

MINUTES OF BOUNDARY COMMITTEE MEETING  
LANE TRANSIT DISTRICT BOARD OF DIRECTORS

September 23, 1998

Pursuant to notice given to *The Register-Guard* for publication on September 22, 1998, and distributed to persons on the mailing list of the District, a meeting of the Lane Transit District Board of Directors Boundary Committee was held at 12:00 p.m. on Wednesday, September 23, 1998, in the District's conference room at 3500 E. 17th Avenue, Eugene.

Present:

Pat Hocken, Chair  
Dave Kleger  
Hillary Wylie  
Phyllis Loobey, General Manager  
Mark Pangborn, Assistant General Manager  
Andy Vobora, Service Planning & Marketing Manager  
Jo Sullivan, Recording Secretary

**CALL TO ORDER:** The meeting was called to order at 12:08 p.m. by Committee Chair Pat Hocken.

**REVIEW LTD'S SERVICE BOUNDARY AND DEVELOP A RECOMMENDATION FOR ACTION BY THE FULL BOARD:** Ms. Loobey reviewed concerns raised at the September 16 Board meeting: (1) The current boundary does not appear logical or consistent; (2) There are indications from self-employed persons that they will contest the boundaries; and (3) If Cottage Grove and Creswell join the District, their boundaries will appear different from current boundaries, which may raise questions. She explained that the Oregon Secretary of State's office determines the Board subdistrict boundaries, and the LTD Board determines the external boundary. There had not been consistent application when changes were made to the external boundary over the years. Past boundary changes had involved pages of legal descriptions of the boundary locations. Now maps could be drawn showing tax lots, addresses, etc., so it was possible to look at a map to determine if a specific address is inside or outside the boundary.

In discussing the possible Cottage Grove/Creswell boundary area, the freeway had been discussed as a boundary, or travel line between the cities, because while the bus is traveling on the freeway, it does not stop for riders. Discussions with the cities had included using only the urban growth boundaries (UGBs) of the two cities.

LTD has the legal authority to tax up to 2.5 miles from a route, but can include an entire census tract if a route crosses one.

Mr. Vobora handed out a list of businesses that would be excluded from the District if the new boundaries were set at 2.5 miles, and a list of those that would be included for the first time because of some corrections that would extend the boundary

in a couple of areas. There was some discussion about the implications of these actions, including loss of revenue and possible political backlash.

Ms. Hocken was concerned about how often the Board might want to change the ordinance when service changes, to keep the 2.5-mile area consistent. I thought the Board would not want to do that more than every five years, and would not want to be changing the ordinance every time service changed.

Mr. Pangborn said that another option would be to keep the current boundary.

Ms. Wylie asked what would happen if the District used census tracts consistently throughout the District. Ms. Loobey replied that this would involve huge sweeps of property. LTD even could include the entire county boundary, because the District did not have to serve where it taxed. However, the Board's policy since 1970 had been that LTD did not tax where it did not offer service. The 2.5-mile limit was seen as a reasonable distance in which people could get to and use the service.

Ms. Hocken at first thought the District should use the 2.5-mile boundary because it was consistent, treated everyone the same, and provided a sound reason for setting boundaries in a particular place. She thought the boundaries should be 2.5 miles from the stops in Cottage Grove and Creswell, as well, and not just to the urban growth boundaries. Mr. Vobora explained that the boundary followed the McKenzie River on the north side of the District, which was a little less than 2.5 miles from service. If the 2.5-mile limit were to be used, it would be on the other side of the river, where there was no service and where it was difficult to get to service because the river was a barrier.

There currently were no stops between Lane Community College and Creswell, but Mr. Kleger thought the District might eventually serve the population along the Highway 99 corridor (Saginaw, Goshen, etc.).

Mr. Vobora said that the understanding on the Cottage Grove City Council was that the boundaries under consideration would follow I-5 and encompass the urban growth boundaries.

Ms. Hocken thought that the cities should not expect to measure the return from the tax dollars exactly because bus service is a community service. She thought that even a 50 percent return might be okay. Mr. Vobora said that service also could be increased if it proved to be productive.

Ms. Wylie wondered what would happen if the boundaries were left as they were and any expansion followed a consistent rule. Ms. Hocken asked if the inconsistency in the South Eugene area could be corrected in combination with Cottage Grove service. Ms. Loobey thought it would be appropriate to adjust that South Eugene boundary anyway, because it was inside the service area.

Ms. Wylie asked if Mr. Vobora wanted to use the 2.5-mile boundary. He replied that he could see advantages either way. Leaving the current boundary alone would provide some flexibility in setting future boundaries. Going to a 2.5-mile limit would set

the tone for what the District would have to do in Cottage Grove and Creswell, which would make it a bigger issue for the business people there.

Ms. Hocken asked how much tax revenue would be collected from Cottage Grove and Creswell if a 2.5-mile boundary were used. Staff did not have that answer, but could have LCOG produce the information.

Ms. Loobey offered one caution to the committee. She said that two to three months ago, she had been saying that LTD needed to be consistent in how it applied the boundaries. The idea of using the urban growth boundaries came from LTD in response to the accusation that LTD would be taking extra money out of the community, and it would cause her some concern to change that direction just before the vote in Cottage Grove.

Ms. Hocken asked if the Board had made a commitment to use urban growth boundaries to the Cottage Grove representatives who had attended a Board meeting. Mr. Vobora said he thought it was a staff suggestion after looking at the payroll tax revenues that would be generated. The suggestion was left as a possibility, not a commitment, because ultimately this is the Board's decision. People liked the idea, so he thought that might be what they were expecting to happen.

Ms. Wylie said she would argue that anyone between Creswell and Cottage Grove could use the service because of the Park & Ride locations. However, Mr. Kleger thought this service was of a different nature than LTD's other service, because there are frequent stops along non-freeway roads.

Ms. Hocken thought that the committee needed to know the dollar impact to see how out of line the service and revenues would be. Otherwise, she would still argue for the 2.5-mile limit.

There was some discussion about the payroll tax revenue estimates, which seemed very high for the amount of employment actually in the area. Additionally, the Cottage Grove Hospital and Saginaw mill were not longer operating. The area would need a payroll of \$83 million to result in \$500,000 in payroll tax revenues. The hospital had been the single largest employer, with a payroll of \$2 million.