

Public notice was given to *The Register-Guard* for publication on February 12, 1987.

**LANE TRANSIT DISTRICT
REGULAR BOARD MEETING**

February 18, 1987

7:30 p.m.

McNutt Room
Eugene City Hall

A G E N D A

- I. CALL TO ORDER
- II. ROLL CALL
Eberly____ Parks____ Pusateri____ Runyan____
Smith____ Brandt____ Calvert____
- 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. Facility Project - New Resolution for Land Purchase
 - Executive Session Pursuant to ORS 192.660(1)(e);
ORS 192.660(1)(f); and/or ORS 192.660(1)(h)
 - C. Downtown Station Committee Recommendation on Site for Permanent Downtown Eugene Transit Station
 - D. Budget Committee Appointments

VIII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. New Operations Facility--Neighborhood Input
2. Junction City Service
3. Annual Employee Banquet
4. Special Services Report

B. Monthly Financial Reporting

IX. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

A. Public Hearing on Proposed Fare Increase

B. Workers' Compensation Self-Insurance

C. Oregon Transit Finance Study Recommendations

D. Compensation Study Findings and Recommendation from Board Salary Committee

E. First Budget Committee Meeting

X. ADJOURNMENT

AGENDA NOTES

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IV. **BUS RIDER OF THE MONTH:** In October, the District instituted a Bus Rider of the Month program, in which bus riders are nominated by employees and other patrons. Bob and Minerva Veness were chosen as February's Bus Riders of the Month. They are long-time users of LTD and were nominated by drivers, who all cited their kindness and lively friendliness. Minerva has ridden the bus to various jobs in the Eugene area since 1941, and Bob has been commuting to Veneta every day for ten years in his role as an owner-partner in Lane County Cablevision, a cable system he built in the early 1970's and sold just two months ago. They will attend the meeting to be introduced to the Board and receive their awards.

V. **EMPLOYEE OF THE MONTH:** The February Employee of the Month, Customer Service Representative Virginia Harrelson, will attend the meeting to receive her award and be introduced to the Board.

VII. **ITEMS FOR ACTION AT THIS MEETING**

A. Approval of Minutes: The minutes of the January 21, 1987 regular meeting are included in the agenda packet for Board review and approval. 7

B. Facility Project - New Resolution for Land Purchase 18

Issue Presented: Should the Board approve a new resolution for land purchase for the new operations facility?

Background: At the January 21 Board meeting, the Board adopted a resolution regarding the acquisition of property from Moyer Theaters and James and Patricia Spicer for the new operations facility, dependent upon UMTA approval. Since that time, UMTA staff have finished their review of the land appraisals, and have directed that LTD alter the offer price to Moyer Theaters. A revised resolution for land purchase will be distributed at the January 21 Board meeting.

Executive Session: 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; pursuant to ORS 192.660(1)(f), to consider records that are exempt by law from public inspection; and/or pursuant to ORS 192.660(1)(h), 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. District counsel will be present at the meeting.

Prior to voting on any issue, the Board will need to return to regular session.

Staff Recommendation: That the Board adopt the revised resolution which authorizes staff to proceed with property acquisition.

Results of Recommended Action: Staff will commence with site purchase negotiations with the land owners.

C. Downtown Station Committee Recommendation on Site for Permanent Downtown Eugene Transit Station

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Issue Presented: Should the Board authorize staff to continue to investigate the feasibility of five sites for a permanent downtown transit station?

Background: On several occasions in the last few months, the Board has discussed the need to locate a site for a permanent transit station in downtown Eugene. At the January Board meeting, Dean Runyan, Keith Parks, and Peter Brandt were appointed to a new Downtown Station Committee. The Committee has met twice during the last month to discuss information gathered by staff and to formulate a recommendation to the full Board. Included in the agenda packet are materials reviewed by the Committee, as well as a memo discussing the Committee's recommendation.

A Community Forum on proposed changes to the downtown mall, including possible relocation of LTD's downtown transit station, will be held on February 26. At that meeting, staff and two members of the Board will discuss the Board's recommendation and criteria for a permanent downtown transit station.

Committee Recommendation: That the Board authorize staff to continue to investigate the feasibility of five sites: (1) 8th and Willamette Lot; (2) 10th and Olive On/Off-Street; (3) the Butterfly Lot; (4) 10th and Olive Off-Street; and (5) 8th and Pearl Lot south of City Hall. The sites are not, at this time, recommended in any rank order.

Results of Recommended Action: The recommendation will be discussed at the Community Forum on February 26. Input received from the community will be discussed with the Board at the March 18 meeting.

D. Budget Committee Appointments:

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Background: Budget Committee members Dennis Strand, appointed by Rich Smith; John Watkinson, appointed by Judy Nelson; and Roger Smith, appointed by Larry Parducci, have terms which expired on January 1, 1987. Included in the agenda packet are nomination forms for their reappointment to the LTD Budget Committee. At the meeting, Keith Parks will nominate Roger Smith, Dean Runyan will nominate John Watkinson, and Rich Smith will nominate Dennis Strand. All three Budget Committee members have expressed an interest in serving on the Budget Committee for another term.

Board Member Recommendations: (1) That the Board approve the nominations of Dennis Strand, John Watkinson, and Roger Smith to new three-year terms on the LTD Budget Committee.

Results of Recommended Action: The three Budget Committee members will be informed of their reappointment. The Budget Committee will then consist of its full complement of seven Board members and seven appointed community members.

VIII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Neighborhood Input on the New Operations Facility: 52
Included in the agenda packet is a memo from staff which details input recently received from the Glenwood Community Organization regarding the proposed site for the new operations facility, as well as action taken by staff in response to the Organization's recommendations.

1. Junction City Service: 53
Included in the agenda packet is a staff memo which discusses new fixed-route and demand/responsive service being planned for Junction City.

3. Annual Employee Banquet: The 1987 LTD Employee Awards Banquet will be held on Saturday, February 21. Board members and their guests are invited to attend. The Annual Awards Banquet is an important occasion for contract employees, who receive awards for safety, attendance, and participation in the United Way campaign. Any Board members who wish to attend should contact Jo Sullivan as soon as possible.

4. **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. However, no special service requests were received this month.

- B. **Monthly Financial Reporting:** Financial statements for January, 1987 are included in the agenda packet:
 1. Comparison of Budgeted and Actual Revenues and Expenditures
 - a. General Fund 55
 - b. Capital Projects Fund 56
 - c. Risk Management Fund 57

 2. Comparison of Year-to-date Actual Revenues and Expenditures to Budgeted (General Fund) 58

IX. **ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING**

- A. **Public Hearing on Proposed Fare Increase:** A public hearing on a proposed fare increase will be held at the March 18 Board meeting.

- B. **Workers' Compensation Self-Insurance:** Results of a staff study on the feasibility of self-insuring workers' compensation will be included on the agenda for the May or June Board meeting.

- C. **Oregon Transit Finance Study Recommendation:** An evaluation of the three major financing recommendations proposed in the Oregon Transit Finance Study will be provided for Board review in March.

- D. **Compensation Study Findings and Recommendation from Board Salary Committee:** The consultant retained by the Board Salary Committee has conducted a compensation market study of District administrative positions. The results were presented to the Board Salary Committee on January 28. The Salary Committee will make a recommendation to the full Board on FY 87-88 administrative salary adjustments at the March Board meeting.

- E. **First Budget Committee Meeting:** The first meeting of the LTD Budget Committee will be held on Wednesday, April 22, 1987.

X. **ADJOURNMENT**

LTD BOARD MEETING
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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, January 21, 1987

Pursuant to notice given to *The Register-Guard* for publication on January 15, 1987, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, January 21, 1987 at 7:30 p.m. at the Eugene City Hall.

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

Absent: Gus Pusateri, Secretary

CALL TO ORDER: Ms. Calvert called the meeting to order at 7:30 p.m.

BUS RIDER OF THE MONTH: Ms. Calvert stated that the District had begun honoring bus riders three months ago, in order to recognize and honor faithful bus riders. Patrons can be nominated for the award by employees and other patrons. Ms. Calvert introduced the January Bus Rider of the Month, Joyce Smith, who works for Lane County and has been riding to work from Veneta since her second day of work in 1985. Ms. Smith stated that she appreciates the bus service; she doesn't care to drive and loves the convenience of taking the bus. She added that the drivers are wonderful and outgoing, and joked that she's afraid she's gaining weight because she is walking less and taking the bus more.

EMPLOYEE OF THE MONTH: Ms. Calvert then introduced the January Employee of the Month, Lavern Henshen, who has been a full-time bus operator since March, 1978. Mr. Henshen has earned his eight-year safe driving award, and has an excellent attendance record. He was nominated for Employee of the Month by patrons. Ms. Calvert stated that she always enjoys presenting these awards because the bus system would not be what it is without its excellent employees. After receiving his certificate and check, Mr. Henshen stated that he enjoyed working at LTD and that receiving the Employee of the Month award was a high honor for him.

AUDIENCE PARTICIPATION: Ms. Calvert asked those with comments regarding specific agenda items to hold their comments until the Board discussion of those items. There were no comments of a general nature from the audience.

MOTION

APPROVAL OF MINUTES: Mr. Brandt moved, seconded by Ms. Eberly, that the minutes of the December 10, 1986 adjourned meeting and the December 17, 1986 regular meeting be approved as distributed. The minutes were unanimously approved with no corrections or additions.

VOTE

GRANT APPLICATION FOR U.M.T.A. SECTION 9 OPERATING AND CAPITAL ASSISTANCE:

Staff Introduction: Mark Pangborn, Director of Administrative Services, stated that the District was applying for federal operating and capital funds through the Urban Mass Transportation Administration (UMTA) which were apportioned in the last session of Congress just before Christmas. He called the Board's attention to page 22 of the agenda packet. He said that capital funding is provided on an 80/20 match, which means that the District must provide 20 percent with local dollars, and that operational support is provided on a 50/50 match, which means that in order to receive \$893,000 from the federal government, the District must provide an additional \$893,000. LTD's grant funding this year is made of several components: (1) Section 9 funds allocated for this year, in the amount of \$1,552,844; (2) a transfer of \$4,099 which Rainier, Oregon did not use last year; (3) Section 5 reapportioned funds in the amount of \$73,752, left over from last year and reallocated nationally; and (4) Section 18 federal funds which are managed by the State for use in rural areas, in the amount of \$338,206. The total amount in the application is \$1,968,901. Mr. Pangborn explained that the District applied for Section 18 funding in the belief that part of the new facility should be paid for by funds allocated for rural use since a portion of the LTD's service is in outlying rural areas. The State did not want to administer these funds, so the District is applying for them with the regular federal grant application.

Mr. Pangborn then discussed the anticipated expenses from the grant funds. A total of \$693,870 is being dedicated to the new operations facility, \$355,664 from Section 9, and \$338,206 from Section 18. The District was required by UMTA to dedicate two full years of Section 9 capital funds for the new facility; this has been done in a three-year period, and this is the final year. Other capital needs, as approved in the Capital Improvements Program (CIP) by the Board each year, require \$359,583, and \$22,000 is budgeted for planning purposes, such as planning new bus stop facilities. Finally, operational support in the amount of \$893,448 is also included in the application. During the preparation of the budget last spring, staff anticipated a 20 percent reduction in federal assistance, and budgeted \$714,800 for operating expenditures. However, cuts were made only in Section 9 capital funding, and the operating assistance levels remain the same as last year. The additional money received from operating assistance will help offset lower than anticipated payroll tax revenues this fiscal year.

Public Hearing: Ms. Calvert opened the public hearing on the District's application for Section 9 federal operating and capital

assistance. There was no participation from the audience, and Ms. Calvert closed the public hearing.

MOTION

Board Discussion: Mr. Brandt moved that the Board authorize the General Manger to submit a grant application for Section 9 operating and capital funds to the Urban Mass Transportation Administration, in the amount of \$1,968,901. Mr. Parks seconded the motion, which then passed by unanimous vote.

VOTE

FISCAL YEAR 1987-88 GOALS AND OBJECTIVES: Joe Janda, Administrative Analyst, called the Board's attention to page 26 of the agenda packet. He explained that the Goals and Objectives are general statements of what staff hope to accomplish each year, and include goals for ridership, productivity, efficiency, and revenue. If approved, the goals will drive the development of action plans and the internal budgeting process, for capital as well as operating expenses.

Ms. Calvert called the Board's attention to some new items found in the Goals and Objectives, including the site selection and funding for a downtown transit station, research and development of funding for a new VRC station, and the possible move of the LCC station; and the establishment of a year-end balance of \$200,000 to transfer to the Risk Management Fund. The latter has been done every year, but this is the first time it has been stated as a goal.

Mr. Brandt questioned the purchase of land for a downtown transit station, wondering if that would actually be done in FY 87-88. Ms. Loobey replied that the answer depends on the City, and is not entirely under LTD's control. However, it is a possibility that the District could secure the land option next year.

Mr. Brandt suggested that the objective regarding the downtown station be changed to read, "If feasible, identify and secure land purchase option for new downtown station." It was agreed that this change should be included.

Mr. Brandt also wondered what the objective to support tort reform, listed under the goal to improve internal operating efficiency, means. Ms. Loobey said that the District would look for and support those ways which would ultimately put some reasonable boundaries on the District's costs having to do with tort reform. This could mean support in the legislature, not necessarily monetary support.

Mr. Runyan stated that objectives for increasing farebox and other revenue sources seem to relate to the objectives in other areas. He said that if there were any way the District could see increasing the farebox revenue, it might be worth including in the Goals and Objectives. Mr. Janda stated that, indirectly, ridership and service goals all affect the farebox revenues. He added that these are general guidelines and become more specific in division action plans.

Mr. Brandt asked about the goal to establish a year-end balance of \$200,000 for transfer to the Capital Reserve Fund, and whether that goal was saying that the District wants to have an excess of \$200,000 from general operations next year. Ms. Loobey replied that the District had been doing that in practice, that over the year staff look for ways to save money to transfer at the end of the year. Mr. Brandt wondered if staff were saying that the District would have to increase taxes to come up with that additional money. Ms. Loobey said that it would be a possibility but not necessarily the case, since staff work hard to save operational funds. Mr. Brandt thought the goal should be to strive for a year-end balance. Ms. Calvert said the transfer of funds is a legitimate thing to do, in order to save money to buy buses, and Ms. Loobey added that it has been a concrete action on the District's part to transfer money at the end of the year in order to replenish the Capital Reserve Fund on an annual basis. Mr. Runyan thought it was appropriate to leave it in because it is an objective. Mr. Parks thought it should be budgeted, but Mr. Brandt did not want the extra money to become a fixed necessity. Ms. Calvert agreed with Mr. Brandt. It was agreed that the FY 87-88 Goals & Objectives should be changed to read, "Strive to establish a year-end balance of \$200,000 for transfer to the Capital Reserve Fund."

MOTION

Mr. Brandt moved that the Board approve the proposed Goals and Objectives for FY 87-88 as changed during the discussion that evening. After seconding, the motion carried by unanimous vote.

VOTE

APPROVAL TO PROCEED WITH LAND ACQUISITION FOR NEW OPERATIONS FACILITY: Stefano Viggiano, Planning Administrator and facility project manager, called the Board's attention to the informational materials beginning on page 29 of the agenda packet, and said that he would also be responding to issues raised by Mr. Hoyt in a letter addressed to the Board members and dated January 9, 1987, which was included in the agenda packet on page 45. He first clarified the site names. (1) The East Glenwood site is the site originally called the Glenwood Drive-in site, owned mostly by Moyer, with access through the Spicer property. (2) The West Glenwood site is the original site plan for East Glenwood, moved 250 feet to the west, using more of the Spicer property and less of Moyer's. (3) The South Glenwood site is south of West Glenwood. (4) The Burlington Northern site is directly north of the current facility, and is located at Second and Garfield.

Mr. Viggiano explained that the site selection process began in early 1985 with an assessment of the District's land needs. Determination of the best site in the community began with 328 sites, found through the Lane Council of Governments' (L-COG) computer mapping system, as well as through private proposals. Through a series of screenings, the properties were reduced to 40, then to four. For those four, specific tests were made, including soils tests, driving time to the beginnings or ends of routes (called deadheading), etc. Cost analyses were also made, including operating costs and life-cycle costs, which became a key factor in choosing a site. The final four sites were found to have the lowest life-

cycle costs of all the possible sites in the community, and the East Glenwood site was found to be the most cost-effective. The East Glenwood site was approved by the Board Facility Committee as the preferred site on April 30, 1985. An environmental assessment was then done, and design work began.

Mr. Viggiano stated that there have been some changes in the cost estimates since 1985, so staff wanted to be sure that the rankings were still correct. Most of the increases are not site-specific; rather, they are due to inflation, increased construction costs, etc. Site-specific cost increases for the East Glenwood site include \$42,000 for sewer pumps, and \$120,000 for additional pavement, which may or may not be needed initially at another site, but would be needed eventually at any site.

If a different site were to be selected at this time, some costs would be added. The project would be delayed a year, and would result in the addition of \$250,000 in inflationary costs, as well as the loss of \$300,000 in state lottery funds, which must be obligated by June 30, 1987 if the District is to receive them. Those funds can be used as a local match for federal funds. Mr. Viggiano stated that changes to either the South Glenwood site or the Burlington Northern site would result in additional costs of \$700,000 to \$1 million, respectively.

Mr. Viggiano stated that, in retrospect, selection of the Glenwood location still seems to be a good decision, and that changing now would significantly increase the cost of the facility. In response to a question from Mr. Runyan regarding the Burlington Northern site, Mr. Viggiano replied that the District would only purchase an equivalent amount of land, but the purchase price is higher, according to land appraisals.

Mr. Viggiano then explained the difference in the purchase price for the East Glenwood and West Glenwood sites. Land cost for the East Glenwood site is estimated to be \$12,050 lower than the West Glenwood site, and operating costs would increase \$78,197 over 20 years, based on extra bus travel required. Site development costs would increase by \$214,618, due to the need to erect a noise barrier, extension of utilities through the panhandle, and additional pavement. The total increase for the east Glenwood site would be \$280,765.

Soil testing had been done that week, and seems to indicate consistent conditions throughout the East and West sites, so soil-related costs for site preparation should be about the same. The soil conditions are favorable for development on both sites.

Mr. Viggiano stated that property owner acceptance is harder to quantify, and is a policy issue for the Facilities Committee and the Board to consider.

Mr. Runyan asked if the \$78,000 in operating costs was primarily for on-site travel. Mr. Viggiano replied that it is all on-site travel; off-

site travel would not change, since half the buses would turn north and half would turn south when they leave the site. The additional on-site travel is caused by an extra 250 feet of lot access, projected for all buses entering and leaving the site, assuming a 10 mph operating speed and a 20-year life for the facility. The \$78,000 is the discounted present value of the annual increased operating cost.

Audience Participation: Larry Moyer, President of Moyer Theaters, stated that Moyer Theaters had operated out of this community for 25 years, and it had been a pleasant association until now. He expressed his opposition to the District's taking part of the theater land rather than all of it. Mr. Moyer has property in Tualatin that is similar in shape to what would be left over in Glenwood if the District does not purchase all the theater property; because of the shape of that property, they have not been able to develop it, he said. He did not think it was fair to take out a business and leave a problem for the owner. As far as sound barriers, he said, his experience with similar problems caused by parking lots was that his sound engineer was successful in talking planners or permit staff into letting them build an earth berm and planting it heavily. He said that a wall increases sound on the other side, but an earth berm absorbs sound.

Mr. Moyer stated that Moyer Theaters had cooperated from the first day, when they were informed the District was looking at their site, but if the West Glenwood site is chosen, that cooperation will cease, and he will try to seek equity for damages in the courts.

James Spicer, 880 E. 43rd, Eugene, stated that he owns the west portion of the property under discussion. He said that the main problem with the Glenwood sites is that LTD is proposing to build an \$11 million facility on a residential site. He said that the District had first proposed fueling in place, but was now proposing traditional fueling methods, in which 80 buses would be moving around the property at night. He said that moving the property 250 feet to the west would not solve the noise problem, since the District would still be in a residential neighborhood. He thought that starting diesel engines would be audible on the far side of Henderson, especially with westerly winds, and that the engines would sound like they were in people's bedrooms. Before the District spends \$11 million, he suggested that the whole Board go to the site in the middle of the night and drive a bus around and listen, and then the Board members would believe the noise problem.

Mr. Spicer stated that the 50 decibel limit would be a problem; the engines idling regularly would be a problem; and that the residents were unhappy about the treatment they received with the recycling project, and will be more unhappy with this project. He thought the District would have to be prepared to contain all of the noise, and said that the only requirement of a retaining wall is that it has to work. It was his opinion that the acoustical engineer should be bonded for \$15 million in case the District exceeded 50 decibels and would have to relocate or buy the adjoining property. He asked that the Board give some consideration

to owner acceptance, which would be greater if the District chose the East Glenwood site; in this case, he said, access across his property could be negotiated.

Tom Hoyt, attorney for Mr. Spicer, called the Board's attention to his letter to the Board found on page 45 of the agenda packet. He said that he believed the Burlington Northern site to be preferable because it is not located in a residential neighborhood. He said it became a serious problem when the District made the decision to go from fueling in place to in-site fueling. He asked staff how many bus starts there will be each night between 10:00 p.m. and 7:00 a.m., and said there would be a lot of engines running, accelerating, stopping and starting, etc.

Mr. Hoyt stated that the noise ordinance for the City of Eugene was broken into two ordinances. First, he said he wanted to clear up the 50 decibel limit, on which he was unclear at the previous meeting. He said that each parcel of property is allowed to make 50 decibels of sound, and if less than 50 are made between 10:00 p.m. and 7:00 a.m., the property owner is not in violation of the code.

Mr. Hoyt thought that Mr. Spicer's suggestion to go to the site at night was a good one. He suggested that the Board stand at the trailer court or a residence or on the south side of 17th, and added that the residential character of three sides of the proposed operations facility is not going to change.

He said that the City would require a site review and annexation, as well as compliance with City of Eugene ordinances.

Section 4 of the Eugene City Code, which Mr. Hoyt handed out to the Board, deals with noise disturbance, defined as a disturbance to normal sensitivities. He wondered if diesel engines starting and stopping would bother someone with normal sensitivities. He said that if the residents are bothered after LTD builds in the area, the District could face the prospect of shutting down because of noncompliance with the City Code. He said he had talked with Ken Johnson of the City, in charge of enforcing the Code, who said there is no way to "get around" this requirement unless the City is willing to change the ordinance. He added that the Burlington Northern site does not have this problem.

Mr. Hoyt agreed that the operating costs should be minimized, as well as the costs to local citizens. He said that Mr. Viggiano's cost estimate in the packet did not distinguish between local and federal funding, but he thought the District should be sensitive to local monies. He stated that operating costs at the Burlington Northern site would be \$328,900 less than at the Glenwood site, and that to move the site 250 feet farther west would save \$78,000, or \$312 per foot on a 20-year basis. Mr. Spicer had driven from the Burlington Northern site to the downtown transit station, and found it to be .7 mile closer than the Glenwood site. Mr. Hoyt stated that .7 mile at \$312 per foot means that costs would be

\$824,464 more at Glenwood than at Burlington Northern. Addition of this cost would make the comparison of the two sites almost equal, he said.

In discussing the difference in costs, Mr. Hoyt also stated that the \$410,000 acquisition price for the Glenwood site did not take into account taking asbestos from the movie screen at the drive-in, nor the Lane County appraisal of \$725,820 for that property. Splitting two properties, he said, would affect the value and the District would have to pay higher compensation for two partial lots than for one complete lot. On the Spicer property, there is a house-moving business, with a building that would have to be moved or purchased, as well as 50 tons of the Spicer's personal property to move. Mr. Hoyt also thought it was highly likely that the District would need to purchase an easement for landlocked property by the site, and mentioned the need for additional storm and sanitary sewers, as well as the increased paving costs.

Mr. Hoyt said that the Board was originally told there were three things wrong with the Burlington Northern site: a fill problem; railroad spur track interference; and no access to the freeway. He said his letter points out that the railroad spur and freeway access are not problems, because of the Chambers Connector which will be constructed. He thought that the fill problem at the Burlington Northern site would be the only problem there. He also thought that the time factor should not penalize the Burlington Northern site, and wondered about trading lottery funds in order to not forfeit them entirely. According to the December 10 minutes, the Board gave conceptual rather than site-specific approval, and nothing is set in concrete at this point. However, staff were saying that evening that higher costs associated with the passage of time would be involved in changing sites.

Mr. Hoyt commented on the November 18 Board meeting, at which a number of factors for site selection were considered. Those factors include operational, land, and site development costs, as well as property owner acceptance. He stated that the property owners would not accept the West Glenwood site. If the District is going to select a site in Glenwood, he said, Mr. and Mrs. Spicer would encourage the District to select the Moyer Theater property at the East Glenwood site. He believed that if the District uses the West Glenwood site, it will still have to erect sound barriers. He closed by stating that the \$120,000 to \$140,000 in additional costs to move to West Glenwood was a reasonable amount to allocate toward owner acceptance.

Board Discussion: Ms. Calvert said that the Facilities Committee did make a recommendation, after considerable deliberation, that the Board should purchase the West Glenwood site. It is zoned for industrial use, and the Committee believed that staff's conclusions regarding the issues being discussed were convincing.

The Board recessed for a ten-minute break at this point in the meeting, and reconvened at 8:58 p.m.

MOTION

EXECUTIVE SESSION: Dr. Smith moved 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; pursuant to ORS 192.660(1)(f), to consider records that are exempt by law from public inspection; and pursuant to ORS 192.660(1)(h), 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. Mr. Brandt seconded the motion, which then carried by unanimous vote. At the beginning of the Executive Session, Ms. Calvert informed members of the press that they were allowed to be present but that the Board requested that they not record or report the proceedings of the Executive Session.

VOTE

RETURN TO REGULAR SESSION: The Board returned to regular session at 10:32 p.m.

Staff Presentation on Land Acquisition Process: Mr. Viggiano responded to several statements made by Mr. Spicer and Mr. Hoyt. First, the Glenwood property is zoned for industrial use, and is not intended to be residential property in the future. Second, two consultants have looked at the noise analysis and feel comfortable with the work that has been done. If noise is a problem in the future, then the West Glenwood site would be preferable, because the problem could be mitigated by erection of a noise barrier at that time. The acoustical engineer has stated that an earth berm on the West Glenwood site would meet the standards, and additional barriers should exceed the standards. Third, Mr. Viggiano stated that the District has been concerned about being a good neighbor, so staff have been meeting with the Glenwood Community Organization. Staff presented the results of the environmental assessment to that group, and the community residents had provided a letter for inclusion with the environmental assessment. The letter, which Mr. Viggiano read aloud, includes a statement of support for the development of the bus facility, and says that LTD will be a valuable addition to the community and has shown thoughtful consideration for its potential neighbors in that area. Mr. Viggiano stated that this letter shows that the community in general, as reflected by the community organization, is happy to have LTD move into the area. The residents did express some concerns about promises made but not fulfilled when the solid waste disposal site was built, but Mr. Viggiano emphasized that it is LTD's intention to consider the residents and be a good neighbor.

In response to Mr. Hoyt's comments about making a distinction between local and federal funding, Mr. Viggiano stated that the Urban Mass Transportation Administration (UMTA) says that cannot be done. However, even if those funds are viewed separately, the West Glenwood site would require fewer local dollars. The Burlington Northern site would involve higher capital costs, which involves a 20 percent to 25 percent local match, and the loss of lottery funds, which would mean the District would have to replace those lost funds with more local dollars. About \$100,000 of the anticipated \$400,000 in lottery funds is obligated in the architect

contract, but approximately \$300,000 would be lost if the site were to be changed at this point.

Mr. Viggiano further stated that the initial analysis of the Burlington Northern site assumed no delay for trains. The Chambers connector helps the Burlington Northern site with access to the River Road area, but deadheading to outlying parts of the community would not be improved, since to get to the freeway system, buses would travel on Seventh Avenue to I-105. Additionally, the noise barrier on the East Glenwood (drive-in) site was included in the original cost projections.

MOTION

Mr. Brandt moved that the Board approve the selection of the West Glenwood site for the development of a new operations facility. After seconding by Ms. Eberly, the motion passed unanimously.

VOTE

MOTION

Mr. Brandt then moved that the Board adopt the resolution found on page 31 of the agenda packet, which Mr. Brandt then read in full. (Copies of the resolution and the description of the two parcels under consideration are attached to these minutes.) Dr. Smith seconded the motion, which then carried by unanimous vote.

VOTE

ITEMS FOR INFORMATION AT THIS MEETING:

Downtown Transit Station: Ms. Calvert appointed Mr. Brandt, Mr. Parks, and Mr. Runyan to a new Board Committee, the Downtown Station Committee. The Committee members decided to meet at 7:30 a.m. on Wednesday, January 28 in the District conference room, to formulate a recommendation regarding the location of a permanent downtown Eugene transit station.

Annual Employee Awards Banquet: Board members were invited to attend the LTD Annual Awards Banquet, being held on Saturday, February 21. Staff promised to send invitations and detailed information to the Board.

Acting General Manager: Ms. Loobey informed the Board that she would be attending an American Public Transit Association (APTA) management seminar in San Diego on February 7-11, and that Mark Pangborn, Director of Administrative Services, would be Acting General Manager in her absence.

APTA Western Conference/APTA Annual Meeting: APTA's annual Western Conference and Training Seminar will be held in Phoenix, Arizona in early April this year. The APTA Annual Meeting, which involves training sessions, vendors, and consultants, as well as information-sharing among transit districts, will also include a world-wide exhibit this year. It will be held in San Francisco in October. Any Board members who are interested in attending either one of these meetings were asked to contact staff as soon as possible.

Monthly Reporting: Mr. Runyan commented that the year-to-date performance averages look very good.

ADJOURNMENT: Mr. Brandt moved that the meeting be adjourned. Ms. Eberly seconded the motion, and the meeting was unanimously adjourned at 11:15 p.m.



Board Secretary



Lane Transit District

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

February 18, 1987

MEMORANDUM

TO: Board of Directors

FROM: Stefano Viggiano

RE: Land Acquisition for New Operations Facility

At the last meeting, the Board adopted a resolution regarding the acquisition of property from Moyer Theaters and James and Patricia Spicer for the new operations facility. At that time, staff indicated that the offer could not be tendered until the Urban Mass Transportation Administration (UMTA) had reviewed and approved the appraisals and appraisal reviews.

As a result of the UMTA review, the District must alter the offer price to Moyer Theatres. This will require the adoption of a new resolution by the Board. The new resolution that is recommended by staff will be available at the meeting.

Staff recommend that the Board move into Executive Session to discuss the appraisals and UMTA's comments.

Stefano Viggiano

Stefano Viggiano
Planning Administrator

SV:ms:js

RESOLUTION

BE IT HEREBY RESOLVED that it is necessary for Lane Transit District to acquire the property of Moyer Theatres, Inc., described as Parcel 1 on the attached sheet, and to acquire the property of James I. Spicer and Patricia E. Spicer, described as Parcel 2 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 Parcel 1 and the sum of \$_____ is determined to be just compensation for said Parcel 2, and that there will be no damages for the taking of either of said parcels.

BE IT FURTHER RESOLVED that the General Manager is directed to make written offers to purchase each of said parcels from their respective owners at the values set forth hereinabove, less the amount of all taxes, assessments, and liens, and to negotiate and attempt to reach agreement with said owners with respect to the compensation to be paid for their respective parcels and the damages, if any, for the taking thereof.

This Resolution supersedes the Resolution approved by the Board and dated January 21, 1987.

February 18, 1987

Date

Board Secretary

PARCEL 1

Beginning at a found 3/4 inch iron pipe in concrete at the Northwest corner of that certain parcel described as Parcel I of Tract III of Parcel I, Recorder's Reception No. 7884788, Lane County Oregon Records; said pipe is described as being 137.5 feet South of 0° 25' East from the Northwest corner of Lot 10, GLENWOOD PARK, as platted and recorded in Book T, Page 481, Lane County Oregon Plat Records; thence along the Northerly line of said Parcel I North 89° 35' 00" East 412.21 feet to a point 667.00 feet Easterly, when measured at right angles, of the Easterly line of Glenwood Boulevard; thence parallel with said Easterly line South 0° 27' 20" East 873.26 feet to the Northerly line of 17th Avenue as shown on Lane County Right of Way map number 38-8 M-1829; thence along said Northerly line South 89° 32' 14" West 413.60 feet to the Westerly line of said Parcel I; thence along said Westerly line North 0° 21' 52" West 873.60 feet to the point of beginning, in Lane County, Oregon.

PARCEL 2

Beginning at a found 3/4 inch iron pipe in concrete at the Northwest corner of that certain parcel described as Parcel I of Tract III of Parcel I, Recorder's Reception No. 7884788, Lane County Oregon Records, said pipe is described as being 137.5 feet South of 0° 25' East from the Northwest corner of Lot 10, GLENWOOD PARK, as platted and recorded in Book T, Page 481, Lane County Oregon Plat Records; thence South 0° 21' 52" East 873.60 feet along the Westerly line of said Parcel I to the Northerly line of 17th Avenue as shown on Lane County Right of Way map number 38-8 M-1829; thence along said Northerly line the following courses: South 89° 32' 14" West 4.47 feet; thence 129.53 feet on the arc of an 848.51 foot radius curve, concave Southerly, (long chord South 85° 09' 50" West 129.41 feet); thence 95.76 feet on the arc of a 788.51 foot radius curve, concave Northerly, (long chord South 84° 16' 11" West 95.70 feet); thence North 45° 26' 50" West 34.80 feet to the Easterly line of Glenwood Boulevard; thence along said Easterly line North 0° 27' 20" West 867.84 feet; thence along the prolongation of the Northerly line of said Parcel I North 89° 35' 00" East 254.79 feet to the point of beginning in Lane County, Oregon.



Lane Transit District

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

February 18, 1987

MEMORANDUM

TO: Board of Directors
FROM: Downtown Station Committee
RE: Downtown Station Site Selection Recommendations

The Downtown Station Committee met twice during the past month to consider sites for a permanent downtown Eugene transit station. The Committee reviewed material from staff, including some new material that has not been presented to the full Board of Directors, and discussed the relative merits of each site.

Attached to this memorandum is the material compiled by staff on this question. This material includes the siting criteria adopted by the Board, a summary of background information, results of surveys of downtown bus riders and other cities, a list of site options considered, and the site evaluations. At the Board meeting, staff will review the material and the Committee discussion.

Downtown Station Committee Recommendation

That the Board of Directors authorize staff to continue to investigate the feasibility of five sites: 1) 8th and Willamette Lot; 2) 10th and Olive On/Off Street; 3) The Butterfly Lot; 4) 10th and Olive Off-Street; and 5) 8th and Pearl Lot south of City Hall. The sites are not, at this time, recommended in any rank order.

Peter Brandt / j

Peter Brandt
Downtown Station Committee Chair

PB:sv

attachments

III. DECISION INFORMATION

The Board of Directors has been presented with a large quantity of information relating to the optimum location and design for a permanent downtown station. This section of the packet is intended to provide a brief summary review of the material that has been presented, and to introduce two new surveys that staff have completed within the last two months. More detailed information is attached.

<u>Item</u>	<u>Major Findings/Observations</u>
BACKGROUND PAPER	<ol style="list-style-type: none">1. Attached is a copy of the background paper on the downtown bus station that was developed for the Community Forum. It indicates that, although the current station is an improvement over the previous station, its selection was a compromise because the best locations were not available to the District.
LTD OPERATIONS	<ol style="list-style-type: none">1. The station must function as both a transfer point and as a major downtown destination point.2. The station accommodates approximately 8,000 trips per weekday. This includes over 4,000 trips for people who start and end their trips downtown, and nearly 4,000 trips for people who transfer at the station every day.3. There have been several accidents between buses and cars at the intersection of 10th and Olive.4. The current station is perceived as unsafe by a significant percentage of riders and potential riders.5. Ridership increased significantly after improvements were made at the current site.
MILES REPORT	<ol style="list-style-type: none">1. The current station is inadequate as a permanent facility because of its size and configuration.2. As a low-cost option, the study recommends consolidating the station by moving the two bus parking section east of Willamette nearer the 10th and Olive intersection.3. As a moderate-cost alternative, the study recommends an off-street station on the Butterfly Lot or an off-street station at 10th and Olive.

EMPLOYMENT
PROJECTIONS

1. Employment is expected to grow most significantly in the areas on the northeast side of downtown and in the Riverfront Park area, close to the Butterfly Lot.
2. These same areas appear to have, and will continue to have, the highest concentrations of workers.

DEVELOP SCENARIOS

1. The Urban Renewal lots at 8th and Willamette, 10th and Olive, 11th and Willamette, and near Broadway and Charnelton are programmed to be developed.
2. Additional parking structures will likely be constructed. Although no sites have been firmly identified, the 10th and Olive site has been identified as a possibility.
3. It appears possible that Willamette Street between 8th and 10th will be opened to vehicle traffic in the next two years.

RIDER SURVEY
(More detailed
information on
this survey is
attached.)

1. The area around the current station is the most popular trip destination for riders.
2. The area near Pearl and 8th is the most common work destination for riders.
3. It appears that the District carries a much higher percentage of trips near the station than farther away. This implies that proximity to the station is an important factor in a person's propensity to use the bus.

OTHER SYSTEMS
(More detailed
information on
this survey is
attached.)

1. Of the 16 bus systems contacted, eight have recently constructed new downtown stations.
2. All the new stations are off-street.
3. Of the eight systems that have not recently constructed new downtown stations, two are in the design phase for an off street station, and four others are in other various preliminary stages of site selection. Only two systems do not have a downtown station and have no plans to construct one.

LANE TRANSIT DISTRICT DOWNTOWN STATION

The question of the location and operation of the Downtown Transit Station is again being considered. The conditions and needs of bus patrons have grown and changed since approval of the improvements along 10th Avenue between Charnelton and Oak in 1983. The current station does not meet the present or future needs of the bus patron. Since the City is re-examining its downtown development strategy, it is appropriate to also discuss the needs of the Downtown Transit Station.

28. Why does LTD need to be downtown and how many people that ride the bus have downtown as their destination?

The downtown location has been and continues to be crucial to the efficient operation of LTD. Downtown is the primary destination of LTD patrons. Approximately 2,000 patrons a day, or 33 percent of all riders, have downtown as their final destination. Another 30 percent of all riders transfer buses downtown in order to reach their final destination. Therefore, the station needs to be as centrally located as possible within the downtown area and also be convenient for transferring patrons. The downtown station is the single most important component of the entire LTD system. Its location and design affects the efficiency, cost, and usefulness of the total system.

29. Why is the relocation of the downtown station being discussed so recently after improvements were made to the current location? Were not the 10th Avenue improvements supposed to be a permanent solution?

To understand the purpose of the improvements to the current station it is important to understand its history. The city bus station has always been located downtown. Locating a "permanent" downtown site for LTD became a community question a dozen years ago, with the growth in ridership, routes, and fleet size. An examination of potential sites for this activity resulted in the identification of 8th and Willamette as the best site for a bus station. It was to be developed in conjunction with the Parade.

However, the 8th and Willamette site was preferred by the City to be reserved for other development and alternative sites were examined. It was

clear that the conditions along 10th Avenue were unacceptable but other locations including an experimental location around the Parks blocks created more problems than they solved.

The City and LTD jointly sponsored a re-examination of the question which resulted in a proposed compromise plan which would place the buses in a "contra-flow" pattern, buses moving against the one-way traffic flow, around the Mall. This plan was to accommodate a proposed major retail expansion project. The retail expansion and a Federal Grant to help fund the "contra flow" concept did not materialize.

The City and LTD then determined that the current 10th Avenue location was the best alternative for a compromise location. It was not the best location, but with improvements of wider sidewalks, shelters, better lighting, and other amenities, it would be an acceptable facility. These improvements were intended to relieve the overcrowded and congested sidewalks and improve the general appearance of the area. These improvements were for the benefit of both the City and LTD riders. The value of the improvements was soon demonstrated with an immediate increase in LTD ridership, an overall improvement in appearance, and it complemented the eventual rehabilitation of the surrounding historical buildings. The improvements increased passenger and pedestrian activity. The relocated Customer Service Center also gave a greater sense of security to both patrons and pedestrians.

The current site was never the first choice of the district for a permanent downtown bus station, but it was the best compromise at the time. Therefore, the district has continued to look for a site better suited for LTD's downtown operations.

Ironically, the success of the current station highlighted some of its operational inadequacies. Consequently, the City and LTD jointly funded a study by Don Miles to identify the problems with the current station and propose solutions to those problems. Don Miles is a specialist in pedestrian movement in a downtown setting and he has worked for the City of Eugene analyzing the Downtown Mall. That document, Downtown Eugene Transit Center Site Evaluation, concluded that the length of the station, three city blocks long, was too great for transferring passengers and that alternative design configurations needed to be considered.

30. Where are the potential sites and what are the advantages and disadvantages of each site?

The Public Spaces Study recommended three alternative sites be considered or specific improvements be made to the current station. The alternatives included both on- and off-street design options.

One off-street option identified the County-owned parking lot between 7th and 8th at Oak, also called the butterfly lot, as the preferred moderate-

cost location. The principal feature of this site is that the downtown transferring function would not be at curbside, as done presently, but off-Street. The Site Evaluation indicated that the primary attributes for this site is that it is located in proximity of retail and employment centers, would have high visibility, consolidate the identity of the transit station and improve bus operations and rider convenience for transfers. It is estimated to cost about \$1,600,000.

The other off-street option identified the half block area east of Olive street between 10th and 11th Avenues. This site would have similar design attributes to the butterfly lot except that it would not be as close to downtown employment centers. This option is estimated to cost about \$1,500,000 but would also remove a quarter block of property from the tax roles and eliminate the use of a development site.

For the current station, the study suggested an on-street alternative at 10th and Olive. Specifically the study suggested the relocation of the bus shelters east of Willamette Street on 10th Avenue to a site at 10th and Olive. This lower-cost option would have high visibility and consolidate the identity of the transit station, would act as a gateway to the pedestrian mall at Olive Street and would be located in a familiar place. This alternative is estimated cost about \$500,000.

While all these options are an improvement, the off-street options offer the added benefit of consolidating all buses in a small area thereby making transfers easier for patrons and also reducing conflicts between buses, patrons, and cars. This would increase system efficiency and patron/ pedestrian safety.

Other sites were studied but were discarded because of operational flaws, cost considerations, or because they were being reserved for future development.

**31. What is the status of the deed restriction on the butterfly lot?
Doesn't it state that the block can only be used for a park?**

There is a restriction on part of the block where the butterfly lot is located. The attorneys for LTD and the County are researching those restrictions but have not published a final report.

32. Where will the money come from for a new or redesigned station?

Financing for either of these options could come primarily (80 percent) from Federal funds earmarked for transit while the local area would provide the local 20 percent match. If a decision is made to make any change, the LTD Board has indicated that they will ask the City Council to participate financially.

33. When will a new station be selected and built?

That depends on the cost and complexity of the final decision. If the decision is made to go with a relatively simple low-cost change to the current station, that change might happen in the next two to three years. A more complex and costly move to a new station would depend upon the availability of Federal funding and local match dollars as well as the availability of an alternative site. That project could take four to eight years. In any case, any solution will take time to implement.

DOWNTOWN BUS RIDER SURVEY

Survey Purpose and Methodology

An on-board survey of bus patrons traveling toward the Eugene Mall was conducted on selected routes during the mornings of November 10-14, 1986. The information contained in this survey is to be used, in conjunction with other information, in the decision on the selection of the best site for a permanent downtown station.

The major intent of the survey was to determine, in some detail, the final destinations of bus riders within the downtown area. Patrons surveyed were also asked questions relating to trip purpose, downtown employer, occupation, opinions about the current transit station, and various demographic characteristics. A copy of the questionnaire and the frequencies of responses to each of the questions is attached.

The surveys were distributed and collected by a surveyor riding on the bus. All patrons were asked to complete a survey. It is estimated that about 60 percent of the riders on the trips surveyed turned in a completed questionnaire. A total 1584 surveys were completed, of which 515 were completed by respondents who indicated a final destination in downtown Eugene.

Major Findings

1. There are two primary nodes for trip destinations within the downtown area. The most common destination for all trips is in the heart of the retail mall around Broadway and Willamette. The largest work node is the Oak/Pearl/8th Street area housing the public employees. A table of destinations for work trips and total trips by block is attached.
2. Lane County and the City of Eugene are the two largest single employers of bus patrons downtown, each employing about 9 percent of all bus riders who work downtown. Small retail establishments, restaurants, and professional offices are also among the top employers of bus patrons.
3. Bus riders who work downtown are employed primarily in the clerical (27 percent), retail/service (23 percent), and technical/professional (20 percent) occupations. Approximately 12 percent of bus riders who work downtown are employed as managers or business owners.
4. Nearly 36 percent of bus riders responding to the survey cited safety as a problem with the current station. Another 20 percent of respondents believe the station should have more sheltered waiting area.

5. About 63 percent of survey respondents walk less than three blocks from their downtown bus stop to their final destination, while 37 percent currently walk three blocks or more.

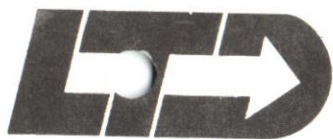
Discussion/Analysis

It appears that the current location of the station has a very strong influence on trip destinations. Destinations located near the station are more likely to be served by bus than those located farther from the station. This is no surprise, and, in fact, is a major justification behind the staff's recommendation to move the station to a more central location.

The area surrounding and immediately north of the current station is the most popular destination among survey respondents. However, it is not the single most common destination for work trips. Despite the bias toward trips near the current station location, the 8th and Pearl area shows up as a major destination for work trips in the survey. In addition, the City of Eugene and Lane County are the two employers most frequently cited by downtown bus riders.

This survey tends to support the hypothesis that trips which have a final destination that is near the station are more likely to be made by bus than those which would require walking greater distances. When correlated to data showing employment locations within downtown, the data in this survey indicates that the proportion of employees using the bus is much higher in areas near the station.

If this hypothesis is correct, then the most relevant information for the District to use in selecting the optimum site for a transit station is the location of future employment and other trip generators within downtown. The station would be most effective if located in proximity to the greatest number of those trip generators.



Date ___ Time ___:___ Route# ___

Refused ___ Surveyor ___
11/86

Dear Bus Rider:

Lane Transit District would like to find out some things about you and your use of the bus. Your answers will help us evaluate current bus service and plan for future improvements.

Please return the questionnaire to the surveyor when you are finished. Thank you for your help!

1 What is the primary purpose of this trip? (mark only one)
1 Work 4 Shopping 6 Personal Business
2 School 5 Doctor/Dentist 7 Social/Recreation
3 Other (specify) _____

2 Where did you board this bus? (bus stop location)
Street _____ Cross Street _____

3 Are you employed within downtown Eugene?
1 No—> Go To Question #4.
2 Yes—>A. Who is your employer? _____
B. What is your occupation? (mark only one)
1 Managerial/Business Owner
2 Technical/Professional
3 Service/Retail Sales/Restaurant Worker
4 Clerical/Office Worker/Teller
5 Craft/Repair/Laborer/Operator
6 Other (specify) _____

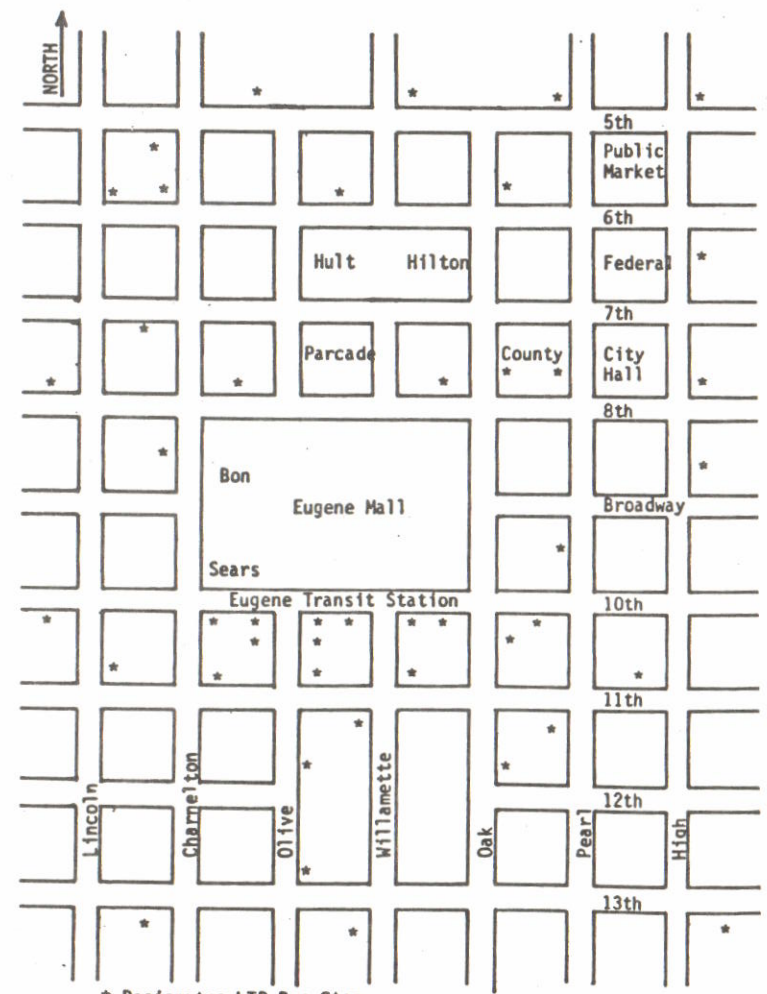
4 Which of the following improvements would you like to see made in the Eugene Downtown Transit Station at 10th and Willamette?
(mark all that apply)
 The station should be closer to my final destination.
 The distance required to walk between buses for transfers should be reduced.
 The area around 10th and Willamette should be made safer.
 Additional passenger waiting areas should be provided at the station.
 Other (specify) _____

5 What is your age? _____ years
6 What is your sex? 1 Female 2 Male

7 What is your approximate annual household income?
1 Less than \$5,000 5 \$20,000-\$24,999
2 \$5,000-\$9,999 6 \$25,000-\$29,999
3 \$10,000-\$14,999 7 \$30,000-\$35,000
4 \$15,000-\$19,999 8 Over \$35,000

8 Is your final destination for this bus trip near downtown Eugene?
1 No—> If you are transferring to another bus please indicate the name and number of the route you are transferring to.
Transferring to # _____

2 Yes—> On the map provided below please:
1) circle the bus stop that you will use to get off this bus and;
2) put an "X" at your final destination within downtown Eugene. (If you have several destinations, please indicate only the location that is most important to this trip.)



* Designates LTD Bus Stop

LTD BOARD MEETING
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TRIP PURPOSE

	Count	Percent	Valid Percent
Work	557	35.2%	36.5%
School	419	26.4%	27.5%
Other	7	0.4%	0.5%
Shopping	79	5.0%	5.2%
Doctor/Dentist	54	3.4%	3.5%
Personal Business	237	15.0%	15.5%
Social/Recreation	59	3.7%	3.9%
Missing	172	10.9%	
Total	1584	100.0%	100.0%

ARE YOU EMPLOYED WITHIN DOWNTOWN

	Count	Percent	Valid Percent
No	1087	68.6%	78.5%
Yes	266	16.8%	19.2%
Missing	231	14.6%	
Total	1584	100.0%	100.0%

DOWNTOWN EMPLOYERS

	Count	Percent	Valid Percent
City of Eugene	19	1.2%	8.8%
Lane County	19	1.2%	8.8%
Federal	7	0.4%	3.3%
State of Oregon	11	0.7%	5.1%
Library	0	0.0%	0.0%
BLM	4	0.2%	1.9%
LTD	3	0.2%	1.4%
LCC	4	0.2%	1.9%
Sears	2	0.1%	0.9%
Bon	2	0.1%	0.9%
Woolworths	2	0.1%	0.9%
5th St Market	1	0.1%	0.5%
1st Interstate Bank	2	0.1%	0.9%
US National	0	0.0%	0.0%
Other Banks	1	0.1%	0.5%
Small Retail (Mall)	11	0.7%	5.1%
Small Retail (Other than Mall)	23	1.5%	10.7%
Lawyer/Doctor/Dentist/CPA	16	1.0%	7.4%
Restaurants	20	1.3%	9.3%
Other (Volunteer, etc.)	63	4.0%	29.3%
Eugene Clinic	5	0.3%	2.3%
Missing	1369	86.4%	
Total	1584	100.0%	100.0%

DOWNTOWN OCCUPATION

	Count	Percent	Valid Percent
Manegerial/Business Owner	30	1.9%	12.0%
Technical/Professional	51	3.2%	20.3%
Service/Retail/Food	57	3.6%	22.7%
Clerical	69	4.4%	27.5%
Craft/Laborer	27	1.7%	10.8%
Other	17	1.1%	6.8%
Missing	1333	84.1%	
Total	1584	100.0%	100.0%

SHOULD BE CLOSER

	Count	Percent
Yes	58	3.7%
Missing	1526	96.3%
Total	1584	100.0%

SHOULD BE SMALLER

	Count	Percent
Yes	168	10.6%
Missing	1416	89.4%
Total	1584	100.0%

SHOULD BE SAFER

	Count	Percent
Yes	568	35.9%
Missing	0	0.0%
Total	1584	100.0%

SHOULD HAVE MORE SHELTER

	Count	Percent
Yes	320	20.2%
Missing	0	0.0%
Total	1584	100.0%

OK AS IS

	Count	Percent
Yes	75	4.7%
Missing	0	0.0%
Total	1584	100.0%

SHOULD HAVE MORE LIGHTING

	Count	Percent
Yes	8	0.5%
Missing	0	0.0%
Total	1584	100.0%

OTHER IMPROVEMENT

	Count	Percent
Yes	169	10.7%
Missing	0	0.0%
Total	1584	100.0%

AGE

	Count	Percent	Valid Percent
12 and Under	14	0.9%	1.0%
13 to 18	249	15.7%	18.1%
19 to 25	387	24.4%	28.1%
26 to 35	318	20.1%	23.1%
36 to 45	184	11.6%	13.4%
46 to 55	74	4.7%	5.4%
56 to 62	44	2.8%	3.2%
63 to 80	94	5.9%	6.8%
81 and over	11	0.7%	0.8%
Missing	209	13.2%	
Total	1584	100.0%	100.0%

SEX

	Count	Percent	Valid Percent
Female	820	51.8%	59.2%
Male	564	35.6%	40.7%
Missing	200	12.6%	
Total	1584	100.0%	100.0%

ANNUAL HOUSEHOLD INCOME

	Count	Percent	Valid Percent
Less than \$5K	422	26.6%	33.8%
\$5K-\$10K	273	17.2%	21.9%
\$10K-\$15K	178	11.2%	14.3%
\$15K-\$20K	116	7.3%	9.3%
\$20K-\$25K	86	5.4%	6.9%
\$25K-\$30K	60	3.8%	4.8%
\$30K-\$35K	45	2.8%	3.6%
Over \$35K	68	4.3%	5.4%
Missing	336	21.2%	
Total	1584	100.0%	100.0%

DOWNTOWN DESTINATION

	Count	Percent	Valid Percent
No	868	54.8%	62.8%
Yes	515	32.5%	37.2%
Missing	201	12.7%	
Total	1562	98.6%	100.0%

ROUTE TRANSFERED TO
Transfer Route

	Count	Percent Valid	Percent
0	3	0.2%	0.5%
1	3	0.2%	0.5%
2	3	0.2%	0.5%
3	1	0.1%	0.2%
4	1	0.1%	0.2%
10	1	0.1%	0.2%
11	98	6.2%	15.2%
12	19	1.2%	2.9%
13	20	1.3%	3.1%
15	5	0.3%	0.8%
17	1	0.1%	0.2%
18	2	0.1%	0.3%
20	1	0.1%	0.2%
21	14	0.9%	2.2%
22	43	2.7%	6.7%
23	9	0.6%	1.4%
24	13	0.8%	2.0%
25	21	1.3%	3.2%
26	7	0.4%	1.1%
27	31	2.0%	4.8%
30	28	1.8%	4.3%
31	71	4.5%	11.0%
32	5	0.3%	0.8%
33	9	0.6%	1.4%
34	3	0.2%	0.5%
35	1	0.1%	0.2%
40	23	1.5%	3.6%
41	20	1.3%	3.1%
44	10	0.6%	1.5%
50	6	0.4%	0.9%
51	40	2.5%	6.2%
52	6	0.4%	0.9%
53	1	0.1%	0.2%
54	1	0.1%	0.2%
55	4	0.2%	0.6%
60	22	1.4%	3.4%
61	19	1.2%	2.9%
63	2	0.1%	0.3%
65	32	2.0%	4.9%
66	41	2.6%	6.3%
67	6	0.4%	0.9%
Missing	938	59.2%	
Total	1584	100.0%	100.0%

ORIGINAL ROUTE
ROUTE

	Count	Percent	Valid	Percent
11	283	17.9%	17.9%	
12	162	10.2%	10.2%	
13	114	7.2%	7.2%	
21	89	5.6%	5.6%	
24	117	7.4%	7.4%	
25	90	5.7%	5.7%	
27	54	3.4%	3.4%	
30	195	12.3%	12.3%	
31	72	4.5%	4.5%	
40	131	8.3%	8.3%	
41	190	12.0%	12.0%	
55	34	2.1%	2.1%	
61	52	3.3%	3.3%	
Missing	1	0.1%		
Total	1584	100.0%	100.0%	

BLOCKS WALKED TO DOWNTOWN DESTINATION

	Count	Percent	Valid	Percent
0	68	4.3%	21.4%	
1	69	4.4%	21.8%	
2	63	4.0%	19.9%	
3	44	2.8%	13.9%	
4	25	1.6%	7.9%	
5	25	1.6%	7.9%	
6	9	0.6%	2.8%	
7	9	0.6%	2.8%	
8	1	0.1%	0.3%	
9	1	0.1%	0.3%	
10 or more	3	0.2%	0.9%	
Missing	1267	80.0%		
Total	1584	100.0%	100.0%	

Trip Purpose For Downtown Oriented Patrons

Work	238	46.2%	46.7%
School	61	11.8%	12.0%
Other	2	0.4%	0.4%
Shopping	33	6.4%	6.5%
Doctor/Dentist	26	5.0%	5.1%
Personal Business	125	24.3%	24.5%
Social/Recreation	25	4.9%	4.9%
Missing	5	1.0%	
Total	515	100.0%	100.0%

DOWNTOWN BUS RIDER SURVEY

Destinations--All Trips

2 NORTH ↑	0	1*	0	0	2*	2	4
0	2*	1	1	2	4	5th Public Market 4	2
0	0	2	Hult 2	Hilton 5	1	6th Federal 8	*2
2*	3*	4*	Parcade 1	4*	County 25	7th City Hall 9	.4
0	7*	Eugene Mall Bon 11 11 3			4	8th 8	.1
1	3	Eugene Transit Station Sears 20 49 11			14*	Broadway 5	4
3*	2	19*	29*	0*	13	10th 8	4
0	1	4	17*	9	5*	11th 6	3
1	Lincoln 2	Charleston 3	Olive 6*	Willamette 4	Oak 4	Pearl 12th 5	High 2
2	0*	2	2*	0	1	13th 2	7

* Designates LTD Bus Stop

DOWNTOWN BUS RIDER SURVEY

Destinations--Work Trips

0	NORTH ↑	0	1*	0	0	1*	1	3
0	0	1*	0	1	1	1	5th Public Market 0	2
0	0	2	Hult 0	Hilton 4	1	6th Federal 4	1	
1	1*	2	Parcade 0	4	County 22*	7th City Hall 8	3	
0	4*	4	Bon 3	0	4	8th Broadway 7	1	
0	1	7	Eugene Mall Sears 16	7	7*	4	3	
2*	0	9*	Eugene Transit Station 11	0	8*	10th 3	2	
0	1	0	7*	5	3*	11th 2	2	
0	Lincoln 1	Charnelton 1	Olive 2	Willamette 1	Oak 2	Pearl 3	High 2	
0	0*	0	1*	0	1	13th 1	0	

* Designates LTD Bus Stop

SURVEY OF DOWNTOWN STATIONS IN OTHER CITIES Summary

Introduction

A survey of a sample of transit systems similar in size to LTD was conducted to determine their use of and experience with downtown transit stations. Specifically, the survey was intended to solicit comments on site selection, on-street vs. off-street designs, security, loitering problems, and cost. The information is to be used to aid in the selection of a site for a permanent LTD downtown station.

Sixteen other transit systems were contacted by telephone. Four of the systems were identified in the Miles report. The other 12 transit systems were selected at random from a list of comparably sized transit districts across the nation. A summary of the information obtained from each of the 16 transit systems, as well as a copy of the survey form, is attached.

The information obtained from this survey is intended to provide a general perspective on recent developments in the design and location of downtown stations around the country. Decisions on the best site and design for a downtown station should not, of course, be based directly on this information. These decisions must be made based on local issues, and not on popular trends around the country.

Major Findings

1. Of the sixteen systems contacted, eight had recently constructed new stations. All of the new stations were constructed off-street or on "bus only" streets. Many of the new stations replaced on-street sites.
2. Seven other systems were at various stages in the site selection and design of stations. Two of these systems are planning on-street stations, while five are planning on or would prefer off-street facilities. Only one system, in Fresno, California, does not have a downtown station and has no plans to construct one. Fresno operates a "grid" type bus system.
3. The cost of station improvements ranged from \$1.6 million to \$7 million.
4. Cedar Rapids, Iowa, constructed its station as part of a \$34 million office/retail complex. This venture has reportedly been very successful. Grand Rapids, Michigan is planning a similar sort of development.

5. There have been few reported loitering, safety, or security problems at any of the new stations. Security measures used range from no added security to the use of security personnel and closed circuit television monitoring.

Discussion

It appears that there is a very definite trend toward the construction of off-street central transit stations. The reasons cited by the transit systems contacted for their move off-street are very similar to the advantages LTD staff have mentioned. These include consolidating the station to improve transfers, reducing conflict between buses and autos, and establishing a sense of permanency to the station.

The survey indicates that there is a great deal of variation in the type of working relationships between the transit districts and local agencies and business groups. In some cases, the site selection process was very difficult and the transit systems had to settle for what they considered an inferior site. In other situations, the transit systems were able to work easily with local agencies and downtown business groups in selecting and developing an optimum site.

The cost of constructing new stations varies considerably. The stations which cost in the \$4 million to \$7 million range are more extensive than planned by LTD. Perhaps the best comparison is Orlando, Florida. This station is similar in size to that planned by the District, is off-street, and cost approximately \$1.7 million. This total includes a cover over the station, but does not include land costs (land is leased from the City for \$1 per year). The cost estimates of new transit stations in these other cities suggest that the LTD estimate may be a little low.

SURVEY OF DOWNTOWN STATIONS IN OTHER CITIES
Information on Each City Contacted

1. Bellingham, Washington

Bellingham completed a new off-street station in November of 1980 at a cost of about \$1.6 million. The station was considered a major factor in revitalizing the downtown area. The station was funded 80 percent by UMTA and 20 percent by the City (the transit district is controlled by the City). The previous station was on-street.

Transit staff believe that their station has worked very well. They like the fact that it is off-street, which minimizes conflicts with autos. They report no loitering or safety problems, with only one minor bus/bus accident in six years.

2. Cedar Rapids, Iowa

Cedar Rapids constructed a new downtown station in 1982. The station is on the ground floor of an office complex. There are two terminals, with a diagonal street between them. The cost of the project was \$34 million, most of which was for the office complex. A total of approximately \$7 million was spent on the transit portion of the facility. The station was funded by an Urban Initiatives grant.

3. Chattanooga, Tennessee

Chattanooga does not have a downtown transit station, but is reportedly starting to consider one.

4. Dayton, Ohio

Dayton does not have a downtown transit station and does not operate a "timed transfer" system. The transit district is looking at the possibility of setting up a timed meet system, but staff are discouraged that the only site available to them would be on-street.

5. Des Moines, Iowa

Des Moines constructed a new station this year. The station is located on five blocks of city street that is limited to buses. The street was redone with 19-foot brick sidewalks and two lanes for buses to travel in both directions. The total cost of the project was \$6 million and was paid for by UMTA and the City of Des Moines (the transit district is separate from the City). The previous station was in a mixed-traffic street.

6. Erie, Pennsylvania

Erie has a one-block, on-street station in downtown. Since the transit district does not operate a timed meet system, only two or

three buses are there at any one time. The system has some money to make improvements to the station, but staff are waiting for the City to make a decision on some traffic issues.

7. Fort Wayne, Indiana

Fort Wayne constructed a new transit station downtown in 1983 to replace the previous on-street facility. The new station involves a two-block transit mall (bus-only streets) with off-street transfer sites at either end. The total cost of the new facility was \$2.4 million, which was paid for 80 percent by UMTA and 20 percent by general obligation bonds. These bonds were financed through the City and are to be repaid by the transit district.

8. Fresno, California

Fresno does not have a downtown transit station. The transit district operate a grid system which does not require a central transfer station.

9. Grand Rapids, Michigan

Grand Rapids does not now have a central downtown station. However, the transit district is planning to build a station in the near future. The planned station will be located near the central business district and will be on the ground floor of an office complex. The air rights will then be sold to private developers. The station is expected to cost \$5-6 million and be paid for by UMTA Section 3 and 9, and State DOT "Terminal Funds." No local government dollars will be used.

10. Oceanside, California

The north San Diego County Transit District serves seven different downtowns. However, a new transit station was built in the largest downtown - Oceanside - in 1983. The station is a multi-modal facility, serving Trailways, Greyhound, and Amtrak in addition to the bus system. The cost of the station was \$7 million and was paid for with state and transit district funds. They have not had any loitering or safety problems, although they do employ a security person to patrol the site. Some commercial tenants of the facility help defray the cost for security.

11. Orlando, Florida

Orlando constructed a new off-street station in October, 1985 to replace a previous on-street facility. The facility is in a prime downtown location on land leased from the City for \$1 per year. The station is covered, has capacity for 20 buses on a half-block, and cost about \$1.7 million. The station was paid for by a combination of UMTA Section 9, State, and local funds. Transit staff report only "normal" loitering problems and no safety problems.

12. Santa Cruz, California

Santa Cruz constructed a new station in 1984 that is partially off-street and partially on bus-only streets. The station is located right in downtown Santa Cruz, and was constructed at a cost of \$2 million, of which the state and the transit district split the cost.

The station includes some commercial establishments. Security personnel are on duty during the hours that the buses operate to help control loitering and improve perceived safety.

13. Shreveport, Louisiana

Shreveport completed a new off-street downtown station in 1985 to replace the previous on-street facility. The station is on a one-half block, has capacity for 18 buses, is covered, and cost \$3.6 million. The cost of the station was paid for by UMTA (80 percent) and the transit system (20 percent). The transit system is part of the City. Staff are happy with the operation of the station, and report little problem with loitering or safety.

The site of the station was controversial, which was partially responsible for the 10 years the station was in the planning stages. The ultimate site is very desirable from the transit district's perspective and was selected by the Mayor.

14. Spokane, Washington

Spokane has an on-street downtown station that houses 28 buses spread out over four blocks. Staff hope to make improvements to the station in the near future, but are uncertain as to what those improvements may entail. They expect to remain on-street.

15. Stockton, California

Stockton does not presently have a downtown station. The transit district is planning to construct a one-block off-street station in the future. Currently, staff are in the process of having to condemn some land and businesses in order to construct the station. They have had some very significant problems in identifying a site. The station is expected to be funded completely with transit district funds.

16. Tucson, Arizona

Tucson has an on-street station. Because the transit district does not have a timed transfer system, the station need only accommodate 7 buses. Staff are planning a new downtown station, but have not determined design or site, although they would prefer something off-street. They have had significant loitering problems, especially by kids, at their current site.

SURVEY OF DOWNTOWN TRANSIT STATIONS IN OTHER CITIES
Survey Form

Transit System _____ Tel. Number _____

(Ask to speak with someone -- probably in Planning -- who is familiar with the design and operation of the system and particularly the downtown transit station)

Contact Person _____ Title _____

Introduction: I'm _____ with Lane Transit District in Eugene, Oregon. I would like to ask you a few questions about the operation of your system and specifically your central transit station. Lane Transit District is currently evaluating potential sites and designs for a new central transit station and feels that the experiences of other transit districts such as yours will assist us in that process. The survey should only take about five minutes.

1. Do you have a central downtown transit station or center? _____
-- If Not, thank person and terminate call --
2. How many buses are operated during peak hours? _____ Midday? _____
3. What is your Annual Ridership? _____ (use trips or "linked" rides)
4. Do you operate service on Saturday? _____ Sunday? _____
5. Do you operate a timed transfer or pulse system at the station? _____
If Yes:
 - 4a. At most, how many buses meet for a pulse? _____
 - 4b. What is the maximum walking distance between buses? _____
 - 4c. Approximately how may transfers occur at the station on an average weekday? _____
6. Is your transit station off-street, on-street, or a combination?
(please describe) _____

7. How many buses can the station accommodate? _____
8. Do the buses that use the station have assigned parking areas? _____
9. Do the buses have independent pull-out (by section or by bus)? _____
10. Are security personnel used at the station? _____
If yes:
 - 10a. How many? _____
 - 10b. What hours do they work? _____
 - 10b. Are they transit district employees? _____
 - 10c. What is the cost for this service? _____

11. Are any other security systems used, such as closed circuit cameras?
(If yes, note system) _____
12. Do you have a Customer Center located near the station? _____
If Yes: 12a. How close is it to the station? _____
13. Have you constructed or improved the station recently? _____ When? _____
If yes:
 - 13a. What did the improvements consist of? (record comments) _____

 - 13b. How much did the improvements cost? _____
 - 13c. Who paid for the improvements? _____
 - 13d. Was the previous station off-street or on-street? _____
 - 13e. What criteria was used to select the site? (record comments) _____

 - 13f. Were any difficulties encountered in selecting the site for the station? (record comments) _____

14. Have you had any problems with:
 - 14a. Loitering? (record comments) _____

 - 14b. Safety? _____

 - 14c. Operations? _____

 - 14d. Other problems with the station? _____

15. Any other comments/suggestions for us as we proceed with this process?

Thank you very much for your time.

V. POSSIBLE SITE OPTIONS

Staff believe that every feasible site for a permanent downtown station within the downtown area has been considered. The following is a list of all the sites considered and a brief discussion from a staff perspective as to their advantages and disadvantages.

1. CURRENT STATION: One of four final sites in the Miles study. Low-cost alternative, but has operational problems, not optimum location.
2. 10th & OLIVE, ON/OFF-STREET: Recommended low-cost option in the Miles study. Problems include not optimum location and City of Eugene opposition. On urban renewal land.
3. 10th & OLIVE, OFF-STREET: A final site in the Miles study. Problems include not optimum location and relatively high development costs. City of Eugene staff have indicated a preference for this site over either of the on-street 10th and Olive options. Partially on urban renewal land.
4. BUTTERFLY LOT: Recommended moderate-cost option in the Miles study. Site is optimally located, is off-street, and has the support of the City of Eugene. Problems include questions on availability of land and relatively high development cost.
5. CITIZENS LOT, 10th & PEARL: Site not a finalist in the Miles study. Staff have since re-evaluated site. Problems include not enough land available, not optimum location.
6. GREYHOUND LOT, 10th & HIGH: Another site that was re-evaluated by staff after failing to make the final list in the Miles study. This site is considered too far from the center of downtown.
7. 8th & WILLAMETTE LOT: An urban renewal lot which the City of Eugene prefers to develop for commercial use.
8. NORTH COUNTY LOT, 7th & OAK: Site is located between 6th and 7th, and thus has some access problems for pedestrians.
9. CHARNELTON & BROADWAY LOTS: Lots are owned by urban renewal. Site is too far from employment centers.
10. 5th & OAK LOT: Site is too far from the center of downtown.
11. 8th & OAK, ON-STREET: The on-street design would leave buses too far apart to function well for transfers. The station would also be bisected by some very busy streets.

12. PARK BLOCKS, SOUTH OF 8th: These blocks do not have sufficient capacity, and there are problems with incompatible surrounding land uses.
13. 8th & PEARL LOT, SOUTH OF CITY HALL: This site is the proposed location of the future City Hall and is owned by the City of Eugene.
14. 10th & CHARNELTON, SOUTH OF SEARS: An urban renewal lot. No real advantages compared to the 10th and Olive off-street, not as good a location.

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.

	8TH & MILL LOT	10TH & OLIVE ON/OFF STREET	BUTTERFLY LOT	10TH & OLIVE OFF STREET	8TH & PEARL LOT SOUTH OF CITY HALL	CURRENT STATION	GREYHOUND LOT	NORTH COUNTY LOT	CITIZENS LOT
LOCATION (X3)	15	9	12	9	9	9	3	6	6
COMPACTNESS (X2)	10	6	10	10	10	0	10	10	6
EFF/SAFETY	5	4	5	4	4	1	3	3	4
CAPACITY	4	4	4	4	4	4	4	4	3
CSC LOC.	3	1	3	5	3	3	3	3	3
DEV COMPAT. (X2)	8	4	8	6	6	2	8	2	4
COST (X5)	5	20	5	5	5	25	5	5	5
TOTAL SCORE	50	48	47	43	41	44	36	33	31

**LANE TRANSIT DISTRICT BOARD OF DIRECTORS
POLICY STATEMENT AND CRITERIA FOR
CENTRAL TRANSIT STATION SITE**

POLICY STATEMENT:

The following policy statement was adopted by the Lane Transit District Board of Directors at its September 17, 1986 meeting:

A permanent 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.

OBJECTIVES:

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 and designed 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 minimize 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.

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.

NOMINATION FOR BUDGET COMMITTEE

LANE TRANSIT DISTRICT

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336
Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body . . . (5) the appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members end each year.

BOARD MEMBER: Keith Parks
DATE OF NOMINATION: February 18, 1987
TERM OF BUDGET COMMITTEE APPOINTMENT: February 18, 1987 January 1, 1990
Effective Date Term Expiration Date
APPROVED BY BOARD: _____
Date

NOMINEE'S NAME: Roger Smith
HOME ADDRESS: 4430 Hyacinth, Eugene, OR 97404
Telephone Number: 689-0310
BUSINESS ADDRESS: Chem Bond Corp., 475 N. 28th, Springfield, OR 97477
Telephone Number: 746-6501
PREFERRED MAILING ADDRESS: 4430 Hyacinth, Eugene, OR 97404
OCCUPATION: Chemical Engineer
Brief statement of nominee's background which is relevant to budget committee appointment: Mr. Smith has been involved in corporate budgeting and financial work with his church. Reappointment; previous term: 2/21/84-1/01/87

NOMINATION FOR BUDGET COMMITTEE

LANE TRANSIT DISTRICT

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336

Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body . . . (5) the appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members end each year.

BOARD MEMBER: Dean Runyan

DATE OF NOMINATION: February 18, 1987

TERM OF BUDGET COMMITTEE APPOINTMENT: February 18, 1987 January 1, 1990
Effective Date Term Expiration Date

APPROVED BY BOARD: _____
Date

NOMINEE'S NAME: John Watkinson

HOME ADDRESS: 895 Lariat Drive, Eugene, OR 97401

Telephone Number: 484-1937

BUSINESS ADDRESS: Harrang Swanson Long & Watkinson, P.C.
101 E. Broadway, Suite 400, P. O. Box 11620, Eugene, OR
97440

Telephone Number: 485-0220

PREFERRED MAILING ADDRESS: Business address

OCCUPATION: Attorney

Brief statement of nominee's background which is relevant to budget committee appointment: 1965 graduate of Oregon State University, B.A. with emphasis
in accounting; JD, Indiana University, 1968; after service in the Army, began
law practice in Eugene in 1971; principal areas of practice in business and
property law; participation also in management of law firm. Reappointment;
previous term 4/10/84-1/01/87.



Lane Transit District

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

February 18, 1987

MEMORANDUM

TO: Board of Directors
FROM: Stefano Viggiano
RE: Neighborhood Input on the New Operations Facility

Staff met with the Glenwood Community Organization on Monday, February 2, 1987 to provide an update of the New Operations Facility project. A great deal of discussion occurred regarding the site plan for the facility and the mitigation of adverse environmental impacts on the neighborhood. The neighborhood group passed two motions. The first motion asked the District to increase the berm height from six feet to ten feet and to eliminate the eastern entrance into the employee parking lot. The second motion asked the District to consider moving the facility back to the original "east" site.

The two motions are somewhat contradictory. The first motion addresses design changes that would tend to further mitigate noise and traffic impacts. The second motion, however, would make additional mitigation of the noise and traffic impacts very difficult.

As a result of the neighborhood input, staff have consulted with the project architect and have determined that the berm height can be increased to eight feet without increasing the width of the berms, and that the eastern driveway into the employee lot can be eliminated. These design changes will be made.

Staff do not recommend reconsideration of the site. This issue was discussed in considerable detail at the last meeting, and there does not appear to be any new information that would affect the decision.

Stefano Viggiano

Stefano Viggiano
Planning Administrator

SV:ms

Glenwood Community Organization

3698 Franklin Boulevard
Eugene, Oregon
97403

February 16, 1987

BOARD OF DIRECTORS
LANE TRANSIT DISTRICT
P O box 2710
Eugene OR 97402

RE: GLENWOOD SITE-MAIN BUS FACILITY

At the February 2nd meeting of the Glenwood Community Organization Board of Directors, plans for the Glenwood facility were presented and discussed.

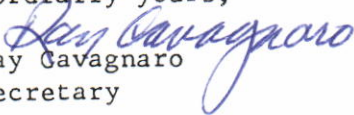
It was pointed out that our letter of support of the project sent in February 1986, was relative to the Drive In property. As a result a motion was made and passed that LTD review the original property site with the possibility of utilizing the entire Drive In site, not just a portion of it.

A recommendation was also made that no parking lot entrances be made on 14th or on 17th as these are residential areas. Also that the berm along 17th Avenue be increased from 6 feet to 10 feet.

The Board is very grateful for the cooperation of LTD and the time and planning your staff has taken to keep the Glenwood area people informed.

The GCO Board wants to cooperate in anyway possible to help in communication so that development of the project will be mutual beneficial.

Cordially yours,


Ray Cavagnaro
Secretary

cc:Calvert

Viggiano

LTD BOARD MEETING--handout
02/18/87 Page 52-A





February 18, 1987

MEMORANDUM

TO: Board of Directors
FROM: Micki Kaplan, Transit Planner
RE: Junction City Service

Background Information

In July of 1984, the Board approved a Section 18 grant application for capital and operating assistance to fund local fixed-route and demand/responsive service within Junction City. Section 18 funds are federal funds allocated by the State for capital and operating assistance to rural communities. It has been the District's intent to contract with a private transportation provider for the added service to Junction City. This proposed service arrangement was challenged by the Amalgamated Transit Union, and the right of the District to contract for this service was upheld in an arbitration hearing during the summer of 1986. The District is now proceeding with plans to design the new service. The purpose of this memo is to provide a general description of the new service and a schedule for implementation.

Service Description

A new type of service will operate within Junction City: a local fixed-route system, and a demand/responsive system. The service will connect at scheduled times with the existing trunk route between Eugene and Junction City, which may change slightly to accommodate the new service. Total trunk route service hours will primarily remain the same. The Eugene to Junction City trunk route will continue to be provided by the District. The demand/responsive and local fixed-route service will be contracted to a private provider.

At this time, the project is still in the preliminary service design phase. The precise service characteristics for the local fixed-route and demand/responsive service are awaiting further public input and planning before they are finalized. The location of the passenger boarding facilities and the selection of a private provider for service provision are still to be determined. During the next several months, Planning

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staff will be formulating the service design. As part of the service design process, Planning will collect input from a variety of sources, such as patrons, drivers, ridership survey, community workshops, local citizens, City and school officials, and local nursing homes. Additional information will be presented at future Board meetings.

Funding

Total project cost will be \$70,050 and will be funded primarily with Section 18 grants and a local match. A \$35,000 Section 18 grant has been approved to purchase a small 20- to 22-passenger lift-equipped bus for operating the local fixed-route and demand/responsive service components. The District has also obtained a Section 18 grant for six months of operating assistance, installing bus stops and passenger boarding improvements, and administrative costs.

Time Line

The service is projected for implementation in conjunction with the District's winter bid in February, 1988.

Action Requested: None.

Micki Kaplan

Micki Kaplan
Transit Planner

MK:ms:js

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 GENERAL FUND
 FOR THE SEVEN MONTHS ENDING JANUARY 31, 1987 (58.33% OF YEAR COMPLETED)

	CURRENT MONTH		YEAR-TO-DATE		% ACTIVITY	YEARLY BUDGET	BALANCE
	1987	1986	1987	1986			
REVENUES							
Operating Revenues:							
Passenger Fares	136,691	134,219	832,611	805,351	56.52%	1,473,200	(640,589)
Charters	198	0	16,760	13,531	83.80%	20,000	(3,240)
Advertising	4,136	3,646	26,012	24,334	55.70%	46,700	(20,688)
Miscellaneous	284	236	2,743	1,755	91.43%	3,000	(257)
TOTAL OPERATING REVENUES	141,309	138,101	878,126	844,971	56.91%	1,542,900	(664,774)
Non-Operating Revenues:							
Interest	11,540	12,828	81,678	100,219	54.45%	150,000	(68,322)
Payroll Taxes	421,238	362,863	2,907,871	2,781,277	57.42%	5,064,500	(2,156,629)
Federal Operating Assistance	0	0	0	0	0.00%	714,800	(714,800)
State In-Lieu-Of Payroll Taxes	0	0	228,903	178,469	50.32%	454,900	(225,997)
State Special Transportation	0	0	83,410	0	27.80%	300,000	(216,590)
UMTA Planning Grants	2,402	0	8,106	0	20.27%	40,000	(31,894)
Other Operating Assistance	0	0	842	0	5.47%	15,400	(14,558)
TOTAL NON-OPERATING REVENUES	435,180	375,691	3,310,810	3,059,965	49.12%	6,739,600	(3,428,790)
TOTAL REVENUES	576,489	513,792	4,188,936	3,904,936	50.58%	8,282,500	(4,093,564)
EXPENDITURES							
Administration:							
Personal Services	45,201	40,645	313,619	279,052	60.53%	518,100	204,481
Materials and Supplies	9,168	6,457	73,260	61,212	64.95%	112,800	39,540
Contractual Services	4,515	11,355	37,705	45,508	39.32%	95,900	58,195
Total Administration	58,884	58,457	424,584	385,772	58.42%	726,800	302,216
Marketing and Planning:							
Personal Services	36,240	36,739	256,391	255,920	54.94%	466,700	210,309
Materials and Supplies	9,320	10,247	100,796	106,235	70.49%	143,000	42,204
Contractual Services	6,424	37,244	139,356	158,492	49.49%	281,600	142,244
Total Marketing and Planning	51,984	84,230	496,543	520,647	55.71%	891,300	394,757
Transportation:							
Personal Services	303,080	303,084	2,146,520	2,086,307	57.95%	3,704,300	1,557,780
Materials and Supplies	5,196	443	17,177	10,784	75.34%	22,800	5,623
Contractual Services	442	404	85,967	2,463	26.66%	322,400	236,433
Total Transportation	308,718	303,931	2,249,664	2,099,554	55.55%	4,049,500	1,799,836
Maintenance:							
Personal Services	81,538	93,973	569,201	582,568	57.30%	993,400	424,199
Materials and Supplies	65,035	94,692	411,009	526,598	48.25%	851,800	440,791
Contractual Services	6,953	4,872	76,391	77,566	55.88%	136,700	60,309
Total Maintenance	153,526	193,537	1,056,601	1,186,732	53.31%	1,981,900	925,299
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	573,112	640,155	4,227,392	4,192,705	51.04%	8,282,500	4,055,108
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	3,377	(126,363)	(38,456)	(287,769)	N/A	0	(38,456)

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 CAPITAL PROJECTS FUND
 FOR THE SEVEN MONTHS ENDING JANUARY 31, 1987 (58.33% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
RESOURCES				
Beginning 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	125,048	5.78%	2,164,300	(2,039,252)
UMTA Section 18	15,821	2.22%	711,700	(695,879)
Federal Highway Admin	9,890	5.63%	175,800	(165,910)
State Assistance	0	N/A	300,000	(300,000)
Miscellaneous Grants	0	N/A	60,000	(60,000)
Asset Sale Proceeds	22	N/A	0	22
Transfer from Gen'l Fund	0	0.00%	200,000	(200,000)
Capital Lease Financing	0	0.00%	72,300	(72,300)
Total Revenues	150,781	3.34%	4,515,400	(4,364,619)
TOTAL RESOURCES	2,377,442	34.67%	6,858,148	(4,480,706)
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	19,499	39.79%	49,000	29,501
Computer Software	3,516	24.94%	14,100	10,584
Office Equipment	28,012	42.44%	66,000	37,988
Maintenance Equipment	299	1.15%	26,100	25,801
Bus Stop Improvements	29,269	25.45%	115,000	85,731
Land & Buildings	81,352	2.72%	2,988,600	2,907,248
Buses	0	0.00%	1,170,500	1,170,500
Bus Related Equipment	665	2.22%	30,000	29,335
Service Vehicles	12,629	65.10%	19,400	6,771
Miscellaneous	877	1.52%	57,700	56,823
Total UMTA Funded	176,118	3.88%	4,536,400	4,360,282
FHWA Funded:				
Bus Stop Improvements	11,219	5.63%	199,400	188,181
Total FHWA Funded	11,219	5.63%	199,400	188,181
Contingency	0	0.00%	167,000	167,000
Capital Lease Principal	0	0.00%	12,300	12,300
TOTAL EXPENDITURES	187,337	3.76%	4,987,400	4,800,063
ENDING FUND BALANCE	2,190,105	117.07%	1,870,748	319,357

LANE TRANSIT DISTRICT
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES
 RISK MANAGEMENT FUND
 FOR THE SEVEN MONTHS ENDING JANUARY 31, 1987 (58.33% 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	8,770	0.88	10,000	(1,230)
Total Revenues	8,770	0.03	281,500	(272,730)
TOTAL RESOURCES	489,870	0.64	762,600	(272,730)
EXPENDITURES				
Administration	0	0.00	18,900	18,900
Worker's Compensation	71,984	0.28	254,600	182,616
Liability Program	201,337	0.42	483,900	282,563
Miscellaneous Insurance	2,307	0.44	5,200	2,893
TOTAL EXPENDITURES	275,628	0.36	762,600	486,972
ENDING FUND BALANCE	214,242	N/A	0	214,242

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

	YEAR-TO-DATE ACTIVITY	YEAR-TO-DATE BUDGET	VARIANCE	
			FAVORABLE (UNFAVORABLE) AMOUNT	%
REVENUES				
Operating Revenues:				
Passenger Fares	832,611	829,513	3,098	0.37%
Charters	16,760	15,000	1,760	11.73%
Advertising	26,012	26,012	0	0.00%
Miscellaneous	2,743	1,750	993	56.74%
TOTAL OPERATING REVENUES	878,126	872,275	5,851	0.67%
Non-Operating Revenues:				
Interest	81,678	87,500	(5,822)	-6.65%
Payroll Taxes	2,907,871	2,858,244	49,627	1.74%
Federal Operating Assistance	0	0	0	N/A
State In-Lieu-Of Payroll Taxes	228,903	187,392	41,511	N/A
State Special Transportation	83,410	150,000	(66,590)	N/A
UMTA Planning Grants	8,106	20,000	(11,894)	N/A
Other Operating Assistance	842	7,700	(6,858)	N/A
TOTAL NON-OPERATING REVENUES	3,310,810	3,310,836	(26)	-0.00%
TOTAL REVENUES	4,188,936	4,183,111	5,825	0.14%
EXPENDITURES				
Administration:				
Personal Services	313,619	309,947	(3,672)	-1.18%
Materials and Supplies	73,260	70,831	(2,429)	-3.43%
Contractual Services	37,705	62,093	24,388	39.28%
Total Administration	424,584	442,871	18,287	4.13%
Marketing and Planning:				
Personal Services	256,391	276,855	20,464	7.39%
Materials and Supplies	100,796	113,243	12,447	10.99%
Contractual Services	139,356	193,494	54,138	27.98%
Total Marketing and Planning	496,543	583,592	87,049	14.92%
Transportation:				
Personal Services	2,146,520	2,184,238	37,718	1.73%
Materials and Supplies	17,177	16,949	(228)	-1.35%
Contractual Services	85,967	159,775	73,808	46.19%
Total Transportation	2,249,664	2,360,962	111,298	4.71%
Maintenance:				
Personal Services	569,201	588,143	18,942	3.22%
Materials and Supplies	411,009	491,945	80,936	16.45%
Contractual Services	76,391	84,411	8,020	9.50%
Total Maintenance	1,056,601	1,164,499	107,898	9.27%
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	4,227,392	4,551,924	324,532	7.13%
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	(38,456)	(368,813)	(318,707)	86.41%