

SPECIAL MEETING

RE: DOWNTOWN TRANSIT STATION

October 13, 1986

Public notice was given to *The Register-Guard* for publication on October 8, 1986.

**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING**

October 13, 1986

7:30 p.m.

McNutt Room
Eugene City Hall

A G E N D A

- I. CALL TO ORDER
- II. ROLL CALL
Smith____ Brandt____ Calvert____ Eberly____
Nichols____ Parducci____ Pusateri____
- III. INTRODUCTORY REMARKS BY BOARD PRESIDENT
- IV. AUDIENCE PARTICIPATION
- V. PERMANENT DOWNTOWN TRANSIT STATION
 - A. Presentation by City of Eugene Staff on Urban Renewal Plan
 - B. Adopt Criteria
 - C. Evaluate Potential Sites
- VI. ADJOURNMENT

bdagspec.jhs



Lane Transit District

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

October 13, 1986

MEMORANDUM

TO: Board of Directors
FROM: Phyllis Loobey, General Manager
RE: Recommended Criteria for Siting of a Downtown Transit Station to be Included in the Urban Renewal Plan Report

The criteria proposed below are based upon the policy statement adopted by the Board at the September meeting. That statement is:

A permanent off-street Lane Transit District station which includes the following characteristics or design elements shall be developed. It is to be located near the employment and retail centers in downtown Eugene; must function conveniently for transferring patrons; must be efficient and safe to operate; must be capable of being constructed at a cost appropriate to its long-term benefits to the community; and it must be consistent with the long-term growth and development of the downtown area. The station is to be jointly financed by the City of Eugene and the Lane Transit District.

For each major siting consideration in the policy statement, a general objective is stated below, followed by one or more specific criteria that are to be met. It is intended that these criteria would be included in the updated Urban Renewal Plan.

1. The station is to be located near the employment and retail centers in downtown Eugene.

The station is to be located as close to the corner of 8th and Oak as possible. In any event, the station is to be located within the area bounded by Charnelton, 11th, High, and 7th.

2. The station must function conveniently for transferring patrons.

The station is to be a single, unified facility.

The station is to be as compact as possible, with a maximum distance of two blocks between buses.

Patrons should not have to cross more than one street in order to complete a transfer.

3. The station must be efficient and safe to operate.

Excessive out of direction bus travel in the downtown area in order to access or leave the station is to be avoided. The station is to have direct access from the west, south, and from the Ferry Street Bridge.

The station is to be located primarily off-street in order to minimize bus/car and pedestrian/vehicle conflict.

The station is to be located and designed in such a way that bus riders perceive it to be a safe area in which to wait for or transfer between buses. The design of the station must be such that the District can control loitering.

4. The station is to have sufficient capacity for buses and passenger waiting and boarding areas.

The station is to have capacity to park a minimum of 22 buses. For a completely off-street station, this would require at least one-half of a city block.

There is to be at least as much passenger boarding area and waiting space as exists at the current station. A minimum five-foot clear aisle along bus parking and an additional ten-foot pedestrian travel lane are to be provided.

5. The Customer Service Center is to be conveniently located near the station.

The Customer Service Center should have visual access to a majority of the buses and be located within one block of the center of the station.

6. The station is to be consistent and compatible with current and future development.

The station is to be compatible with existing adjacent land uses.

The station is to be buffered from possible negative impacts of future development.

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Criteria for Downtown Station Site
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The station is to be located to provide convenient patron access to future major developments.

7. The station is to be cost-effective.

The construction cost of the station is not to exceed \$100,000 for each year of programmed life. Thus, for example, a \$500,000 station should be programmed to last at least five years.

Staff Recommendation

That the Board approve the criteria provided in this memorandum for the siting of a downtown station and that the criteria be recommended to the City of Eugene for inclusion in the updated Urban Renewal Plan.

Phyllis Loobey, j
Phyllis Loobey
General Manager

PPL/sv:js



October 13, 1986

MEMORANDUM

TO: Board of Directors
FROM: Phyllis Loobey, General Manager
RE: Downtown Station Site Selection

The Board-adopted criteria for siting of a downtown transit station can be used to evaluate and rank potential sites. The following staff evaluation of potential transit station sites assumes that the recommended criteria as shown in the previous memorandum are adopted. Should the Board make changes to the criteria, then the staff's evaluation may change accordingly.

Weighting of Criteria

The Board may wish to consider weighting some of the criteria more heavily than others to reflect relative importance. Staff believe that the two most important criteria for the station are its location within downtown and how well it works for transfers (compactness). These two criteria address the major functions of the station: the station is a major trip terminus for riders and it is the major transfer point.

Staff also believe that two other criteria, cost and compatibility with existing and future development, are also important and should be weighted more heavily than the remaining three criteria.

It should be noted that the weighting of the criteria as proposed by staff assumes that each site must meet the minimum criteria in order to be considered. This means that some critical factors, such as station capacity, are not proposed to be weighted, since the critical element in that factor is that it meet a minimum standard.

Staff's recommendation for the weighting of the criteria is summarized below:

<u>Criteria</u>	<u>Weight</u>
Location	3x
Compactness	3x
Safety	
Capacity	
CSC Location	
Devel. Compatibility	2x
Cost	2x

Evaluation of Sites

Seven sites for a potential downtown transit station are evaluated. The seven sites are the following:

1. Current Station
- *2. 10th and Olive On/Off Street
- *3. 10th and Olive Off Street (east of Olive)
4. Butterfly lot
5. Citizens lot (east of Pearl between 10th and Broadway)
6. Greyhound lot (east of High between 10th and Broadway)
- *7. 8th and Willamette lot

* These sites are located on Urban Renewal land.

Staff from the District and the City of Eugene originally developed a list of 14 potential transit station sites. This list was pared to four final sites which were evaluated in depth by Don Miles. The first four sites listed above are the final sites from the Miles report. The three additional sites have been frequently mentioned recently as potential station locations.

It should be noted that the 8th and Willamette site has been eliminated from consideration by the Eugene Development Department staff, since it is considered the prime vacant development space available in downtown. The site is included in this analysis for comparison to other potential sites. The 8th and Willamette location has been considered the most attractive location for a downtown transit station.

The tables on the following two pages indicate staff's evaluation of the six sites. Table 1 indicates the staff ratings of the seven sites with the criteria weighted as proposed by staff. Table 2 shows the ranking if the criteria are not weighted. With or without weighting, the Butterfly lot and the 8th and Willamette lot are rated by staff as the top sites.

Board of Directors
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Since the 8th and Willamette lot is not available, the Butterfly lot emerges as the staff's strong preference as the site for a permanent downtown transit station.

As the Board is aware, the availability of the Butterfly lot is also not certain. Should the Butterfly lot not be available, there seems to be no clear-cut second choice. Staff do not feel comfortable recommending a second choice at this time. The evaluation system used in this analysis is not precise enough to distinguish between sites that are rated so closely. Instead, staff would recommend that further analysis be conducted to select a site, should the Butterfly lot be deemed unavailable.

At the Board meeting, staff will discuss the evaluation of the sites in more detail. The Board is also encouraged to complete an evaluation of the sites; a blank form is provided.

Staff Recommendation

That the Board approve the Butterfly lot as the preferred site for a downtown transit station and direct staff to work with legal counsel and Lane County staff to determine its availability.

Phyllis Loobey, js
Phyllis Loobey
General Manager

PL:SMV:js

attachments

TABLE 1

CENTRAL TRANSIT STATION

Site Selection

Please rank the finalist sites with a score of 1 through 5 for each evaluation criterion, depending on how well the site met that criterion. A score of 5 means that the site best met the criterion, while a score of 1 means that the criterion was generally not met by that site.

	Current Station	10th & Olive On/Off St.	10th & Olive Off Street	Butterfly Lot	Citizens Bldg Lot	Greyhound Lot	8th & Willamette
LOCATION (X3)	3	3	3	15	6	3	12
COMPACTNESS (X3)	3	9	15	15	12	15	15
EFFIC./SAFETY	1	3	4	5	4	3	4
CAPACITY	4	3	3	4	3	4	4
CSC LOC.	3	1	5	3	3	3	4
DEVEL.COMPAT.(X2)	2	2	4	8	6	8	8
COST (X2)	10	6	2	2	2	2	2
TOTAL SCORE	26	27	36	52	36	38	49

TABLE 2

CENTRAL TRANSIT STATION

Site Selection

Please rank the finalist sites with a score of 1 through 5 for each evaluation criterion, depending on how well the site met that criterion. A score of 5 means that the site best met the criterion, while a score of 1 means that the criterion was generally not met by that site.

	Current Station	10th & Olive On/Off St.	10th & Olive Off Street	Butterfly Lot	Citizens Bldg Lot	Greyhound Lot	8th & Willamette
LOCATION	1	1	1	5	2	1	4
COMPACTNESS	1	3	5	5	4	5	5
EFFIC./SAFETY	1	3	4	5	4	3	4
CAPACITY	4	3	3	4	3	4	4
CSC LOC.	3	1	5	3	3	3	4
DEVEL. COMPAT.	1	1	2	4	3	4	4
COST	5	3	1	1	1	1	1
TOTAL SCORE	16	15	21	27	20	21	26

CENTRAL TRANSIT STATION

Site Selection

Please rank the finalist sites with a score of 1 through 5 for each evaluation criterion, depending on how well the site met that criterion. A score of 5 means that the site best met the criterion, while a score of 1 means that the criterion was generally not met by that site.

	Current Station	10th & Olive On/Off St.	10th & Olive Off Street	Butterfly Lot	Citizens Bldg Lot	Greyhound Lot	8th & Willamette
LOCATION							
COMPACTNESS							
EFFIC./SAFETY							
CAPACITY							
CSC LOC.							
DEVEL.COMPAT.							
COST							
TOTAL SCORE							

REGULAR MEETING

October 15, 1986

Public notice was given to *The Register-Guard* for publication on October 9, 1986.

**LANE TRANSIT DISTRICT
REGULAR BOARD MEETING**

October 15, 1986

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_____ Nichols_____
 - Parducci_____ Pusateri_____ Smith_____
- III. INTRODUCTORY REMARKS BY BOARD PRESIDENT
- IV. EMPLOYEE OF THE MONTH
- V. AUDIENCE PARTICIPATION
- VI. ITEMS FOR ACTION AT THIS MEETING
 - A. Approval of Minutes
 - B. Continuation of Discussion on Permanent Downtown Eugene Transit Station
 - C. Policy on Privatization
- VII. ITEMS FOR INFORMATION AT THIS MEETING
 - A. Current Activities
 - 1. Facility Project Update
 - 2. Special Services Report

- B. Monthly Financial Reporting
- C. Quarterly Reporting

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. Section 9 Grant Application
- B. Mid-year Budget Committee Meeting

IX. ADJOURNMENT

AGENDA NOTES

Page No.

IV. EMPLOYEE OF THE MONTH

The October Employee of the Month, Don Hall, will be present at the meeting to receive his award and be introduced to the Board.

VI. ITEMS FOR ACTION AT THIS MEETING

- A. Approval of Minutes: The minutes of the September 17, 1986 regular meeting are included in the agenda packet for Board review and approval. The minutes of the September 23, 1986 joint meeting with the Eugene Downtown Commission will be available for Board review and approval at the November meeting. 06

- B. Continuation of Discussion on Permanent Downtown Eugene Transit Station:

Issue Presented: If the Board is unable to complete the discussion of the criteria and siting for a permanent downtown Eugene transit station at the October 13 meeting, time will be allotted to continue the discussion on October 15. Board members are asked to bring their agenda materials from the 13th with them on October 15.

- C. Policy on Privatization: 14

Background: The Urban Mass Transportation Administration (UMTA) has directed LTD to adopt a policy regarding privatization, or the subcontracting of services to private transportation providers. Staff have developed a draft policy, which is included in the agenda packet for Board review. A memo in the packet explains the draft policy in more detail, and staff will answer any questions the Board may have at the October 15 meeting.

Staff Recommendation: That the Board adopt the proposed policy on privatization.

Results of Recommended Action: Staff will contact private providers regarding their interest in participating on an advisory committee. A meeting of the advisory committee will be called as soon as possible in order to gather input regarding the District's federal grant application for federal fiscal year 1987.

VII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. **Update on New Maintenance Facility:** Included in the agenda packet is an update on the design process for the new Maintenance and Administrative facility. 19
2. **Special Services Report:** As a result of Board discussion about special services requested by persons and agencies in the community, a list of requests received (approved and denied) is being included in the agenda packet each month. 20

B. Monthly Financial Reporting: The financial statements for August, 1986 are included in the agenda packet. The September financial statements will be included in the agenda packet for the November 19 meeting.

1. Comparison of Budgeted and Actual Revenues and Expenditures:
 - a. General fund 21
 - b. Capital Projects Fund 22
 - c. Risk Management Fund 23
2. Comparison of Year-to-Date Actual Revenues and expenditures to Budgeted (General Fund) 24

C. Quarterly Reporting:

1. Ridership: The quarterly ridership report will be included in the November 19 agenda packet.
2. Investment Report: This report will also be delayed until the November 19 Board meeting.
3. Operations Summary 25

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. **Section 9 Grant Application:** The District's grant application for Section 9 federal funds will be on the agenda for the November 19 Board meeting.

- B. Mid-year Budget Committee Meeting: As directed by the Budget Committee last spring, staff will arrange a mid-year Budget Committee meeting in late November or early December to review revenues and expenditures. Staff will be contacting the Board and Budget Committee members to arrange a date for this meeting.

IX. ADJOURNMENT

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, September 17, 1986

Pursuant to notice given to *The Register-Guard* for publication on September 11, 1986, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, September 17, 1986 at 7:30 p.m. at the Eugene City Hall.

Present: Peter Brandt, Treasurer
Janet Calvert, President, presiding
Janice Eberly, Vice President
Gus Pusateri, Secretary
Rich Smith
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Joyce Nichols
Larry Parducci

CALL TO ORDER: After calling the meeting to order at 7:30 p.m., Ms. Calvert stated that she would like to again welcome Dean Runyan and Keith Parks, who had been nominated by Governor Atiyeh to replace Joyce Nichols and Larry Parducci on the Board, but had not yet been confirmed by the Senate. Dr. Smith was not yet present at the meeting.

AUDIENCE PARTICIPATION: Ms. Calvert asked for participation from the audience on issues of a general nature. There was none.

EMPLOYEE OF THE MONTH: Ms. Calvert first introduced the August Employee of the Month, Gene Anderson, who had been on vacation at the time of the August Board meeting. She congratulated Mr. Anderson, and stated that he had been with LTD for 10 years, first as a driver and most recently as a System Supervisor. Mr. Anderson thanked the Board, and added that it was a pleasure to be there that evening with the September Employee of the Month, Jerry Sluyk. Mr. Anderson said that Mr. Sluyk is a person who gives 110 percent, and then will give more if asked, and that it had been a pleasure to work with Mr. Sluyk, who is a bus operator.

Ms. Calvert added that Mr. Sluyk had been with the District for 13 years this month. He was born in the Netherlands, and drove buses in New Zealand, on the other side of the road, before coming to the United States. He has excellent attendance and safety records. She presented Mr. Sluyk's certificate and check to him. Mr. Sluyk said he wanted to thank the Board and the person who nominated him for the honor, and said that working for LTD has been a pleasure for him.

APPROVAL OF MINUTES: Mr. Brandt moved that the minutes of the July 9, 1986 special meeting, the July 16, 1986 regular meeting, and the August 13, 1986 adjourned work session be approved as distributed. After seconding by Ms. Eberly, the motion carried unanimously.

MCKENZIE BRIDGE REQUEST FOR SATURDAY SERVICE: Stefano Viggiano, Planning Administrator, introduced this discussion by stating that the District had received a request for Saturday service from patrons of the McKenzie Bridge route. A copy of the petition, which requested one trip on Saturday mornings and one in the evenings, was included in the agenda packet for that evening. A copy of staff's initial response to Effie Hahn, the petition organizer, was also in the packet.

Mr. Viggiano explained that the District currently operates four trips per weekday on the McKenzie Bridge route, but there is no service on Saturday or Sunday. The service would cost approximately \$150 per Saturday to operate, or about \$7,800 per year. Staff received the petition late in June, after Saturday service to Veneta had been implemented. Mr. Viggiano further explained that Veneta is the first nonurban route to have Saturday service since 1980. It had been approved because (1) weekday Veneta routes carry 16 to 18 people per service hour (more than any other nonurban route); and (2) patrons had made a concerted effort to have the service added. Saturday service was implemented on a trial basis and has to meet certain productivity standards. Veneta's Saturday service has to carry 22 riders per Saturday in two trips in order to continue beyond summer, and then 45 riders per Saturday in order to continue through spring and become permanent. At that time, the service was carrying an average of 36 riders per Saturday.

Mr. Viggiano stated that staff would like to wait and see how the Veneta route does before any other weekend service is implemented on nonurban routes. Staff believed that Veneta had the best chance to succeed in terms of ridership, and expect to be able to evaluate the service in late winter or early spring. Therefore, staff's recommendation was to not offer the McKenzie Bridge service at this time, but to reconsider the possibility in late winter or early spring, for possible implementation in the summer of 1987.

Audience Participation Regarding Service Request: The first speaker was Eleanor Gasper, of 50670 McKenzie Highway, Finn Rock. She first complimented LTD for the fine service which was already in place. She said the employees are excellent, and the drivers are very special people, with excellent attitudes and driving abilities. She said she had ridden in big cities and appreciated the drivers and service here. Ms. Gasper stated that she is handicapped and cannot drive a car. She rides the bus to Eugene three times a week, and would ride on Saturdays if given the opportunity. However, she said, she did recognize the District's position.

Effie Hahn, of 56311 McKenzie Highway, said she had been pushing for Saturday service, really wants it, and would use it. She said she has a

daughter with Down's Syndrome who rides the bus to work every day, and Ms. Hahn does not have to worry about her.

Judy Snyder, of 89908 Johnson Creek Road, Leaburg, said she has been very pleased with the service that is available now on the McKenzie Bridge route, since the increase last year, and often rides the afternoon run to go into town to meet her husband. Her son goes to Thurston High School, and rode the bus home every day from the daily doubles football practice this fall. She said she has three teenagers who would come into Eugene on the weekends if they could. There are also a lot of teenagers in the area who would like to go into town on Saturday and do positive things, she said, and the parents who now drive them back and forth would appreciate the service, even if an afternoon or early evening run took them into town for a movie and the parents only had to make one trip to pick them up at night. Ms. Snyder stated that she could understand the District's view from a monetary standpoint, because the patrons couldn't guarantee the number of people who would ride. However, she said, they would certainly give it their best try. She asked the Board to keep the McKenzie Bridge patrons in mind after reviewing the Veneta service.

Ms. Hahn added that there used to be Saturday service on the McKenzie Bridge route and people did not ride, but there are more teenagers in the area now. Ms. Gasper stated that fares were higher then, and some people couldn't afford to ride as much as they would have liked. However, Ms. Snyder said she would even pay more; she would not mind paying \$1.00 for her son to ride into town to go to a movie, etc.

Board Discussion: Dr. Smith stated that he was in favor of adding the Saturday service. He thought the residents made a valid point and that there had been enough of a population increase in the area that it could become a worthwhile service for the Board to consider. However, he said he also agreed that the Board should wait to see how the Saturday service to Veneta goes, but said he would hate to make Veneta the proving ground for how service could work in McKenzie Bridge. He said he has always felt that Saturday service up the river would be valuable, and he would hate to pin the potential ridership for the McKenzie Bridge route totally on what happens in Veneta.

Ms. Eberly wondered if discussing the issue in the spring would allow enough leeway for planning routes, informational materials, etc. Ms. Loobey replied that it would allow time to plan the service in the run cut for summer service so that it would not be run off the extra board, in order to contain the costs of providing the service.

Mr. Brandt moved that the Board direct staff to delay a decision on McKenzie Bridge Saturday service until the spring, until the Saturday service to Veneta has been further studied. Mr. Pusateri seconded, and the motion carried by unanimous vote. Ms. Calvert thanked the McKenzie Bridge residents for attending the meeting.

COMPREHENSIVE ANNUAL FINANCIAL REPORT: David Gault, of Jones & Roth, was present to discuss the financial report prepared by independent auditors. He stated that it contains the auditors' opinion which says that the District's financial statements adequately represent what they are meant to represent. He commented that it would take very little modification for the report to meet the standards to receive the Government Financial Officers' Association certificate of achievement of excellence in financial reporting, which speaks well for the people who prepared the report.

For new Board members, Mr. Gault stated, reading the first four pages of the report would be helpful in understanding the District's finances. He added that the report confirms what the Board already knows: that the District has a competent accounting department, with a steady pattern of thoroughness and accuracy. Mr. Gault introduced Forrest Arnold, who had also worked on the audit and was present to answer any questions the Board might have. Ms. Calvert recognized Karen Rivenburg, Finance Administrator, for her work for the District.

Mr. Brandt moved that the Board accept the management letter and audit report for the fiscal year ending June 30, 1986, as presented. The motion was seconded and passed by unanimous vote.

Mr. Gault informed the Board that the audit firm has joined the division of firms and was going through a peer review process to make sure it is meeting the standards set by the division of firms. He mentioned that, he said, because the question had been raised at an earlier time by one of the Board members.

Mr. Pusateri commented that it is interesting to note that 11.3 percent of LTD's operating funds come from federal funds. Ms. Loobey stated that this has been consistent over the past five years.

ORDINANCE NO. 31, AN ORDINANCE IMPOSING AN EXCISE TAX ON EMPLOYERS, PROVIDING FOR ADMINISTRATION, ENFORCEMENT, AND COLLECTION OF THE TAX, TERMINATING THE APPLICATION OF ORDINANCE NO. 29, AND DECLARING AN EMERGENCY: When the FY 86-87 budget was adopted, the Board and Budget Committee had approved continuing the .005 payroll tax rate, but the most recent ordinance was written so that the rate would automatically increase to .006 as of April 1, 1986. However, the State does not change the rate unless notified by the District, so the .005 rate was still being charged. Ordinance No. 31 was placed on the agenda for that evening in order to bring the District's ordinance in conformance with Budget Committee and Board intent, and with the rate being used by the Oregon Department of Revenue. The automatic ending date has been removed from Ordinance No. 31.

Mr. Brandt moved that the Board read Ordinance No. 31 by title only. Ms. Eberly seconded, and the motion carried unanimously. Ms. Calvert then read the Ordinance's title: Ordinance No. 31, an ordinance imposing an excise tax on employers, providing for administration, enforcement, and

collection of the tax, terminating the application of Ordinance No. 29, and declaring an emergency. Ms. Loobey stated that extra copies of the ordinance were available for interested members of the public.

Ms. Eberly then moved that the Board unanimously adopt Ordinance No. 31 and declare an emergency. After seconding by Mr. Brandt, the motion carried by unanimous vote.

INCREASE IN CREDIT CARD LIMIT: Ms. Loobey explained that when two or more staff travel to a single location, the limit on the District's VISA card has proven to be too low. The card is used so that staff do not have to use their own funds and then be reimbursed for travel purposes, and it provides the District with a handy record of expenses which have been previously approved and budgeted.

Mr. Brandt moved that the Board adopt the resolution authorizing the General Manager to request an increase in the VISA credit card limit to \$1,500 for each of the District's three VISA credit cards. Mr. Pusateri seconded the motion, when then passed unanimously.

RESOLUTION REAFFIRMING DISTRICT'S BOUNDARIES: Ms. Loobey explained that this is a "housekeeping" measure, since Oregon Revised Statutes 267.207(3)(a) mandates that the Board of Directors of transit districts annually determine the territory in which the transit system will operate. No District territorial changes have been made for Fiscal Year 1986-87. Included in the agenda packet was a resolution reaffirming the territory within which LTD's system will operate for the current fiscal year.

Ms. Eberly moved that the Board adopt the resolution reaffirming that LTD will continue to operate service within the boundaries specified in LTD Ordinance No. 24. After seconding, the motion was passed by unanimous vote.

DISCUSSION/POLICY STATEMENT REGARDING EUGENE DOWNTOWN STATION: At its August 13 work session, the Board directed staff to develop a policy statement which reflected the Board's discussion regarding issues of importance to the District in the development of a permanent site for a transfer facility in downtown Eugene. Staff's recommendation for a policy statement was included in the agenda packet.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(f): Richard Bryson, District counsel, was present to discuss certain issues regarding the downtown station which could result in litigation. Ms. Eberly moved that the Board move into executive session pursuant to ORS 192.660(1)(f), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

RETURN TO REGULAR SESSION: After returning to regular session, Mr. Brandt moved that the Board adopt the policy statement regarding the downtown station on page 58 of the agenda packet. Mr. Pusateri seconded the motion.

Ms. Loobey introduced Elaine Stewart and Greg Byrne of the Eugene Downtown Development Department staff. Mr. Runyan asked if the last statement of the policy meant that an agreement about jointly funding the facility presently existed. Ms. Calvert replied that it was a statement which reflects the concerns of the Board regarding a commitment to help finance the station, and is a statement of objectives rather than a jointly agreed-upon policy at this time. Mr. Brandt stated that he thought the important issue is that people who are making the decisions regarding what will happen in downtown Eugene will make the monetary commitments, so they realize the seriousness of the issue and so LTD will not have to change locations soon after spending money on a new station. He thought also that the City owed LTD something as a result of the last event, with regard to LTD's downtown station, in whatever form it would take, such as property, streets, financial assistance, etc. Mr. Parks wondered about a joint agreement in which the City would agree to pay the bills if any changes were made. Ms. Loobey said the District is empowered to make joint legal agreements.

Ms. Calvert stated her concern that there is a real commitment that transit is part of downtown and that it is important for transit to be downtown. She said she was uneasy about two possible sites, the Butterfly Lot and 10th and Olive, and thought that another possible place would be at 8th and Willamette, and that area ought to be considered again.

Mr. Parks commented that, when LTD was first beginning, the City did want transit downtown, but the other side of the river, in the area of Valley River Center, was actually willing to deed property or take other steps to have the transfer center there.

Ms. Stewart said she could generally respond to Board questions now or put their issues on the agenda for the September 23 joint meeting with the Eugene Downtown Commission. The Board members agreed that they would like to have their concerns placed on the agenda for that meeting. Ms. Stewart stated that the City Council has been briefed and expressed concern that they be involved with any planning for a transit site and the funding of such a site. She added that there is a history of the City's participation in funding, and that both policy groups would want to be involved in any policy decisions.

Mr. Brandt called for the question, and the policy statement was adopted by unanimous vote.

Ms. Calvert thanked Ms. Stewart and Mr. Byrne for attending.

ITEMS FOR INFORMATION AT THIS MEETING:

Special Services Report: Board members asked about some of the charters offered at no charge within the last month. It was explained that drivers had been donating their time to drive the United Way charters. One charter had been donated to the Eugene/Springfield Chamber

Auction last spring, but had not been used until August. The University of Oregon International Services charter was for new foreign students who will be attending the UO.

Ridership and Revenue: Ms. Calvert commented that revenue from ridership is higher than the level estimated in the budget, even during the summer quarter, which is usually a time of low ridership. Ms. Loobey mentioned that there is usually a spin-off from Lane County Fair ridership, and that more than 1,500 summer youth passes were sold this year, at \$19.95 per pass. Dr. Smith noted that payroll tax revenues only went down \$7,000 in July compared to last year. Ms. Rivenburg explained that those taxes were collected for the period April 1 through June 30, and the monthly amount depends on when people pay their taxes during the quarter. Mr. Brandt said the revenues are about \$150,000 ahead of the budget, and Ms. Rivenburg said that is about 3 percent higher than the same quarter last year, but the budgeted amount is 4.5 percent higher, so at this time revenues are a little short of the budgeted amount. The quarter ends on September 30, but almost all revenues will be received by the end of August.

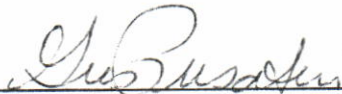
Mr. Pangborn explained that staff are predicting at this time that revenues will be about 3 percent higher than last year. The impact of the Weyerhaeuser strike is not going to be felt by LTD for another quarter or so, since payroll taxes were paid on vacation pay for vacation time taken during the strike. The biggest impact, Mr. Pangborn said, will be from lower wages, which should affect the District in payroll taxes paid after February, 1987.

Mr. Runyan wanted to know if the District receives payroll taxes on shared profits. Mr. Brandt replied that shared profits are treated like a bonus, so would be considered wages.

Facilities Plan Update: Mr. Runyan said he was confused about the number of sites the District was currently interested in. Ms. Loobey said the District identified three locations (the Glenwood Drive-In site; a site just south of the Glenwood Drive-In; and the Burlington Northern site in west Eugene). However, negotiations are only being held on the Glenwood Drive-In site. Mr. Viggiano added that schematic planning is going ahead as if the Glenwood Drive-In site will be the final site. Some site work specific to that site is being done, which puts the District at somewhat of a risk, but it was believed to be prudent to proceed rather than fall so far behind in the time line.

Board Photo Session: Ms. Loobey introduced Ronnel Curry, Marketing Representative, who handed out a short survey for the Board members to fill out, to be used with a group photograph in "Expressions," the District's newsletter. Ms. Loobey also introduced Gary Levy, bus operator, who was present to take photographs of the Board members after the meeting.

ADJOURNMENT: Ms. Eberly moved, seconded by Mr. Brandt, that the meeting be adjourned to Tuesday, September 23, 1986 at 6:00 p.m. at the Eugene Conference Center, for a joint meeting with the Eugene Downtown Commission. With no further discussion, the meeting was unanimously adjourned at 8:50 p.m.


Board Secretary



Lane Transit District

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

October 15, 1986

MEMORANDUM

TO: Board of Directors
FROM: Mark Pangborn, Director of Administrative Services
RE: Privatization

In the past year, LTD staff have attempted to address the directives from the Urban Mass Transportation Administration (UMTA) concerning privatization. These directives have focused on UMTA's wish for all transit districts to consider subcontracting more of their services to local private transportation providers. While LTD currently does contract with a number of private providers, UMTA is requiring that the District establish a policy for contracting these services.

Attached for the Board's review is a proposed policy for privatization. It 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. The policy calls for the establishment of an advisory committee of private providers to review the District's annual federal grant application and submit comments for Board consideration. The Board retains the final decision regarding what services the District will subcontract. Private transportation providers are involved in an advisory capacity only.

You will note that the Lane Council of Governments (L-COG) is included in this policy statement. Because L-COG also receives UMTA funds and because it is the federally mandated regional transportation planning agency, L-COG must also conform to the federal privatization regulations. Consequently, the policy guidelines for both agencies have been combined for simplicity and to insure consistency.

Board of Directors
Privatization
October 15, 1986
Page 2

Staff will be prepared to discuss this policy in greater detail at the October 15 Board meeting.

Mark Pangborn / js

Mark Pangborn
Director of Administrative
Services

MP:js

attachment

PRIVITIZATION POLICY
LANE TRANSIT DISTRICT AND
LANE COUNCIL OF GOVERNMENTS

PURPOSE

To formalize the process by which private providers of transportation participate in the efficient allocation of local transportation resources and to satisfy federal regulations pertaining to private involvement in transit activities.

POLICY

Lane Transit District (LTD) and Lane Council of Governments (L-COG) seek to afford private providers of transportation opportunities to participate in the planning and provision of transportation services in Lane County.

IMPLEMENTATION MEASURES

1. PLANNING COMMITTEES

- 1.1 L-COG will provide private providers of transportation services with the opportunity to serve on existing committees for the continuing, comprehensive, and cooperative transportation planning process.
- 1.2 LTD will provide private providers of transportation services with the opportunity to serve on a special committee for transit issues.

2. PROGRAM OF PROJECTS

- 2.1 LTD will approve a final Program of Projects only after comments and views of affected citizens, private providers of transportation, and local elected officials have been considered. The final Program of Projects will be made available to the public and will be included in the annual Transportation Improvement Program.
- 2.2 Amendments to the Program of Projects will be handled in the same manner as the original program development.

3. TRANSPORTATION IMPROVEMENT PROGRAM

- 3.1 L-COG will include private providers of transportation in the Transportation Improvement Program development process through the transportation planning committees and by consulting with

private providers during the planning stages of the Transportation Improvement Program.

3.2 L-COG will conduct a public hearing and publish a notice of that hearing. Private providers of transportation and elected officials will be provided with copies of the hearing notice and draft Transportation Improvement Program. Other interested parties will have an opportunity to examine the draft Transportation Improvement Program prior to the hearing at the LTD and L-COG offices.

3.3 L-COG's Metropolitan Area Transportation Committee, which is composed of elected and appointed officials, will approve the final Transportation Improvement Program only after comments and views of affected citizens and private providers of transportation have been considered. The final Transportation Improvement Program will be made available to the public.

3.4 Amendments to the Transportation Improvement Program will be handled in the same manner as the annual document.

4. PROVISION OF SERVICE

4.1 LTD will be responsible for determining what services should be considered for competitive bid. LTD will consult with private providers and with the planning committees involved in the continuing, comprehensive, and cooperative transportation planning process.

4.2 In order to be eligible to provide contracted services to LTD, all private providers will be evaluated against standards, including but not limited to, age, condition, and type of equipment, experience in providing service, safety record, cost, and financial stability.

4.3 LTD will subcontract services to private providers if an equivalent level of service can be legally provided to the public more cost effectively, without adversely affecting other elements of LTD's system, and the private provider can meet appropriate service standards. All service will be closely monitored to insure that performance standards are met.

5. DOCUMENTATION

5.1 L-COG will maintain records which document the participatory nature of private providers in the existing continuing, comprehensive, and cooperative transportation planning process.

5.2 LTD will maintain records which document the participatory nature of private providers in reviewing the program of projects and transit issues.

5.3 LTD will maintain records which document the rationale used in determining which services should be considered for private sector bidding and for making public/private service decisions.

6. DISPUTE RESOLUTION

6.1 L-COG's Metropolitan Area Transportation Committee (MATC), which is composed of elected and appointed officials and serves as the policy committee for the planning process, will serve as a neutral forum at which private providers of transportation service may make their complaints known. If such complaints are related to the planning process, MATC will make a determination and specify corrective action, as appropriate. If such complaints are related to decisions on the provision of transit service, the LTD Board will make a determination and specify any corrective action, as appropriate.



October 15, 1986

MEMORANDUM

TO: Board of Directors
FROM: Planning Administrator
RE: Facility Project Update

Staff have prepared a recommended schematic design for the new Maintenance and Administrative facility. The recommended design incorporates changes resulting from the value engineering review, peer group review, and ongoing staff input. The design will be sent to the Urban Mass Transportation Administration for review within the next week. Staff will be meeting with UMTA officials to discuss the proposed schematic design in late October or early November.

Following UMTA's review of the recommended design, changes requested by UMTA will be incorporated and an updated cost estimate will be prepared. The revised schematic design and associated budget will then be reviewed by the Facilities Committee. The full Board can expect to review the design and budget at the November or December meeting.

A handwritten signature in black ink, appearing to read 'Stefano Viggiano', is written over a light-colored rectangular area.

Stefano Viggiano
Planning Administrator

SV:ms:js

SPECIAL SERVICES REPORT
September-October 1986

<u>Date of Service</u>	<u>Sponsor</u>	<u>Denied/Granted</u>
10/02/86	United Way of Lane County (agency tours; driver donated time)	Granted

specserv.jhs

LTD BOARD MEETING
10/15/86 Page 20

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 GENERAL FUND
 FOR THE TWO MONTHS ENDING AUGUST 31, 1986 (16.67% OF YEAR COMPLETED)

	CURRENT MONTH		YEAR-TO-DATE		%	YEARLY	BALANCE
	1986	1985	1986	1985	ACTIVITY	BUDGET	
REVENUES							
Operating Revenues:							
Passenger Fares	98,403	97,547	197,694	190,730	13.42%	1,473,200	(1,275,506)
Charters	153	812	10,343	10,558	51.72%	20,000	(9,657)
Advertisins	3,646	3,448	7,292	6,896	15.61%	46,700	(39,408)
Miscellaneous	443	230	1,292	486	43.07%	3,000	(1,708)
TOTAL OPERATING REVENUES	102,645	102,037	216,621	208,670	14.04%	1,542,900	(1,326,279)
Non-Operating Revenues:							
Interest	13,809	17,085	23,729	32,057	15.82%	150,000	(126,271)
Payroll Taxes	723,007	681,185	1,222,880	1,189,619	24.15%	5,064,500	(3,841,620)
Federal Operating Assistance	0	0	0	0	0.00%	714,800	(714,800)
State In-Lieu-Of Payroll Taxes	0	0	0	0	0.00%	454,900	(454,900)
State Special Transportation	50,000	0	50,000	0	16.67%	300,000	(250,000)
UMTA Planning Grants	0	0	0	0	0.00%	40,000	(40,000)
Other Operating Assistance	0	0	0	0	0.00%	15,400	(15,400)
TOTAL NON-OPERATING REVENUES	786,816	698,270	1,296,609	1,221,676	19.24%	6,739,600	(5,442,991)
TOTAL REVENUES	889,461	800,307	1,513,230	1,430,346	18.27%	8,282,500	(6,769,270)
EXPENDITURES							
Administration:							
Personal Services	37,492	38,667	86,120	76,942	16.62%	518,100	431,980
Materials and Supplies	10,604	6,531	30,417	22,261	26.97%	112,800	82,383
Contractual Services	7,522	9,918	12,517	13,606	13.05%	95,900	83,383
Total Administration	55,619	55,116	129,054	112,809	17.76%	726,800	597,746
Marketing and Planning:							
Personal Services	35,944	37,491	74,658	73,861	16.00%	466,700	392,042
Materials and Supplies	12,149	20,341	19,262	27,880	13.47%	143,000	123,738
Contractual Services	27,724	4,612	36,377	46,540	12.92%	281,600	245,223
Total Marketing and Planning	75,817	62,444	130,297	148,281	14.62%	891,300	761,003
Transportation:							
Personal Services	276,129	271,735	601,955	578,414	16.25%	3,704,300	3,102,345
Materials and Supplies	1,130	6,080	6,668	6,562	29.25%	22,800	16,132
Contractual Services	25,412	0	50,862	423	15.78%	322,400	271,538
Total Transportation	302,671	277,815	659,485	585,399	16.29%	4,049,500	3,390,015
Maintenance:							
Personal Services	72,109	82,822	159,060	165,622	16.01%	993,400	834,340
Materials and Supplies	50,245	75,725	97,907	133,842	11.49%	851,800	753,893
Contractual Services	10,229	12,733	29,172	44,972	21.34%	136,700	107,528
Total Maintenance	132,583	171,280	286,139	344,436	14.44%	1,981,900	1,695,761
Contingency	0	0	0	0	0.00%	161,500	161,500
Transfer to Capital Projects	0	0	0	0	0.00%	200,000	200,000
Transfer to Risk Management	0	0	0	0	N/A	271,500	271,500
TOTAL EXPENDITURES	566,690	566,655	1,204,975	1,190,925	14.55%	8,282,500	7,077,525
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	322,771	233,652	308,255	239,421	N/A	0	308,255

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 CAPITAL PROJECTS FUND
 FOR THE TWO MONTHS ENDING AUGUST 31, 1986 (16.67% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
RESOURCES				
Resinnins Fund Balance	2,226,661	95.04%	2,342,748	(116,087)
Revenues:				
UMTA Section 3	0	0.00%	831,300	(831,300)
UMTA Section 5	0	N/A	0	0
UMTA Section 9	44,704	2.07%	2,164,300	(2,119,596)
UMTA Section 18	324	0.05%	711,700	(711,376)
Federal Highway Admin	6,225	3.54%	175,800	(169,575)
State Assistance	0	N/A	300,000	(300,000)
Miscellaneous Grants	0	N/A	60,000	(60,000)
Transfer from Gen'l Fund	0	0.00%	200,000	(200,000)
Capital Lease Financing	0	0.00%	72,300	(72,300)
Total Revenues	51,253	1.14%	4,515,400	(4,464,147)
TOTAL RESOURCES	2,277,914	33.21%	6,858,148	(4,580,234)

EXPENDITURES

Locally Funded:				
Office Equipment	0	N/A	0	0
Bus Stop Improvements	0	N/A	0	0
Miscellaneous	0	N/A	72,300	72,300
Total Locally Funded	0	N/A	72,300	72,300
UMTA Funded:				
Personal Services	3,800	7.76%	49,000	45,200
Computer Software	383	2.72%	14,100	13,717
Office Equipment	3,666	5.55%	66,000	62,334
Maintenance Equipment	0	0.00%	26,100	26,100
Bus Stop Improvements	12,400	10.78%	115,000	102,600
Land & Buildings	35,994	1.20%	2,988,600	2,952,606
Buses	0	0.00%	1,170,500	1,170,500
Bus Related Equipment	0	0.00%	30,000	30,000
Service Vehicles	0	0.00%	19,400	19,400
Miscellaneous	0	0.00%	57,700	57,700
Total UMTA Funded	56,243	1.24%	4,536,400	4,480,157
FHWA Funded:				
Bus Stop Improvements	7,061	3.54%	199,400	192,339
Total FHWA Funded	7,061	3.54%	199,400	192,339
Contingency	0	0.00%	167,000	167,000
Capital Lease Principal	0	0.00%	12,300	12,300
TOTAL EXPENDITURES	63,304	1.27%	4,987,400	4,924,096

**EXCESS (DEFICIT) OF REVENUES
 OVER EXPENDITURES** 2,214,610 118.38% 1,870,748 343,862

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 RISK MANAGEMENT FUND
 FOR THE TWO MONTHS ENDING AUGUST 31, 1986 (16.67% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
RESOURCES				
Beginning Fund Balance	481,100	1.00	481,100	0
Revenues:				
Transfer from Gen'l Fund	0	N/A	271,500	(271,500)
Interest	0	0.00	10,000	(10,000)
Total Revenues	0	0.00	281,500	(281,500)
TOTAL RESOURCES	481,100	0.63	762,600	(281,500)
EXPENDITURES				
Administration	0	0.00	18,900	18,900
Worker's Compensation	60	0.00	254,600	254,540
Liability Program	147,215	0.30	483,900	336,685
Miscellaneous Insurance	625	0.12	5,200	4,575
TOTAL EXPENDITURES	147,900	0.19	762,600	614,700
ENDING FUND BALANCE	333,200	N/A	0	333,200

LANE TRANSIT DISTRICT
 COMPARISON OF YEAR-TO-DATE ACTUAL REVENUES AND EXPENDITURES TO BUDGETED
 GENERAL FUND
 FOR THE TWO MONTHS ENDING AUGUST 31, 1986

	YEAR-TO-DATE ACTIVITY	YEAR-TO-DATE BUDGET	VARIANCE	
			FAVORABLE (UNFAVORABLE) AMOUNT	%
REVENUES				
Operating Revenues:				
Passenger Fares	197,694	196,451	1,243	0.63%
Charters	10,343	11,000	(657)	-5.97%
Advertisins	7,292	7,292	0	0.00%
Miscellaneous	1,292	500	792	158.40%
TOTAL OPERATING REVENUES	216,621	215,243	1,378	0.64%
Non-Operating Revenues:				
Interest	23,729	25,000	(1,271)	-5.08%
Payroll Taxes	1,222,880	1,233,152	(10,272)	-0.83%
Federal Operating Assistance	0	0	0	N/A
State In-Lieu-Of Payroll Taxes	0	0	0	N/A
State Special Transportation	50,000	75,000	(25,000)	N/A
UMTA Planning Grants	0	10,000	(10,000)	N/A
Other Operating Assistance	0	3,850	(3,850)	N/A
TOTAL NON-OPERATING REVENUES	1,296,609	1,347,002	(50,393)	-3.74%
TOTAL REVENUES	1,513,230	1,562,245	(49,015)	-3.14%
EXPENDITURES				
Administration:				
Personal Services	86,120	96,555	10,435	10.81%
Materials and Supplies	30,417	26,910	(3,507)	-13.03%
Contractual Services	12,517	15,678	3,161	20.16%
Total Administration	129,054	139,143	10,089	7.25%
Marketing and Planning:				
Personal Services	74,658	84,422	9,764	11.57%
Materials and Supplies	19,262	54,948	35,686	64.95%
Contractual Services	36,377	58,134	21,757	37.43%
Total Marketing and Planning	130,297	197,504	67,207	34.03%
Transportation:				
Personal Services	601,955	632,792	30,837	4.87%
Materials and Supplies	6,668	10,623	3,955	37.23%
Contractual Services	50,862	76,050	25,188	33.12%
Total Transportation	659,485	719,465	59,980	8.34%
Maintenance:				
Personal Services	159,060	172,393	13,333	7.73%
Materials and Supplies	97,907	128,919	31,012	24.06%
Contractual Services	29,172	20,581	(8,591)	-41.74%
Total Maintenance	286,139	321,893	35,754	11.11%
Contingency	0	0	0	N/A
Transfer to Capital Projects	0	0	0	N/A
Transfer to Risk Management	0	0	0	N/A
TOTAL EXPENDITURES	1,204,975	1,378,005	173,030	12.56%
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	308,255	184,240	(222,045)	-120.52%

OPERATIONS SUMMARY

July, August, September, 1986

	July			August		
	1986-87	1985-86	% CHANGE	1986-87	1985-86	% CHANGE
On-Time Performance	99.6%	98.3%	1.3%	100%	100%	.0%
Safe Miles Between Accidents/Incidents	27,832	20,250	+27.25%	22,211	21,869	+1.54%
Miles Between Breakdowns	5,445	6,568	-17.10%	6,540	7,294	-10.34%
Total Miles	250,486	242,999	+2.99%	494,809	483,556	+2.28%
Complaints	11	20	--	12	17	--
Compliments	7	2	--	3	7	--

	September			GOAL	FISCAL YEAR-TO-DATE TOTALS/AVERAGES		
	1986-87	1985-86	% CHANGE		86-87	85-86	% CHANGE
On-Time Performance	99.3%	98.5%	.8%	99%	99.6%	98.9%	.7%
Safe Miles Between Accidents/Incidents	17,227	22,883	-24.72%	38,000	22,423	21,667	+3.38%
Miles Between Breakdowns	8,591	7,229	+15.86%	10,000	6,859	7,030	-2.44%
Total Miles	735,986	689,498	+6.32%	N/A	1,481,281	1,416,053	+4.41%
Complaints	16	12	--	--	39	49	--
Compliments	3	9	--	--	13	18	--

QUARTERLY RIDERSHIP SUMMARY
FIRST QUARTER FY 86-87

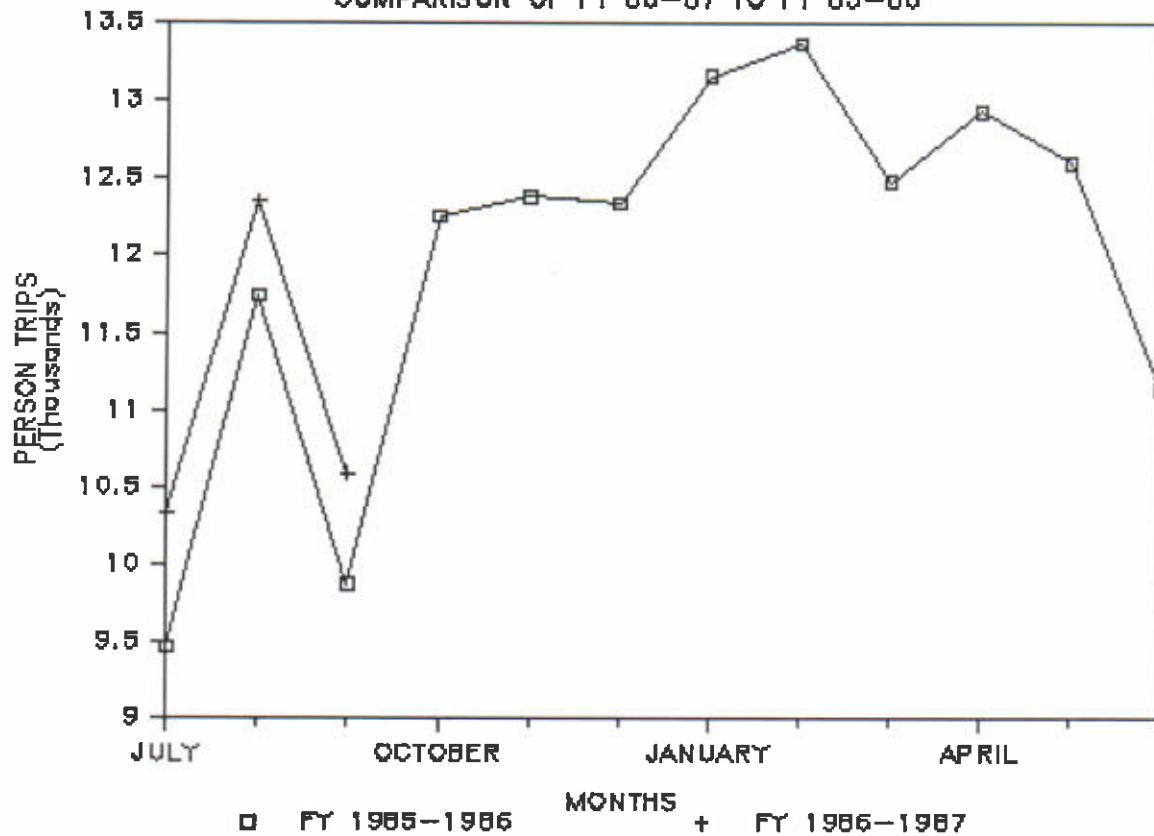
STATISTIC	JULY			AUGUST			SEPTEMBER		
	FY 86-87	FY 85-86	%CHANGE	FY 86-87	FY 85-86	%CHANGE	FY 86-87	FY 85-86	%CHANGE
FAREBOX REVENUE	\$99,291	\$93,183	6.6%	\$98,403	\$97,547	0.9%	\$107,593	\$96,695	11.3%
PERSON TRIPS	260,641	238,989	9.1%	311,977	308,208	1.2%	264,805	239,559	10.5%
WEEKLY SCHEDULE HOURS	3857	3733	3.3%	3857	3733	3.3%	3942	3733	5.6%
PRODUCTIVITY	15.4	14.3	7.4%	18.2	18.0	1.3%	16.0	15.6	2.8%

FIRST QUARTER YEAR-TO-DATE SUMMARY

STATISTIC	TDP GOAL	FY 86-87	FY 85-86	%CHANGE
FAREBOX REVENUE	\$296,048	\$305,287	\$287,425	6.2%
PERSON TRIPS	810,359	837,423	786,756	6.4%
PRODUCTIVITY	18.1	16.6	16.0	3.5%
EFFICIENCY	\$1.32	\$1.46	\$1.60	8.7%
USER FUNDING	19.6%	15.9%	14.6%	8.6%

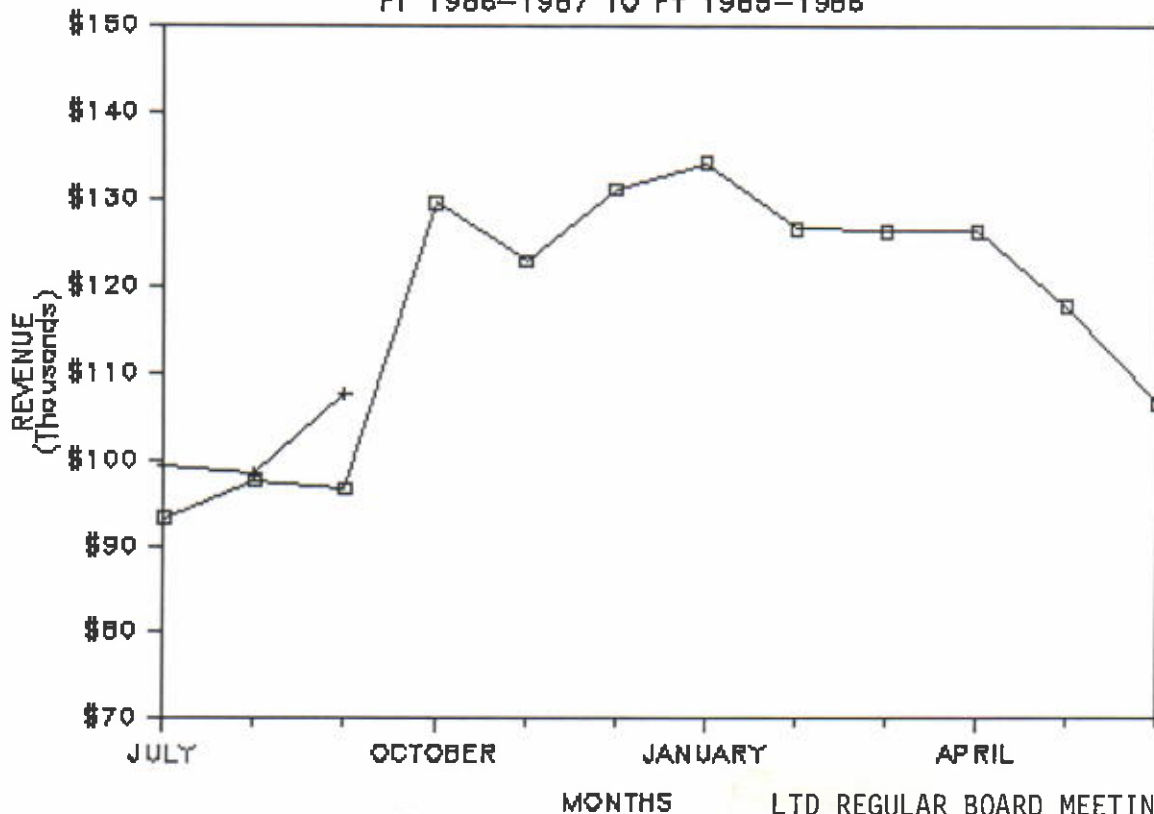
AVERAGE WEEKDAY PERSON TRIPS

COMPARISON OF FY 86-87 TO FY 85-86



FAREBOX REVENUE COMPARISON

FY 1986-1987 TO FY 1985-1986





October 15, 1986

MEMORANDUM

TO: Board of Directors
FROM: Planning Administrator
RE: Facility Project Update: Possible Adjustment in Site Location

The preliminary schematic design for the new operating facility has been reviewed by staff, a value engineering team, and a "peer group" (transit professionals from other districts). Staff are proposing to accept a recommendation made by both the value engineering team and the peer group that the proposed fuel-in-place system be replaced by a traditional service and clean system using a fuel island. This change is expected to significantly decrease construction costs and reduce ongoing operational expenses.

The change in servicing procedures results in a significant change in bus movement on the site, particularly at night. Instead of servicing the buses in place, all buses will have to be driven to a central fueling area. This additional bus movement generates additional noise to the nearby residential areas which must be mitigated in order to meet City of Eugene and DEQ noise standards. Preliminary indications from acoustical analysis is that the noise could be mitigated if the distance between the noise source and the residential areas is increased. Design consultants are also examining whether it is possible to erect noise barriers to sufficiently mitigate the noise impact without moving the site.

One proposal under consideration would move the site approximately 250 feet to the west. The change in location would permit the facility to front on Glenwood Boulevard, which facilitates access onto the site and improves operational efficiency while reducing the noise impact on the neighborhood. The District would still be working with the same two land owners to purchase the property: Moyer Theatres and James and Patricia Spicer. However, the change in site results in the purchase of only a portion (about two-thirds) of the Moyer property and much more of the Spicer property. Staff are investigating the effect of this change on the property acquisition process.

Once land appraisals and additional acoustical engineering studies have been completed, the District will be able to determine whether the adjustment in site location is absolutely necessary and what the cost

Board of Directors
Facility Project Update
October 15, 1986
Page 2

implications of the change are. The Facilities Committee will be considering the issue in detail when the additional information is available. In the meantime, both property owners have been advised of the possible change in plans.

At the Board meeting, staff will provide the Board with an updated site plan showing the move to the west, and will be available to answer questions.



Stefano Viggiano
Planning Administrator

SV:ms:js