have outgrown their existing facilities, LTD is in the process of constructing a new Bus Maintenance and Operations Facility in the Glenwood area. Planning has been in progress since late 1984. Currently, a budget for the project has been approved by the LTD Board at 10.8 million dollars. LTD is scheduled to move into the new facility in summer of 1989.

In recent years there has been increased emphasis at the Federal level to use private providers in the provision of transit services. In late 1986, both the L-COG and LTD Boards passed privatization policies. These policies are designed to help public agencies and private providers of transportation provide the services for which they are most efficient. Some transit operators have found it efficient to contract with private concerns to provide some transit services. LTD is currently planning service in Junction City to be operated by a private provider which will tie into LTD's service to downtown Eugene. This service is scheduled to be available in early 1988.

In the past year, there has been an expansion of special transportation services to the elderly and handicapped. In addition to new providers, the hours of operation of existing providers has also been expanded. This is the result of \$336,000 in Special Transportation Funds being made available county-wide from a state tax on tobacco products instituted in 1986. It is projected that these services will provide approximately 45,000 county-wide rides in FY86-87.

#### ELEMENT 8: AIR QUALITY

In the Eugene-Springfield area, three air pollutants are considered a problem: carbon monoxide, suspended particulates and ozone. The area occasionally exceeds federal, state and local air quality standards for carbon monoxide and suspended particulates, while the ozone standard has not been exceeded for several years. The Environmental Protection Agency (EPA) has designated the

Table One

SUMMARY OF TRANSPLAN STREET AND HIGHWAY PROJECTS FOR FY86-87

Jurisdiction	Road :Segment	:From	:To	TransPlan :Number	:Status	: Project Description	
EUGENE	:Royal Ave	:Candlelight	:Terry	: 143	:Complete	:Upgrade to 3 lanes with :curb, sidewalks and :bike lanes.	
	:Country Club	:Southwood	:Club	: 183	:Under :construction	:Upgrade to 4 lanes with :curb, sidewalks and :bike lanes and add :signal at Southwood.	
	:Metro :Carpool :Program	:	:	:	:Ongoing	:	
	:Roosevelt	:Hwy 99	:Maple	: 146	:Bid planned :in FY 86-87	:Widen to 5 lanes.	
	:Gilham Rd	:Crescent	:Ayres	: 189	:Bid planned :in FY 86-87	:Upgrade to 3 lanes with :curb, sidewalks and :bike lanes.	
	:Willakenzie	:Coburg	:Bogart	: 190	:Bid planned :in FY 86-87	:Upgrade to 3 lanes with :curb, sidewalks and :bike lanes.	
	LANE COUNTY	:Chambers :Connector	:2nd	:River Road	: 128	:Phase I under :construction	:New 4-5 lane arterial :with grade separated RR :crossing and curb, :sidewalks and bike lanes .
		:Roosevelt :Connector	:Garfield	:Chambers :Connector	: 145	:Phase I under :construction	:New 3 lane overpass. :curb, sidewalks and :bike lanes.
		:River :Road	:Federal	:River Loop 2	: 142	:Under :construction	:Widen to 5 lanes with :curb, sidewalks and :bike lanes.
		:Marcola Rd	:28th	:Hayden :Bridge	: 138	:Complete	:Widen to 3 lanes with :(with exception:curb, sidewalks and :of segment 28th:bike lanes. :to Kingsford :plant)

Table One (Cont.)

SUMMARY OF TRANSPAN STREET AND HIGHWAY PROJECTS FOR FY86-87

Jurisdiction	Road Segment	From	To	TransPlan Number	Status	Project Description
OREGON DEPARTMENT OF TRANSPORTATION	I-5	McKenzie R.	Willamette R.	100	Under construction	Widen on and off ramps, widen to 6 lanes from I-105 to Beltline.
	SR126	@ Marcola		104	Bid planned FY86-87	Restripe Mohawk to 6 lanes and improve signals at ramps to/from SR126.
	SR 126	@ 42nd St		105	Complete	Signal improvements, widening and lighting.
	6th/7th Ave	Washington	Garfield	127	Under construction	Widen to 4 lanes, improve traffic flow.
	58th St	N. 'A' St.	Highbanks	193	Under construction	Upgrade to 3 lanes with curb, sidewalks and bike lanes.
	S. 'A' and Main Sts	Mill	19th	130/131/132	Bid planned in FY86-87	Overlay South "A", reconstruct Main St, provide sidewalks and computerize signals.
	5th St	N. 'A'	Broadway	163	Complete	Reconstruction
57th-58th Connector	Aster	Daisy	168	Under Construction	New street with curb, sidewalks and bike lanes.	
Mohawk Blvd.	'E' St	Marcola	136	Under Construction	provide computerized, interconnected signal system.	
Thurston Rd	58th	City limits	148	Under construction	Upgrade to 3 lanes with curb, sidewalks and bike lanes. Add signal 58th St.	

Table Two

SUMMARY OF TRANSPLAN BICYCLE PROJECTS FOR FY86-87

Jurisdiction	Road :Segment	:From	:To	TransPlan :Number	:Status	: Project Description
EUGENE	:Gilham Rd.	:Ayres Rd.	:Crescent Ave:	237	:Scheduled	:Striped on-street lanes.
	:	:	:	:	:for summer 87	:
	:	:	:	:	:	:
	:Willakenzie	:Coburg	:Bogart	240	:Short section	:Striped on-street lanes.
	:	:	:	:	:scheduled	:
	:	:	:	:	:for summer 87	:
	:	:	:	:	:	:
EUGENE	:Roosevelt	:Hwy 99	:Maple	190	:Scheduled	:Striped on-street lanes
	:	:Maple	:Bertelsen	:	:for summer 87	:and independent path.
	:	:	:	:	:	:
	:Richardson	:Across	:	:Part of 320	:Completed	:Part of independent path.
EUGENE	:Bridge	:Amazon	:	:	:	:Bridge donated by Lane
	:	:Channel	:	:	:	:County.
LANE COUNTY	:River	:Federal	:River Loop 2:	Part of Hwy	:Under	:Upgrade existing facility.
	:Road	:	:	:project 142	:construction	:Striped on-street lanes.
	:	:	:	:	:	:
	:Marcola Rd	:28th	:Hayden	718	:Complete	:Striped on-street lanes.
	:	:	:Bridge	:	:(with exception:	:
LANE COUNTY	:	:	:	:	:of segment 28th:	:
	:	:	:	:	:to Kingsford	:
LANE COUNTY	:	:	:	:	:plant)	:
	:	:	:	:	:	:
SPRINGFIELD	:58th St	:N. 'A' St.	:Highbanks	745a:	Under	:Striped on-street lanes.
	:	:	:	:	:construction	:
	:	:	:	:	:	:
	:57th-58th	:Aster	:Daisy	745b:	Under	:Striped on-street lanes.
SPRINGFIELD	:Connector	:	:	:	:Construction	:
	:	:	:	:	:	:
SPRINGFIELD	:Thurston Rd	:58th	:City limits	750	:Under	:Striped on-street lanes.
	:	:	:	:	:Construction	:
SPRINGFIELD	:	:	:	:	:	:
	:	:	:	:	:	:

Eugene-Springfield area as a "non-attainment area" for both carbon monoxide and suspended particulates. This designation requires continued monitoring and study, and the implementation of strategies to reduce pollution in the future. Transportation is a contributing factor for all three pollutants.

Monitoring is handled by the Lane Regional Air Pollution Authority (LRAPA). The EPA allows federal air quality standards to be exceeded once before a violation is cited. For carbon monoxide, the standard of 10 milligrams per cubic meter ( $\text{mg}/\text{M}^3$ ) was exceeded once in late 1986 in the area of 11th and Willamette with a measure of  $10.3 \text{ mg}/\text{M}^3$ . The 24 hour Total Suspended Particulates standard was violated (four exceedances) in 1986 in the vicinity of Hwy 99 and Roosevelt. This means that the area remains in non-attainment of federal air quality standards at the present time.

### AMENDMENTS

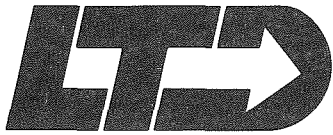
Amendments to TransPlan can be proposed by either the general public or specific agencies on an annual basis. Each year on the anniversary of the adoption of TransPlan, amendments submitted to TPC will be evaluated for consideration in that year's Annual Review and Endorsement Process.

No proposals have been received for this Annual Review and Endorsement. However, in light of the issues discussed earlier, several amendments can be anticipated in next year's process.

### ENDORSEMENT

TransPlan calls for an endorsement by all the adopting agencies on an annual basis. Because there are no amendments this year, the agencies would be endorsing the plan as adopted in May, 1986.

cltsyirl



September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Land Acquisition for the New Facility

Included as a separate packet for the Board members is confidential material that provides background on the land acquisition issue to be discussed. The Facilities Committee met to discuss this issue on August 25, 1987. They approved the following motion:

- (1) that UMTA be requested to determine if the remainder of the Moyer property is an uneconomic remnant; and
- (2) that Mr. Walker be requested to seek an offer letter from Mr. Moyer for the initial property price of \$430,000, with another offer of full property price, contingent upon Board and UMTA approval.

The Board will be asked to move into Executive Session pursuant to ORS 192.660(1)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

Should action be taken by the Board on this issue, it must be taken after returning to open session.

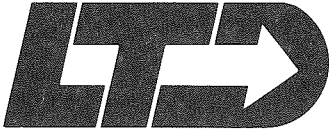
A handwritten signature in cursive script, appearing to read 'Stefano Viggiano', is written in black ink.

Stefano Viggiano  
Planning Administrator

SV:ms:js







September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: New Operations Facility Project Update

Earthwork

Bids for earthwork were opened on July 22, 1987. Four bids were received, ranging from \$382,647 to \$494,865. Delta Construction Company of Eugene provided the low bid and was awarded the contract. The estimate for this phase was \$420,000.

The earthwork includes site clearing, site grading, placement of structural fill material, and construction of a storm drainage system. The earthwork started on August 3, and is scheduled to be completed by October 23, 1987. The work is currently on schedule.

The drainage system includes improvements to the ditch south of 17th Avenue. The design of the ditch improvements has been changed to address problems in obtaining City of Eugene approval and a construction easement. This will result in a change order expected to increase the contract costs by \$30,000 to \$40,000.

Design

The design team has begun preparation of construction documents. This work will lead to bids for the remaining site work and for the main building construction. These two construction bids will be awarded in February or March of next year. A separate bid for equipment and furnishings will be awarded approximately six months later.

The work on construction documents will be completed in mid December. At that time, an updated cost estimate will also be prepared. The Facilities



Committee and the Board will be asked to review and approve the design and cost estimate before the District solicits bids from contractors.

### Value Engineering

As was mentioned at the last meeting, the most significant potential cost savings identified by the value engineering team was the use of roller compacted concrete (RCC) in the bus parking area in place of conventionally placed concrete. The savings for this substitution were listed by the VE team as over \$300,000.

The design team and staff have completed considerable research on RCC, including talking to many specialists and conducting site visits to RCC installations. The conclusion from this research is that the District would be better served by using conventionally poured concrete. This opinion was even expressed by many specialists who are proponents of RCC.

While RCC may soon become a viable system for placing concrete, the method has not progressed to the point where agreement is possible on application techniques. Every installation of RCC has had problems, some of which have become quite significant. It appears that trying to solve one problem has caused other problems. If the District used RCC, it would be experimenting with unproven techniques. It would be likely that ongoing maintenance would be required to maintain acceptable standards for the concrete. This is the situation that the Portland Airport is facing with its RCC installation.

The new facility project has as a primary goal the minimizing of life cycle costs, paying particular attention to ongoing maintenance requirements. Use of conventional concrete in the bus parking area is consistent with this goal.

At the Board meeting, staff will be available to answer questions about the project.



Stefano Viggiano  
Planning Administrator

SV:ms:js



OPERATIONS FACILITY PROJECT  
 BID SUMMARY SHEET

BID NUMBER/ DATE AWARDED	BID NAME	CONTRACTOR	ORIGINAL ESTIMATE	ACTUAL BID	VARIANCE (UNFAVORABLE)	EXPLANATION
587-016 7/22/87	Earthwork Phase	Babb Construction, dba Delta Construction, Eugene	\$ 420,000	\$ 382,647	\$ 37,353	Four Bids Received: Low Bid: \$382,647 High Bid: 494,865
587-021 7/24/87	Asbestos Removal	Roberts Environmental Service, Eugene	9,580	18,500	(8,920)	Only one bid received. Original estimate did not include demolition work.





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

September 16, 1987

MEMORANDUM

TO: Board of Directors

FROM: Planning Division

RE: Planning Survey of South Willamette Area

In response to continuing requests for service on Willamette Street south of 46th Avenue, the Planning division conducted a mail survey of residences along a proposed new route for the #24 Willamette. A copy of the survey is attached.

In general, most respondents believed that they would use the service infrequently. Respondents also reported that most drivers in their households had access to a car. A comparison with census data for the area validates the average automobile ownership at two per residence. By comparison, the latest Origin and Destination Study showed that only 26 percent of LTD riders have available cars. Census data also revealed that the median age and income of South Willamette area residents is much higher than that of the average LTD rider. Given the survey results and other characteristics of residents of the survey area, potential ridership would not be high.

Current service on the #24 Willamette is productive. During the past year, the route has exceeded the system average of 26.8 rides per hour with a productivity of 30.3. Moreover, current ridership may increase when approximately 20 Alvord-Taylor House residents move into group home situations in the apartments at the corner of Donald and Fox Hollow.

A letter outlining the results of the survey and the decision to retain current service was sent to residences in the surveyed area. A copy of this letter is also attached. Staff will be available at the Board meeting to answer any questions about this issue.

A handwritten signature in cursive script that reads "Paul Zvonkovic".

Paul Zvonkovic  
Transit Planner

PZ:ms:js

attachments







# Lane Transit District

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

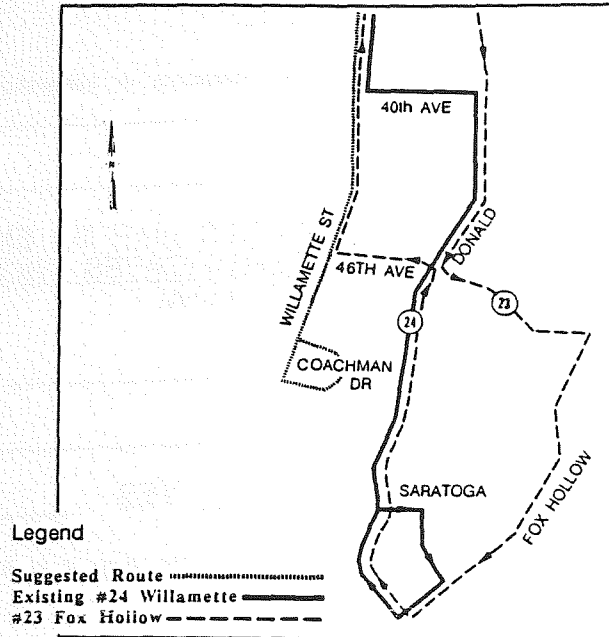
## NEIGHBORHOOD SURVEY -- JUNE 1987

There have been patron requests for Lane Transit District (LTD) to extend bus service on Willamette Street south of 46th Avenue.

In response to these requests, LTD is conducting preliminary research into rerouting the #24 Willamette bus. It has been suggested that instead of serving 40th Avenue and the Donald Street area, the #24 bus would continue south on Willamette Street past 46th Avenue and use the Coachman Drive loop as a turnaround (see map). Service would run every half hour on weekdays and there would be no weekend service. The District would like your input into this suggested route change. You can call LTD Planning at 687-5581 if you have further questions.

Please take a few moments to answer the questions. When you are finished, fold up the survey so that the return address and prepaid postage is on the outside and mail it back to LTD. If you wish to add your name and address, your name will be entered into an LTD drawing giving you a chance to win one of two \$25 gift certificates from The Bon. The drawing will be held on July 15th so your entry needs to be returned before this date. On request, we will also send you a free LTD Day Pass which you can use to try out LTD bus service.

### Suggested Route Changes for #24 Willamette



1) Would you favor the proposal to run the #24 Willamette bus south of 46th Avenue and around the Coachman Drive loop as shown on the map?

no                      If no, why not? \_\_\_\_\_  
 yes  
 no opinion                      \_\_\_\_\_

2) How many people are in your household (including yourself)? \_\_\_\_\_

3) What is the total number of one-way bus trips in a typical week would you expect members of your household to take on the #24 Willamette route if the service was changed as described above?

none                                       6 to 10 trips per week  
 less than 1 trip per week               more than 10 trips per week  
 1 to 5 trips per week

4) How often have members of your household typically used LTD bus service in any part of the Eugene - Springfield area?

- never
- less than 1 trip per week
- 1 to 5 trips per week
- 6 to 10 trips per week
- more than 10 trips per week

5) What are the primary means of transportation for your household? (Please check no more than two items.)

- car
- bus
- bicycle
- walking
- carpool
- other (explain) \_\_\_\_\_

6) Regardless of your means of transportation, what are the typical destinations of trips taken during an average week by members of your household? (Please check no more than three items.)

- Downtown Eugene
- South Eugene
- River Road Area
- Other Area (explain) \_\_\_\_\_
- Valley River Center
- Downtown Springfield
- Springfield (Mohawk area)
- West Eugene
- LCC
- U of O

7) How many cars are available to members of your household? \_\_\_\_\_

8) How many licensed drivers are in your household? \_\_\_\_\_

THANK YOU FOR YOUR ASSISTANCE! Do you have any other comments or suggestions?

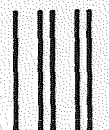
THAT CONCLUDES THE SURVEY. IF YOU WOULD LIKE TO ENTER THE LTD DRAWING TO WIN ONE OF TWO \$25 GIFT CERTIFICATES FROM THE BON PLEASE ENTER YOUR NAME AND ADDRESS BELOW.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

WOULD YOU LIKE A FREE LTD DAY PASS?  YES  NO

Please fold this survey on the dotted lines and tape or staple closed; then drop it in the mail. Postage is prepaid.



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST CLASS PERMIT NO. 137 EUGENE, OR



LTD BOARD MEETING  
09/16/87 Page 46

P.O. Box 2710  
Eugene, OR 97402





September 4, 1987

Dear Resident:

A few weeks ago Lane Transit District (LTD) conducted a survey of your neighborhood in response to requests by some residents for an extension of service on Willamette Street. It was suggested that the #24 Willamette Street bus travel south of 46th Avenue and use the Coachman Drive as the route turnaround.

LTD considered the proposal by examining ridership productivity of the current #24 Willamette bus, operating conditions on the proposed route, demographic data, and the results of the neighborhood survey. The District has concluded that the current service should not be altered and that new service to your neighborhood will not be offered at this time.

#### SERVICE ISSUES AND THE NEIGHBORHOOD SURVEY

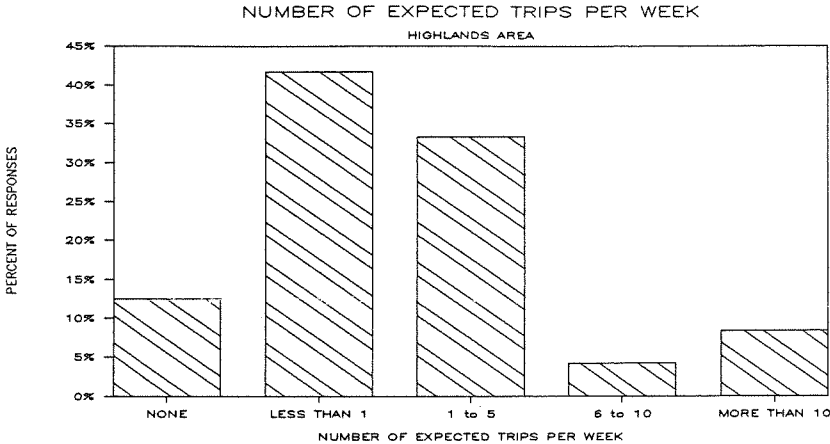
Many factors affected the decision by LTD to maintain current service levels and routing. The #24 Willamette already exceeds the system average in productivity. Ridership has increased in south Eugene with the addition of the #24 Willamette route to complement service provided by #23 Fox Hollow. Thus, the route is functioning well in its current form. Another reason to maintain the current route is that Coachman Drive would be less than optimal as a route turnaround. Finally, the responses of you and your neighbors indicated that ridership would be low.

Surveys were sent to two distinct groups of residences. These homes were in the following areas: 1) the Highlands apartments and 2) residences one to two blocks adjacent to the suggested route. Since the Highlands would not be as close to the proposed service as the residences near or along Willamette or Coachman, the two groups were kept separate in the survey analysis.

#### Survey Results from the Highlands

Evidently, residents of the Highlands apartments had little interest in the service proposal. Only 19% of the Highlands questionnaires were completed. For Highlands residents, use of the suggested service would have meant walking up and down a hill more than three quarters of a mile to catch buses on Willamette Street.

None of the residents who returned the survey opposed the concept of transit service on this part of Willamette Street. But even those who showed interest in bus service did not think they would ride as much as once a day in a typical week: only 12% of respondents stated they would use the service for more than 5 trips per week. The chart below shows the number of expected trips per week:



Response to other questions also revealed that the suggested service would not draw much ridership from the Highlands due to car availability and use. Most households consist of one or two occupants, with over 90% of these households having at least one available car for every driver.

Given the low response rate from the Highlands, the pervasiveness of automobiles, the hilly incline, and the distance residents would have to walk to be regular riders, potential ridership from the Highlands with this type of service does not appear great.

Survey Results from the Willamette St. / Coachman Area

In contrast with the low response rate from the Highlands, more than half of residences near the suggested routing for the #24 Willamette Street bus returned surveys. The average household of the respondents has slightly more than three persons and two cars per household.

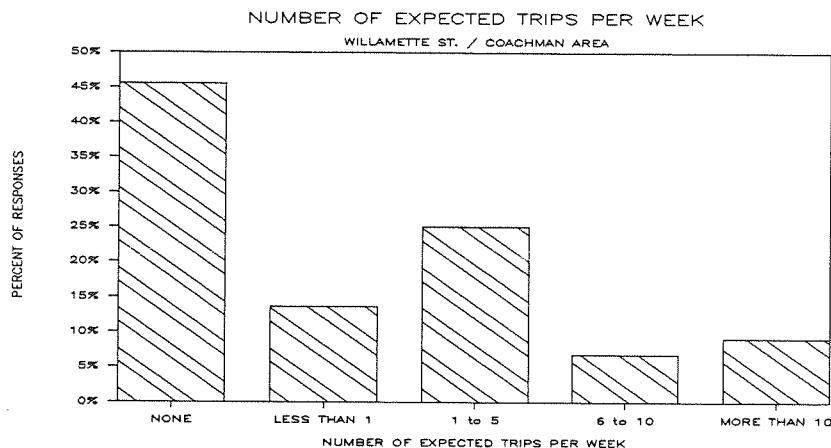
When asked whether or not they favored the suggested route change, opinion was evenly divided. Because buses would travel near their homes, residents seemed to either favor the suggested route because of the convenience of service, or oppose it because they believed the service would have undesirable impacts on their neighborhood.

The residents who did not favor the suggested service reported a variety of reasons. Many had concerns about the safety of operating buses on Coachman. A number of respondents observed that children played near the hilly street. Some wrote that Coachman was narrow and has blind spots. Others expressed the opinion that the buses would bring noise and pollution to the neighborhood.

A few of the respondents noted that service was already close at hand, either at Willamette and 46th or through a connecting paved walkway from

Coachman to the bus stop at 50th and Donald. On weekdays, the latter bus stop is served four times per hour by buses. Many respondents regarded the service afforded by the current bus stops as sufficient.

Less than 16% of all respondents from the Willamette St. / Coachman area stated that members of their households would take more than five trips per week. The chart below shows the number of expected trips per week:



#### CONCLUSION

Although the introduction of new service may benefit many residents of a neighborhood, LTD is mandated to operate cost effective and productive service. Given the results of the survey and the favorable operating conditions of the current service, the District will not make changes at this time but will continue to monitor public transportation options in your area. Your insightful comments and suggestions regarding the #24 Willamette proposal were appreciated.

Please contact the LTD Planning Division at 687-5581 if you would like further information regarding this matter or other service issues.

Sincerely,

Paul Zvonkovic  
Transit Planner

PZ/ms



SPECIAL SERVICES REPORT  
August/September 1987

<u>Date of Service</u>	<u>Sponsor</u>	<u>Denied/Granted</u>
8/31/87	United Way of Lane County (Loaned Executive tour of agency support companies and member agencies)	Granted
9/15/87	City of Eugene/Oregon Transportation Commission (Commission tour of Eugene)	Granted

specserv.jhs





LANE TRANSIT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 GENERAL FUND  
 FOR THE MONTH ENDING JULY 31, 1987 (8.33% OF YEAR COMPLETED)

	CURRENT MONTH		YEAR-TO-DATE		%	YEARLY	BALANCE
	1987	1986	1987	1986	ACTIVITY	BUDGET	
<b>REVENUES</b>							
<b>Operating Revenues:</b>							
Passenger Fares	112,211	99,291	112,211	99,291	7.46%	1,504,500	(1,392,289)
Charters	24,725	10,190	24,725	10,190	123.63%	20,000	4,725
Advertising	4,707	3,646	4,707	3,646	9.49%	49,600	(44,893)
Miscellaneous	143	849	143	849	4.77%	3,000	(2,857)
<b>TOTAL OPERATING REVENUES</b>	<b>141,786</b>	<b>113,976</b>	<b>141,786</b>	<b>113,976</b>	<b>8.99%</b>	<b>1,577,100</b>	<b>(1,435,314)</b>
<b>Non-Operating Revenues:</b>							
Interest	17,531	9,920	17,531	9,920	12.52%	140,000	(122,469)
Payroll Taxes	522,338	499,873	522,338	499,873	9.98%	5,236,200	(4,713,862)
Federal Operating Assistance	0	0	0	0	0.00%	893,400	(893,400)
State In-Lieu-Of Payroll Taxes	0	0	0	0	0.00%	527,500	(527,500)
State Special Transportation	0	0	0	0	0.00%	349,000	(349,000)
UMTA Planning Grants	0	0	0	0	0.00%	44,100	(44,100)
Other Operating Assistance	236	0	236	0	2.51%	9,400	(9,164)
<b>TOTAL NON-OPERATING REVENUES</b>	<b>540,105</b>	<b>509,793</b>	<b>540,105</b>	<b>509,793</b>	<b>7.50%</b>	<b>7,199,600</b>	<b>(6,659,495)</b>
<b>TOTAL REVENUES</b>	<b>681,891</b>	<b>623,769</b>	<b>681,891</b>	<b>623,769</b>	<b>7.77%</b>	<b>8,776,700</b>	<b>(8,094,809)</b>
<b>EXPENDITURES</b>							
<b>Administration:</b>							
Personal Services	51,101	48,628	51,101	48,628	9.22%	554,000	502,899
Materials and Supplies	20,336	19,813	20,336	19,813	17.85%	113,900	93,564
Contractual Services	6,576	4,995	6,576	4,995	5.98%	109,900	103,324
<b>Total Administration</b>	<b>78,013</b>	<b>73,436</b>	<b>78,013</b>	<b>73,436</b>	<b>10.03%</b>	<b>777,800</b>	<b>699,787</b>
<b>Marketing and Planning:</b>							
Personal Services	40,463	38,714	40,463	38,714	8.11%	498,900	458,437
Materials and Supplies	7,677	7,113	7,677	7,113	4.77%	160,800	153,123
Contractual Services	23,915	8,653	23,915	8,653	10.18%	234,900	210,985
<b>Total Marketing and Planning</b>	<b>72,055</b>	<b>54,480</b>	<b>72,055</b>	<b>54,480</b>	<b>8.05%</b>	<b>894,600</b>	<b>822,545</b>
<b>Transportation:</b>							
Personal Services	323,524	325,826	323,524	325,826	8.65%	3,742,200	3,418,676
Materials and Supplies	593	5,538	593	5,538	2.47%	24,000	23,407
Contractual Services	25,000	25,450	25,000	25,450	5.24%	477,500	452,500
<b>Total Transportation</b>	<b>349,117</b>	<b>356,814</b>	<b>349,117</b>	<b>356,814</b>	<b>8.23%</b>	<b>4,243,700</b>	<b>3,894,583</b>
<b>Maintenance:</b>							
Personal Services	83,813	86,951	83,813	86,951	8.35%	1,003,400	919,587
Materials and Supplies	60,988	47,662	60,988	47,662	6.59%	925,100	864,112
Contractual Services	7,814	18,943	7,814	18,943	5.26%	148,500	140,686
<b>Total Maintenance</b>	<b>152,615</b>	<b>153,556</b>	<b>152,615</b>	<b>153,556</b>	<b>7.35%</b>	<b>2,077,000</b>	<b>1,924,385</b>
Contingency	0	0	0	0	0.00%	192,100	192,100
Transfer to Capital Projects	200,000	0	200,000	0	100.00%	200,000	0
Transfer to Risk Management	391,500	0	391,500	0	N/A	391,500	0
<b>TOTAL EXPENDITURES</b>	<b>1,243,300</b>	<b>638,286</b>	<b>1,243,300</b>	<b>638,286</b>	<b>14.17%</b>	<b>8,776,700</b>	<b>7,533,400</b>
<b>EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES</b>	<b>(561,409)</b>	<b>(14,517)</b>	<b>(561,409)</b>	<b>(14,517)</b>	<b>N/A</b>	<b>0</b>	<b>(561,409)</b>



LANE TRANSIT DISTRICT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 CAPITAL PROJECTS FUND  
 FOR THE MONTH ENDING JULY 31, 1987 (8.33% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
<b>RESOURCES</b>				
Beginning Fund Balance	2,846,462	101.58%	2,802,200	44,262
<b>Revenues:</b>				
UMTA Section 3	0	0.00%	1,698,800	(1,698,800)
UMTA Section 9	106,429	6.19%	1,718,400	(1,611,971)
UMTA Section 18	3,093	0.70%	443,500	(440,407)
Federal Highway Admin	0	ERR	0	0
State Assistance	0	N/A	800,000	(800,000)
Asset Sale Proceeds	0	N/A	0	0
Transfer from Gen'l Fund	200,000	100.00%	200,000	0
Capital Grant Income	40	ERR	0	40
Total Revenues	309,562	6.37%	4,860,700	(4,551,138)
<b>TOTAL RESOURCES</b>	<b>3,156,024</b>	<b>41.19%</b>	<b>7,662,900</b>	<b>(4,506,876)</b>
<b>EXPENDITURES</b>				
<b>Locally Funded:</b>				
Office Equipment	0	N/A	0	0
Bus Stop Improvements	0	N/A	0	0
Miscellaneous	0	N/A	0	0
Total Locally Funded	0	N/A	0	0
<b>UMTA Funded:</b>				
Personal Services	3,969	8.65%	45,900	41,931
Computer Software	1,254	25.08%	5,000	3,746
Office Equipment	8,093	6.96%	116,350	108,257
Maintenance Equipment	6,139	11.46%	53,550	47,411
Bus Stop Improvements	398	0.12%	326,800	326,402
Land & Buildings	116,218	2.82%	4,121,000	4,004,782
Buses	81	0.19%	43,000	42,919
Bus Related Equipment	0	0.00%	86,300	86,300
Service Vehicles	0	0.00%	14,000	14,000
Miscellaneous	750	1.87%	40,100	39,350
Total UMTA Funded	136,902	2.82%	4,852,000	4,715,098
<b>FHWA Funded:</b>				
Bus Stop Improvements	0	ERR	0	0
Total FHWA Funded	0	ERR	0	0
Contingency	0	0.00%	115,400	115,400
Capital Lease Principal	3,099	24.40%	12,700	9,601
<b>TOTAL EXPENDITURES</b>	<b>140,001</b>	<b>2.81%</b>	<b>4,980,100</b>	<b>4,840,099</b>
<b>ENDING FUND BALANCE</b>	<b>3,016,023</b>	<b>112.42%</b>	<b>2,682,800</b>	<b>333,223</b>



LANE TRANSIT DISTRICT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 RISK MANAGEMENT FUND  
 FOR THE MONTH ENDING JULY 31, 1987 (8.33% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
RESOURCES				
Beginning Fund Balance	395,777	1.16	340,900	54,877
Revenues:				
Transfer from Gen'l Fund	391,500	N/A	391,500	0
Interest	2,687	0.18	15,000	(12,313)
Total Revenues	394,187	0.97	406,500	(12,313)
TOTAL RESOURCES	789,964	1.06	747,400	42,564
EXPENDITURES				
Worker's Compensation	172,588	0.68	253,000	80,412
Liability Program	160,672	0.33	488,500	327,828
Miscellaneous Insurance	5,343	0.91	5,900	557
TOTAL EXPENDITURES	338,603	0.45	747,400	408,797
ENDING FUND BALANCE	451,361	N/A	0	451,361

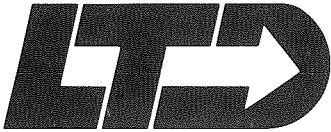


LANE TRANSIT DISTRICT  
 COMPARISON OF YEAR-TO-DATE ACTUAL REVENUES AND EXPENDITURES TO BUDGETED  
 GENERAL FUND  
 FOR THE MONTH ENDING JULY 31, 1987

	YEAR-TO-DATE ACTIVITY	YEAR-TO-DATE BUDGET	VARIANCE	
			FAVORABLE (UNFAVORABLE) AMOUNT	%
<b>REVENUES</b>				
<b>Operating Revenues:</b>				
Passenger Fares	112,211	103,108	9,103	8.83%
Charters	24,725	6,000	18,725	312.08%
Advertising	4,707	4,133	574	13.89%
Miscellaneous	143	250	(107)	-42.80%
<b>TOTAL OPERATING REVENUES</b>	<b>141,786</b>	<b>113,491</b>	<b>28,295</b>	<b>24.93%</b>
<b>Non-Operating Revenues:</b>				
Interest	17,531	11,667	5,864	50.26%
Payroll Taxes	522,338	500,000	22,338	4.47%
Federal Operating Assistance	0	0	0	N/A
State In-Lieu-Of Payroll Taxes	0	0	0	N/A
State Special Transportation	0	0	0	N/A
UMTA Planning Grants	0	3,675	(3,675)	N/A
Other Operating Assistance	236	0	236	N/A
<b>TOTAL NON-OPERATING REVENUES</b>	<b>540,105</b>	<b>515,342</b>	<b>24,763</b>	<b>4.81%</b>
<b>TOTAL REVENUES</b>	<b>681,891</b>	<b>628,833</b>	<b>53,058</b>	<b>8.44%</b>
<b>EXPENDITURES</b>				
<b>Administration:</b>				
Personal Services	51,101	48,221	(2,880)	-5.97%
Materials and Supplies	20,336	25,256	4,920	19.48%
Contractual Services	6,576	8,767	2,191	24.99%
<b>Total Administration</b>	<b>78,013</b>	<b>82,244</b>	<b>4,231</b>	<b>5.14%</b>
<b>Marketing and Planning:</b>				
Personal Services	40,463	42,101	1,638	3.89%
Materials and Supplies	7,677	23,876	16,199	67.85%
Contractual Services	23,915	34,033	10,118	29.73%
<b>Total Marketing and Planning</b>	<b>72,055</b>	<b>100,010</b>	<b>27,955</b>	<b>27.95%</b>
<b>Transportation:</b>				
Personal Services	323,524	325,277	1,753	0.54%
Materials and Supplies	593	1,077	484	44.94%
Contractual Services	25,000	325,542	300,542	92.32%
<b>Total Transportation</b>	<b>349,117</b>	<b>651,896</b>	<b>302,779</b>	<b>46.45%</b>
<b>Maintenance:</b>				
Personal Services	83,813	86,868	3,055	3.52%
Materials and Supplies	60,988	72,281	11,293	15.62%
Contractual Services	7,814	13,277	5,463	41.15%
<b>Total Maintenance</b>	<b>152,615</b>	<b>172,426</b>	<b>19,811</b>	<b>11.49%</b>
Contingency	0	0	0	N/A
Transfer to Capital Projects	200,000	0	(200,000)	N/A
Transfer to Risk Management	391,500	0	(391,500)	N/A
<b>TOTAL EXPENDITURES</b>	<b>1,243,300</b>	<b>1,006,576</b>	<b>(236,724)</b>	<b>-23.52%</b>
<b>EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES</b>	<b>(561,409)</b>	<b>(377,743)</b>	<b>289,782</b>	<b>-76.71%</b>







September 16, 1987

MEMORANDUM

TO: Board of Directors  
FROM: Joe Janda, MIS Administrator  
RE: Fourth Quarter Ridership Summary

The purpose of this report is to provide a brief analysis of the key Fiscal Year 1986-1987 fourth quarter and year-end ridership statistics. The Board is given summary information every quarter, and at the close of the last quarter, a more detailed year-end overview is also provided.

In general, FY 86-87 was a very positive year for the District. Both revenue and ridership increased. Ridership increased while the level of service remained stable, resulting in an increase in system-wide productivity. All categories of pass and token usage increased and farebox cash revenue decreased, reflecting a movement away from cash to less expensive and longer-term fare payment options. The operating cost of providing service decreased slightly compared to the previous fiscal year, resulting in a lower cost per trip, and a greater percentage of service cost being borne by patrons. Finally, the District provided more than 26,000 wheelchair boardings during the year.

Please refer to pages four and five of this memorandum for more detailed tables and graphs.

RIDERSHIP

Ridership for the fourth quarter of FY 86-87 increased by 2.3 percent when compared with the same quarter last year. During the months of April, May, and June, 922,354 person trips were made compared to 902,058 in FY 85-86. A person trip is a one-way trip which includes all transfers necessary to complete that trip.

Total person trips for the year were 3,688,496, a 3.9 percent increase when compared to the previous year. FY 86-87 marks the fifth consecutive year of ridership growth for the District, and it appears that LTD is in a period of steady ridership growth, attributable largely to increased



University of Oregon enrollment, a slight increase in the population of the community, and increased market penetration.

The graph on page five represents average weekday person trips for FY 86-87 compared to FY 85-86. Average weekday person trips is a measure of the average number of person trips per weekday for the month, and as such is a more accurate comparative measure because it accounts for the variation in the number of weekdays, Saturdays, and Sundays from one year to the next. Average weekday person trips increased by 3 percent for the last quarter, and by 4.5 percent for the year. Average weekday person trips increased at a stronger rate than did total person trips (4.5 percent compared to 3.9 percent), suggesting growth in a commuter market making work and school trips.

In general, ridership continues to grow steadily. For FY 87-88, the District is projecting that ridership will grow by an additional 3 percent.

#### REVENUE

Total farebox revenue increased by 4.5 percent for the last quarter of FY 86-87 when compared to the same quarter of the previous year, and by 3.4 percent for the entire year. This increase is explained by the overall growth in ridership. A comparison of monthly revenue is presented in the graph on page five.

For FY 86-87, farebox cash decreased by 3.1 percent compared to the previous year, and constituted 49.4 percent of the total farebox revenue collected. Token and pass sales comprised the remaining 50.6 percent of total farebox revenue, and increased by 10.6 percent over the previous year. The average fare was \$.40, the same as in FY 85-86, but will likely increase as a result of the increase in the cash fare from \$.60 to \$.65, which occurred on June 15. The District is projecting a 3 percent growth in revenue for FY 87-88.

#### PRODUCTIVITY

Productivity is a measure of the number of person trips per schedule hour and is an indicator of how effectively the District matches service to demand. The level of service increased only slightly during FY 86-87, and with the increase in ridership, the District realized an overall increase in productivity of 2.6 percent. On the average, the District provided 18.0 person trips per each hour of service compared to 17.5 in FY 85-86. The District has continued to improve its productivity over the past several years and is projecting an increase to 18.5 in FY 87-88.



COST PER TRIP (EFFICIENCY)

Cost per trip is an efficiency measure of the cost of providing a person trip. It is computed as the operating cost per person trip, adjusted for inflation. In FY 86-87, the cost per trip decreased to \$1.24, compared with \$1.32 in the previous year. This 6.3 percent decrease can be explained by a slight decrease in the District's operating costs for the year, and by the increase in the number of person trips. It should be remembered that these figures are adjusted for inflation to a base of 200 in 1978, and, as such, do not reflect actual current dollar amounts.

The cost per trip has been steadily declining since FY 1980-1981, and the District projects that it will remain at about \$1.24 in FY 1987-1988, due largely to expected increases in operating costs.

USER FUNDING

This is a measure of the percentage of the total operating cost of providing service that is borne by the patron, and is computed as the percentage of farebox revenue to total operating cost. In Fiscal Year 1986-87, user funding increased to 19.8 percent, a 4.0 percent increase over the FY 85-86 mark of 19.1. The past three years have witnessed increases in the farebox to operating cost ratio, and the District projects that it will increase to 20.5 percent in FY 87-88.

This has been a brief analysis of some key fourth quarter and year-end ridership and revenue performance measures. For additional information about these and other performance measures, please refer to your Transit Development Plan, which will be distributed at the October Board meeting.



Joe Janda  
MIS Administrator

JJ:js

attachments



QUARTERLY RIDERSHIP SUMMARY  
 FOURTH QUARTER FY 86-87

STATISTIC	APRIL			MAY			JUNE		
	FY 86-87	FY 85-86	%CHANGE	FY 86-87	FY 85-86	%CHANGE	FY 86-87	FY 85-86	%CHANGE
FAREBOX REVENUE	\$131,621	\$126,338	4.2%	\$116,250	\$117,722	-1.3%	\$118,486	\$106,572	11.2%
PERSON TRIPS	324,867	323,487	0.4%	313,003	307,814	1.7%	284,484	270,757	5.1%
WEEKLY SCHEDULE HOURS	4023	4006	0.4%	4023	4006	0.4%	3944	3932	0.3%
PRODUCTIVITY	18.6	18.5	0.3%	18.7	17.9	4.6%	16.6	16.5	0.6%

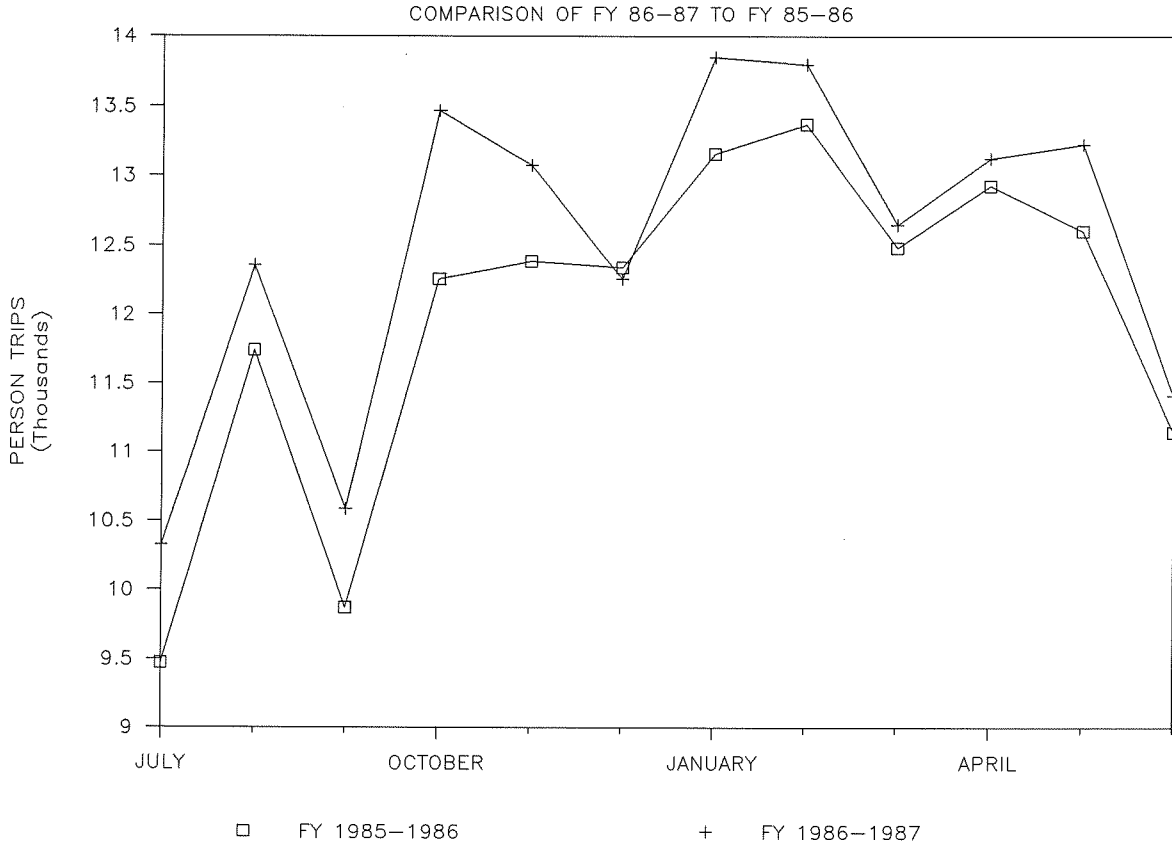
FOURTH QUARTER YEAR-TO-DATE SUMMARY

STATISTIC	TDP GOAL	FY 86-87	FY 85-86	%CHANGE
FAREBOX REVENUE	\$1,451,213	\$1,457,277	\$1,409,771	3.4%
PERSON TRIPS	3,658,267	3,688,496	3,551,716	3.9%
PRODUCTIVITY	18.1	18.0	17.5	2.6%
EFFICIENCY	\$1.32	\$1.24	\$1.32	-6.3%
USER FUNDING	19.6%	19.8%	19.1%	4.0%

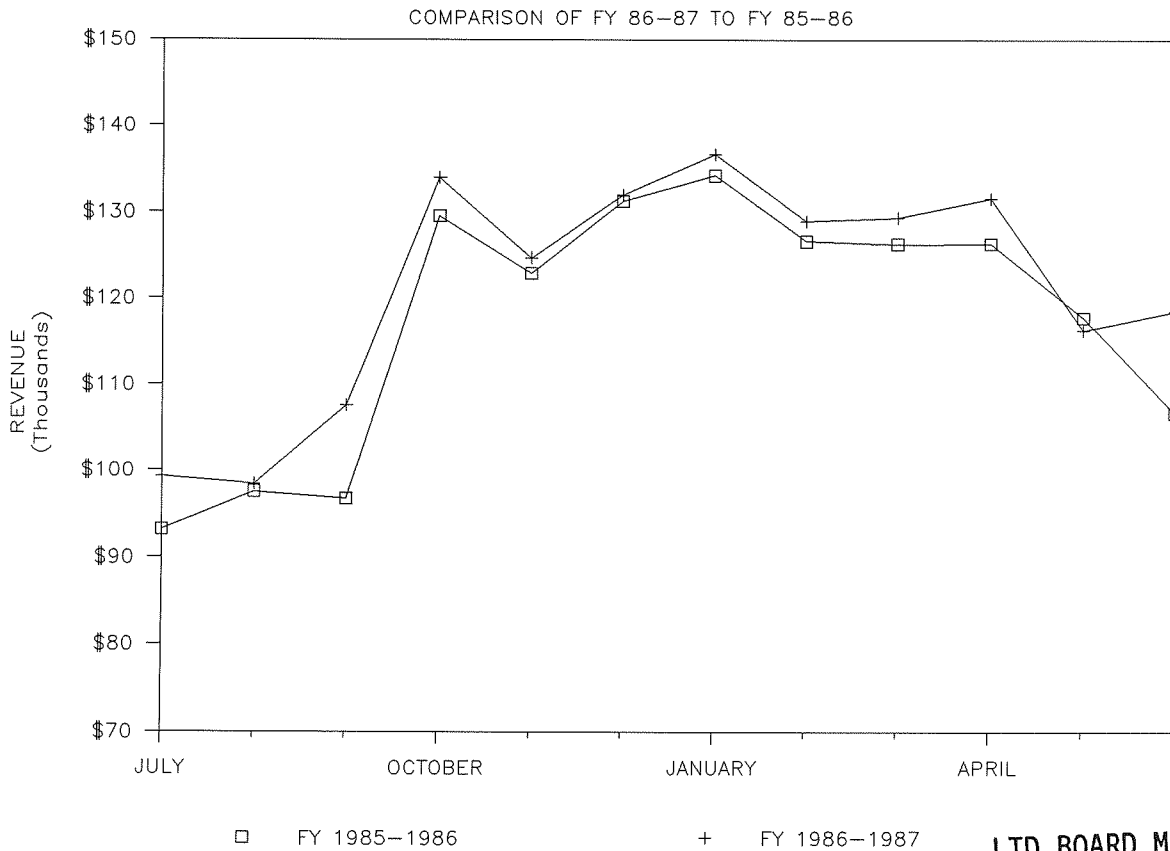




## AVERAGE WEEKDAY PERSON TRIPS



## FAREBOX REVENUE





RESOLUTION

BE IT RESOLVED that it is necessary for Lane Transit District to acquire the property of Moyer Theatres, Inc. described on the attached sheet, for the purpose of constructing a new administration and operating facility for Lane Transit District on said land; that the sum of \$\_\_\_\_\_ is determined to constitute just compensation for said property and that there will be no damages for the taking of said property.

BE IT FURTHER RESOLVED that the General Manager is directed to make written offers to purchase said parcel, subject to approval by the Urban Mass Transportation Administration, at the value set forth hereinabove, less the amount of all taxes, assessments, and liens.

This resolution supersedes the Resolution approved by the Board and dated February 18, 1987, concerning said property of Moyer Theatres, Inc.

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Date Adopted

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Board Secretary



PARCEL 1

beginning at a found 1-1/2 inch iron pipe described as being 67.7 feet north of the Northwest corner of Lot 25, GLENWOOD PARK, as platted and recorded in Book "T", Page 481, Lane County Oregon Deed Records, in Lane County, Oregon; and run thence North 00° 21' 19" West along the West line of Lots 22, 17 and 14 of said Plat, 913.74 feet to a found 3/4 inch iron pipe in concrete, said 3/4 inch iron pipe is described as being 137.5 feet South 0° 25' East of a point on the West line of Lot 10 in said Plat, 195.3 feet South 0° 25' East from the Northwest corner of said Lot 10; run thence North 89° 35' East, 643.87 feet to a found 5/8 inch iron rod on the West line of Henderson Avenue, (66 feet wide); run thence South 0° 19' 54" East along the West line of said Henderson Avenue 917.05 feet to a point on a line, said line being described as lying 67.7 feet North of and parallel with the North line of said Lot 25; run thence South 89° 52' 43" West along said line 643.50 feet to the point of beginning, in Lane County, Oregon, and being a part of Lots 22 and 14 and all of Lot 17, in GLENWOOD PARK, as platted and recorded in Book "T", Page 481, Lane County Oregon Deed Records, in Lane County, Oregon;

EXCEPT: A parcel of land lying in the Southwest quarter of Section 34, Township 17 South, Range 3 West, Willamette Meridian, and being a portion of the tract of land conveyed to Moyer Theater, a co-partnership consisting of Harry F. Moyer; Larry R. Moyer; and Emma Kane, by that certain deed recorded on Reel No. 196, Reception No. 72063, Lane County Oregon Deed Records, said parcel being all that portion of the real property included in a strip of land variable feet in width, lying variable feet on each side of the centerline of a road survey of 17th Avenue East as surveyed in 1977, the centerline and widths in feet of said strip of land being described as follows: Beginning at the point of intersection of said centerline of 17th Avenue East and the Easterly right of way of Glenwood Boulevard at Engineering Centerline Station L<sup>2</sup>6+10.42 P.C., said station being 1205.77 feet South and 370.59 feet East of the Northeast corner of the Zara Sweet Donation Land Claim No. 68 in Township 17 South, Range 3 West, Willamette Meridian; run thence along the arc of a 818.51 foot radius curve left (the long chord of which curve bears North 87° 22' 38" East 124.84 feet) a distance of 124.96 feet; thence along the arc of a 818.51 foot radius curve right (the chord of which bears North 87° 22' 38" East 124.84 feet) a distance of 124.96 feet; thence South 88° 14' 57" East 684.74 feet to Engineering Station L<sup>2</sup>15+45.08 P.O.T. and there ending in Lane County, Oregon.

The centerline crosses the grantors Westerly and Easterly property lines approximately opposite Engineering Centerline Station L<sup>2</sup>8+66 P.O.T. and L<sup>2</sup>15+13 P.O.T. respectively.

The bearings used herein are based on the Oregon Coordinate System South Zone.

Continued-

CT-170709

Property description - continued

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Northerly Side of Centerline	Width on Southerly Side of Centerline
L <sup>2</sup> 8+60.34 P.T.      L <sup>2</sup> 14+87.08 P.O.T.	30 feet	30 feet
L <sup>2</sup> 14+87.08 P.O.T.      L <sup>2</sup> 15+12.08 P.O.T.	30 feet tapering on a straight line to 55 feet	30 feet tapering on a straight line to 55 feet









September 16, 1987

CONFIDENTIAL MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Acquisition of the Moyer Property

Since the last Board meeting, the District has received written confirmation from the City of Eugene that the remaining Moyer parcel cannot be served by the sanitary sewer system until system capacity is increased. As a result, staff believe that the remaining Moyer parcel may be an "uneconomic remnant" as described by federal regulations. The Facilities Committee, at their meeting on August 25, 1987, decided to ask the Urban Mass Transportation Administration (UMTA) to determine if the remaining Moyer parcel is, in fact, an uneconomic remnant. Attached is a copy of the letter staff sent to UMTA.

Uneconomic Remnant

UMTA has determined that the parcel is an uneconomic remnant, and that the District must also purchase it as part of the land acquisition. UMTA has also approved the appraisal review figure of \$547,500 as just compensation for the entire Moyer parcel.

Moyer has offered to sell the entire parcel for \$560,000. The District, through its negotiator, will try to settle at the UMTA-approved figure of \$547,500. Should that not be possible, the Board will be asked to approve Moyer's current asking price and UMTA approval would be sought regarding an administrative settlement for the additional \$12,500. It is anticipated that UMTA will approve an administrative settlement. It is hoped that a definitive sale figure will be available by the Board meeting.

Funding for Increased Land Cost

The letter to UMTA included a request to amend the Section 3 grant to include the increased cost of the land resulting from a determination that the remaining Moyer parcel is an uneconomic remnant. UMTA has indicated that no further amendments to the Section 3 grant are possible. The



District will thus have to cover the increased cost of the land within the available budget, or will have to allocate additional section 9 formula funds to the project. While every attempt will be made to use existing contingency funds to cover the increased land costs, it is likely that additional grant funds must be allocated to the project. Allocation of those funds need not be made at this time, but can instead wait until additional information concerning project costs is available.

Staff Recommendation

Staff recommend that the Board move into Executive Session pursuant to ORS 192.660(1)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

At the meeting, the Board will be asked to approve a resolution for the purchase of the entire Moyer parcel. The purchase price will be determined at the meeting.

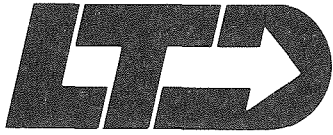


Stefano Viggiano  
Planning Administrator

SV:ms

attachment





**Lane Transit District**

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

August 26, 1987

Aubrey Davis  
Administrator, Region 10  
Urban Mass Transportation Administration  
915 Second Avenue  
Seattle, Washington 98174

RE: Grant OR-90-X012, X016, X021 -- Lane Transit District Bus Operations Facility; Request for Designation of a Remaining Parcel of Land as an Uneconomic Remnant and Approval of an Appraisal Review.

Dear Mr. Davis:

As you are aware, Lane Transit District is purchasing land from Moyer Theatres and James and Patricia Spicer for the construction of a new operations facility. The land acquisition process has been complex, with new information and issues constantly arising. In response to some new information, the District is requesting that UMTA determine whether the remaining piece of the Moyer property is an uneconomic remnant and that, if it is, an appraisal review for the entire Moyer parcel be approved. The District also requests information on whether a section 3 grant amendment is appropriate should it be determined that the remaining parcel is an uneconomic remnant.

Uneconomic Remnant

The District has proposed the purchase of approximately two-thirds of the Moyer property since the remaining piece is not required for the construction of the currently planned facility (see attached map). The District now believes that the remaining Moyer property is an uneconomic remnant according to the Uniform Relocation Assistance and Real Property Acquisition Rules and Regulations (dated March 5, 1985) and UMTA Circular 4530.1.

LTD BOARD MEETING  
09/16/87 Page 62

- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY



This designation would require that the entire Moyer parcel be purchased for the project.

Section 25.102 (k) of the Rules and Regulations defines an uneconomic remnant as "... a remaining part of the property in which the owner is left an interest that the Agency determines has little or no value to the owner." Chapter III, section 20(9)(b) of the UMTA Circular further states that "The size or fair market value of such a parcel is not to be considered as the basic criteria for determination of uneconomic. Rather, if such a parcel would have little or no utility or value to the owner, the parcel is to be considered an uneconomic remnant."

The following situation applies to the remaining Moyer parcel:

1. Moyer Theatres, Inc. is in the business of owning and operating movie theatres. The remaining parcel is not of the proper size or configuration on which to operate either a drive-in or walk-in theatre.
2. The remaining Moyer parcel will not have access to the sanitary sewer system until the City of Eugene increases the capacity of the system in the area. The lack of a sanitary sewer system will, at a minimum, severely limit the type of development that can occur on the property. The new operations facility will have access to the sewer system, and will have used all available capacity on the existing system.

The City of Eugene has programmed improvements to the sanitary sewer in that area for sometime between 1990 and 1993. However, no funding source for these improvements has been established, and the timing of capital improvements is often programmed optimistically. Realistically, improvements to the sewer system in the Glenwood area should not be expected until at least the end of the programmed time period.

Enclosed is a letter from the City of Eugene to a District consultant on this issue, and a portion of the Eugene Capital Improvement Program which includes the sewer project.

3. The appraisers hired by the District had assumed that the remaining Moyer parcel would have available sanitary sewer when conducting the original appraisal. One of the appraisers has said he believes that the damage to the remainder is between \$50,000 and \$75,000 should sewer service not be available. Should the remaining parcel not be declared an uneconomic remnant, the estimated just compensation for the partial piece the District would purchase would need to be adjusted upward from the figure of \$356,750 that UMTA has approved.





Aubrey Davis, Cont.  
Page 3  
August 27, 1987

Roger Meyer, Moyer's attorney, claims that \$29,000 of damages should be assessed, even without considering the unavailability of sewer. Should sewer not be available, Meyer states that the damages would be significantly higher. A letter from Meyer on this issue is attached.

4. The market for industrial property in the Eugene/Springfield area is poor, with property often on the market for years before it finally sells. It would not be expected that Moyer would be able to sell the remaining piece of property in an expeditious manner, particularly without sanitary sewer services.
5. Moyer has indicated a very strong preference to sell the entire property. He has claimed that it is a hardship for him to be left with the remaining parcel and be burdened with trying to sell it. His current lowest offer for the partial piece, assuming it has sewer, is \$430,000. He has indicated that he would accept \$570,000 for the entire property.

Enclosed are letters from Clayton Walker, the District's negotiator and a real estate consultant, and Richard Bryson, the District's attorney, on this issue.

#### Appraisal of the Entire Moyer Parcel

Should the remaining Moyer parcel be declared an uneconomic remnant, the District would be required to purchase the entire Moyer property. The original appraisals of the partial Moyer property, which you reviewed when approving the original offer for the partial piece, include an appraisal of the entire Moyer property. Please let us know whether you require additional copies of these appraisals.

An appraisal review for the entire Moyer property was conducted by Laurence A Holt, M.A.I., last spring. It estimates just compensation of the entire Moyer parcel to be \$547,500. This compares to the \$356,750 that was estimated to be just compensation for the partial Moyer property. A copy of the appraisal review is enclosed.

#### Section 3 Grant Amendment

Should the remaining Moyer parcel be declared an uneconomic remnant, the District would be required to purchase the entire parcel. This would add \$190,750 to total price of the land. This additional cost was not included in the section 3 grant amendment the District submitted in April, 1987. The District would like to add the additional cost to the section 3 grant. This would seem appropriate since the change in project cost was caused by federal regulations rather than a change in the scope of the



Aubrey Davis, Cont.  
Page 4  
August 27, 1987

project. Please inform us whether an amendment to the section 3 grant would be possible.

Action requested

1. Determine if the remaining Moyer parcel is an uneconomic remnant;
2. If the remaining parcel is an uneconomic remnant, approve an offer of \$547,500 for the entire Moyer parcel as indicated by the appraisal review; and
3. If the remaining parcel is an uneconomic remnant, determine if an amendment to the section 3 grant would be possible.

Please contact project manager Stefano Viggiano with any questions.

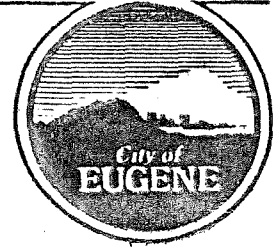
Sincerely,

Phyllis P. Loobey  
General Manager

PPL:sv:sjh

enclosures





August 5, 1987

Tom Poage Engineering  
and Surveying, Inc.  
1065 High Street  
Eugene, OR 97401

Re: Sanitary Sewer Service/LTD Glenwood Facilities

Dear Mr. Poage:


This is in response to your question about the availability of sanitary sewer service to tax lots 17-03-34-34-00300 and 17-03-34-32-00400. There is an existing sanitary sewer line on the west side of Glenwood Boulevard and adjacent to approximately the south 400 feet of tax lot 400. Two stub lines have been extended to the east side of Glenwood Boulevard; one at about 400 feet north of 17th Avenue and one at about 80 feet north of 17th Avenue. A sanitary sewer assessment will be levied against tax lot 400 when it annexes, for all area within 160 feet of the existing system.

The existing system does have adequate capacity to serve the proposed LTD site. The portions of tax lot 300 and tax lot 400 which are outside the proposed LTD site would not be served at this time for the following reasons:

1. The northerly portion of tax lot 400 will be served by an extension of the line on Glenwood Boulevard. A logical timeline for that extension would be when the property on the west side of Glenwood Boulevard is annexed and can be served.
2. The easterly portion of tax lot 300 will be served by a future sewer line on Henderson Avenue. This line would not be proposed until the overall Glenwood sewer system is constructed. This will require a major new pump station and pressure line across the Willamette River, since the Glenwood area will be served by the East Bank Interceptor.

Please call at 687-5291 if you need additional information.

Very truly yours,

  
Les Lyle, P.E.  
City Engineer

LL:pm

cc: Terry Jones  
Pat Langan  
Ron Robinson

LTD BOARD MEETING  
09/16/87 Page 66

- CONFIDENTIAL -  
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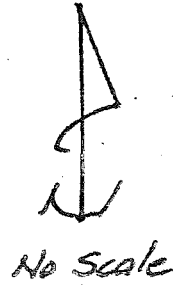
13°W 100CA  
1404001

NW Corner  
100  
Case #  
DLC #1

GLENWOOD

Out Lot 37

Sec. Map 17 03 34 3 1



P A R K

GLENWOOD BLVD

Tax Lotted on  
17 03 34 3 4

TAX LOTTED ON MAP  
17 03 34 3 2

BLVD.

1/16 Corner

400

Sewer

PARK

GLENWOOD

Sewer line

Sewer

004-14

Area to be served  
by future  
sewers

17th AVENUE EAST

17th AVE EAST

17th STREET

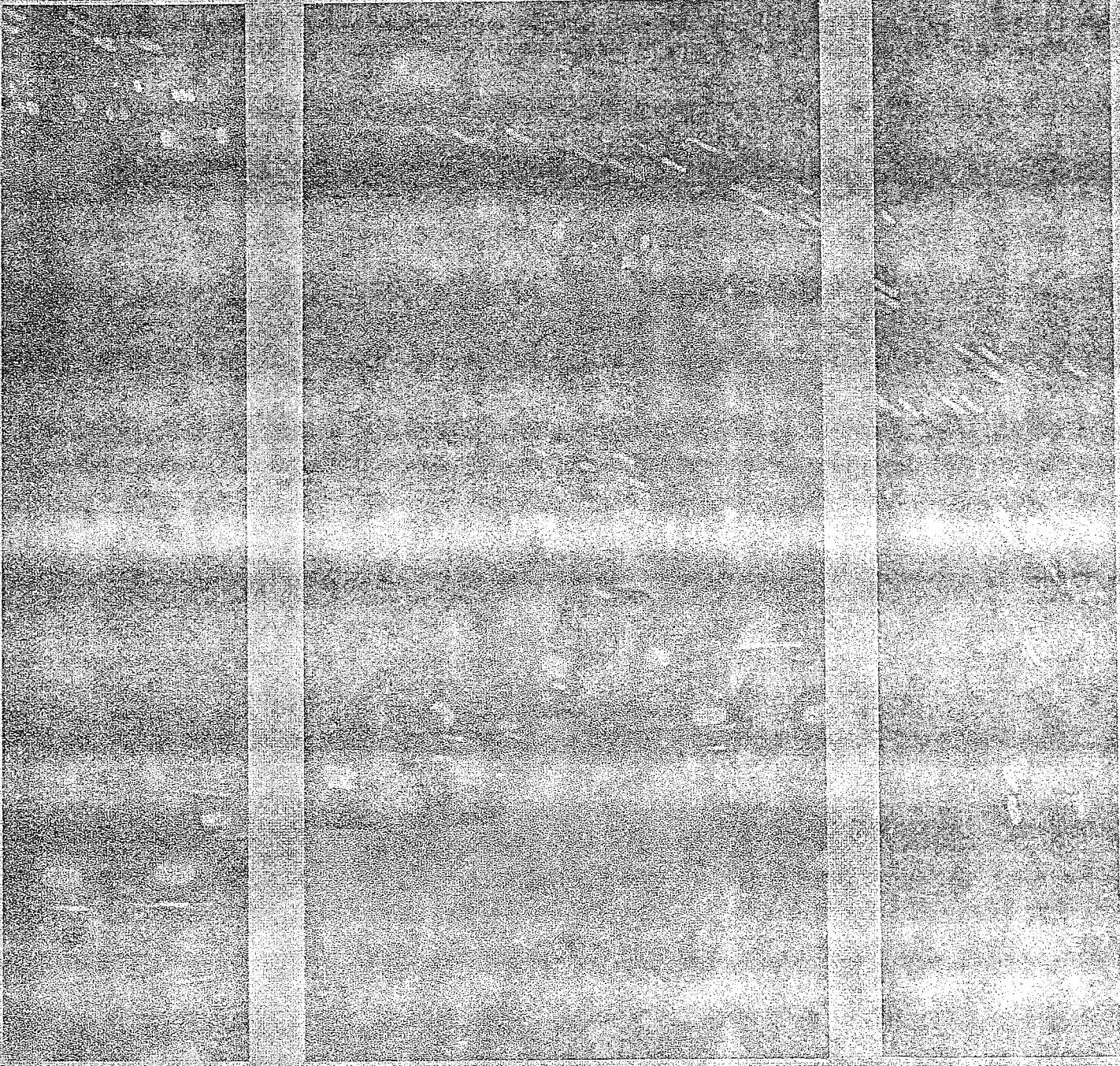
791	891	1001	1101	1201	1300	1400
700	800	900	1000	1100	1200	1300
23	22	22	22	22	22	22
400		1000	1100			
25	25	25	25	25	25	25

AVENUE

HENDERSON







City of Eugene **CAPITAL  
IMPROVEMENT  
PROGRAM**

Fiscal Year 1987-1988 through 1992-1993

Adopted February 1987

LTD BOARD MEETING  
09/16/87 Page 68

- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY



## TABLE OF CONTENTS

### Section I. Introduction

A. Eugene's CIP Plan. . . . .	1
B. CIP Plan Content . . . . .	2
C. Purpose of the CIP . . . . .	5
Table 1: Public Assets. . . . .	3
Graph 1: Asset Life Cycle . . . . .	4
D. Capital Improvement Funding/Revenue Strategy . . . . .	5
E. Categories of Capital Projects . . . . .	6
F. Review Process . . . . .	8
G. Citizen Involvement Opportunities. . . . .	8
H. Special Notes About This Document. . . . .	9
Table 3: Capital Improvement Funds. . . . .	10

### Section II. FY87/88 Through FY89/90--Projects by Funding Source

Funding Summary FY87/88 Through FY89/90. . . . .	15
FY87/88 Projects and Funding Detail. . . . .	17
FY88/89 Projects and Funding Detail. . . . .	27
FY89/90 Projects and Funding Detail. . . . .	35

### Section III. Six-Year Menu of Projects by Department

Airport Department . . . . .	43
Development Department . . . . .	49
Library Department . . . . .	57
Parks and Recreation Department. . . . .	61
Performing Arts Department (Hult Center) . . . . .	81
Police, Fire and Emergency Services Department . . . . .	87
Public Works Department. . . . .	91

### Section IV. Six-Year Menu of Projects by Planning District

Eugene Census Tracts and Planning Districts Map. . . . .	123
Citywide . . . . .	125
Bethel-Danebo. . . . .	133
Willakenzie. . . . .	137
Central. . . . .	141
University . . . . .	149
Southwest. . . . .	151
Southeast. . . . .	153
South. . . . .	155





CITY OF EUGENE  
FISCAL YEAR 1987-88 TO FISCAL YEAR 1992-93  
CAPITAL IMPROVEMENT PROGRAM  
PROJECT DESCRIPTIONS

DEPARTMENT: Public Works

Fiscal Year: FY 1990-1993

**Glenwood Sewer System**

Install lateral and interceptor sanitary sewers, including a river crossing, in the Glenwood area to serve the area as it annexes and as the area develops.

Origin: Metro Plan/Glenwood Refinement Plan

**Goodpasture Island Rd, Delta to Happy Ln**

Upgrade to a 3-lane urban facility; provide curb, sidewalks and bike lanes.

Origin: TransPlan

**Greenacres Rd., Norkenzie-Delta**

Upgrading of county road to city standards, for safety needs and maintenance savings. Sections of Greenacres have been improved recently by commercial developments; this will complete the upgrading.

Origin: TransPlan/Maintenance need, Safety issue

**Harlow Road/Garden Way Traffic Signal**

Install traffic signal to respond to traffic growth in developing area. Will need to be coordinated with Harlow Rd. overpass improvements.

Origin: TransPlan, Neighborhood request: Harlow Neighbors

**Highway 99N, Garfield to Beltline**

Upgrading of State Highway 99N to include repaving, sidewalks, bike lanes, lighting and landscaping.

Origin: TransPlan



MEYER, HABERNIGG & WYSE

ATTORNEYS AT LAW

900 S.W. FIFTH AVENUE

SUITE 1900

PORTLAND, OREGON 97204

TELEPHONE: (503) 228-8448

TELECOPIER: (503) 228-0802

BAR MEMBERSHIPS IN ADDITION  
TO OREGON:

\* HAWAII & AMERICAN SAMOA  
\*\* CALIFORNIA  
\*\*\* WASHINGTON

ER L. MEYER  
CHARLES H. HABERNIGG\*  
SCOTT C. WYSE  
AMY L. HOUCHEM  
ROBERT D. GREAVES  
JOSHUA KADISH\*\*  
NANCY A. SMITH\*\*\*  
MICHAEL A. YATES

August 5, 1987

Mr. Clayton W. Walker  
Real Estate Consultant  
C. W. WALKER & ASSOCIATES, INC.  
P. O. Box 1338  
Eugene, OR 97440

RE: Lane Transit District v. Moyer Theatres, Inc.  
Case No. 16-87-05458

Dear Clayton:

You have asked that we furnish you some information regarding our appraiser's computation of damages to the remainder.

Our appraiser believes that part of the damages to the remainder is the fact that the cost to service the remainder property with utilities must be spread over a smaller area so that the impact on the unit price is greater. He has computed that greater cost to be \$29,000.

Our appraiser's computation does not take into account the damages that will be incurred if LTD takes the remaining sewer capacity and there will not be available connections to serve the remainder property. This would obviously greatly increase the damages to our client's property, particularly if the wait will be five to seven years. It is my understanding that you are trying to determine whether or not there will be assured connections for development of the remainder property. In any event, the minimal damage to the remainder our appraiser believes will be incurred is \$29,000 if Moyer Theatres will have no problem obtaining sewer connections.

Very truly yours,

Roger L. Meyer

RLM:sdh

cc: Moyer Theatres, Inc.  
Attention: Larry Moyer

LTD BOARD MEETING  
09/16/87 Page 71

- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY





# C. W. Walker & Associates, Inc.

Real Estate Brokers & Consultants

August 20, 1987

Mr. Mark Fangborn  
Director of Administrative Services  
Lane Transit District  
P.O. Box 2710  
Eugene, Oregon

RE: Moyer Remnant  
Glenwood Facilities Site

Dear Mr. Fangborn:

At your request I have reviewed the UMTA circular regarding the definition of an uneconomic remnant and its application to the remaining Moyer parcel on Henderson Ave. The text from the circular defines uneconomic remnant in somewhat different language than the Federal Regulations we have been working under. The circular definition is as follows:

If the acquisition of only part of a property would leave the owner with an uneconomic remnant, the grantee will offer to acquire that remnant regardless of its present or potential estimated fair market value or the fact that such parcel may have value to a potential purchaser.

- (a) An uneconomic remnant is a parcel of land remaining in fee ownership as a result of a partial acquisition of a property that has little or no utility or value to the owner.
- (b) The size or fair market value of such a parcel is not to be considered as the basic criteria for determination of "uneconomic". Rather, if such parcel would have little or no utility or value to the owner, the parcel is to be considered an "uneconomic" remnant.
- (c) Where there are two or more parcels remaining as a result of the partial acquisition, each parcel is to be considered on its own merits for the determination of "Uneconomic". Consequently, if one of the remaining parcels is considered to be "economic" to the owner in the after condition, the Grantee will not be required to offer to acquire such parcel. If the "economic" parcel is acquired, Federal participation will not be permitted under the existing grant agreement.

LTD BOARD MEETING  
09/16/87 Page 72

- CONFIDENTIAL -

FOR BOARD MEMBERS ONLY



page 2

Mr. Pangborn

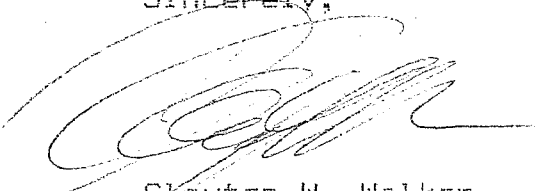
August 20, 1987

On the face of it, this definition appears to include the remaining Moyer land as an "uneconomic remnant". The property may qualify since Moyer has operated the entire piece as a theater and because of the taking he could contend the balance would have little or no value or utility to him since it was not large enough to continue the theater use. In addition to its lack of utility by virtue his not being interested in industrial land development, there may be additional evidence that the property has questionable utility due to a possible lack of city sewer to the site. I am attaching a letter from the City Engineer that addresses the problem of sewer.

As I understand the regulations Lane Transit District would be required to purchase the land if in fact the property is an uneconomic remnant for the Seller.

If you have any questions regarding this matter, or if you would like to comment please don't hesitate to give me a call. I would appreciate some time to discuss this matter with you when you have reviewed it since it would have tremendous bearing on our negotiations with Moyer.

Sincerely,



Clayton W. Walker  
Real Estate Consultant,  
Lane Transit District

cc: Richard Bryson



## BRYSON &amp; BRYSON

ATTORNEYS AT LAW

1565 OAK STREET

EUGENE, OREGON 97401

TELEPHONE (503) 687 1333

August 25, 1987

Mr. Mark Pangborn  
Mr. Stefano Viggiano  
Lane Transit District  
Eugene, OR

Re: Lane Transit District v. Moyer

Gentlemen:

This letter replaces our letter to you dated August 21, 1987.

You have asked for our opinion on the subject of "uneconomic remnant" as it applies to the Moyer property.

By way of background, the Moyer property in Glenwood consists of 12.93 acres, of which the District has filed suit to take 8.28 acres, leaving a remnant of 4.65 acres. The appraisers gave substantial market value to the remnant. David Knox said that it is worth \$165,900 and David Lau said that the remainder is worth \$181,206.

This property has been used as a drive-in theatre. Both appraisers said that this is not the highest and best use, which they agreed would be industrial use. Mr. Moyer told both of the appraisers that current land value for industrial uses makes the drive-in theatre operation economically prohibitive. Mr. Lau confirmed Mr. Moyer's opinion with the comptroller of General American Theatres and Mr. Knox confirmed it with the local manager of Western Amusement Co.

This remainder has a frontage of 208.59 feet on 17th Avenue along its southerly border and 848.12 feet on Henderson Avenue which forms its easterly border.

Since the appraisals were completed, Mr. Moyer has brought up the point that after the District has taken part of his property, the remainder will not be served by a sewer line and it will likely be several years before a sewer line can be installed to serve his remnant. We are waiting to hear from the appraisers about the effect of this fact on their figure for damage to the remainder and value of the remnant.



Mr. Mark Pangborn  
Mr. Stefano Viggiano  
August 25, 1987  
Page 2.

The federal regulations require the District to offer to purchase an uneconomic remnant from Moyer if there is in fact an uneconomic remnant. We have always considered an uneconomic remnant to be a parcel of land remaining after the taking, which is so small or so badly shaped and located as to be of no practical use or value.

The 1978 Federal Regulations, Chapter 49, part 25, Code of Federal Regulations, in Chapter III, Section 25.253(a)(6), provided as follows:

"(6) If the acquisition of only part of a property would leave its owner with an uneconomic remnant, offer to acquire that remnant."

Thereafter, UMTA issued a circular interpreting regulations and advising state and local agencies how to comply with the regulations and policies of the Department of Transportation. In that circular, Chapter III Section 20 a.(9) the following provision appeared:

"(9) If the acquisition of only part of a property would leave the owner with an uneconomic remnant, the Grantee will offer to acquire that remnant regardless of its present or potential estimated fair market value or the fact that such parcel may have value to a potential purchaser.

"(a) An uneconomic remnant is a parcel of land remaining in fee ownership as a result of a partial acquisition of a property that has little or no utility or value to the owner.

"(b) The size or fair market value of such a parcel is not to be considered as the basic criteria for determination of 'uneconomic'. Rather, if such parcel would have little or no utility or value to the owner, the parcel is to be considered an 'uneconomic' remnant."





Mr. Mark Pangborn  
Mr. Stefano Viggiano  
August 25, 1987  
Page 3.

Under Subdivision (b) quoted above, land could be an uneconomic remainder even though it was readily marketable as an industrial tract for \$165,000 to \$181,000. In 1985 the government rewrote Part 25 of Chapter 49. In the introduction, the government said: " - - - the Department of Transportation hereby revises Part 25 of Title 49, Code of Federal Regulations, to read as follows:" and then the Department enacted a whole new Part 25.

The new federal regulations which are now in effect, in Section 25.102 (k), defines an uneconomic remnant as a remaining part of the property which the Agency (Lane Transit District in this case) determines has little or no utility or value to the owner.

In Moyer's case, he has been using the property for an outdoor drive-in theatre and it seems evident that after a partial taking of 8.28 acres by the District Moyer's remaining 4.65 acres having frontage on Henderson Avenue of 848 feet and a depth of 231 feet would not be suitable for a drive-in theatre. In this sense, it would not have "utility" to Moyer. If we no longer have to ignore market value, however, it would not be an uneconomic remnant as it would have substantial value to Moyer. We therefore conclude that the remnant does not have "utility" to Moyer but does have "value" to Moyer in the sense that it does have substantial market value and, by his own admission, it would be more economically beneficial to Moyer to sell the property than to continue using it for a drive-in theatre.

In this situation, if the District wants federal financial assistance, all that you can do is to ask the federal officials how they interpret and apply the new regulations to the facts of this case, particularly in view of the rather unique fact that Mr. Moyer has admitted that the property is not worth as much for its previous use as it would be for new industrial uses. If the UMTA officials tell you that they consider that Moyer is being left with an uneconomic remnant, you will have no choice but to purchase that remnant if you want federal financial assistance.

As far as Oregon law is concerned, we have not found in the Oregon cases any discussion of the concept of "uneconomic remnant" being based upon the loss of utility to the owner as distinguished from the loss of market value. The Oregon decisions would simply require the District to pay to Moyer the amount of damage to his remaining property, if any. So far, the appraisers have not found any damage to the remainder, but they may advise that there is some damage in view of the new information about the loss of sewer service.



Mr. Mark Pangborn  
Mr. Stefano Viggiano  
August 25, 1987  
Page 4.

Oregon law does not permit the District to acquire property on speculation for which it does not have need or will not have need within a reasonable time. It is our understanding and belief that the staff can justify the acquisition of the Moyer remnant on the basis that the District will need that property within a reasonable time. In any event, it is our opinion that the District would not be considered to have acquired the Moyer remnant as a speculation in real estate if it is obliged to acquire that remnant by the federal government as a condition to obtaining federal financial assistance.

Very truly yours,

BRYSON & BRYSON

By \_\_\_\_\_  
Richard Bryson

RB:cc

pc: Phyllis Loobey



LANE TRANSIT DISTRICT



By \_\_\_\_\_

APPRAISAL REVIEW

MOYER THEATRES PROPERTY  
17TH AND HENDERSON AVENUES  
EUGENE, OREGON

For

Lane Transit District  
P.O. Box 2710  
Eugene, Oregon 97402

By

Laurence A. Holt, M.A.I.  
1553 Oak Street  
Eugene, Oregon 97401

LTD BOARD MEETING  
09/16/87 Page 78  
- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY

Date of Valuation  
March 24, 1987



## APPRAISAL REVIEW

### SCOPE OF ASSIGNMENT

The Review Appraiser has been retained by Lane Transit District to provide a written Appraisal Review of two independent fee appraisals obtained by District in December, 1986. These appraisals address the Fair Market Value of the Moyer property, a former drive-in theatre operation located in an area of Eugene-Springfield identified as Glenwood.

The appraisals were prepared by David Lau, M.A.I. and David Knox, M.A.I., and though written on the Oregon Department of Transportation's standard appraisal form, are essentially in narrative form. As requested, the Reviewer has undertaken this assignment in accordance with UMTA Circular 4530.1 (3/21/78).

### ADEQUACY OF INFORMATION AND TECHNICAL DATA

Both Appraisers have adequately identified the property, its fee owner and the interest to be appraised. The ownership's location is well identified including supporting maps and a legal description. The parcel's surveyed land area is set forth and an appropriate breakdown is provided by each Appraiser to separate that portion of the ownership encumbered by a non-exclusive easement for an access road. The Appraisers were provided with a title report prior to undertaking the appraisal and the requirement for a 5 year sales history has properly addressed in both reports.

The Appraisers both certify that they were accompanied by the owner during an inspection of the property as required by Federal regulations.

### ANALYSIS OF HIGHEST AND BEST USE

Despite the fact that subject property has a long history of use as a drive-in theatre, both Appraisers agree that the Moyer property's best utility lies in development for alternate industrial use. Mr. Knox documents that conclusion to some extent, by citing other similar facilities which have recently closed for economic reasons. Both Appraisers report that the landowner agrees with their assessment of highest and best use as being other than for drive-in theatre use.

LTD BOARD MEETING  
09/16/87 Page 79  
- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY

- 1 -

Laurence A. Holt, M.A.I.





## COMPARABLE SALES

The Appraisers have relied essentially on the same sales data and these properties have been field inspected by the Reviewer. These sale properties are, out of necessity, quite remote for the most part, and differ significantly in size and value. The Reviewer is aware of the paucity of recent comparable data for use in estimating the current value of sizable industrial parcels in the Eugene-Springfield area, and considers the market information contained in the appraisal as probative as is available, despite the need for uncomfortably broad adjustments.

Of particular concern was the Appraisers' conclusion that size adjustments were not warranted despite the fact that subject property is larger than any of the comparable sales cited. For this reason the Reviewer researched a recent sale of a large industrially zoned parcel adjoining Mr. Lau's Sale 7. Analysis of this June, 1986 transaction involving approximately 15 acres of buildable I-2 zoned land supports the contention that a size adjustment is not in order.

Of the two appraisals, Mr. Lau's adjustments appear better explained and somewhat more refined, and his land value is accepted as being most representative of market value.

## IMPROVEMENTS

Both Appraisers have concluded that the structure contributes no value to the property for alternate use, nor do they consider that the very extensive gravel surfacing on the site would have any contributory value to a prospective purchaser. Both state that knowledgeable parties were consulted on the matter and indicated that cost to level the terraced gravel would exceed the cost to resurface it new. Inspection of the property discloses that this terracing is not particularly severe, and the Reviewer believes that it could reasonably be argued that this gravel surfacing would have some value to at least some industrial users. It is recommended that the Appraisers further explain and document this contention. It is noted that Mr. Knox's Sale A makes reference to the fact that the purchaser of that property "gave credence to the existing surfacing on the land".

LTD BOARD MEETING

09/16/87 Page 80

- CONFIDENTIAL -

FOR BOARD MEMBERS ONLY

- 2 -

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Laurence A. Holt, M.A.I.



The Lau appraisal reports that there is 2,057.5 lineal feet of 6 foot high fence and 68 feet of gates. This fence has a top rail and 3 strands of barbed wire on top. His appraisal states that "while this chain link fencing contributes to the existing drive-in theater use, it has little or no contributory value to the property for use in conversion to other likely industrial uses".

Mr. Knox on the other hand, reports that there is 1897.49 feet of perimeter fencing around the site and concludes that it contributes its depreciated cost to the market value of the property. In evaluating the question of the fence's contributory value, the Reviewer examined a number of sizable industrial sites in the immediate area and elsewhere which are cyclone fenced in the same manner as subject property. Examples in close proximity include the Jensen Drilling Co. and Stretch and Sew sites near the intersection of 19th and Henderson, and the Harvey-Price, United Parcel, and PW Pipe complexes along Nugget Way. There are a large number of similar examples of fenced industrial sites throughout the Eugene-Springfield area and it is concluded from this that Mr. Lau's position re fence value cannot be sustained.

Mr. Knox's allowance for fencing is based on a quote for its new cost obtained from a local firm, to which he applied depreciation equal to 50% of cost. Depreciation in this amount appears reasonable.

Mr. Knox also appropriately allows \$4,194 as the property owner's interest in the value of the asphalt paving on the 30 feet easement along the north property line.

#### COSTS OF DEMOLITION

Both Appraisers conclude that the 3 drive-in screens are incompatible with the Moyer property's highest and best use. Thus it is reasoned that its value is impaired by the cost of removal of these screens to clear it for alternate use. This cost has been informally estimated by Staton Construction Co. at \$13,500, an amount adopted by both Appraisers. This estimate is also accepted by the Reviewer. However, it is recommended that this estimate be refined and reduced to writing in the event of litigation.

LTD BOARD MEETING  
09/16/87 Page 81  
- CONFIDENTIAL -  
FOR BOARD MEMBERS ONLY



Apparently subsequent to obtaining the 2 fee appraisals by LTD it was determined that additional costs would be incurred in removing the asbestos face of one of the screen installations. This cost has been established at \$9,600 and is an appropriate deduction from the value of the property for alternate use.

The previous Appraisal Review undertaken by the Oregon Department of Transportation made an allowance of \$48,500 as the salvage value of equipment. This amount was presumably established from an authoritative source and is incorporated in this Reviewer's estimate of just compensation.

### REVIEWER'S ESTIMATE OF JUST COMPENSATION

Based on an independent review of the Lau and Knox appraisals, personal inspection of the subject property, the comparables sales contained in said appraisals, and the exercise of professional judgment as reflected in this submission, the Reviewer's estimate of just compensation is allocated as follows:

Land:		
12.9292 acres:		\$512,735
Improvements:		
Cyclone fencing, 1,897 ft:		5,217
Asphalt paving, easement:		4,194
Equipment at salvage value:		48,500
Total:		<u>\$570,646</u>
Less cost to remove screens, including asbestos face:		< 23,100 >
Estimate of Just Compensation:		<u>\$547,546</u>
	Say,	\$547,500

In connection with this Appraisal Review I hereby certify that I have no direct or indirect present or contemplated future personal interest in the Moyer property identified herein and outlined on the accompanying sketch. Further, I will in no way monetarily benefit from its acquisition.

I also wish to certify that the estimate of just compensation has been reached independently, without collaboration or direction, and is based on appraisals and other data.

Signed:

Laurence A. Holt  
Laurence A. Holt, M.A.I.

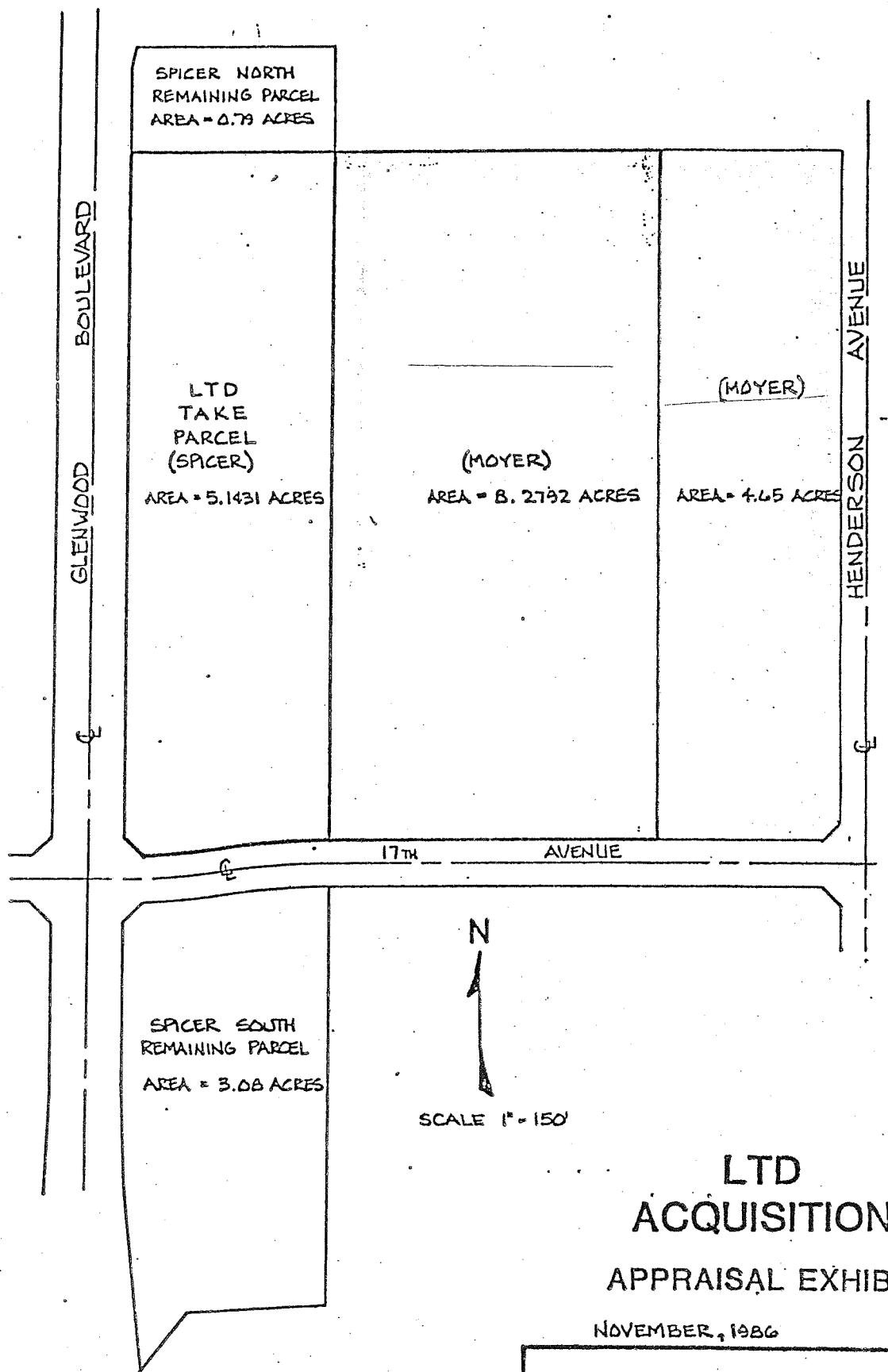
Dated:

March 24, 1987

LTD BOARD MEETING  
09/16/87 Page 82

- CONFIDENTIAL -  
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LTD  
ACQUISITION  
APPRAISAL EXHIBIT

NOVEMBER, 1986

PROPERTY PLAT

LTD BOARD MEETING  
09/16/87 Page 83

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**RE** ROGERS ENGINEERING GROUP  
78-A CENTENNIAL LOOP  
EUGENE, OREGON 97401  
(503) 484-0227





QUALIFICATIONS OF LAURENCE A. HOLT, M.A.I.

Completed major in Economics at University of Montana.

Served 6 years as Appraiser and Negotiator and 4 years as District Right of Way Supervisor charged with implementing the State Transportation Division's land acquisition program throughout southwest Oregon.

Served 4 years as the Oregon State Highway Commission's administrative Right of Way Agent, which position entailed field supervision of 65 Right of Way Agents and encompassed operational direction of Land Economics, Property Management, Appraisal, Appraisal Review, Relocation, Forestry and Office sections. Authored Highway Division's Right of Way Manual.

Appraisal practice has involved all types of real property, including residential, industrial, commercial, agricultural, special purpose, recreational, partial interests and eminent domain. Appraisal work has been conducted throughout Oregon as well as Washington, Idaho, and California. Qualified as an expert valuation witness in the Circuit Courts of Coos, Curry, Douglas, Lane, Linn, Marion, and Willamette Counties.

Seminars attended in 1986:

Income Approach to R/W Valuation (IRWA)  
Highest and Best Use (AIREA)  
Cash Equivalency (AIREA)  
R4lb (AIREA)  
Conservation and Preservation Easements (AIREA)  
Money Market Impact on Real Estate (AIREA)  
Computer Assisted Sales Comparisons (AIREA)  
Evaluation Residential Construction (AIREA)  
Fundamentals of Appraisal Review (AIREA)

OFFICES, MEMBERSHIPS, AND PROFESSIONAL DESIGNATIONS

Member of Eugene Board of Realtors  
Past President of the Oregon Chapter of the International Right of Way Association, and past member of its International Professional Development Committee  
Past President of Eugene Chapter of Society of Real Estate Appraisers

Professional designations include:

Member of American Institute of Real Estate Appraisers (M.A.I.)  
Senior Member, International Right of Way Association (S.R.W.A.)



REPRESENTATIVE CLIENTELE

Federal Agencies

Bureau of Land Management  
Bonneville Power Administration  
Dept. of Health, Education & Welfare  
Federal Aviation Administration

General Services Administration  
Internal Revenue Service  
U.S. Postal Service  
U.S. Forest Service

State, Counties and Cities

State Dept. of Transportation  
State Board of Aeronautics  
Lane County  
Marion County  
Douglas County  
Eugene Parks & Recreation  
Eugene Renewal Agency  
Eugene Dept. of Public Works  
Eugene Water & Electric Board  
Springfield Dept. of Public Works  
Springfield Utility Board

Lane Transit District  
City of Albany  
City of Corvallis  
Lincoln City  
City of Medford  
City of North Bend  
City of Oakridge  
City of Roseburg  
City of Talent  
City of Sutherlin  
City of Veneta

Financial, Educational and Medical

Douglas National Bank  
Citizens Valley Bank  
Lumber Community Bank  
1st Interstate Bank  
U.S. National Bank  
Corvallis 1st Federal Savings & Loan  
Umpqua Savings & Loan  
Sherwood & Roberts

U.S. Employees' Credit Union  
University of Oregon  
Lane Community College  
Douglas Community Hospital  
Mercy Hospital  
Valley West Retirement Center  
Umpqua Medical Center

Companies and Corporations

American Can Company  
Caterpillar Tractor  
Champion International  
Cheff Francisco  
Chevron U.S.A., Inc.  
Clear Fir Products  
Cummins Diesel  
Duco-Lam  
Dupont  
Ideal Basic Industries  
International Paper  
I-5 Freight Corp.  
Lennox Corp.  
Maks Timber Products  
Mazama Timber Co.  
Michigan Knife Co.  
Mobil Oil Corp.  
Nichols Industries  
Northwest Natural Gas  
Pacific Northwest Bell

Pacific Power & Light  
Phillips Petroleum  
Real Estate Research Corp.  
R.A. Chambers & Associates  
Rosboro Lumber Company  
Ross Equipment  
Safeco  
Sawyer Machine Works  
Schlitz Brewing Co.  
Sims Electric  
Standard Oil Co.  
Tangent Industrial Park  
Time Oil Co.  
Transamerica  
Transwestern Investors  
Weyerhaeuser Co.  
Wildlife Safari  
Willamette Beverage

