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Public notice was given to *The Register-Guard* for publication on March 14, 1996.

LANE TRANSIT DISTRICT REGULAR BOARD MEETING

March 20, 1996
7:30 p.m.

LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)

AGENDA

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| | Montgomery _____ Saydack _____ Bailey _____ (vacancy) _____ | |
| III. | INTRODUCTORY REMARKS BY BOARD PRESIDENT | |
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Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 741-6100 (voice) or 687-5552 (TTY, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: EMPLOYEE OF THE MONTH

PREPARED BY: Jo Sullivan, Executive Secretary

ACTION REQUESTED: None

BACKGROUND: **April 1996 Employee of the Month:** Bus Operator Barbara Daubenspeck has been selected as the April 1996 Employee of the month. She has been an LTD employee since June 22, 1992, and recently received a two-year safe driving award and a three-year correct schedule operation award. The customer who nominated her has been riding LTD buses for 16 years, and said that Barbara "is always friendly and provides excellent customer service. I really enjoy seeing her smiling face. She goes out of her way to greet people and will take that extra step to see that you get the information and service you need to get to where you need to go. If she doesn't know the answer she will call or look up that data you need. She is always punctual and dependable and I appreciate her service."

When asked what makes Barbara a good employee, Transit Operations Manager Patricia Hansen said that Barbara is a warm and friendly person who seems to always be wearing a smile. A supervisor in Transit Operations described Barbara as "one of the nicest people I know." She always reports to work looking very sharp and professional, and is helpful and cooperative whenever asked to do something by a supervisor. Barbara's customers also appreciate her positive and caring attitude, and are glad to see her behind the wheel. She is a great ambassador for the District.

AWARD: Barbara will attend the meeting to be introduced to the Board and receive her award.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Phyllis Loobey, General Manager

ACTION REQUESTED: Approval of Consent Calendar Items

BACKGROUND: Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar, for approval as a group. Board members can remove any items from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for March 20, 1996:

1. Approval of minutes: February 21, 1996, special Board meeting/work session
2. Approval of minutes: February 21, 1996, regular Board meeting

ATTACHMENTS:

1. Minutes of the February 21, 1996, special Board meeting/work session
2. Minutes of the February 21, 1996, regular Board meeting

PROPOSED MOTION: I move that the Consent Calendar for March 20, 1996, be approved as presented.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING/WORK SESSION

Wednesday, February 21, 1996

Pursuant to notice given to *The Register-Guard* for publication on February 16, 1996, and distributed to persons on the mailing list of the District, a special meeting/work session of the Board of Directors of the Lane Transit District was held on Wednesday, February 21, 1996, at 5:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President
Rob Bennett
Patricia Hocken, President, presiding
Dave Kleger, Treasurer
Roger Saydack
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Thomas Montgomery, Secretary
(one vacancy, subdistrict #2)

CALL TO ORDER: The meeting was called to order at 5:45 p.m. by Board President Pat Hocken.

WORK SESSION ON BUS RAPID TRANSIT: Planning and Development Manager Stefano Viggiano said that this was a work session to give the Board some information about work in progress. Staff were not asking for any decisions that evening, but did want some feedback about the direction of the project; it was early in the project, things were changing daily, and it was easy to make adjustments. Staff had five items that they wanted to discuss with the Board: an update on the pilot corridor selection; the projected BRT system for the year 2015 and its implications for service; cost estimates for the pilot corridor and for the year 2015 system, including short-term and long-term capital costs; preliminary work on the funding plan; and the marketing plan and public involvement and communications plan. He introduced Transit Planner Lisa Gardner and project consultant Graham Carey, and discussed a revised time line for the Bus Rapid Transit project. Selection of the corridor had been extended to April. In the interim, staff would begin contacting people who lived and worked along the proposed corridor. The marketing plan was being developed. Marketing of the system and route would begin less than a year before implementation, but the marketing plan was being developed because it was important to use it in the communication with the community. A community involvement segment was being developed; it would begin soon and continue throughout the project.

Mr. Viggiano explained that LTD staff had formed a BRT Technical Advisory Committee (TAC), which included staff from the Lane Council of Governments (LCOG), the

Cities of Eugene and Springfield, consultants, and a person from Oregon State University who was helping with research. The TAC had met twice so far and discussed the concept and selection of a pilot corridor. The TAC identified seven potential corridors. The corridors under discussion were: (1) two options on Coburg Road (to Crescent, or to Harlow to Gateway); (2) a Centennial corridor from downtown Eugene to the Mohawk area; (3) two variations of a Franklin/Main corridor, traveling out Franklin/Main (ending in downtown Springfield, or continuing to 58th and Main); (4) Willamette Street to 29th and Willamette or to 40th and Donald; (5) West 11th corridor out to about Bertelsen; (6) Highway 99 to Barger; and (7) a River Road corridor out as far as Beltline. They were fairly obvious main arterial streets in the community, and seemed to make the most sense for BRT. A BRT corridor would not end in downtown, so in order to travel through downtown, two of these corridors would be selected. In order to give the most flexibility in terms of evaluation, they were being evaluated as separate pieces.

Mr. Viggiano discussed the data that had been collected on the seven corridors, including current ridership per day and the length of each potential corridor, from which riders per mile could be calculated. They also had determined the current bus travel time and the current automobile travel time. Current service levels along the corridors were noted: buses per hour outbound and inbound during peaks, and the average auto speed along each corridor. He said that the biggest factor was riders per mile, since the District would want to select a corridor with some proven demand. The amount of increase in ridership over time would be important. Current ridership varied quite a bit among corridors.

Gateway and Crescent both had about 340 boardings per mile. Centennial was considerably lower; about half of Gateway and Crescent. The route out Franklin between downtown Eugene and downtown Springfield had 552 boardings per mile, and then dropped off quite a bit beyond Springfield. That also included riders between downtown Eugene and the University of Oregon. To 29th and Willamette there were 517 boardings per mile, dropping down quite a bit in the lower residential areas. West 11th showed 416 boardings per mile, a very strong corridor for LTD. Highway 99 showed about 210 boardings per mile, and River Road was a medium-level corridor for boardings.

The TAC also had discussed what other factors were important. It was mentioned that it would be nice if the corridor could travel across both jurisdictions (Eugene and Springfield). The TAC recommended selecting corridors where it was easier to implement a transit-priority system. Mr. Viggiano used the example of 11th Avenue versus 18th Avenue.

It was thought that 18th Avenue would be a difficult corridor for transit priority, because there was a limited amount of right of way, with two lanes and a center travel lane. To buy exclusive right of way would mean having to purchase the right of way and buying out a lot of businesses, whereas another corridor with five travel lanes might mean having an opportunity to use part of a travel lane or perhaps share it.

The TAC narrowed the list of potential corridors to four: (1) Coburg Road (both options); (2) Franklin to downtown Springfield (the corridor length was important, especially for a pilot corridor; staff believed that they could do a better job demonstrating BRT in a shorter corridor, so that a full range of improvements could be made in the shorter corridor); (3) Willamette corridor to either 29th and Willamette or farther (ideally, the feeder routes should not be longer than the BRT route); and (4) West 11th to Bertelsen.

Ms. Hocken asked about obvious pairings that would or would not be selected. Mr. Viggiano said that the Coburg Road corridor could be combined with either the West 11th or the Willamette corridor. When looking at combinations, probably an east-west, a north-south, and a west-to-northeast corridor would be the three options.

Ms. Hocken asked if staff had information regarding people's travel patterns. Mr. Viggiano replied that the Origin and Destination Study showed where people transferred and where they began and ended their trips.

Mr. Kleger suggested extending the West 11th corridor a little farther to get to the center of the industrial area before breaking into feeder routes. Mr. Viggiano said that a real advantage of using buses instead of rail was that BRT did not necessarily have to stop at a certain location. One option would be to continue the bus closer to certain employers if the majority of the ridership was to meet work shifts at those employers, in order to reduce transfers for those employers. Because that would be for certain trips, it might not be considered part of the BRT line, and would not require a lot of extensive improvements.

Mr. Saydack asked why River Road had not been selected and about the use of current ridership. Mr. Viggiano explained that River Road was in the medium range in terms of ridership. Current ridership did play a big role in the selection; however, a lot more information would be collected on the finalist corridors. Mr. Saydack asked about projected growth in the corridors. Mr. Viggiano replied that this had been considered, and that was one of the reasons the Gateway area appealed to the TAC. They also had considered the major employment development in southwest Eugene. The River Road area had some development occurring, but it did not seem to be as extensive as the Coburg Road corridor, for instance. Willamette Street had the least development potential.

Mr. Bennett said it was interesting that of the total trips taken in the community, only 17 percent were work trips. Over time, the District would need to broaden its market to appeal to more than work trips, by being in a corridor where there were a lot of other kinds of commercial activities, including such things as attending a seminar at the University of Oregon (UO) or visiting someone at the hospital, although the work trip approach was still very important. He added that he was not interested in pursuing BRT aggressively unless the District could get exclusive rights of way, because merging into traffic would not work. He asked about the estimated four stops per mile, and said that LTD would need a significant number of Park and Ride facilities--more than he saw in the original budget. He said that feeder loops also could be used, with smaller vehicles, but the idea of being able to draw from outlying areas to the Park and Ride facilities to get on the system in a number of different places was an important concept. He said the BRT corridors should not use bus stops; rather, they should have stations that would be the focal point of the community. Businesses could take advantage of the fact that people were stopping there. He thought that the East Springfield Park and Ride would be the test of that. Also, there would be the opportunity for housing density that went along with nodal development.

Mr. Carey added that right of way was important, but a lot could occur through signal priority. He said that people do get out of the way of BRT vehicles. He said there was merit

in looking at right of way, but he would like to see that right of way within the existing road reserve. Trying to find a separate right of way would be extremely difficult and extremely expensive.

Mr. Bennett said that maybe the signalization priority would work, but the District was making a long-term commitment and ought not to give up on a system that the Board envisioned as the future. He thought it was worth the capital costs to have exclusive rights of way, which could be implemented over time. He compared the costs with waiting until the local area got to the size of Portland. He said he was not adverse to buying private right of way, if that were necessary. He asked Mr. Carey if the District would need to remove traffic lanes in order to keep the separate right of way within the current road reserve. Mr. Carey said that it would, and would become a traffic management issue; LTD would need to show that BRT could use the lanes more efficiently and move more people. His vision for the stops was that they would be nodal developments, as Mr. Bennett had said; more of a station than a stop, with commercial development around the stop. He mentioned the Brisbane model, where the stops were named, and they had considered having private enterprise buying the stop, such as a Safeway stop, for instance. Those kinds of stops would be more like a mile apart.

Mr. Viggiano then discussed the criteria to be used to select the pilot corridor. They were not in priority order, but included: determining major activity centers in addition to work centers; plan designations in the Metro Plan for each urban corridor; transit priority opportunities (for extra right of way, etc.); the number of existing lanes; and the land use measures/development notes developed for TransPlan. Mr. Viggiano said that staff would be using Geographic Information Systems (GIS) data to determine the demographics--population, number of employees, type of people who lived along the corridors--to try to judge where the best market might be. Other issues to be studied were the five-year development potential, travel time by auto and bus, and current ridership.

Mr. Bennett asked if Portland's light-rail system (MAX) traveled on two streets downtown. Mr. Viggiano said that it traveled on one-way streets. Mr. Bennett said that it might be easier to get 20 feet of right of way on two streets instead of 40 feet on one street. Mr. Viggiano said that this made sense downtown, but it would be harder to do farther out, as on Coburg Road, especially if there were no parallel route. Once out of downtown Portland, MAX used an exclusive corridor or one street.

Mr. Viggiano discussed the cost estimates for 18 miles for the pilot corridor (nine miles in one direction and nine in the return direction), with ten-minute frequency along the corridor. There was some discussion about bus frequency. Mr. Carey explained what happened when there were no designated times, when passengers arrived randomly. If one bus came late, there would be more passengers than normal and the bus would take longer to load. The bus coming behind would have fewer passengers to load, so within about a mile the buses would end up "bunching." He thought that anywhere between six and ten minutes would be reasonable.

Mr. Bennett stated that it was important for the first shot out of the block to be successful. There was some importance in considering the political implications of the route

that would be picked, and what kind of support it would receive. Another important consideration was what could be done at the present time that it might be difficult to do later. One of the things that worried him was getting across the river. It was possible that having a Coburg Road/Ferry Street Bridge BRT route might increase the chances of a transit-only bridge. The Coburg Road area was "exploding," so in terms of right of way and Park and Ride locations, it might be better to do that now. He reemphasized the important of Park and Ride facilities, and said that those needed to be identified.

Mr. Viggiano explained that staff suggested budgeting \$350,000 per bus for the BRT system, which was approximately \$100,000 more than the cost for a typical bus. He stated that the number of stops per mile was a key issue in terms of travel time and cost. Mr. Bennett asked if there would be a Park and Ride at every stop. Mr. Viggiano said that there would be a Park and Ride at many of the stops. Some of the stops would be in high-density nodes, where Park and Ride facilities would not be appropriate. The District would have to run other service to pick up people between the BRT stops, and some buses might have to stop more often. Mr. Kleger commented that some people would not walk farther to get to faster service. Mr. Bennett wondered if a large percentage of the ridership got on at a few locations. Mr. Kleger said that with the present service, that was not the case. There were a few places where there was a concentration of development and housing where there was a pretty steady turnout. But for the rest of the system, the real ridership loads on the buses came with the every-other-block stopping, picking up one, two, or three people at individual stops, well spread out along the routes.

Mr. Bennett asked Mr. Kleger about the appeal of using small feeder buses circulating through a neighborhood and picking up riders at some of the other stops. Mr. Kleger said he thought that would restore the convenience for people to the point that not having to hassle with cars became attractive enough to make a transfer to the more rapid service, as long as they did not have to walk more than two or three blocks. Mr. Bailey cautioned that transfers may not be more convenient than using a personal car. Mr. Kleger added that if parking costs continued to increase, that also might make it more attractive to make the transfer.

Mr. Viggiano stated that nodal development, with centers of denser residential housing and employment, was important to the concept of BRT, because it grouped ridership at particular stops. Mr. Bennett said that no one yet knew if nodal development was going to work, and it would take a long time, possibly ten years, to develop. He added that he did not think staff had estimated enough money for the BRT stops. Mr. Viggiano said that staff had used an average of \$30,000. Many of the stops would be shelters, and some would be more like stations, with platforms, fare equipment, etc. Mr. Bennett said he was envisioning shelter for a number of people, possibly rest rooms, a place to get coffee, etc., in an attractive station. Mr. Viggiano said that staff could lay out what something like that would look like and try to cost it out.

Ms. Hocken asked about the cost of current stops with shelters. Mr. Viggiano replied that a pad and shelter cost approximately \$6,000. However, a bigger shelter was being designed; he thought it would cost around \$10,000. The downtown Eugene station shelters cost about \$15,000 each at the time they were installed. The South UO Station cost

\$150,000, including pavement. Mr. Bennett said he was thinking more about that kind of station--a quality place for people and a contribution to the community; someplace appealing to go to.

Mr. Saydack asked if buses would pull over to pick up people. Mr. Viggiano replied that if BRT used an exclusive lane, there would be no need to pull over. The advantage was to not pull out of traffic. The stops or stations would be built along the side of the road. Mr. Carey said that a station in the middle would not be ideal, because people would have to cross traffic. Also, more retail could happen around a stop on the sidewalk, so the station would be more integrated into the community. Mr. Viggiano added that there may be some situations where it might make sense to put the stop in the middle, so it should not necessarily be ruled out.

Mr. Viggiano gave rough estimates for a signal priority system at about \$200,000 for the system and approximately \$5,000 per bus for some sort of transmitter. Staff would be meeting with the City of Eugene staff to discuss the software that the City would be ordering for signals, to make sure that software would be compatible with a transit priority system.

Mr. Viggiano then discussed the percent of the corridor that staff and the TAC were assuming would be exclusive bus right of way. For the initial corridor budget, staff had assumed 10 percent exclusive right of way for an 18-mile corridor. A rough estimate of \$1.3 million per mile was used, for purchasing right of way, putting in asphalt, etc. At 10 percent for one corridor, that would equal approximately \$2.4 million; 20 percent would be about \$4.8 million. As Mr. Carey had said, there may be some opportunities for exclusive right of way without having to pave or buy, such as sufficient capacity or traffic management to free up one lane in each direction for BRT. Mr. Bennett asked if that was politically possible. He stated that he thought the estimates for the amount of right of way to purchase were too small. He said he would double the total cost of this item.

Ms. Hocken asked if there might be a way to trade with the City to build a separate bike paths out of the right of way for LTD's use of the current bike lanes. Mr. Bennett asked about eliminating some sidewalks. Mr. Viggiano replied that sidewalks were important to transit riders, to provide a convenient way for them to get to the stop.

Mr. Bennett said that exclusive right of way was key to the long-term success of this effort, and the District needed to face up to it. He suggested looking at the first choice mile-by-mile to see what the District might be faced with in this regard. He added that he did not know what all the potential sources of funding might be, and asked if \$20 million would really be any different than \$9 million if the District had the appropriate back-up to make the case for BRT.

Ms. Loobey said she thought the way to obtain funding was to talk about a 20-year build-out of a conceptual project and ask for funding commitments. The District needed to figure out how much would need to be spent each year for this project. The District should be talking about BRT as an incremental project with a build-out to the year 2015, done in a rational, manageable way. Mr. Bennett said he wanted to be right in estimating the first costs, however. Mr. Viggiano said that it was fairly ambitious to be talking about trying to

buy that much right of way in the next three years, for 1.8 miles, because they could be dealing with a different owner every few hundred feet. If the District were to consider a higher percentage of exclusive right of way, the time line might have to be extended, which might give the flexibility for additional funding. Once the pilot corridor was selected, he thought a much better assessment could be made.

Mr. Saydack said he was having a little trouble understanding the value of BRT without a large amount of exclusive right of way. He wondered about the difference between the proposal and the current system, except maybe the type of bus. Mr. Viggiano said that the idea was to use the 10 percent judiciously, based on a careful examination of the corridor to find the points at which the most congestion occurred. Along the rest of the corridor, the system would use traffic signal priorities so that the bus did not stop at signals. When traffic moved well along certain parts of the corridor, the buses would move rapidly without exclusive rights of way. He thought that a good portion of the travel savings could be accomplished through the first ten percent, and then the next 10 percent achieved somewhat less benefit.

Mr. Saydack asked if purchasing the right of way meant trying to negotiate a separate right of way with every owner or condemning the property. Mr. Viggiano said that the property would have to at least be under threat of condemnation. Mr. Bennett said that the District wanted to compete with the car for a certain percentage of ridership. In his mind, he said, every minute counted, which meant that convenience and speed were very important. He asked why not try for a system that during peak periods got riders where they were going faster than the cars did. Mr. Viggiano agreed that this was a good goal. Mr. Saydack said he would be interested in seeing what staff projected would be the trip time on BRT as compared with the trip time in an automobile. Mr. Viggiano replied that staff had some guesses about that. Mr. Saydack asked if it was reasonable to expect that BRT would be faster than cars. Mr. Carey said that during certain periods of the day, traffic was difficult. The rest of the time, it moved fairly smoothly. Over time, the BRT bus travel time would stay the same as congestion grew, and cars would move more slowly. Congestion and travel time were not that bad currently, but it was important to try to get the system in place so that BRT travel did stay the same over time.

Mr. Saydack said that projecting the additional stress on the road system if 10,000 more people moved into the Coburg Road area with 12,000 cars in the next five to ten years would be a powerful way to sell the BRT concept--to project the future with and without BRT. Mr. Viggiano explained that a model was being established as part of the TransPlan for the year 2015. It would project traffic flow, congestion, etc., and for the first time would model transit systems as well as road systems. The Lane Council of Governments (LCOG) had asked LTD to develop three different scenarios for transit systems for the year 2015. The three scenarios selected by staff were the current system with some adjustments; a bus system with ten-minute corridors and 20-minutes service serving the other land use measures nodes, as recommended by a land use measures task force; and the 2015 BRT system. Staff would have an idea of what the travel time improvements that BRT would offer would do in terms of ridership and car travel. Mr. Viggiano thought that having this quantitative information for discussion purposes would be very useful.

Mr. Kleger said that implementing this project in an incremental manner would not be observed as making progress, so the District would need to be sure that was noted as gains were made, every step along the way.

Mr. Bennett offered another thought about a north-south corridor. He said that during his participation as LTD's representative on the Ferry Street Bridge committee, a strong case was being made for a transit way across the river. It ended with a situation where the buses would fit in with regular traffic flow, possibly with a separate lane at some point. A new automobile bridge span at some point would change all the calculations with respect to traffic flow. On his bicycle one day, he had looked at the idea of being able to get across the river and end up on Mill Street, get to 4th, and take a right. He said it seemed to him that there was no reason to stop between starting to cross the bridge and arriving downtown, in terms of the services available along that span. He thought that maybe BRT could have a separate corridor and end up at the train station.

Ms. Hocken asked if the planned Ferry Street Bridge improvements included a bike bridge. Mr. Viggiano said that they did. Mr. Bennett suggested that maybe there was a way to make that bike bridge wide enough to include LTD. Ms. Hocken said she did not think LTD should totally abandon a river crossing, especially if it selected the Coburg Road corridor. If the City were to build a bike bridge, the additional cost for transit might not be that much.

Mr. Viggiano stated that the BRT plan assumed buses traveling at 18 to 20 miles per hour. That was close to speeds for autos on some corridors, and, as Mr. Carey had mentioned, travel time for autos would increase over time.

The BRT budget assumed that one Park and Ride would be planned for the end of the service corridor. Later, several would be constructed along the corridor. Ms. Hocken asked about other funding to be used for a Park and Ride at either Coburg and Beltline or West 11th Avenue. Mr. Viggiano said that the District had funding for the Park and Ride being planned at 58th and Main in Springfield, and had some funding for a Park and Ride at either Coburg or West 11th. Land costs probably would be more than the \$400,000 currently available. For BRT, the projected budget assumed \$1 million for each Park and Ride at the end of the corridors.

There was some discussion about fare payment, including Portland's use of an honor system with spot checks and fines for fare evasion. This would allow multi-door boarding. Ms. Hocken asked if it made sense to take care of exclusive rights of way first and a fare system second. Mr. Viggiano said that there was a per-stop cost of fare collection. Manual collection slowed down the bus a lot.

Transit Planner Lisa Gardner talked about the year 2015 BRT system. It would include five routes, based on TransPlan's planned nodal developments. Those routes would be: (1) 58th and Main through downtown Eugene, out Highway 99 to Beltline and Barger; (2) River Road Park and Ride, across a future Valley River bridge to downtown Eugene, Hilyard Street, and Lane Community College (LCC); (3) Coburg/Crescent, with the

variation to Gateway, to a Willamette Street Park and Ride at 40th and Donald; (4) Mohawk Marketplace to Centennial, downtown Eugene, and a Park and Ride on West 11th Avenue; and, (5) the last to be implemented, a Beltline connector, which would be a perimeter route with two-way traffic. Regular bus service would fill in where BRT was not warranted in terms of ridership, including Valley River Center, UO service, and the West Eugene Parkway. The feeder system would include routes shorter than the BRT routes; greater neighborhood service with smaller buses; opportunities to travel between major BRT routes; and cross-town service, linking connectors through several BRT lines without going downtown. Park and Ride facilities would be located at the end of the line routes rather than at the end of feeder routes.

Ms. Gardner discussed service hours compared with current LTD service hours and service frequencies in the system. An annual increase of 3.4 percent for 20 years would result in 2,000 service hours per day, roughly twice the current system, as proposed for the year 2015 system. Ten-minute frequencies were assumed during peak and mid-day hours on the BRT lines, with 20-minute frequencies during the evenings. Connectors would have ten-minute frequencies during peak hours, 20-minute during mid-day, and 30-minute during evenings. A downtown circulator would have 10-minute frequencies during peak and midday times and 30-minute frequencies during evening hours, and regular bus service would have 30-minute frequencies, with 60-minute frequencies in the evenings.

Mr. Bennett asked if the reason for doing this was to coordinate with the land use plan. Ms. Gardner replied that in selecting the pilot corridor, land use was considered as a qualitative criterion, in terms of development, but the year 2015 plan specifically included the requirements of the land use measures nodal development, which was ten-minute frequencies on identified transit corridors, and twenty-minute frequencies on all others. Modeling the 2015 BRT system provided a basis for comparison with the base case, which was the current system in the year 2015, and for evaluation of the marginal service benefit of the BRT over the other service.

Ms. Hocken asked if interlining could be done with the connectors. Mr. Viggiano said there would be ten-minute frequency, which might be run as an individual loop, or might involve a switch at a node. That is, neighborhood service could function both as feeder service to the BRT and as a neighborhood connection to shopping and other services. There also would be cross-town routes. Mr. Carey thought it would be important to market feeders as community buses that support the community and lessen the emphasis on transfers as people transferred to the main system.

Public Affairs Manager Ed Bergeron discussed the draft information plan that staff had shared with the Board in December. Feedback from the Board had been that more time was needed to gather information before selection of a pilot corridor. He said that marketing of BRT in the community would start when the District introduced the concept. Staff had looked for an identity that would work for the community and establish a separate identity for BRT, to make it special. The current thinking was to use "The EM," which could be short for Emerald Valley Express or Emerald Metro. Emerald and Em had a connection to the community, had a good appearance in terms of a logo, and would be easy to remember.

Mr. Bergeron said that staff and the District's advertising agency were developing a brochure to help the community begin to understand the concept of BRT. Staff also were working on a question and answer document regarding BRT. He asked for the Board's questions and feedback.

The walkabout process would allow the Board and staff to be able to talk one-on-one with some of the key opinion leaders in the community and use their feedback to help shape the planning effort. The second phase of the walkabout was a corridor-specific, door-to-door information campaign along the chosen corridor, to explain the concept and help allay any fears that merchants or landowners might have. Mr. Bergeron stated that the walkabout could begin any time the Board felt it had enough information. There were approximately 70 names on the list for the walkabout. The written materials would be ready around the first or second week in March. He said that staff would like to give the merchants and property owners along the selected corridor a little bit of advance notice about the direction the District was leaning in terms of selecting a corridor. There was a lot of work to be done in that regard in a short time. He said that staff had held off on broad community awareness efforts that had been identified in the original plan so that more information could be gathered and staff could receive feedback from the Board.

Finance Manager Tamara Weaver told the Board that her job had been to try to bring the numbers together in a 20-year business plan, which coincided with the TransPlan project. Those numbers were just starting to jell and were "grand" numbers, and better numbers would be available within the next few months. She said the Board may not end up liking the basic business plan completely; on the other hand, she found it exciting because it was pushing a lot farther than the District might have thought possible under certain sets of reasonable assumptions. Ms. Weaver discussed the first sets of numbers that the TransPlan staff were seeing, and said that they were feeling excited about transit as a viable financial entity. The District looked healthy, with reasonable growth and opportunities. The business plan would assume that the District would receive grant funding. She was looking at ways to fund the local match, new buses, etc. She had stretched the five-year plan out 20 years, and it was very preliminary at that time. The capital contribution possible was much bigger than anything the District had done in the past. Next, she would begin defining the problems, what LTD could do within the current economic environment, what challenges the District would face, and what the District would need to focus on for funding. She added that this discussion was being held at the staff level for the TransPlan process.

Mr. Bennett asked how BRT would be presented to the federal government on Ms. Loobey's trip to Washington, D.C. Ms. Loobey replied that she would present it as an incremental project until the year 2015, and would talk about a full-funding contract. She said that this was the District's best year for these discussions, since Senator Hatfield was still in the Senate and Grace Crunican was the deputy director of the Federal Transit Administration (FTA). Ms. Loobey had talked with Ms. Crunican about BRT. Ms. Crunican had liked the concept because LTD was not talking about a light-rail system. Also, one of Senator Hatfield's staff members, Matthew Garrett, recently had visited LTD and had liked the concept of BRT.

Mr. Bennett asked if the State would become involved in BRT. Ms. Loobey replied that this was problematic at the current time. She added that the federal government would ask if this was a project that could be justified, operated, and maintained. It would be months before the District would have to assign specific numbers to any budget requests, but she would give some sense of the magnitude and how it compared with other projects across the country.

Mr. Bennett said that he thought the assumptions were very important. The first corridor had to work well or the whole project would be lost. He said it was not unusual when exact costs are not yet known to go in on the conservative (high) side. Ms. Loobey said it was important to get the federal contacts thinking about the concept and whether it is possible or not, with the current political climate in Washington, D.C. She said she was not bothered by using the \$9 million estimate at that point, even though it might double later, because better numbers would be available once the specific corridor was chosen.

Ms. Hocken said she was not sure the District was ready to begin the walkabout in March.

Mr. Bennett said that he thought the marketing side was extremely important. Mr. Bergeron asked the Board how the suggested name and logo felt to them. Ms. Hocken said that it "hadn't grabbed her yet." She wondered if it would be tested with a focus group, or whether other logos would be generated for feedback. Mr. Bergeron replied that it made sense to do that before the introduction of service in 1988. Ms. Hocken suggested spending the extra time now, before picking the name.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 7:40 p.m.


Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, February 21, 1996

Pursuant to notice given to *The Register-Guard* for publication on February 16, 1996, and distributed to persons on the mailing list of the District, the regular monthly meeting of the Board of Directors of the Lane Transit District was held on Wednesday, February 21, 1996, at 7:30 p.m. in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President
Rob Bennett
Patricia Hocken, President, presiding
Dave Kleger, Treasurer
Roger Saydack
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Thomas Montgomery, Secretary
(one vacancy, subdistrict #2)

CALL TO ORDER: The meeting was called to order at 7:50 p.m. by Board President Pat Hocken.

AUDIENCE PARTICIPATION: There was no one present who wished to address the Board on issues other than the Annual Route Review and proposed service for Fiscal Year 1996-97. That testimony was to be taken during the public hearing listed on the agenda.

EMPLOYEE OF THE MONTH: Ms. Hocken introduced the March 1996 Employee of the Month, Customer Service Representative Chris Marquez. Ms. Marquez had been an LTD employee since August 1992, and previously had been named Employee of the Month in January 1994. She was nominated by a customer, who said that Ms. Marquez took care of business with competence, was delightfully equipped to handle anything that came her way, and was prodigiously fun, too. Her co-workers described her as a helpful person who was cooperative and willing to pitch in when needed. She had excellent knowledge of LTD's bus system, and conveyed information to her customers well. She was good at handling all sorts of customer situations, and her customers appreciated her professionalism and attention to detail. When asked what made Ms. Marquez a good employee, Service Planning and Marketing Manager Andy Vobora said, "Chris has been a model employee for the District. She is adept at learning new skills and applying them quickly. She is respected by her co-workers for being consistent and being able to handle tough situations. In addition to her regular sales and information duties, Chris handles the District's contract pass sales program and the production of the Customer Service Representative route information books. Chris' smile lights up the CSC lobby and the lives of LTD's customers."

Ms. Hocken presented Ms. Marquez with a certificate, letter, and monetary award, and thanked her for her service. Ms. Marquez thanked everyone, including her co-workers, who made it easy to work.

ANNUAL ROUTE REVIEW/FISCAL YEAR 1996-97 SERVICE PLAN: Mr. Vobora introduced transit planners Will Mueller and Paul Zvonkovic, and offered his congratulations for their work on the service proposal. He said he believed the proposal to be prudent and balanced in light of the current financial situation. It considered the deletion of non-productive service, fixed operational problems, and added some service to supplement current services. He stated that the deletions were difficult decisions. Staff had reviewed the ridership numbers, remembering that those numbers represented people, but believed that the deletions were warranted based on Board direction and the overall system.

A number of changes were proposed in peak-hour timepoints. Mr. Vobora explained that many times during the day certain buses could not make their scheduled timepoints, although they could at other times of the day. Therefore, the recommendation was to add time to some routes during certain times of the day. A sixty-minute route might become a seventy-minute route during peak times, for instance. In the short run, those types of changes made those routes less productive, but staff believed that in the long run those changes would bring customers back by restoring their confidence in the system.

Mr. Mueller discussed the east sector of the system. He provided an overview of the east sector, divided into deletions, service fixes, and additions. The proposed deletions were to eliminate route #15 Q Street/Yolanda; operate the #60 and #61 routes once per hour instead of the current twice per hour (keeping the half-hour service through the commuting-hour span); eliminate route #65 VRC/River Road; and eliminate #71 24th/Agate.

Under the category of service fixes and adjustments, he said that this year the proposal tried to address the fact that certain routes were having a hard time keeping up with their timepoints, especially during the afternoon hours. The proposed changes would not increase productivity, but staff strongly believed that those changes needed to be made so that people could rely on the published timepoints. This included shortening the outbound routing of the #13 Centennial; eliminating a loop on the #18S, an evening and weekend route; and operating the #67 behind Sheldon Plaza instead of staying on Coburg Road, to serve Sheldon Plaza, the senior residences, Sheldon High School and Community Center, and the new Oasis/Bi-Mart complex.

Service additions included creating a new route, #16, in Springfield, to replace the deleted #15 route. It would start at the Springfield Station, travel out Mill Street, go east on Centennial, cover the old routing of the #15 around Springfield Mall, and provide another connection with the Thurston bus. To replace the deleted #65 route, staff proposed adding a #62 route. It would basically mirror the current running of the #65 up to the intersection of Goodpasture Island and Delta Highway. Another change would be that instead of traveling via the Washington/Jefferson Street Bridge, it would run along Country Club Road. This would increase the buses on Country Club Road from two per hour to three per hour, and would provide convenient service for business starting times. A major housing development was being constructed across from K-Mart on Good Pasture Island Road, and this route would serve that neighborhood with peak directional service (inbound in the mornings and

outbound in the afternoons). Finally, the #9 and #10 routes would be expanded. These were weekend routes that would be changed from a 50-minute route to an hour route, in order to travel on Coburg Road, Crescent, and Green Acres instead of Beltline, and would serve the Shopko/Costco complex and the Delta Oaks complex. This was done in response to customer and operator requests. These were the major changes; others were included in the agenda materials distributed for that evening.

Ms. Hocken asked for copies of the maps shown on the overhead projector. The other route-specific analyses and recommendations were available in the agenda materials for that evening.

Mr. Bailey asked about eliminating the #15 Q Street/Yolanda, and to what extent the replacement of this route by the #16 addressed the written customer comments that had been received by the District. Mr. Mueller stated that those people would lose their service. The #15 was instituted a few years ago and continued to be a low performer. He explained that there were two ways of looking at service deletions: how the route was doing; and whether there were no alternatives to those route segments. The system average was 35 trips per hour, and the productivity standard was two-thirds of that, or 23.6 rides per hour. The #15 on the weekdays averaged 10.09 rides per hour. In the future, following industrial development near 31st and Marcola Road, that could become a more viable route.

Ms. Hocken stated that staff would respond over the course of the next month to the comments they would hear that evening and receive in writing.

Transit Planner Paul Zvonkovic explained the proposed service changes for the west sector. He explained that the sector teams consisted of two or three bus operators, CSC representatives, and planning and marketing staff. The teams considered input from customers, employees, and the general public. The west sector included River Road, Bethel/ Danebo, and southwest Eugene. The major emphasis in northwest and southwest Eugene was to provide cross-town links.

Mr. Zvonkovic said that the unproductive route in this sector was the #53C, and staff were recommending that it be eliminated. There were four main routes in the northwest and southwest, and staff were recommending that parts of those routes either be served with other routes or be eliminated. In discussing service adjustments, Mr. Zvonkovic said that routes #40, #41, and #50 were having trouble keeping to their peak-hour timepoints, and staff were recommending adding ten minutes to several of those trips, mostly during peak afternoon service. A routing adjustment was recommended for route #93, which traveled to Veneta and around Fern Ridge Reservoir. This proposal would route it in the direction where there were more people, which was in Veneta. In the morning, it would travel around the reservoir first and then serve Veneta and come into Eugene; in the afternoon, the route would go to Veneta first and then around the reservoir, as it currently did.

Service additions included retaining elements of the #31, #32, #44, and #45. The #44 and #45 currently served the west 8th Avenue corridor, up Highway 99, through Four Corners, and into the Bethel/Danebo area up to Echo Hollow Plaza. The #45 currently traveled from the Echo Hollow Plaza on Beltline to the River Road Station and became the #65. The #65 was recommended for elimination, and so was the connection with the #45,

due to lack of ridership and low productivity, as well as timing problems. The #45 would still serve Echo Hollow Plaza, then travel to Bertelsen and along West 11th to 13th. Combined the #45, there would be two buses per hour on weekdays operating along this new routing pattern. The #31 and #32 would be combined with the #44/45, going outbound and up Bertelsen to Echo Hollow Plaza, and then continuing through the neighborhood to the Eugene Station via Highway 99 and 8th Avenue. This would provide two-way service along the corridors, as well as good cross-town service between northwest and southwest Eugene. The additional neighborhood service coverage would help those who would be impacted by the re-routed Royal bus, a minor routing change due to the condition of Berntzen between Elmira and Royal. Route variations would retain service to the industrial area by diverting buses during peak hours. Service to parts of Seneca would be dropped, but there was not much ridership on that route segment.

A new route #36 would substitute for some lost service on the #31 on 18th Avenue and Bailey Hill. It would leave the Eugene Station, go down Willamette to 18th, providing two-way service along west 18th all the way to Bailey Hill, and then turn around at Fred Meyer. Mr. Zvonkovic said that the biggest strength of this proposal was that it would give more corridor service to West 18th and help the #34 and #35, which often were overcrowded and had running time problems. He explained that this could be considered "step one" in expanding service in southwest Eugene. One of the proposals was to have some contingency money available at the end of FY 96-97 to establish some Hyundai service if Hyundai did open by May or June. Next year's Annual Route Review (ARR) would work on establishing service, probably along west 18th, to the Hyundai and Willow Creek sites.

The last item being proposed was an additional weekend route, #78, which would run on the west 18th corridor during the school year, to serve University students and others along that corridor who currently had infrequent service.

Opening of Public Hearing by Board President: Ms. Hocken opened the public hearing on the proposed 1996-97 service plan. She said that a number of people wanted to testify, and she did not believe the District could provide a response to each of the concerns that evening. However, she would ask staff to provide the Board with a written response to all the comments and suggestions received that evening.

(1) Ms. Hocken called the Board's attention to the handout of written testimony that the District had received regarding FY 1996-97 service.

(2) Kelly O'Neill and Kaz Mikkelsen of Yolanda Avenue in Springfield had to leave, so handed in written comments regarding service to 5th and Q in Springfield. Mr. O'Neill stated that the new #16 did not get to Q Street or anywhere near Yolanda, so it did not really replace the service on the #15. Their written comments stated: "We live at 19th and Yolanda Avenue. We also plan to open a U-pick produce and flower farm at this location in 1997. We ask that you continue service to our area. Even if only a few trips a day, bus service is very important to our future plans. We also hope you will come up with a direct route to Eugene because we consider the low ridership to be directly related to the very long time it takes to reach areas of Eugene. It appears your proposed replacement route for the deleted #15 is #16 which does not travel north of Olympic Street (about a mile from

my Yolanda Avenue area). Again I stress we hope you will continue some bus service to the area near 19th and Yolanda. 19th and Hayden Bridge is the furthest location we see as useful to our needs. Thank you for considering our request."

(3) Ann Jordan of 31st Street in Springfield said that she rode the #15 every day, morning and night. She liked to ride the bus, and worked at the hospital where there was no parking, and parking was not economical in the long run. Eliminating the #15 would leave her with virtually no way to get to work, let alone go home. She said that riding the bus to work in the morning worked just fine, it took about a half-hour. In the evenings it took an hour and a half. In the past, when the #19 was available, it took a half-hour or 45 minutes less to get home. She said that she may have to move to find new bus service. She said when she was riding the #19 and the #15 was substituted, there was virtually no communication to anyone that there was bus service available; if she had not been riding the #19, she would not have known about the #15. If the #15 were eliminated, she would have no way to get to work. She said she knew that not a lot of people rode this bus, but that if it were communicated better, she thought that people would know that the service was available and would ride.

(4) Laura Moore of Cherry Grove Street in Eugene said that she rode the #71 24th/Agate every morning and night because parking at the UO was a nightmare. She said it would really ruin her mornings if there were no bus to ride, and that the bus guaranteed that she got to work on time. She said that ridership of 18 was not too far below the 23 median ridership, and that maybe the District could provide a shuttle or a van, since there were usually at least a half-dozen riders. She stated she would really hate it if LTD eliminated the #71.

(5) Victoria Falk of 24th Avenue in Eugene said she was there to represent the Associated Students of the University of Oregon (ASUO). She worked in that office, and delivered a letter written by the student body president Jennifer Williamson. She read the letter to the Board:

"It has come to my attention that LTD is considering canceling Bus Route #71. This route mainly serves University of Oregon students and staff. As President of the Associated Students of the University, I would like to voice my concern about the decision to cancel this route. Since 1988, student fees through the ASUO provided over \$2,190,000, and will provide over \$324,000 in funding to LTD this year alone for the purpose of having unlimited access to LTD bus service. In addition to ASUO funds, the University provides comparable funds for unlimited services for faculty and staff. Part of the ASUO contract is a provision for students and the ASUO to provide input to LTD about student transportation needs. We are generally pleased with the service provided by LTD and we appreciate the additional routes that have been added specifically to serve UO student needs. Even considering these additional routes, route 71 remains a necessary service for students within the immediate University neighborhood. This route only runs during the school calendar, and has a limited schedule. Considering the low cost of continuing this route, as well as the large amount of funding provided by students and the University over the past 8 years, a route that so clearly serves students, staff and faculty should not be cut."

Ms. Falk said that she rode the bus, stating that it was impossible to park at the UO and it would be horrible not to have the bus. She said that this route was not very well known. Her office suggested that it could write an article about this route for the *Oregon Daily Emerald* so that more students, faculty, and staff would know about it. Also, since it only ran during the school year, it was possible that UO employees did not know about it.

(6) Takanori Kodera of Edgemont Way in Eugene stated that he was an LCC student and rode the #14 Fairview. He said that his neighbor was an old lady living at West D Street and Rainbow, who had a ten-minute walk to the #13 in order to go shopping at Gateway or Valley River Center. The #14 went to the Springfield Station and Mill Street. He recommended that it turn left to West D Street; there were a lot of new houses there, so maybe more people would ride. He suggested turning right (north) to Rainbow or Aspen and back to the current route on Mill Street. He said it was tiring for her to go to downtown Eugene and transfer to the #12 to get to the Gateway Mall. He said that the #13 had many problems.

Mr. Kodera also said that he took the bus to the LCC main campus. For getting to the LCC campus in the mornings, every ten minutes worked okay, but sometimes there were problems. He had an idea for the #14 to go to Gateway by Garden Way: D Street to Rainbow or Aspen, Centennial, across the bridge, and on Garden Way to Gateway.

(6) Aaron Rogers of U Street in Springfield spoke about the #15 Q Street/Yolanda. He said he rode it in the morning and at night, and was surprised at the low ridership figures. The closest bus stop for him to catch the #18 or #19 would be just over a mile away. He said he got on the bus with three other people in the morning, and was always trying to get his friends to ride. He saw elderly people on the #14 stay on it through the #15, and use that stop a lot, out through the Safeway stop. He saw it as very useful to people who lived there and a lot of the elderly.

(7) Mildred White of Adams Street in Eugene commented on the #50 Park and the #40 Royal Saturday schedules. On the map, she saw that the #50 was a departure from the weekday schedule. The #40 and #50 ran concurrently on Saturday almost all day. She said it seemed to make no sense because there was not enough ridership on the #40 to justify an added bus that came in tandem with the #40. The weekday schedule for the #50 at 5th and Adams was forty minutes after the hour (:40). The Saturday schedule for the #50 and the #40 was :15. She said she would like to see an adjustment, perhaps rescheduling the #50 to its customary weekday schedule. She added that on Sunday, they had just one bus per hour. On Saturday there were three buses (in addition to the #40 and #50 was the #52). She said it would be helpful for LTD to consider expanding service on Sunday to either a #50 or #52.

Ms. White stated that the shelter at 5th and Adams had no bench. She said there had been at least three requests to the Customer Service Center (CSC) that a bench be reinstalled. The reason given to her was that the area was frequented by people who did not use the bus service. She said that may have been true up to October or November, but that had changed considerably. There were fewer people standing around there who did

not need the bus service, but there were many people with small children or large bags of groceries would like to sit down while waiting for the bus. To that point, she said, there had been no response to their requests. She said she would like to know the reasons for the lack of adequate seating.

Ms. White's third point was that the oil reserves in this country and elsewhere were being depleted at a rapid rate, which meant that at some point the federal government would decide who would get the priority for the use of gasoline. She wondered if the District had thought about using alternative fuels, and mentioned that there was a lot of research available both locally and nationally. She thought that at some point an alternative fuel would have to be considered for bus service.

Ms. White stated that the people who were being impacted by the deletion of route #15 were people who would be severely distressed by the lack of service. She wondered whether there was some kind of shuttle service or small bus that could be used in the outlying areas.

Ms. White closed by saying that she appreciated the fact that this was one of the few bus services that elicited participation from the public.

(8) Maria Wolcott of Yolanda in Springfield spoke about the #15, which she rode during the summer. The bus did not come early enough in the day for her to ride to work as a teacher, which she found disappointing. She also was disappointed that she would not be able to ride it during the summer, and wondered if shuttles could be used or if summer service could be offered.

(9) Phyllis Kanwischer of Summer Lane in Eugene said that she had an adult foster home in the River Road area. Her residents rode the bus every day, some of them going several different places. They took the #53 to downtown and the #13 Centennial out to Centennial Loop, to Harmony House for entertainment, as well as the Hunsaker bus. She said that if this service were discontinued, it would be a hardship on them. She said that in the winter, they would have to walk a half-mile in the rain and ice to catch a bus. She said they used the #13 every day. Quite a few people went to Harmony House in addition to her people, and she did not know how they would get there without this bus. They also took the evening bus there one time per month, and did not have taxi service, so would have no way to get out to socialize. She said she appreciated LTD and the service it gave to her people. She said they used it a lot and would like LTD to consider how it would affect them.

(10) A previous speaker said that she represented three other riders, and thought that if LTD could make the #71 run at 5:10 or 5:15 rather than 5:05, it would probably increase ridership.

Closure of Public Hearing: No one else wished to speak. Ms. Hocken closed the public hearing and said that some additional information would be available in the next week or so. Most of the members of the public left at this point.

Board Discussion: Mr. Bennett asked to comment on the public hearing process. He thought it was important to have some small amount of discussion after the testimony

the first time. He thought the Board should be willing to speak generally about what their approach might be in response to comments and questions. He did not feel good about not doing that; he thought the Board should speak directly to the people. He was proud that when the Board went through the tax changes that they felt were necessary to make, in addition to going out in the community and sitting down face-to-face with people, most of the Board members had the opportunity to speak directly after the public hearing, when the faces were not very friendly, and he thought that was very important. He wanted to say to everyone that he did not think the District would back off from the emphasis of trying to maintain some reasonable productivity or it would defeat everything the Board wanted to do that was in the best interest of the community. He said he knew how hard it was when someone said that the service was his or her only transportation. He thought that sometimes false expectations were created when routes were tested, and that the District should be extremely careful about trying things out. Given the position of the federal government and funding, the District's new initiatives, and the position of the local community in terms of local support, he thought the District was going to have to pay close attention to the productivity issue. He said that maybe he was the only Board member who might have said that, and he felt badly that he did not get a chance to say it before the speakers left. He said that maybe the Board needed to come to some sort of agreement about what it wanted to do.

Mr. Bennett said he did not want to put the planners in a position of responding specifically, but he did want the chance to talk conceptually. In the future, he said, he would appreciate the opportunity to be able to say something if he had something to say.

Ms. Hocken asked if the Board members had any direction or input for staff.

Mr. Bailey stated that he shared Mr. Bennett's perspective on having an opportunity to give the community some sense of where the Board was coming from as individuals. In terms of the Annual Route Review, he had always found that staff had done a good job of putting together a recommendation for an efficient and fair system. He said that efficiency needed to be balanced by some sense of equity. He said he had never seen this staff or Board not take those factors into consideration, and he hoped that in the District's efforts to respond to a changing climate it did not lose sight of that particular balance.

MOTION **CONSENT CALENDAR:** Mr. Kleger moved that the consent calendar for February 21, 1996, be approved. Mr. Bailey seconded, and the motion carried by
VOTE unanimous vote (5:0). The consent calendar consisted of minutes of the January 12, 1996, emergency Board meeting, the January 17, 1996, special Board meeting/work session, and the January 17, 1996, regular Board meeting.

EUGENE STATION FUNDING: Mr. Viggiano handed out materials reviewing the latest design phase for the Board's information. He said he understood that the agreement for purchase of the Eugene Station site had been signed. He had seen a facsimile copy and was waiting for a signed original.

Mr. Viggiano called the Board's attention to the staff summary on page 90 of the agenda packet for that evening. He said it had been written before the latest cost estimate because staff had needed initial estimates to include in materials being written for the local

governments' trip to Washington, D.C., to meet with the local area's congressional delegation. The original funding request had been cut over three years, and Senator Hatfield's staff had committed to helping fund the balance. He said that \$1.65 million were left, not \$1.7 million as stated in the Board packet. Since that time, the District had received the latest construction cost estimate, which was less than had been budgeted. He said that the District could accomplish the design with the existing budget, but he still thought it was prudent to ask for a portion of the \$1.65 million because it was early in the design stage. Also, some Surface Transportation Program (STP) funds were being reallocated. If the District were able to secure some additional Section 3 funding, it could release some of those STP funds for other LTD projects.

Mr. Bennett asked if there was a reasonable contingency for the station project. Mr. Viggiano stated that some adjustments were made for the tight construction market, and some funds had been set aside for change orders and contingency.

Mr. Bennett wanted to make the point that LTD was only going to build one of these big stations. He said he had always been a believer that the station should be an asset to the community, and that all public buildings should be that way. He believed that low-maintenance materials should be used, and the station should represent some history or architecture in the community. He thought that public buildings played a different role than private buildings. The station would be right in the middle of the community, and he wanted it to be attractive, and said it ought to reflect a fairly high degree of quality.

Mr. Kleger said that there may be some things that would be added to improve the station, but program cuts had been discussed for a long time. He said he certainly would not mind having some additional money to work with.

Mr. Bennett said that certainly the District should be prudent, but he would be careful not to apply for too little funding. Mr. Viggiano said that the District could always not spend the money if it were not needed.

Ms. Hocken said that she would prefer asking for the full \$1.65 million, because a lot of things could happen. She thought the station construction probably was going to cost more than had been seen in this area.

Mr. Viggiano said he appreciated Mr. Bennett's comments, and that staff would want to know if the proposed design met the Board's expectations. He added that the Design Review Committee (DRC) already had suggested some changes or enhancements.

Mr. Saydack said he supported everything that had been said, especially the comments about the quality of public buildings. He also was concerned about the taxpayers, and asked to be sure that the District did not spend money it did not need.

MOTION Mr. Kleger moved that the Board authorize staff to request an additional \$1.65 million in Federal Transit Administration (FTA) Section 3 funding for the Eugene Station. Mr. Bailey seconded the motion.

Mr. Bennett said that Mr. Saydack had made a good point. He said he would make this distinction: very seldom was the issue about using tax money productively about the capital side of the equation; usually it was around the operating side. Mr. Kleger commented that if it was done right up front, the station would be cheaper to run in the long run.

VOTE

There was no further discussion. The motion to request the additional FTA funding carried unanimously (5:0).

Ms. Hocken said that the Board's Eugene Station Committee would meet during the next couple of weeks, and would keep Mr. Saydack's comments in mind.

Mr. Kleger said that there had been several comments at the DRC meeting about the first computer-generated picture of the station design being too dull. Architect Eric Gunderson had assured the committee that the problem was with the computer picture, and that was not the way the station would look. Ms. Loobey added that several members of the DRC had commented about the picture of the station as seen from 11th and Willamette, that it was a very important facade and the design was not making it important enough; there was not enough statement or presence at that important intersection.

Ms. Hocken said she did not like the colors of the Olive Plaza building, and the computer drawing used similar colors. She did not want to see the same colors in LTD's station. She said she thought that some decisions had been made about how people were going to approach the station that downplayed the 11th and Willamette corner, because people were entering along the driveways, or mid-block. Ms. Loobey said that the view of the station at 11th and Willamette was not just for people entering the station, but for everyone driving past on 11th or going northbound on Willamette, and for the people of the community, but that nothing was shown that said "LTD" to anyone. Mr. Kleger said it was an image issue.

Mr. Saydack asked if the sidewalk treatment would extend around the block. Mr. Viggiano said that it would; the same treatment that was used by the City on Broadway would go on Willamette. Mr. Saydack observed that the layout seemed functional and dynamic, but the facades of the buildings left something to be desired, and did not really strike him as a public building. Mr. Bennett thought it looked like a playground. He said that a simple design, high-quality materials, and good proportions would stand the test of time. He said he hoped the Committee was keeping that in mind when discussing a station to last 50 years.

Mr. Saydack thought that the design of the tower on Willamette Street would look dated five years after it was built, but the treatment of the patio area was very nice, with a classic appearance. Mr. Bennett and Mr. Saydack commented on the successful design of the Glenwood facility.

Ms. Loobey said that Mr. Gunderson always listened openly to suggestions, and was sure that he would respond very well to the Board's comments.

Mr. Saydack asked if any direction regarding the central theme of the design was given to the architects. Mr. Kleger said that the committee had talked about the primary

Eugene Station Update: Mr. Viggiano said that the station seemed to be progressing. Mr. Hammer would be taking care of site clean-up during demolition and LTD would receive a clean site. Mr. Bennett asked if LTD would be held harmless. Mr. Viggiano said that the District was requesting that the site be deemed clean by a certified consultant. The FTA had been asked to approve the purchase price, and June 1 was in the contract for demolition and clean-up completion. Discussions were continuing on purchase of the portion of the Gibson building. Part of the purchase price would include some funding to tear down a portion of the building and build a new wall.

Ms. Hocken asked if alley vacation had begun. Mr. Viggiano replied that the legal work had begun. The District had to go to the property owners and get 70 percent to agree, then to the Eugene City Council. Staff had begun the process of identifying the property owners. The City could initiate vacation with 50 percent, or the District could sign some sort of long-term easement for use of the alleys. Those three options were in the agreement signed with the City.

Introduction of New Assistant Finance Manager: Finance Manager Tamara Weaver introduced the District's new Assistant Finance Manager, Roy Burley.

Fiscal Year 1996-97 Pricing Plan: Ms. Hocken asked for any Board comment regarding the proposed pricing plan for FY 96-97. Mr. Bennett said he would appreciate hearing how the staff who worked on it thought it through, and their rationales for the proposal. Mr. Viggiano said that the decision could be put off a month if the Board wanted more information after hearing the staff presentation in March. A public hearing and the first reading of the revised ordinance also were scheduled for March, but could be delayed until April, although Ms. Weaver would need to make some assumptions for the FY 97-98 budget. It was agreed that the hearing and reading would be scheduled for March, and would be postponed if the Board made any changes at that time.

Ms. Hocken remembered that an LTD inflationary rate had been used last year, rather than the Portland Consumer Price Index. She wondered if staff had thought about that again this year. Mr. Viggiano said that staff would do so.

Board Member Reports: Metropolitan Policy Committee (MPC)--Mr. Bennett reported that the MPC was moving along with choices with respect to the balance of transportation and how to achieve it. Recent discussions included the infrastructure component, the land use component, and the transportation demand component. He said that what he was hearing from the LCOG representative was 10 percent. Ms. Hocken said that 20 percent was the figure for vehicle miles traveled (VMT) reduction over the next 30 years. The plan horizon was 20 years, and that was where the 10 percent came from. The first ten years of the 30 years, the VMTs were to remain at the current level. During the second ten years, VMTs were supposed to be reduced by 10 percent, and then by 20 percent during the third ten years. Mr. Bennett added that the message from LCOG was that this was being reviewed to see if it would be possible. LCOG's initial analysis was that they did not think they could get to 10 percent without doing something fairly significant in terms of demand management. He wondered if Mr. Bailey had been hearing the same thing in his task force discussions.

Mr. Bailey said that this was old news for the TDM committee. He did not think anyone on the TDM committee thought the area would get to 10 percent without some combination of a change in the transportation mix plus disincentives. He thought they understood that the current automobile system was priced too low, and until it was priced accurately, no progress would be made. Ms. Hocken thought that LCOG was saying that one of the three or four scenarios that they would come back to the policy bodies with was a scenario that they thought would accomplish the 10 percent, and so would have a lot of things in it that some people would think were fairly harsh.

Mr. Bennett said he had a skeptical view of the TDM approach to things. He hoped the Board would have a chance to discuss this and give guidance before this issue came back to the MPC in terms of a recommendation that might come through Mr. Bailey. He thought the Board needed a position on this issue.

Ms. Hocken said that this last MPC discussion was a good discussion; there was disagreement but a cordial conversation about options and staff assignments. She asked when the right time would be for the Board to discuss it, and was not sure it could be done before a recommendation was made and the Board had something to react to. Mr. Bennett agreed, but said he just wanted to do it before a formal presentation was made at MPC, because he would want to comment on it but would not want to do so without the authorization of the Board.

Ms. Hocken asked if the Board would like LCOG to provide an update meeting. Mr. Viggiano said that LCOG planned to come to the Board in April and June with updates. Mr. Bailey said he thought he would be speaking with the Board at that time to gather input regarding the recommendations. Ms. Hocken said she trusted that staff would keep the Board on track regarding when these issues needed to be discussed.

Ms. Loobey said that staff had a conversation with Fair Manager Mike Gleason regarding the Fairgrounds. She said that he had a high-energy, bigger vision and put a lot of forethought into the use of the Fairgrounds and transportation issues. His vision included making the Fairgrounds a community venue and destination point. She stated that if every other public institution had the same amount of vision and forethought as Mr. Gleason, the community would make its 10 percent transportation goal. Ms. Hocken stated that one thing the Board might want to get in the TransPlan Update was a goal for public agencies to lead the way in terms of transportation alternatives.

Board Membership and Participation: Mr. Bennett stated that the Board needed to have six active Board members. He said that no one needed to be able to attend every meeting, but there were important issues and everyone needed to make the effort to be there as much as possible.

Mr. Bailey wanted to state for the record that he shared Mr. Bennett's concerns about the issues and having a full Board present to deal with them. He was concerned about the lack of representation in Springfield for some time, and about the problems in ensuring a quorum.

Mr. Bennett asked when the Senate would meet again to consider candidates for the vacant position. Ms. Loobey replied that the Senate Executive Appointments Committee would be meeting in April. If approved by them, the nomination would have to be confirmed by the full Senate.


Cascadia Rail Conference: Mr. Bailey said that the Cascadia high-speed rail conference had been postponed due to the flooding, and was due to be rescheduled later this spring.

Employee Compliment: Mr. Kleger stated that he had been listening to his scanner during the recent ice storm. He was impressed with the work that staff were doing to stay on top of the conditions. The operators and supervisors were staying in touch and tipping each other off about the weather conditions in different parts of town. He said it was a beautiful example of teamwork and a first-class performance by all concerned. He said they were doing the right things, keeping safety first, and customer service next, and working very well together. He thought it probably was the best response to a slippery road situation, and one of the trickier ones, that he had heard in a good many years.

Employee Awards Banquet: Ms. Hocken reminded the Board of the annual employee awards banquet to be held on March 3.

Springfield City Council Review of ARR: Service Planning and Marketing Manager Andy Vobora said that LTD would be going to the Springfield City Council on March 4 to review the Annual Route Review and discuss Bus Rapid Transit. Ms. Loobey noted that this was one of the requirements of the service agreement signed by LTD and the City of Springfield. Mr. Vobora thought it would be good to have a Board member there. Mr. Bennett said he would attend if staff reminded him. (Note: this meeting with the Council was later postponed.)

ADJOURNMENT: The meeting was adjourned at 10:15 p.m.


Board Secretary

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: ANNUAL ROUTE REVIEW

PREPARED BY: Will Mueller, Transit Planner

ACTION REQUESTED: Approve the FY 1996-97 Annual Route Review Service Proposal.

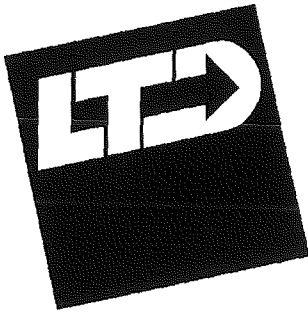
BACKGROUND: Last month, the Board conducted a public hearing on possible service changes for FY 1996-97. In response to the public comments (including written comments and telephone calls received), and as a result of further research and investigation, the service changes proposed differ somewhat from those presented in February. The attached FY 1996-97 Annual Route Review proposals would increase the LTD fixed-route service level by 2.75 percent and would have an annual cost of approximately \$257,700.

A proposal to expand the *RideSource* program is also included in this year's Annual Route Review package.

ATTACHMENTS:

1. Summary of Changes
2. Service Items Not Recommended for Implementation
3. Proposed Service
Deletions
Fixes
Additions
4. *RideSource* Service
5. Response to Public Testimony
6. Evaluation of Service Added in September 1995

PROPOSED MOTION: I move that the Board approve the FY 1996-97 Annual Route Review Service Proposal.



Annual Route Review 1996

Lane Transit District, P. O. Box 7070, Eugene, Oregon 97401

Summary of Changes

1996 Annual Route Review Summary of Changes

Service Deletions

Item #	Description	Annual Hours	Annual Cost	Annual Ridership	Deleted Ser. Productivity*	Percent Decrease	Percent Decrease
1	Eliminate route #15	(2,064)	(\$71,200)	(20,800)	10	-0.74%	-0.74%
2	Delete 7:13 a.m. trip of #26C	(151)	(\$4,800)	(800)	14	-0.05%	-0.79%
2.5	Delete 8:21 a.m. trip of #52X	(224)	(\$7,700)	(1,900)	13	-0.08%	-0.87%
3	Eliminate route #53C	(1,535)	(\$53,000)	(23,000)	15	-0.55%	-1.42%
4	Run #60 once per hour vs. current two times per hour	(1,376)	(\$47,500)	(21,500)	15	-0.49%	-1.92%
5	Run #61 once per hour vs. current two times per hour	(1,376)	(\$47,500)	(24,000)	17	-0.49%	-2.41%
6	Eliminate 7:30 a.m. trip of #63	(65)	(\$2,200)	(700)	11	-0.02%	-2.43%
7	Eliminate route #65	(2,322)	(80,100)	(49,200)	21	-0.83%	-3.27%
8	Delete 6:46 a.m. trip of #68C	(172)	(5,900)	(2,100)	8	-0.06%	-3.33%
9	Eliminate 8:11 a.m. & 4:00 p.m. trips of #71	(255)	(8,800)	(2,300)	9	-0.09%	-3.42%
Weekends							
10	Run #2 only once per hour on Sat. vs. current twice/hr.	(121)	(4,200)	(1,500)	37	-0.04%	-3.46%
11	Eliminate #64 on Sundays except for holiday span	(297)	(10,200)	(7,400)	25	-0.11%	-3.57%

* measured in rides / hour

Service Fixes

Item #	Description	Annual Hours	Annual Cost	Annual Ridership		Percent Increase	Cumulative % Increase
12	Change #1 departure times to different pulses	0	\$0	N/A		0.00%	0.00%
13	Change #2 pulse to 10/40 on 3:40 p.m. - 5:10 p.m. trips	0	\$0	N/A		0.00%	0.00%
14	Expand #11 peak-hour timepoints to Noon - 1:50 p.m. trips	344	\$11,900	N/A		0.12%	0.12%
15	Use pk-hr timepoints on #12/#85 on 11:00 am - 5:30 pm trips	602	\$20,800	N/A		0.22%	0.34%
16	Shorten outbound routing of #13	0	\$0	(2,500)		0.00%	0.34%
17	Reduce number of trips doing #13 Centennial Lp. variation	0	\$0	(1,200)		0.00%	0.34%
18	Expand #18/#19 pk-hr timepoints to 12:10 pm - 1:40 pm trips	172	\$5,900	N/A		0.06%	0.40%
19	Eliminate routing on #18S around Kmart & Springfield Mall	0	\$0	(1,500)		0.00%	0.40%
20	Use pk-hr timepoints on #27 from 2:20 pm - 5:20 pm trips	258	\$8,100	N/A		0.09%	0.49%
21	Use pk-hr timepoints on #28 from 2:10 pm - 5:40 pm trips	311	\$10,700	N/A		0.11%	0.60%
22	Extend #40 service on Elmira Rd from Berntzen to Bertelsen	0	\$0	N/A		0.00%	0.60%
23	Use pk-hr timepoints on #40 from 3:00 pm - 5:30 pm trips	258	\$8,900	N/A		0.09%	0.70%
24	Use pk-hr timepoints on #41 from 3:00 pm - 5:30 pm trips	258	\$8,900	N/A		0.09%	0.79%
25	Use pk-hr TP's on #50 on 7:50 am & from 2:50 pm - 4:50 pm	172	\$5,900	N/A		0.06%	0.85%
26	Use pk-hr timepoints on #60 from 2:00 pm - 5:00 pm trips	172	\$5,900	N/A		0.06%	0.91%
27	Add pk-hr timepoints on #61 from 1:40 pm - 3:40 pm trips	129	\$4,500	N/A		0.05%	0.96%
28	Run #63 on Country Club Rd. vs. current Delta routing	0	\$0	1,000		0.00%	0.96%
29	Use pk-hr timepoints on #66 from 3:10 pm - 5:10 pm trips	215	\$7,400	N/A		0.08%	1.04%
30	Run #67 route behind Sheldon Plaza	0	\$0	2,500		0.00%	1.04%
31	Use extension of 5 #68C trips to do Chad Dr. & cover #66 IB	581	\$20,100	10,300		0.21%	1.24%
32	On #93, provide more direct routing for majority of customers	0	\$0	2,600		0.00%	1.24%
33	Contingency for trippers	835	\$28,800	16,700		0.30%	1.54%
34	Contingency to cover addition of peak-hour timepoints	600	\$20,700	N/A		0.21%	1.76%
35	Add two minutes to "Garage--> Eug. Sta. deadheads in p.m.	120	\$4,100	N/A		0.04%	1.80%
Weekends							
36	Run #81 through UO South Station on Saturdays	0	\$0	100		0.00%	1.80%

1996 Annual Route Review Summary of Changes

Service Additions

Item #	Description	Annual Hours	Annual Cost	Annual Ridership	Predicted Productivity	Percent Increase	Cumulative % Increase	Cost per Ride
37	New #16 route in Springfield replacing the deleted #15 route	1,780	\$61,400	34,000	19	0.64%	0.64%	\$1.81
38	Create new routes to replace routes #31, #32, #44 and #45	1,126	\$38,800	33,800	30	0.40%	1.04%	\$1.15
39	Create new route #36 to provide two-way service along W. 18th	3,849	\$132,812	96,600	29	1.38%	2.42%	\$1.37
40	Add two weekday a.m. trips to #51 route	580	\$20,000	13,200	32	0.21%	2.63%	\$1.52
41	Add a new 60-minute route (#62), which replaces the #65	2,946	\$101,700	70,700	24	1.06%	3.68%	\$1.44
42	Run new, #64 wkdy. service to fill in major-pulse connections	1,032	\$35,600	25,000	24	0.37%	4.05%	\$1.42
43	Contingency for Hyundai trippers	540	\$18,600	TBD	TBD	0.19%	4.25%	TBD
	<i>Weekends</i>							
44	Expand #9/#10 to become 60-minute routes on Saturdays	121	\$4,200	3,000	25	0.04%	4.29%	\$1.40
45	Change #9/#10 to become full, 60-min. routes on Sundays	312	\$10,800	7,000	22	0.11%	4.40%	\$1.54
46	Extend last two trips of #61 (5:30 & 6:30 pm) back to Eug. Sta.	34	\$1,200	500	10	0.01%	4.41%	\$2.40
47	Add new route #36 on Saturdays	291	\$10,000	6,700	25	0.10%	4.52%	\$1.49

	Annual Hours	Net Annual Cost	Annual Ridership	Percent Increase
TOTALS FOR ALL PROPOSED ITEMS	7,680	\$264,612	163,300	2.75%

TBD = To Be Determined

<i>RideSource</i>	Annual Hours	Annual Cost	Annual Ridership	Predicted Productivity	Percent Increase	Cost Per Ride
Service Changes to <i>RideSource</i>	--	105,930	4,700 additional rides	3 rides per hour	13%	\$8.87

*Service Items Not
Recommended for
Implementation*

1996 ANNUAL ROUTE REVIEW

List of Items Considered But Not Recommended for Next Year

EAST SECTOR

<i>3X Express:</i>	Add 6:08 p.m. and 6:38 p.m. departures.
<i>9/10 Gateway/VRC:</i>	Add earlier and later service.
<i>11 Thurston:</i>	Add another Saturday departure leaving between 12:00 p.m. and 6:00 p.m.
<i>12 Gateway:</i>	Add Gateway Loop off of Gateway Street to route. Add tripper-helper buses between 10:00 a.m. and 7:00 p.m.
<i>13 Centennial:</i>	Eliminate service variation to Centennial Loop entirely. Provide service every half-hour on Sundays.
<i>19 Mohawk/Q:</i>	Take bus off of Rambling Street.
<i>28 Hilyard:</i>	Provide later weekday and later Saturday service; add Sunday service.
<i>79 UO/Gateway:</i>	Add 5:37 p.m., 6:12 p.m., and 6:37 p.m. departures from UO.
<i>91 McKenzie Br:</i>	Provide service every half-hour as far as Walterville. Provide route variation through Greenwood Drive. Add a late trip (9:00 or 10:00 p.m.).
<i>92 Lowell/LCC:</i>	Use Old Seavey Loop between EPUD and Franklin Blvd. Provide Saturday and Sunday service.
<i>96 Coburg:</i>	Provide Saturday and Sunday service.

Miscellaneous Service Requests

- ◆ Run Christmas Day service (Sunday service level).
- ◆ Run Thanksgiving Day service (Sunday service level).
- ◆ Change some p.m. major pulses to :10 after the hour versus current :00.
- ◆ Delete New Year's Day service.
- ◆ Provide service to N. Game Farm Road between Gateway Street and Coburg Road.
- ◆ Provide service to 42nd & Jasper Road area.
- ◆ Provide service to Mohawk Valley as far as Marcola.
- ◆ Provide service to Mt. Vernon area in southeast Springfield.

WEST SECTOR

- 30 Bertelsen:* Add earlier service on Saturdays.
- 31 West 11th:* Run this route on Saturdays.
Extend last trip leaving Eugene Station at 5:50 p.m. to a full round trip.
Add more trip variations to Molecular Probes.
- 32 West Industrial:* Add a 10:00 a.m. and a 1:00 p.m. trip.
- 33 Jefferson:* Run this route later on weekdays.
Switch this bus to the major pulse in order to make transfers to more routes.
- 34 UO/ Bailey Hill:* Run this route more frequently on weekdays.
Run this route on Saturdays and Sundays.
- 40 Royal/
41 Barger:* Run these routes on Terry between Barger and Royal.
Create a route on N. Terry, north of Barger.
Create route variation to serve Lakewood Trailer Park off of Hwy. 99.
Extend outbound routing of 41 from Fairfield to Jacobs, then connect with Hwy. 99.
- 52 Irving:* Add service to Irvington and Prairie Roads.
Add service to western portion of Irving Road, near new developments.
- 93 Veneta:* Add a later trip or two; 7:30 p.m., 9:30 p.m. and/or 10:30 p.m.
Add a shortened inbound trip from Veneta to Eugene, arrive at Eugene Station at 7:55 a.m.
Add an earlier (5:45 a.m.) trip from Fern Ridge area.
Add Sunday service.

Miscellaneous Service Requests

- ◆ Provide later service on Sundays.

Proposed Service Deletions

Proposed Service Deletions

Item #1-- ***15 Q Street/Yolanda: Eliminate route.***

Description: Under this proposal, the *15 Q Street/Yolanda* route would be deleted in its entirety.

Justification: The *15* route continues to be unproductive. For Fall 1995 service, it averaged 10 rides per hour versus the productivity standard of 23.6 rides per hour. The route was implemented in the Fall of 1994, and has not established itself as a viable performer.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 2,064
	Annual Service Cost Savings --	\$71,200
	Estimated Annual Ridership --	- 20,800
	Productivity of Deleted Service --	10 rides per hour
	Change in Number of Peak Buses --	- 1 a.m. and -1 p.m.
	Percentage of Service Decrease --	- 0.74%

Proposed Service Deletions

Item #2-- ***26C Willamette: Delete 07:13 trip.***

Description: Delete first morning trip: 07:13 (arrives at Eugene Station at 7:35 p.m.).

Justification: The trip slated for deletion is averaging seven boardings (14 productivity). The trip running after this one has been moved three minutes earlier, and now continues on to Eugene Station for a 7:45 a.m. arrival, so customers have a fairly good alternative.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 151
	Annual Service Cost Savings --	\$4,800
	Estimated Annual Ridership --	- 800
	Productivity of Deleted Service --	14 rides per hour
	Change in Number of Peak Buses --	- 1 a.m.
	Percentage of Service Decrease --	- 0.05%

Proposed Service Deletions

Item #2.5 -- 52X Express: Delete 08:21 trip.*

Description: Delete second morning trip: 08:21 (arrives at Eugene Station at 8:46 p.m.).

Justification: The trip slated for deletion is averaging eight boardings (13 productivity). There is minimal neighborhood ridership and the regular 52 route serves it every hour. There are other routes going through River Road Station, so riders on the corridor have alternatives as well.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 224
	Annual Service Cost Savings --	\$7,700
	Estimated Annual Ridership --	- 1,900
	Productivity of Deleted Service --	13 rides per hour
	Change in Number of Peak Buses --	No change
	Percentage of Service Decrease --	- 0.08%

***New 3/20/96**

Proposed Service Deletions

Item #3-- ***Eliminate 53C Hunsaker route.***

Description: Eliminate route *53C Hunsaker*, which operates on the River Road and 8th Avenue corridors during weekday peak hours.

Justification: This route was established in September 1994. It has never met the urban productivity standard; productivity has hovered between 12 and 18 trips per hour. Ridership along Hunsaker and Division Avenues has been particularly substandard. Two morning trips have been productive, but service along some of the route on these trips would be replaced by the increased frequency proposed for route *51 Santa Clara*.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 1,535
	Annual Service Cost Savings --	\$53,000
	Estimated Annual Ridership --	- 23,000
	Productivity of Deleted Service --	15 rides per hour
	Change in Number of Peak Buses --	- 1 a.m. and -1 p.m.
	Percentage of Service Decrease --	- 0.55%

Proposed Service Deletions

Item #4-- ***60 VRC/Oakway: Operate route once per hour versus current two times per hour. Some peak trips will be maintained.***

Description: This proposal recommends reducing the *60 VRC/Oakway* route to one departure per hour from the Eugene Station. The route currently runs twice per hour. This item includes maintaining four peak trips (06:30 a.m., 07:30 a.m., 08:30 a.m., and 5:30 p.m.) during the commuting hours.

Justification: While this route is just above the ridership standard, the bulk of use is on the Country Club Rd./VRC segment. Currently, the *60* route, when combined with route *61 Oakway/VRC*, provides four buses per hour through the Norkenzie, Brewer, and Gilham loop. This segment of the *60* route averages only two boardings per trip throughout a typical weekday.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 1,376
	Annual Service Cost Savings --	\$47,500
	Estimated Annual Ridership --	- 21,500
	Productivity of Deleted Service --	15 rides per hour
	Change in Number of Peak Buses --	- 1 a.m. and - 1 p.m.
	Percentage of Service Decrease --	- 0.49%

Proposed Service Deletions

Item #5-- ***61 Oakway/VRC: Run route one time per hour versus current two times per hour. Keep some peak trips.***

Description: This proposal recommends reducing the *61 Oakway/VRC* route to one departure per hour from the Eugene Station. This route currently runs twice per hour. This item includes maintaining three peak trips (07:20 a.m., 08:20 a.m., and 5:10 p.m.) during the commuting hours.

Justification: While this route is not much above the ridership standard, the bulk of use is on the VRC/Country Club Rd. segment. Currently, the *61* route, when combined with route *60 VRC/Oakway*, provides four buses per hour through the Norkenzie, Brewer, and Gilham loop. This segment of the *61* route averages less than two boardings per trip throughout a typical weekday.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 1,376
	Annual Service Cost Savings --	\$47,500
	Estimated Annual Ridership --	- 24,000
	Productivity of Deleted Service --	17 rides per hour
	Change in Number of Peak Buses --	- 1 a.m. and -1 p.m.
	Percentage of Service Decrease --	- 0.49%

Proposed Service Deletions

Item #6-- ***63 VRC/Delta: Eliminate the 07:30 trip to Marist High School and Lane County Public Works.***

Description: The 7:30 a.m. trip serving both Marist High School and Lane County Public Works would be eliminated. Service to Marist in the morning will still be available via a deviation of the 7:20 trip of the new *62 VRC/?* route (if that item is approved).

Justification: Because of scheduling changes to the *63 VRC/Delta route*, this trip is no longer possible to cover without the use of an extra peak-hour bus.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	-65
	Annual Service Cost Savings --	\$2,200
	Estimated Annual Ridership --	700
	Productivity of Deleted Service --	11 rides per hour
	Change in Number of Peak Buses --	No change*
	Percentage of Service Decrease --	- 0.02%

* If not deleted, another a.m. peak bus would be needed.

Proposed Service Deletions

Item #7-- **65 VRC/River Road: Eliminate route.**

Description: Eliminate route.

Justification: The 65 VRC/River Road route averaged a weekday productivity of 21 rides per hour in Fall 1995 service. While this is not far below the weekday productivity standard of 24 rides per hour, the majority of the ridership is on the VRC/Kmart portion of the route. The segment between Kmart and River Road Station averaged only three boardings per trip. (With a travel time of 22 minutes, this segment produced eight rides per hour). *Note: If the proposal for a new 62 route is adopted, the most productive part of the 65 route will still be covered.*

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 2,322
	Annual Service Cost Savings --	\$80,100
	Estimated Annual Ridership --	- 49,200
	Productivity of Deleted Service --	21 rides per hour
	Change in Number of Peak Buses --	- 1 p.m.
	Percentage of Service Decrease --	- 0.83%

Proposed Service Deletions

Item #8-- ***68C Willakenzie: Delete first trip (06:46 a.m.).***

Description: Eliminate the first trip of the *68C Willakenzie*, which starts at 06:46 a.m. and arrives at the Eugene Station at 07:05 a.m.

Justification: The *68C* is a marginally-performing route. Its overall weekday productivity is 19 rides per hour versus the 23.6 standard. The route has been recommended to be maintained for several reasons. However, this first trip is averaging only 8 rides per hour productivity and is slated for deletion.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 172
	Annual Service Cost Savings --	\$5,900
	Estimated Annual Ridership --	2,100
	Productivity of Deleted Service --	8 rides per hour
	Change in Number of Peak Buses --	None
	Percentage of Service Decrease --	- 0.06%

Proposed Service Deletions

Item #9-- **71 24th/Agate: Eliminate 8:11 a.m. and 4:00 p.m. trips.***

Description: Delete 8:11 a.m. and 4:00 p.m. trips.

Justification: While this route still fails to meet productivity standards, it is not far below making the mark (18.2 rides/hour versus the 23.6 standard). If the two least productive trips are deleted, the remaining trips average 23 rides per hour.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	- 774
	Annual Service Cost Savings --	\$26,700
	Estimated Annual Ridership --	- 7,700
	Productivity of Deleted Service --	18 rides per hour
	Change in Number of Peak Buses --	- 1 a.m. and - 1 p.m.
	Percentage of Service Decrease --	- 0.28%

***Revised 3/20/96**

Proposed Service Deletions

Item #10-- ***2 UO (Saturday): Run only once per hour on Saturdays versus current two trips per hour.***

Description: This item proposes the elimination of one departure per hour on Saturdays, resulting in once-per-hour service instead of the current twice-an-hour service.

Justification: This change allows the route adjustments proposed for the *9 VRC/Gateway* and *10 Gateway/VRC* routes to occur without requiring extra buses. The UO is still served by four pulses per hour on Saturdays, while both departure and arrival lost are on minor pulses.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	-121
	Annual Service Cost Savings --	\$4,200
	Estimated Annual Ridership --	- 1,500 ##
	Productivity of Deleted Service --	37 rides per hour
	Change in Number of Peak Buses --	None
	Percentage of Service Decrease --	- 0.04%

Riders lost assumes customers will use other available service.

Proposed Service Deletions

Item #11-- ***64 VRC (Sunday): Eliminate route on Sunday, except run one trip per hour during the holiday season.***

Description: This proposal eliminates the 64 VRC route on Sundays except for one tripper per hour to be run on Sundays during the holiday season.

Justification: This route is no longer needed on Sundays, except limited trippers during the holiday season (if the proposal for adding service to the 9 VRC/Gateway and 10 Gateway/VRC routes is adopted).

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	-297
	Annual Service Cost Savings --	\$10,200
	Estimated Annual Ridership --	- 7,400
	Productivity of Deleted Service --	25 rides per hour
	Change in Number of Peak Buses --	- 1 Sunday p.m.
	Percentage of Service Decrease --	- 0.10%

Proposed Service Fixes

Proposed Service Fixes

Item #12-- ***1 Market District: Change departures to different pulses.***

Description: Change departures so that route does not duplicate inbound 66 VRC/Coburg Rd. times as they both travel to Eugene Station from 3rd Avenue and Pearl Street area.

Justification: This would provide more time-of-travel choices to those needing service from the senior housing sites and the 5th St. Market area.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 0
	Annual Service Cost --	None
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.00%

Proposed Service Fixes

Item #13-- ***2 UO: Change pulse to :10 and :40 after the hour on 3:40 p.m.-5:10 p.m. trips.***

Description: The 3:40 p.m. through 5:10 p.m. trips would depart the Eugene Station at :10 and :40 after the hour instead of :00 and :30.

Justification: Through this change, the *2 UO* route will cover major pulse departures from UO Station, which are otherwise skipped during the peak-hour timepoint span of routes *23 Fox Hollow* and *28 Hilyard*.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+0
	Annual Service Cost --	None
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.00%

Proposed Service Fixes

Item #14-- ***11 Thurston: Expand peak-hour timepoints to 12:00 p.m.-1:50 p.m. trips.***

Description: The *11 Thurston* trips leaving Eugene Station between 12:00 p.m. and 1:50 p.m. would utilize peak-hour timepoints and become 100-minute round-trips versus the 90-minute standard trips. If adopted, the *11* will use peak-hour timepoints from 12:00 p.m. through the 5:30 p.m. departure.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

Service Marketing:

Statistics:	Annual Schedule Hours --	+344
	Annual Service Cost --	\$11,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+0.12%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #15-- ***12 Gateway/85 LCC: Use peak-hour timepoints on 11:00 a.m.-5:30 p.m. trips.***

Description: The 12 Gateway trips leaving the Eugene Station between 11:00 a.m. and 5:30 p.m. would utilize peak-hour timepoints. As all 12 buses during this span become 85's, the 85 LCC/Springfield trips during this period would also use a different peak-hour schedule. Also, all inbound 12 trips from Springfield Station during these trips would use peak-hour timepoints. Thus, the 12/85/12 combination, which is currently a 100-minute round trip, would become 120-minutes under this proposal.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained. In addition, limited route deviations to serve the Sony/International Way area could be run during this peak span.

Service Marketing:

Statistics:	Annual Schedule Hours --	+602
	Annual Service Cost --	\$20,800
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+0.22%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #16-- ***13 Centennial: Shorten outbound routing.***

Description: The outbound *13 Centennial* route would stay on Centennial Blvd., turning right onto 21st Avenue. It would not travel via Mohawk, Olympic, or by Kmart on its way to 23rd Avenue and Main Street. Its inbound routing would remain the same (21st, Olympic, Mohawk...).

Justification: The *13* is experiencing running-time problems throughout the course of the day. Under this proposal, the route would be shortened approximately three to four minutes, allowing it to perform within its 60-minute running time. Stress on bus operators would be eased, and the route could better maintain its published schedule.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+0
	Annual Service Cost --	None
	Estimated Annual Ridership --	- 2,500
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+0.00%

Proposed Service Fixes

Item #17-- ***13 Centennial: Reduce number of trips doing route variations through Centennial Loop.***

Description: Currently, the *13 Centennial* route does eight route variations through the Centennial Loop area between 7:30 a.m. and 2:30 p.m. Under this item, the number of trips deviating through Centennial Loop would be reduced to four trips per day.

Justification: While the Centennial Loop route variation does provide convenient service to a number of customers, the impact on running times for those trips providing this service is substantial (three minutes or so of extra running time). Under this plan, the trips being most heavily-utilized by the Centennial Loop customers would be maintained, while the other trips would no longer provide the variation.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+0
	Annual Service Cost --	None
	Estimated Annual Ridership --	- 1,200
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+0.00%

Proposed Service Fixes

Item #18-- ***18/19 Mohawk: Expand peak-hour timepoints to 12:10 p.m.-1:40 p.m. trips.***

Description: The *18 Mohawk/Hayden Br.* and *19 Mohawk/Q Street* trips leaving Eugene Station between 12:10 p.m. and 1:40 p.m. would utilize peak-hour timepoints and become 100-minute round-trips versus the 90-minute standard trips. If adopted, the *18* and *19* will use peak-hour timepoints from 12:10 p.m. through their 5:40 p.m. departures.

Justification: This proposal is offered in tandem with the item for the expansion of peak-hour timepoints for the *11 Thurston* route. While these trips of the *18* and *19* are currently not experiencing severe running-time problems, the change to peak-hour timepoints must be made in concurrence with the *11* changes in order to maintain the 10-minute service headway between the Springfield Station and Eugene Station.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+172
	Annual Service Cost --	\$5,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.06%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #19-- ***18S Mohawk/Gateway: Shorten and change routing. No longer serves Gateway Mall.****

Description: Under this proposal, the *18S Mohawk/Gateway* route would be shortened and no longer serve Gateway Mall. The new routing would be the same as the current route until 19th and "Q," where the bus would turn left onto "Q," traveling as far as Pioneer Plaza East. After traveling through the Pioneer Plaza Shopping Center, the route would turn north on Pioneer Parkway E. to Hayden Bridge Way, where it would return to 19th and resume its current inbound routing.

Justification: This weekday evening and weekend route is currently experiencing running-time problems on weekend afternoons. There is no apparent solution in terms of peak-hour timepoints because of route pairings. There were a number of routing options put before the Service Advisory Committee. This option emerged as the top choice.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 0
	Annual Service Cost --	None
	Estimated Annual Ridership --	- 1,500
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.00%

***Revised 3/20/96**

Proposed Service Fixes

Item #20-- ***27 Fairmount: Use peak-hour timepoints on 2:20 p.m.-5:20 p.m. trips.***

Description: The *27 Fairmount* route leaving the Eugene Station between 2:20 p.m. and 5:20 p.m. would utilize peak-hour timepoints. During this span, the 27 trips would become 40-minute round-trips versus the 30-minute standard trips.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 258
	Annual Service Cost --	\$8,100
	Estimated Annual Ridership --	No Change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.09%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #21-- ***28 Hilyard: Use peak-hour timepoints on 2:10 p.m.-5:40 p.m. trips.***

Description: The *28 Hilyard* route leaving the Eugene Station between 2:20 p.m. and 5:40 p.m. would utilize peak-hour timepoints. During this span, the *28* trips would become 60-minute round-trips versus the 50-minute standard trips.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 311
	Annual Service Cost --	\$10,700
	Estimated Annual Ridership --	No Change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.11%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #22-- ***40 Royal: Extend service on Elmira Road from Berntzen to Bertelsen.***

Description: Instead of heading north on Berntzen Road on the outbound routing, the *40 Royal* route would continue to Bertelsen Road, turn north, connect with Royal Avenue, and proceed westbound to the end of the line at Daneland Mobile Park. Inbound service would follow the same routing in reverse.

Justification: Buses now have a difficult time using Berntzen Road between Elmira and Royal Avenue because of the poor condition of the road, which was not built for heavy vehicles. The new routing would give new service to the western portion of Elmira near Bertelsen so there would be no net loss in ridership. Ridership impact would also be minimized by the proposed addition to service on Royal Avenue between Fairfield and Berntzen. (See proposal concerning routes *44* and *45*.)

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	No change
	Annual Service Cost --	No change
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	No change

Proposed Service Fixes

Item #23-- ***40 Royal: Use peak-hour timepoints for trips from 3:00 p.m. through 5:30 p.m.***

Description: Ten minutes would be added to each of the trips listed above. Round trip times would increase from 60 to 70 minutes.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 258
	Annual Service Cost --	\$8,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.09%

Proposed Service Fixes

Item #24-- ***41 Barger: Use peak-hour timepoints for trips from 3:00 p.m. through 5:30 p.m.***

Description: Ten minutes would be added to each of the trips listed above. Round-trip times would increase from 60 to 70 minutes.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 258
	Annual Service Cost --	\$8,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.09%

Proposed Service Fixes

Item #25-- ***50 Park: Use peak-hour timepoints for trips at 7:50 a.m., and 2:50 p.m.- 4:50 p.m.***

Description: Ten minutes would be added to each of the trips listed above. Round-trip times would increase from 60 to 70 minutes.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 172
	Annual Service Cost --	\$5,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.06%

Proposed Service Fixes

Item #26-- ***60 VRC/Oakway: Use peak-hour timepoints on 2:00 p.m.-5:00 p.m. trips.***

Description: The *60 VRC/Oakway* route leaving the Eugene Station between 2:00 p.m. and 5:00 p.m. would utilize peak-hour timepoints. During this span, the *60* trips would become 50-minute round-trips versus the 40-minute standard trips.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+172
	Annual Service Cost --	\$5,900
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.06%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #27-- ***61 Oakway/VRC: Use peak-hour timepoints on 1:40 p.m.-3:40 p.m. trips.***

Description: The *61 Oakway/VRC* route leaving the Eugene Station between 1:40 p.m. and 3:40 p.m. would utilize peak-hour timepoints. During this span, the *61* trips would become 50-minute round-trips versus the 40-minute standard trips. If this item is adopted, the *61* route will use peak-hour timepoints between 1:40 p.m. and 5:40 p.m.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+129
	Annual Service Cost --	\$4,500
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.05%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #28-- ***63 VRC/Delta: Run route on Country Club Road versus current Delta Highway routing.***

Description: The *63 VRC/Delta* route would utilize Country Club Road versus the current Delta Highway routing.

Justification: It is believed that the route has time to accomplish this routing change. With the new proposed Eugene Station departure time of :50, the *63* would provide a convenient arrival time (:55) for businesses along Country Club Road.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 0
	Annual Service Cost --	None
	Estimated Annual Ridership --	+ 1,000
	Change in Number of Peak Buses --	No change
	Percentage of Service Increase --	+ 0.00%

Proposed Service Fixes

Item #29-- ***66 VRC/Coburg Road: Use peak-hour timepoints on 3:10 p.m.- 5:10 p.m. trips.***

Description: The 66 VRC/Coburg Road trips leaving Eugene Station between 3:10 p.m. and 5:10 p.m. would use peak-hour timepoints and become 60-minute round-trips versus the 50-minute standard trips.

Justification: This proposal would address running-time problems on these trips. Stress on bus operators would be reduced, and published schedules could be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 215
	Annual Service Cost --	\$7,400
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None***
	Percentage of Service Increase --	+ 0.08%

*** See item regarding contingency for peak-hour timepoint additions.

Proposed Service Fixes

Item #30-- ***67 Coburg Rd./VRC: Run route behind Sheldon Plaza versus current routing on Coburg Road (outbound only).***

Description: The *67 Coburg Rd./VRC* route would turn left from Coburg Road onto Cal Young, and then make a right turn onto Willakenzie. The bus would then make a left turn back onto Coburg Road, resuming its current routing.

Justification: The routing proposed for the *67* in this item would afford better access to Sheldon Plaza, the senior housing complexes, Sheldon High School/ community center, and the new Oasis/BiMart commercial development.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 0
	Annual Service Cost --	None
	Estimated Annual Ridership --	+ 2,500
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.00%

Proposed Service Fixes

Item #31-- ***68C Willakenzie: Use extension at end of five p.m. trips to serve Chad Drive and cover the timepoints of the peak-hour 66 VRC/Coburg Road service.***

Description: This item involves having the five afternoon trips of the *68C Willakenzie* continue out to Chad Drive at their conclusion in order to serve this commercial node; and become the inbound *66* route while this route is running peak-hour timepoints.

Justification: The Chad area is booming. This proposal, along with proposed route variations for several other routes, represents an attempt to provide convenient transit service to the workers along Chad Drive. In addition, this particular item does "double-duty," in that these buses will become the *66 Eugene Station*. They cover the *66* major-pulse timepoints, while the *66* is using its peak-hour timepoint configuration.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 581
	Annual Service Cost --	\$20,100
	Estimated Annual Ridership --	10,300
	Change in Number of Peak Buses --	+ 1 p.m.
	Percentage of Service Increase --	+ 0.21%

Proposed Service Fixes

Item #32-- ***93 Veneta: Provide more direct routing for most customers using the 93 Veneta route.***

Description: Change the direction of routing for the *93 Veneta* route so that morning trips serve Alvadore and the roads east and north of Fern Ridge Reservoir first, then continue to Veneta and Highway 126 before coming back to Eugene.

Afternoon trips would follow the current routing, serving Veneta first before proceeding around Fern Ridge Reservoir.

Justification: A majority of customers using this route live in the Veneta area. Those using morning service other than the one direct inbound commuter trip from Veneta must ride around Fern Ridge before they come back into Eugene. Customers and bus operators have suggested this change in order to give direct service to the majority of customers, while maintaining service coverage. This would be similar to the routing pattern that has been established for Jasper and Lowell on route *92 Lowell/LCC*. It is projected that this change would attract additional customers to the route, as well as increase the ridership of existing customers.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	No change
	Annual Service Cost --	No change
	Estimated Annual Ridership --	+ 2,600
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	No change

Proposed Service Fixes

Item #33-- ***Contingency for trippers.***

Description: Provide an amount of tripper service dedicated to covering the inevitable unforeseen circumstances and service corrections necessary throughout the course of a year.

Justification: Every year, we allocate a portion of our resources to cover the tripper service which will be needed for service corrections and adjustments.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 835
	Annual Service Cost --	\$28,800
	Estimated Annual Ridership --	+ 16,700
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.30%

Proposed Service Fixes

Item #34-- ***Contingency to accommodate significant addition of peak-hour timepoints to various routes.****

Description: This item provides a contingency allocation of 400 hours for scheduling and extra bus needs created by the numerous peak-hour timepoint additions to various routes.

Justification: There are efficiency and fleet costs (peak-hour bus needs) associated with peak-hour timepoint use. Utilizing more peak-hour timepoints is a more cost-effective means of designing service rather than increasing trip-length times throughout the entire day.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+600
	Annual Service Cost --	\$20,700
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	+ ? p.m.
	Percentage of Service Increase --	+ 0.14%

***Revised 3/20/96**

Proposed Service Fixes

Item #35-- ***Add two minutes to "Garage - Eugene Station" deadheads between 12:00 p.m. and 6:00 p.m.***

Description: Add two minutes to deadheads from the garage to the Eugene Station between the hours of 12:00 p.m. and 6:00 p.m.

Justification: During this time of day, heavier traffic requires a longer deadhead time between the garage and the Eugene Station.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 120
	Annual Service Cost --	\$4,100
	Estimated Annual Ridership --	No change
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.04%

Proposed Service Fixes

Item #36-- ***81 LCC/Harris (Saturday): Run through UO South Station on Saturdays.***

Description: The *81 LCC/Harris* will run via UO Station South on Saturdays.

Justification: The *81* is below the productivity standard on Saturdays (18 rides per hour versus the standard of 22.5). It is believed that this service, which is the only transit option to Lane Community College on Saturdays, is important to maintain. This new routing is proposed in order to encourage more student patronage between the UO and LCC.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 0
	Annual Service Cost --	None
	Estimated Annual Ridership --	+ 100
	Change in Number of Peak Buses --	None
	Percentage of Service Increase --	+ 0.00%

Proposed Service Additions

Proposed Service Additions

Item #37-- ***Route 16: New route in Springfield replacing
15 Q Street/Yolanda.***

Description: The 16 would be a new route serving Springfield, leaving the Springfield Station once per hour. The route would travel west on "B" Street, north on Mill, east on Centennial, north on Mohawk, east on Olympic, south on 21st Street, loop through the Paramount Square area at 21st & Main, and return via the same streets.

Justification: This route would assist the main pulse departure of the outbound 13 *Centennial*, running six or seven minutes ahead of the 13. This service would also give customers along Centennial Blvd. between Mill and Mohawk a direct connection to the Springfield Mall area (a link lost with the routing change of the 13). By traveling to the 23rd & Main area, the route also allows a good transfer opportunity for customers from the inbound 11 *Thurston* route.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	1,780
	Annual Service Cost --	\$61,400
	Estimated Annual Ridership --	34,000
	Predicted Productivity of New Service --	17 rides per hour
	Change in Number of Peak Buses --	+ 1 a.m. and +1 p.m.
	Cost per Ride --	\$1.81
	Percentage of Service Increase --	+ 0.64%

Proposed Service Additions

Item #38-- ***Create new routes to replace routes 31, 32, 44, and 45.***

Description: Routes *44 Echo Hollow/Taney* and *45 Echo Hollow/River Road* would be redesigned to serve more of the Bethel/Danebo area and would extend to the W. 11th and W. 13th Avenues corridor in southwest Eugene. The connection provided to the River Road and Ferry Street Bridge areas with the *45* route would be eliminated. These two routes would also operate on the W. 11th/W. 13th corridor between Eugene Station and Bertelsen Road, allowing for the elimination of route *31 West 11th Avenue*. Route *32 West Industrial*, which currently travels to the 1st Avenue/Bertelsen area, would also be eliminated.

Specifically, outbound service on the reconfigured route *44* would remain unchanged between Eugene Station and Echo Hollow Plaza. From Echo Hollow Plaza, the route would travel southbound on Echo Hollow and Bertelsen to W. 11th, then proceed east to Fred Meyer. It would continue from Fred Meyer to Eugene Station via 11th/13th Avenues. A companion route would leave Eugene Station and follow this same routing pattern in reverse to Fred Meyer, Echo Hollow Plaza, and 8th Avenue back to Eugene Station, thus providing two-way service along these streets. Both routes take one hour and would leave Eugene Station at :20 past the hour. On Saturday, these routes would depart at :50 past the hour.

Outbound service on the reconfigured route *45* would remain unchanged between Eugene Station and Royal Avenue. The route would then continue on Royal Avenue to Petersen Barn, turn north on Berntzen to Marshall and Taney, and then follow the same routing as described for the redesigned *44* route above to Echo Hollow Plaza, Fred Meyer, and Eugene Station. A companion route would leave Eugene Station and follow this same routing pattern in reverse to Fred Meyer, Echo Hollow Plaza, and 8th Avenue back to Eugene Station, thus providing two-way service along these streets. Both routes take one hour and would leave Eugene Station at :50 past the hour. They would operate only on weekdays.

Justification: These new series of routes would provide often requested cross-town connections between northwest and southwest Eugene, in the same manner that routes *66 VRC/Coburg Road* and *67 Coburg Road/VRC* connect major corridors in the Ferry Street Bridge area. Residents in

Proposed Service Additions

Item #38
continued--

Create new routes to replace routes 31, 32, 44 and 45.

the Bethel/Danebo neighborhood and along the W. 11th/W. 13th corridors would be able to access employment and commercial areas more directly. At the same time, these routes would maintain the same direct, successful service along the Highway 99, 8th, 11th, and 13th Avenue corridors. Direct connections to the commercial areas on W. 11th should also boost Saturday ridership productivity to the reconfigured Echo Hollow route.

Unproductive service between Bethel/Danebo to the River Road and Valley River Center areas would be eliminated, which would also remove current route timing problems. Ridership is expected to grow as planned; high-density development occurs in the Barger and Echo Hollow area, where these routes converge. Expansion of service along Royal Avenue would also increase service coverage within the Bethel/Danebo neighborhood, while replacing some of the service coverage lost on Royal Avenue with the shift of the *40 Royal* route to remain on Elmira Road. (See proposal for *40 Royal* route.)

**Service
Marketing:**

Statistics:

Annual Schedule Hours --	+ 1,126
Annual Service Cost --	\$38,800
Estimated Annual Ridership --	+ 33,800
Predicted Productivity of New Service --	30 rides per hour
Change in Number of Peak Buses --	+ 1 a.m. and +1 p.m.
Cost per Ride --	\$1.38
Percentage of Service Increase --	0.40%

Proposed Service Additions

Item #39-- ***Route 36: Establish a new route that would provide two-way service along W. 18th between Olive and Bailey Hill Road.****

Description: This new route would start at Eugene Station and be routed south-bound on Olive to W. 18th Avenue. It would then cover all of W. 18th Avenue to Bailey Hill Road. It would be routed north on Bailey Hill Road and turn around at Fred Meyer on W. 11th Avenue. The inbound routing would follow the reverse direction on the same streets. (*Note: some trips of this route could also be extended to the Willow Creek area when the Hyundai plant opens in 1997*). This route would operate half hour frequency during peak hours and hourly service during off-peak hours.

Justification: Much of the W. 18th Avenue corridor currently only has 30-minute frequency except for weekday peak-hour direct service to UO. Both of the main routes that serve W. 18th, routes *34 UO/Bailey Hill* and *35 UO/City View*, are also oriented to UO. Downtown Eugene customers have to board these buses at a shelter at Willamette and W. 11th Avenue. Service on W. 18th Avenue on route *35* only goes as far as Hawkins. These routes often experience overcrowding, even during late mornings and early afternoons. The new route would provide a consistent link between downtown Eugene and W. 18th Avenue all the way to Bailey Hill Road. It is designed to arrive at Eugene Station on the major pulse, which will make transferring to other areas convenient for many customers. It would also relieve the timing and overload problems on route *34*. This route would also replace service lost on Bailey Hill Road between W. 18th and W. 11th Avenues if route *31 West 11th* is eliminated as proposed.

Service Marketing:

Statistics:	Annual Schedule Hours --	+ 3,849
	Annual Service Cost --	\$132,800
	Estimated Annual Ridership --	+ 96,600
	Predicted Productivity of New Service --	29 rides per hour

***Revised 3/20/96**

Proposed Service Additions

Item #39 ***36 Route: Establish a new route that would provide two-way service along W. 18th between Olive and Bailey Hill Road.****
continued--

Change in Number of Peak Buses --	+ 2 a.m. and + 2 p.m.
Cost per Ride --	\$1.37
Percentage of Service Increase --	+ 1.38%

***Revised 3/20/96**

Proposed Service Additions

Item #40-- ***51 Santa Clara: Add two peak-hour weekday a.m. trips.****

Description: These additional trips would boost service coverage along this route during the morning peak hours. Two trips would be run between 7:00 a.m. and 9:00 a.m.

Justification: The *51 Santa Clara* route is a highly productive route. These trip additions would boost service along the highly productive corridors of River Road and 1st Avenue, where the current trips of this route often overload. Student ridership in this area has increased substantially since LTD started providing all 4-J high school transportation. These morning trips would be geared to arrive at Eugene Station at 7:45 a.m. and 8:45 p.m., which would add a fifth and sixth bus on River Road between Beltline and Division, and a third and fourth bus on First Avenue between 7:00 a.m.- 9:00 a.m.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 580
	Annual Service Cost --	\$20,000
	Estimated Annual Ridership --	13,200
	Predicted Productivity of New Service --	32 rides per hour
	Change in Number of Peak Buses --	+ 1 a.m.
	Cost per Ride --	\$1.52
	Percentage of Service Increase --	0.21%

***Revised 3/20/96**

Proposed Service Additions

Item #41-- **62 VRC/?:** *Add a new, 60-minute route.*

Description: This proposal involves the creation of a new route *62 VRC/?*, replacing the *65 VRC/River Road* route which is slated for elimination. The new route would follow the existing *65* routing (except it would serve Country Club versus Delta Highway) all the way to Kmart on Goodpasture Island Road. At this juncture, the route would remain on Goodpasture heading east instead of traveling to River Road Station. The new *62* would then serve Norkenzie, Brewer, Cal Young, and Norkenzie again before returning on Goodpasture. This route would also provide peak-directional service to the new Valley River Village complex across from Kmart. *Note: The 7:20 a.m. trip would not serve VRC, but would serve Marist High School instead.*

Justification: This route would cover the most productive segments of the *65* route. This service would add well-timed service to the growing Country Club Road area, softens the blow to the Brewer neighborhood of losing twice per hour service on the *60VRC/Oakway* and *61 Oakway/VRC* routes, and allows LTD to serve the booming Valley River Village development. If the new *62* route proposal is adopted, the most productive portion of the *65* route (recommended for elimination) will be covered. In addition, the current 10-minute service frequency to VRC will be maintained.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+2,946
	Annual Service Cost --	\$101,700
	Estimated Annual Ridership --	70,700
	Predicted Productivity of New Service --	24 rides per hour
	Change in Number of Peak Buses --	+ 1 a.m.
	Cost per Ride --	\$1.44
	Percentage of Service Increase --	+ 1.06%

Proposed Service Additions

Item #42-- ***64 VRC: Run new 64 weekday service to fill in the lost major-pulse connection to/from Valley River Center.***

Description: The 64 VRC would run a once-per-hour round trip to Valley River Center in order to provide a major pulse connection otherwise lost with the reduction in service to the 60 VRC/Oakway and 61 Oakway/VRC routes.

Justification: It is important to maintain both major-pulse connections with VRC. If this item is not adopted, there would be no direct service to VRC leaving Eugene Station at :30 after the hour, nor any service from VRC to Eugene Station arriving at :55 after the hour.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 1,032
	Annual Service Cost --	\$35,600
	Estimated Annual Ridership --	25,000
	Predicted Productivity of New Service --	24 rides per hour
	Change in Number of Peak Buses --	+ 1 a.m. and +1 p.m.
	Cost per Ride --	\$1.42
	Percentage of Service Increase --	+ 0.37%

Proposed Service Additions

Item #43-- ***Contingency for service to Hyundai Electronics.***

Description: This item budgets resources to establish work-oriented commuter trips to the Hyundai Electronics Plant at 18th Avenue and Willow Creek Road. After conducting research into where employees live, it is expected that service would be established with direct routes between Hyundai and Eugene Station, and between their plant and major transfer sites in both north and south Eugene.

Justification: It is expected that the Hyundai plant will open near the end of FY 1996-1997, possibly as early as May or June, 1997. Part of the District's Memorandum of Understanding with Hyundai outlines a program in which LTD staff works with Hyundai to find out where employees live and then builds service that will meet their needs. Hyundai will also be implementing a group pass program, as well as building an on-site passenger boarding area. The research will be conducted during next year's Annual Route Review. The contingency is for start-up service which may be necessary to implement before the end of the fiscal year.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 540
	Annual Service Cost --	\$18,600
	Estimated Annual Ridership --	To be determined
	Predicted Productivity of New Service --	To be determined
	Change in Number of Peak Buses --	To be determined
	Cost per Ride --	To be determined
	Percentage of Service Increase --	+ 0.19

Proposed Service Additions

Item #44-- ***9 VRC/Gateway (Saturday) and 10 Gateway/VRC (Saturday): Expand routing to become 60-minute trips versus current 50-minute route.***

Description: Change routing on both routes to cover additional commercial area. The route would use Coburg Road, Crescent, and Green Acres Road to access the Costco/Shopko complex and the Delta Oaks area.

Justification: This change will provide a number of additional commercial connections on its cross-town routing, while maintaining consistency with the changes proposed to these routes on Sunday.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 121
	Annual Service Cost --	\$4,200
	Estimated Annual Ridership --	+ 3,000
	Predicted Productivity of New Service --	25 rides per hour
	Change in Number of Peak Buses --	None
	Cost per Ride --	\$1.40
	Percentage of Service Increase --	+ 0.04%

Proposed Service Additions

Item #45-- ***9 VRC/Gateway (Sunday) and 10 Gateway/VRC (Sunday):
Change routing to become full 60-minute trips versus
current 60-minute, round-trip combined configuration.***

Description: Change and extend routing on both routes to cover additional commercial area. This route would use Coburg Road, Crescent, and Green Acres Road to access the Costco/Shopko complex and the Delta Oaks area.

Justification: This change will provide a number of additional commercial connections on its cross-town routing, and provide a service fix to the current "too-tight" configuration.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+ 312
	Annual Service Cost --	\$10,800
	Estimated Annual Ridership --	+ 7,000
	Predicted Productivity of New Service --	22 rides per hour
	Change in Number of Peak Buses --	+ 1 Sunday p.m.
	Cost per Ride --	\$1.54
	Percentage of Service Increase --	+ 0.11%

Proposed Service Additions

Item #46-- ***61 Oakway/VRC (Saturday): Extend last two trips back to the Eugene Station.***

Description: Extend last two trips (5:30 p.m. and 6:30 p.m.) to return to the Eugene Station instead of terminating at Cal Young and Willagillespie.

Justification: A bus operator passed on this request from customers who would like to be able to return to Eugene Station on these trips.

**Service
Marketing:**

Statistics:	Annual Schedule Hours --	+34
	Annual Service Cost --	\$1,200
	Estimated Annual Ridership --	+500
	Predicted Productivity of New Service --	14 rides per hour
	Change in Number of Peak Buses --	None
	Cost per Ride --	\$2.40
	Percentage of Service Increase --	+ 0.01%

Proposed Service Additions

Item #47-- New 36 Route: Add Saturday service.*

Description: This would establish round-trip service on Saturday between 11:00 a.m. and 5:00 p.m. for new route 36 (see item #39).

Justification: Currently, UO students who live on W. 18th Avenue do not have direct connections to UO on Saturdays. Current service on route *34S Bailey Hill* is crowded and inconvenient, since students must transfer at Eugene Station to make connections. This service would also provide a Saturday connection between W. 18th and the commercial areas, such as Fred Meyer, on W. 11th.

This service addition would be easy to work into the Saturday schedules and would be off-set from the current route *34S* service, thereby improving mid-day and late afternoon frequency along 18th Avenue and benefiting not only students, but other customers, as well.

Service Marketing:

Statistics:	Annual Schedule Hours --	+ 291
	Annual Service Cost --	\$10,000
	Estimated Annual Ridership --	+ 6,700
	Predicted Productivity of New Service --	25 rides per hour
	Change in Number of Peak Buses --	+ 1 for Saturday midday
	Cost per Ride --	\$1.49
	Percentage of Service Increase --	+ 0.10%

*Revised 3/20/96

RideSource ***Service Proposal***

RideSource

Description: FY1996-97 Service Changes to *RideSource*.

Justification: Staff propose to increase LTD's FY1996-97 general fund contribution to *RideSource* by 28 percent or \$116,500. Although this is a 28 percent increase in LTD's general fund allocation for *RideSource* service, this represents a 13 percent increase in Special Mobility Services' (SMS) contract to provide *RideSource* service. The funding increase is needed in order to maintain acceptable levels of ride refusals, address a 5 percent increase in demand, and address cost increases. *RideSource* has experienced demand and cost increases this fiscal year which are projected to continue to increase during FY1996-97, primarily due to implementing drug testing, an increase in the average mileage per ride, and an increase in the cost per ride due to providing more expensive, non-peak-hour rides. This proposal also includes a 2 percent contingency of Special Mobility Services' annual operating budget in order to maintain smooth operations in case of sudden growth or unanticipated expenses.

The projected 5 percent ridership increase (4,700 rides) should be sufficient to accommodate anticipated demand, and is projected to maintain *RideSource* ADA ride refusals within acceptable levels. The Board will recall that the ADA law requires that the *RideSource* program not incur "excessive" ride refusals. Ridership has been growing at a rate of 5 percent per year during the last several years since ADA compliance was reached and service stabilized.

Approval of this item does not allocate FY1996-97 LTD general fund revenues to *RideSource*. The Board of Directors will have an opportunity to review LTD's contribution to *RideSource* during the budget process. Because costs have increased this fiscal year, there is a slight possibility that operating expenses for *RideSource* FY1995-96 may exceed budgeted revenues by \$1,000 - \$7,000, or less than 1 percent of *RideSource*'s \$812,070 FY1995-96 operating budget. If this occurs, staff will likely come to the Board for a budget transfer in May. In the interim, the *RideSource* budget is being monitored closely, and the following key strategies are being explored for implementation as soon as possible in order to control costs, improve service efficiency, increase revenue, and control demand.

Efficiency Strategies:

- Lower number of rides to taxis;
- Increase brokered rides to volunteer programs; and
- Change in "no show" policy to cancel rides up to 2 hours in advance (implemented FY95-96).

RideSource

Description: FY1996-97 Service Changes to *RideSource*, continued.

Increase Revenue:

- Increase fare from 80¢ to \$1.00;
- Discontinue STF contract with local residential provider and reallocate funds to *RideSource*; and
- Implement an on-board advertising program on *RideSource* vehicles.

Demand Control Strategies:

- Implement a travel training program;
- Explore acceptable level of increasing ride refusals; and
- Increase in fare may have some impact on demand.

LTD General Fund for <i>RideSource</i> Service		SMS <i>RideSource</i> Contract
FY 1995-96	\$423,500	\$812,070
FY 1996-97	\$540,000	\$918,000
Percent Change	28%	13%

Statistics:	Service Cost Increase	\$105,930
	FY 1996/97 Total Annual Service Cost	\$918,000
	Ridership Increase	4,700 additional rides
	Ride Refusals	515
	Total Estimated Annual Ridership	103,500 rides
	Projected Cost per Ride	\$8.87
	Percent of Cost Increase <i>RideSource</i>	13%

*Response to
Public Testimony*

**Response to Public Testimony Regarding
LTD's 1996 Annual Route Review Proposals
Includes Testimony at LTD Board Meeting
of 2/20/96 and Other Input Received by 3/1/96**

◆ **14 Fairview**

Testimony: One person testified, asking that the route use "D" Street to Rainbow as an alternative to Mill Street.

Response: The suggested routing was investigated by Planning staff approximately three years ago. Although this area is a geographic "hole" in LTD's service provision, staff believe that the demographics strongly suggest that Mill Street is comprised of a stronger bus-rider population. Also, a big "loop" using both Rainbow and Mill is not believed to be a viable alternative.

Staff Recommendation: Leave current routing in place.

◆ **15 Q Street/Yolanda**

Testimony: Seven people testified, asking for service not to be eliminated, to use a small bus or "shuttle"-type service, or to at least maintain summer service.

Response: This route is well below the productivity standard (10 rides/hour vs. 23.6 standard). We still do not have any small buses; even if we did, the cost of operating them will not be substantially lower.

Staff Recommendation: Eliminate route as proposed.

◆ **23 Fox Hollow**

Testimony: One person referred to the 3:00 p.m. trip of the 23 route having at least 30 middle school students standing.

Response: Staff are continually attempting to fine-tune the 4-J components of our service.

Staff Recommendation: Investigate ridership during this span and adjust service as required.

◆ **45 Echo Hollow/River Road -- Connection between Echo Hollow and River Road/VRC**

Testimony: Two or three customers have talked to bus operators or spoke at the Active Bethel Citizens neighborhood meeting. They are asking that LTD retain the connection between Bethel/Danebo and River Road/VRC, which is currently provided by the 45 and 65 routes.

Response: This long, cross-town connection has proven to be unproductive; only two to three customers per trip typically make this connection. There are also running time problems associated with the linking of these two routes. Staff expects new service involving these routes to be much more productive.

Staff Recommendation: Reconfigure routing of the 45 route and eliminate the 65 route as proposed by staff.

◆ **53C Hunsaker**

Testimony: One person testified and one person called. Two or three customers have talked to bus operators. They are asking for service not to be eliminated, especially because one of the trips is used by school children attending North Eugene High School, residents of an adult foster home, and seniors at Lee's Mobile Park on Division Avenue.

Response: Route is below the productivity standard (18.5 rides/hour vs. 23.6 standard). A complete loss of all bus service is confined to the Hunsaker loop. The morning trips along this loop average two to four boardings for morning trips and four boardings or deboardings for afternoon trips. Staff will investigate rerouting a current North Eugene High School tripper to serve students (and others) on the Hunsaker loop. This would consist of one trip in the morning and one in the afternoon on school days only.

Staff Recommendation: Eliminate route as proposed, but consider serving Hunsaker loop for students using school tripper.

◆ **60 VRC/Oakway & 61 Oakway/VRC**

Testimony: One person was concerned with the reduction in service proposed for the 60 and 61 routes (reduced from twice per hour to once per hour).

Response: Although these routes are being reduced, the customer was specifically concerned with the commuting span. During this period of time, service to her neighborhood is actually increased under the total package proposed.

Staff Recommendation: Reduce service as proposed.

◆ **65 VRC/River Road**

Testimony: Three people submitted testimony asking that the 65 route not be deleted.

Response: While the 65 route is only marginally below the productivity standard (21 rides per hour vs. the 23.6 standard), the bulk of the ridership is on the VRC/Goodpasture Island Rd. segment of the route. The new proposed 62 route will cover this entire portion of the 65 route. Furthermore, the segment of the 65 route which will no longer be covered averaged only three boardings per trip.

Staff Recommendation: Eliminate route as proposed.

◆ **71 24th/Agate**

Testimony: Three people testified, and a letter was received from Ms. Jennifer Williamson, ASUO President, asking that the 71 route not be deleted. Their main points were: the route could be marketed better; the 71 route is a “necessary service for students within the immediate University neighborhood”; student fees will provide \$324,000 to LTD this year; the 71 route only runs during the school year with a limited schedule; and the 71 route was not very far below the productivity standard (18.2 rides/hour vs. 23.6 standard). Another person stated that the route’s lack of success was due to poor timing for Roosevelt Middle School and South Eugene High School students; and that the route is unreliable because it only runs when UO is in session.

Response: Many of the points made by the 71 route supporters are well taken. It should be noted, however, that the activity along the segment of the route not covered by other service (23 and 28 routes) is somewhat lacking. The route averages approximately three or four activities per trip along this portion. As far as the timing of the service, it should be noted that staff make every attempt to coordinate with 4-J schools in regard to bell times. This is an ongoing area of concern. If the expected bell times are shifted after a certain point in the spring, it is often difficult or impossible to accommodate the shift. The other factor that should be mentioned is that this service is peak-hour oriented, thus it uses a premium peak-hour bus in both the morning and afternoon hours. However, if the two least productive trips (08:11 and 16:00) are eliminated, the remaining trips average 23 rides per hour.

Staff Recommendation: Keep the route, but eliminate the two lowest productivity trips (08:11 and 16:00). Use target marketing.

◆ **93 Veneta -- Change routing to prevent most customers from having to ride around Fern Ridge on morning trips. Also increase service to the Veneta area.**

Testimony: Gaylen Carpenter, a member of Veneta City Council, supports the routing change. She and Patrick Burke, superintendent for the Fern Ridge School District 28J, have also asked about increasing service on this route, especially to serve the Tony Garcia Center, a social service center in Veneta. Several other Veneta residents have written or have given LTD input at community events about increasing service between Eugene and Veneta. One resident also wrote to support the proposed morning routing change.

Response: Because of several previous requests from college students and others, the Service Advisory Committee considered adding an evening trip to Veneta but did not believe it would be productive. It would also be awkward to connect with the departure times of other evening routes.

Staff Recommendation: Staff do not recommend increasing service on this rural route at this time, but agree with Mr. Burke’s comment that there could be substantial population growth in western Lane County, especially with the arrival of Hyundai and other large, west-Eugene employers. Staff will be working closely with these employers and will track how many of their employees settle in west Lane County.

GENERAL TOPICS:

◆ No Bench in Shelter at 5th and Adams

Testimony: One person testified that she has asked the staff at the CSC on three occasions about the lack of a bench in the shelter at 5th & Adams. She is frustrated that she has received no response to her inquiries. She maintains that the transient situation has changed in this area, and that there are a number of customers who need the bench.

Response: The bench was removed from this shelter at the request of adjacent property owners and residents who were upset with the drug trafficking and use of the bench as a bed by transients. Staff will investigate the feasibility of returning the bench to the shelter. CSC staff maintain that they did respond to the requests to have the bench returned, but that the customer did not like the answer given.

Staff Recommendation: Investigate further.

◆ Maps to LTD Board Members

Testimony: An LTD Board member asked that maps be distributed to LTD Board members showing the Annual Route Review changes being proposed.

Response: Maps are included in this packet.

◆ Low Productivity Route Kept for Two Years

Testimony: An LTD Board member expressed frustration that a low productivity route slated for elimination in this 1996 Annual Route Review proposal (15 route) had been in place for two years, thus raising false expectations in the neighborhood it serves.

Response: Determining the viability of a route requires a certain level of analysis. For example, the route in question was implemented in the fall of 1994. In order to have considered the 15 route for elimination in last year's Annual Route Review process, the staff would have had to base the decision on only four months (October-January) of ridership statistics. In the transit industry, common practice dictates that new routes be given a minimum of six months to prove their viability. LTD staff concur with this guideline in evaluating new service. Given our use of this standard and the timelines driving our Annual Route Review process, staff do not recommend a change in process at this time.

◆ No Service to West Eugene Post Office

Testimony: LTD periodically receives requests to reroute buses on W. 11th to Tyinn and 7th Avenue in order to give direct service to the post office.

Response: The proposed routing would add time to buses using routes on W. 11th, create an awkward circulation pattern for buses, and create indirect travel for almost all customers.

Staff Recommendation: The low number of customers would not justify this change. The bus stop at the corner of W. 11th and Tyinn is within two blocks of the post office, although the lack of sidewalks to the post office is a problem for the elderly and disabled. Staff, however, recommend no routing change to serve the post office.

◆ **No service to Dale Avenue, north of Coburg Road on County Farm Road**

Testimony: One person requested bus service to the new neighborhood on Dale Avenue, which is located off of County Farm Road, north of Coburg Road.

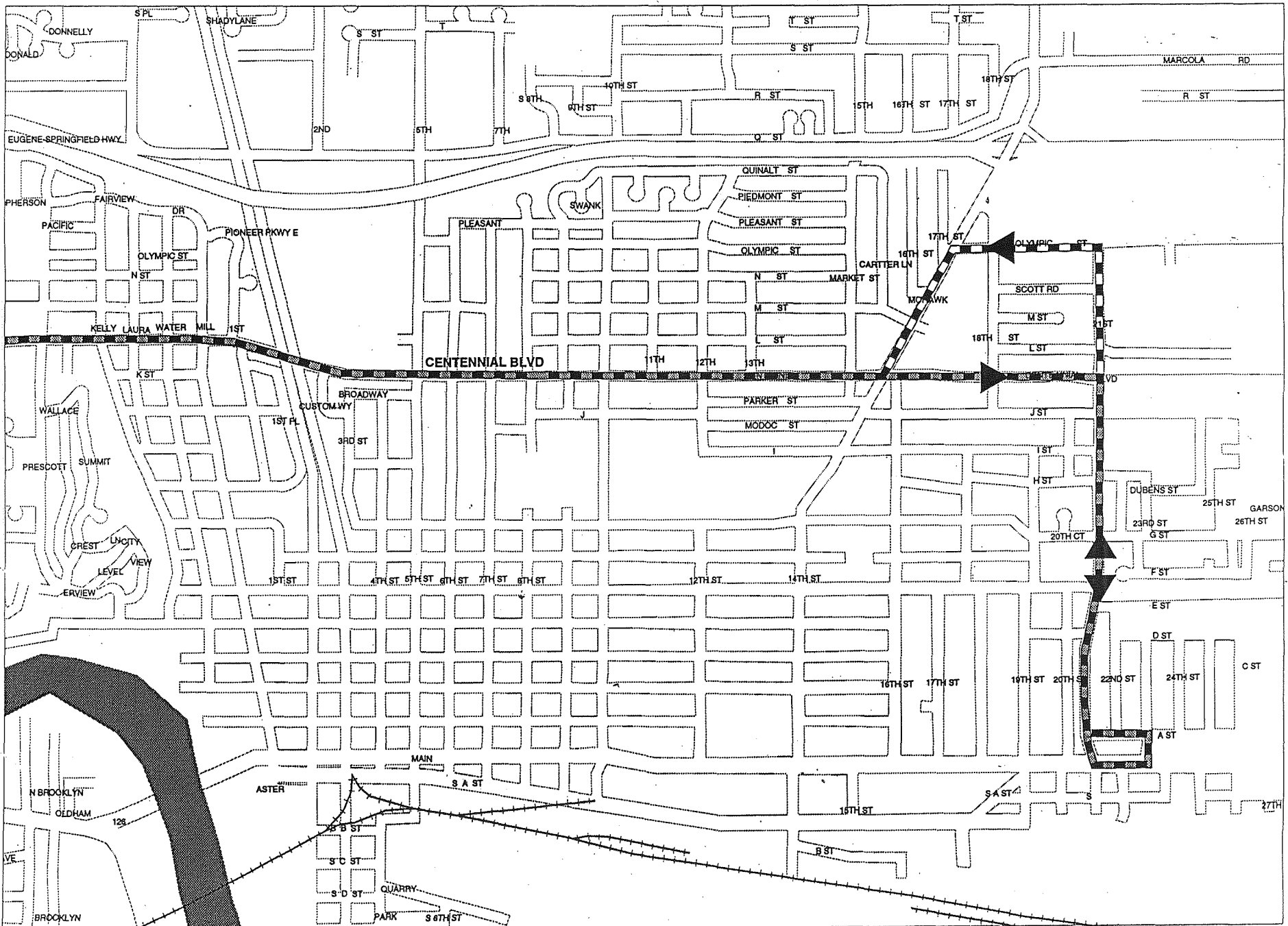
Response: The area in question is very difficult to serve due to the lack of street connectivity. Future street plans in the Willakenzie Refinement Plan should rectify this situation. In the short term, the only current viable means of serving this area would be to divert the 92 bus from its present routing. This option is possible but

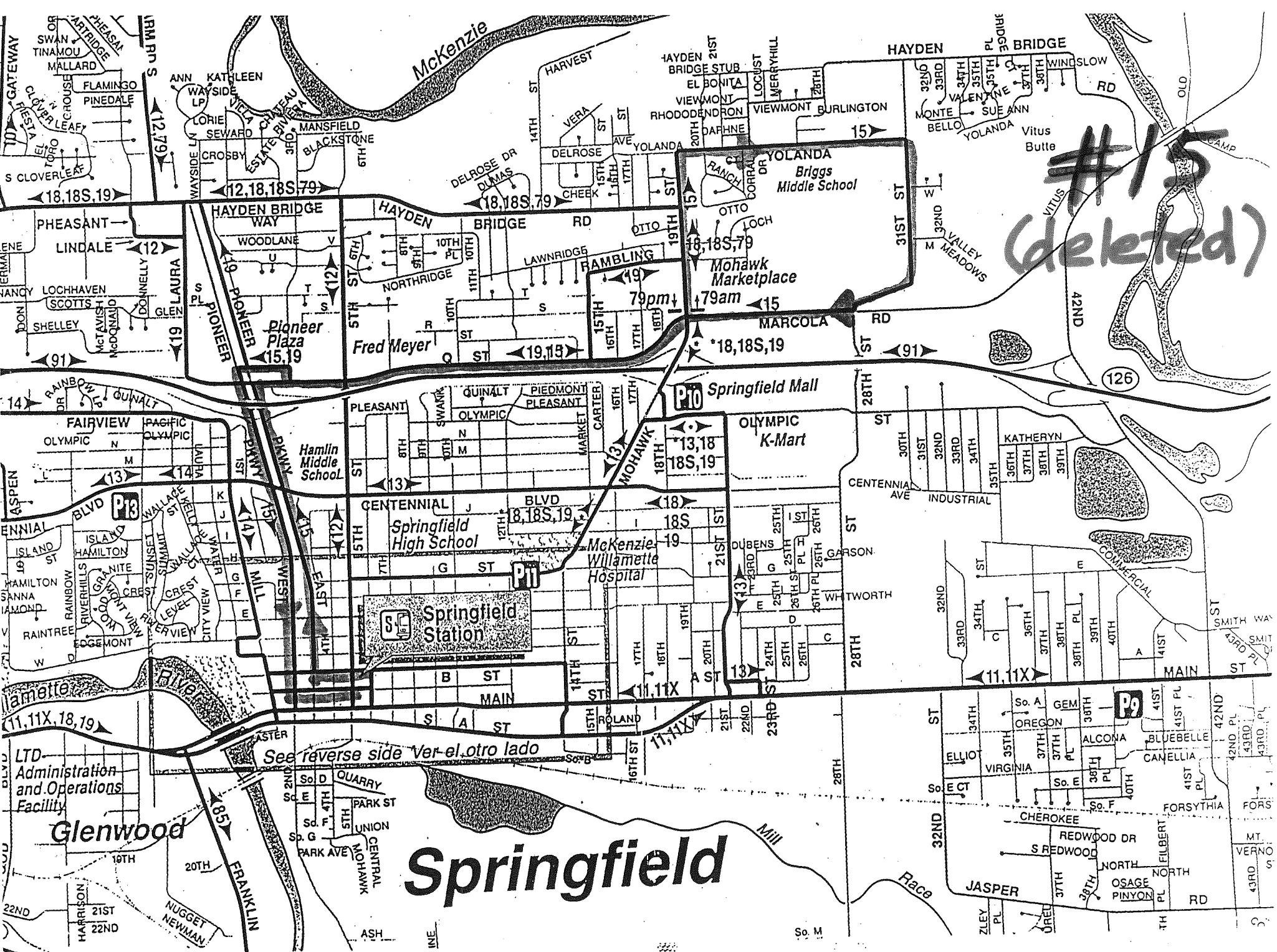
Staff Recommendation: Investigate alternative routing in the Annual Route Review for 1997. would increase the running time and would negatively impact customers currently using the 92 route along its Coburg Road routing.

(Maps attached)

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13 Centennial Proposed Change



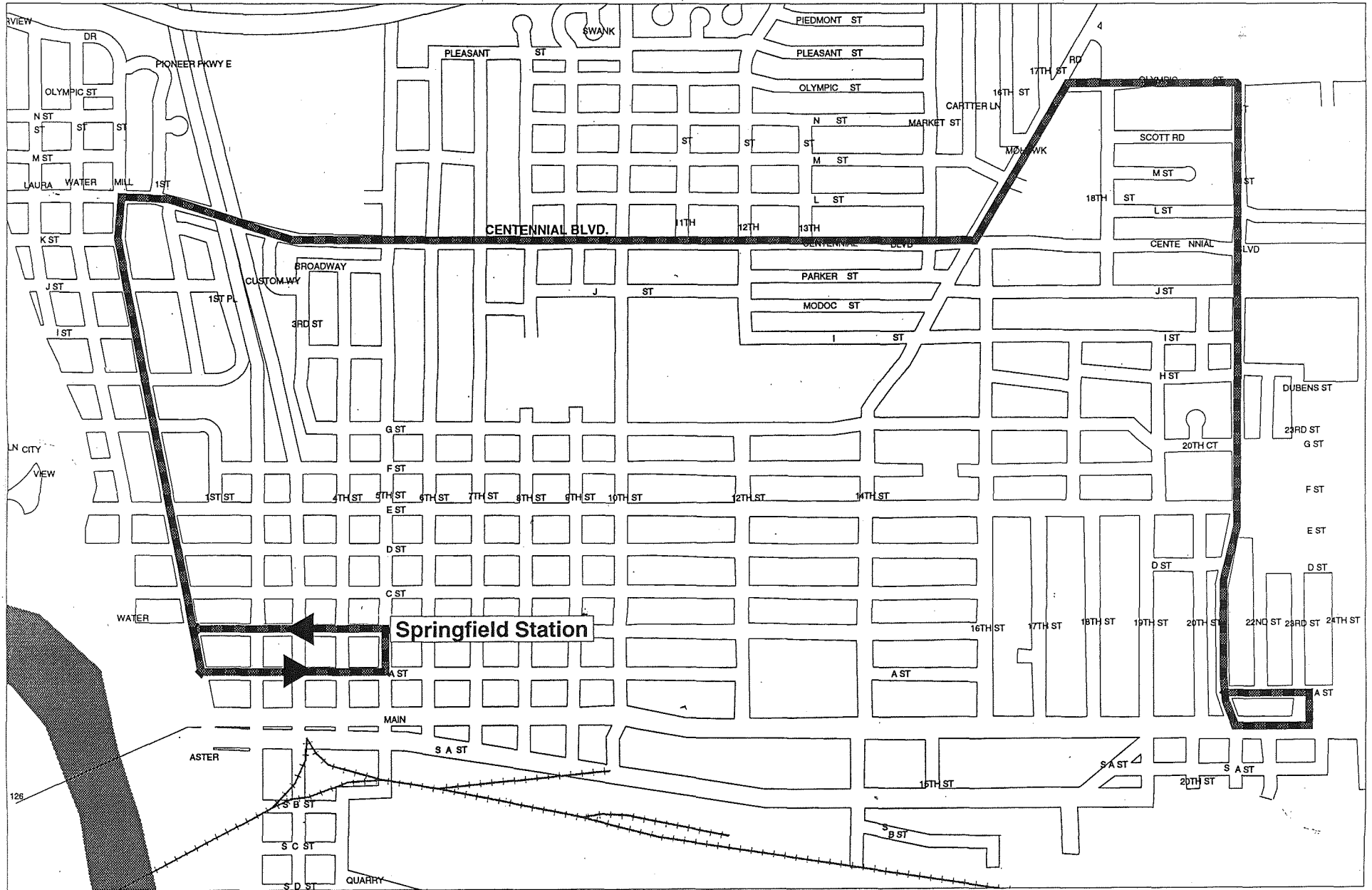


#15
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Springfield

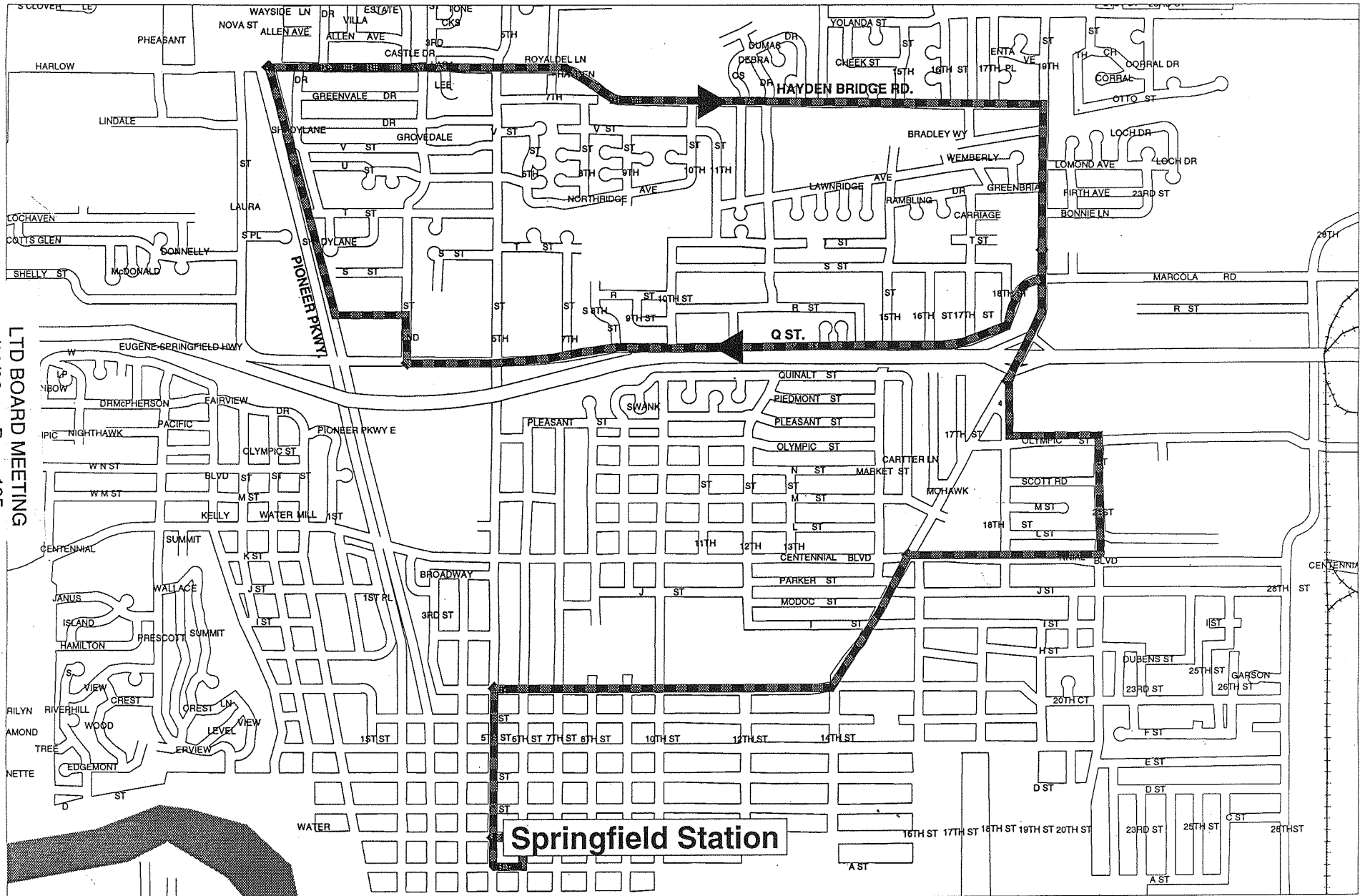
See reverse side Ver el otro lado

16 New Proposed Route



18S Mohawk-Gateway Revision

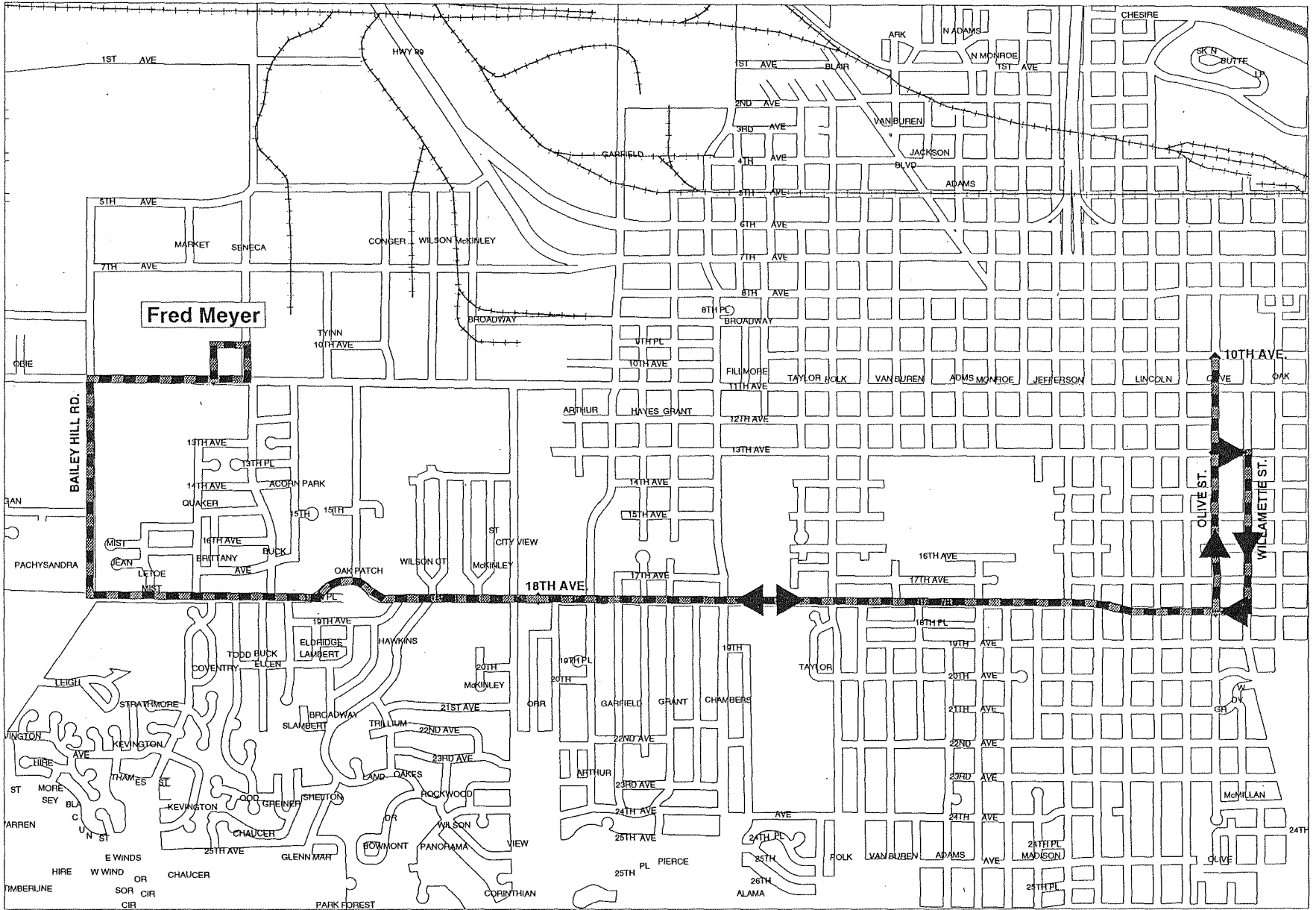
No longer goes to Gateway



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Springfield Station

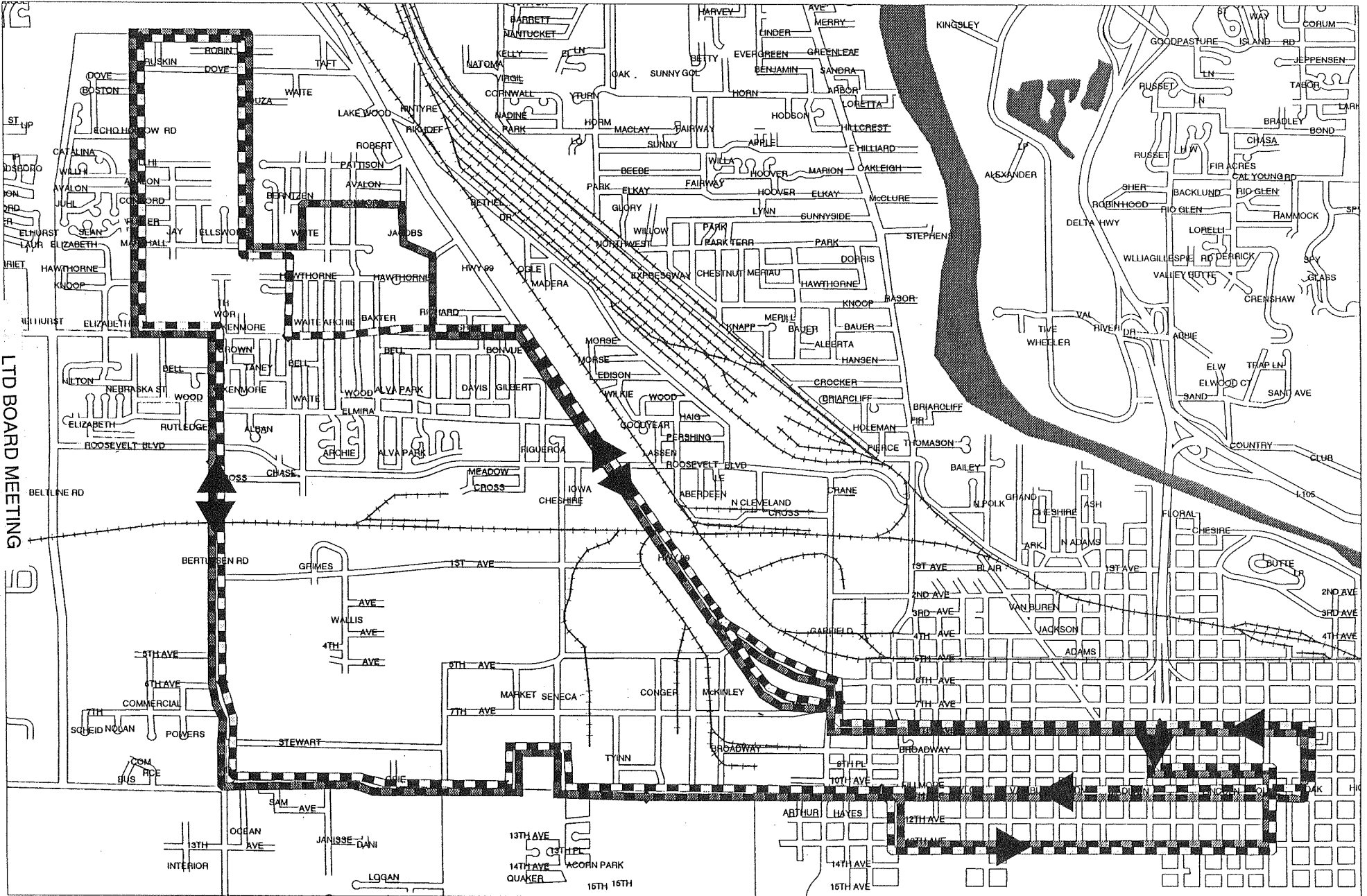
36 New Proposed Route



44-45 New Proposed Routes

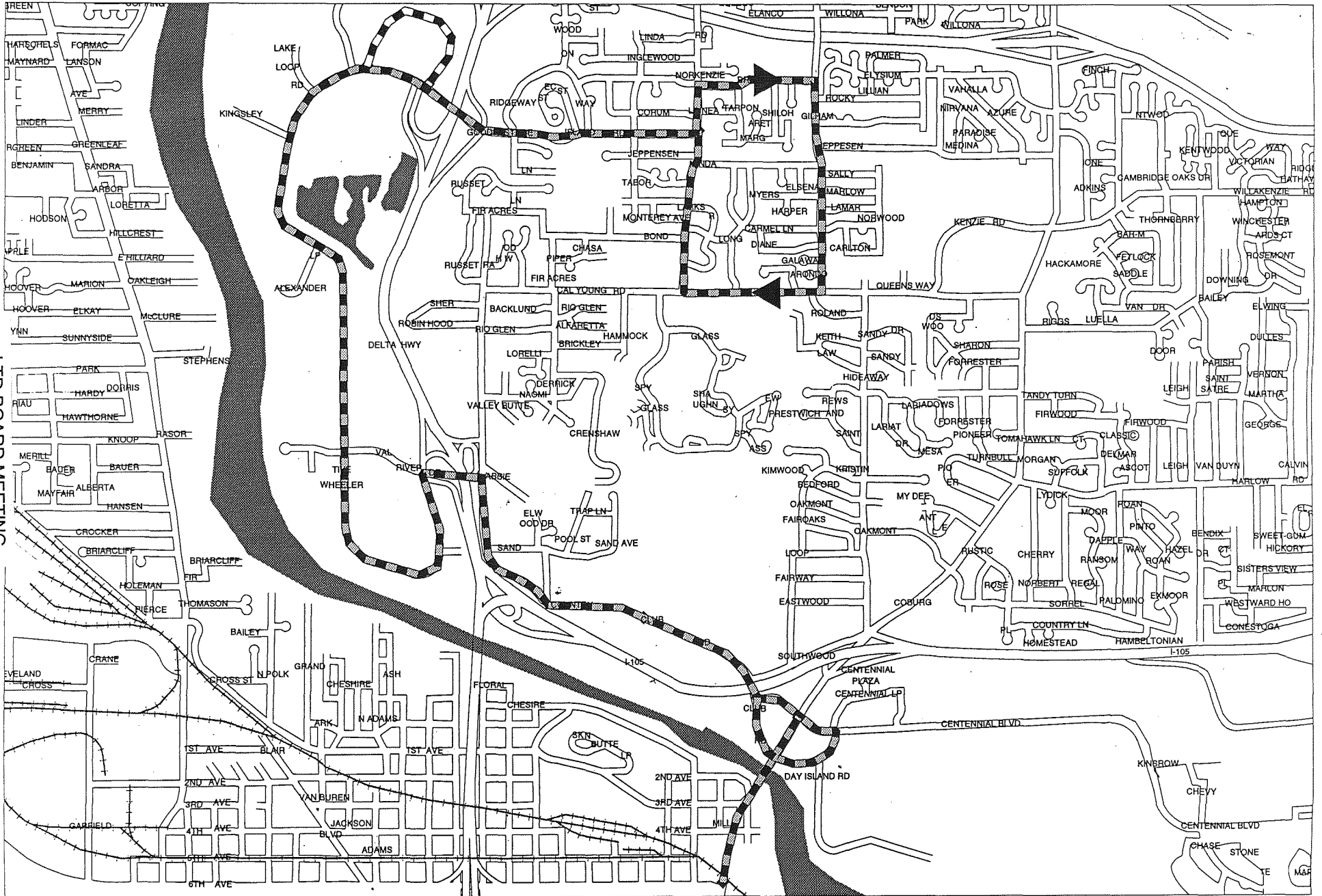
Route 44

Route 45



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62-New Proposed Route



*Evaluation of
Service Added in
September 1995*

EVALUATION OF SERVICE ADDED IN SEPTEMBER 1995

12 Gateway

Route variations were added to a number of trips on this route in response to the new SONY facility and other business construction on International Way; these variations provided service to SONY, International Way, and the Gateway area north of Beltline. This route expansion has been unsuccessful so far, showing 0 average boardings, and less than 1 average deboarding, based on Fall 1995 data. LTD has been talking with SONY about implementing a group pass program which would significantly increase ridership on this segment.

12X Express

Two weekday express trips connecting Sony and International Way with the Eugene Station were added to offer commuter service for employers in this area. The projected productivity for these trips was 10 rides per hour. Fall 1995 ridership data shows that actual ridership fell significantly below projections, with boardings for the 12:12 p.m. and 5:10 p.m. trips averaging 5 and 3, respectively. It is not expected that ridership will increase for these trips until a group pass program can be implemented with Sony; consequently, these trips have been deleted.

18S Mohawk/Gateway

Weekend service on the 16 route was replaced by the 18S route in Fall 1995. While the 18S averaged 20 rides per hour versus the 16 route's productivity of 23 rides per hour in Fall 1994, two factors should be noted. The 18S covers a much larger geographical area than the 16 route, and the route has only been in operation for four months.

26C Willamette:

This route was extended in Fall 1995 to serve west of Willamette Street and the neighborhood connected by Brae Burn Drive. A school tripper was also added. The current productivity of the five-minute loop is 24 rides per hour for the regular trips and 60 rides per hour for the school tripper. Overall route productivity has risen from 22 rides per hour in Spring 1995 before the loop and school tripper addition, to 32 rides per hour this past fall. The addition of the morning school tripper has likely pulled some ridership away from the first regular morning trip; staff intend to combine the two trips to serve both the school and downtown Eugene.

29 Laurel Hill

At the request of residents living in the Laurel Hill Valley, an 8:12 a.m. trip was added to provide more convenient service to the UO campus for students and faculty. Ridership data indicates that productivity is well above our standard at 32 rides per hour. Average boardings for this 18-minute route are 9.5, with most of the ridership coming from the Augusta/Riverview Loop. This route's high productivity and convenience for customers dictates that we continue to provide this service.

31 West 11th:

Peak-hour service was extended to Willow Creek Road on this route in Fall 1995. This addition allowed staff to eliminate separate buses serving the Willow Creek Industrial Park. Employees at Molecular Probes were especially interested in this service.

31 West 11th, cont.:

Despite interest shown by some Molecular Probes employees, ridership has been low; many trips do not carry any riders. It is estimated that there is an average of 2 to 5 steady riders per day, yielding a productivity of 3 rides per hour. Ridership was also limited because the large, high-density housing complex was not built last summer.

The growth of traffic congestion in west Eugene is putting timing pressures on the trips with the Willow Creek route variations. Furthermore, it is likely that the variations on these trips will need to be eliminated by necessity when both Willow Creek Road and W. 18th Avenue near Willow Creek are reconstructed. However, service will be restored when Hyundai makes its debut in Spring or Summer 1997.

32 West Industrial:

This route was established to provide a commuter link to the industrial areas on Bertelsen near 1st and 5th Avenues. During the first four months of operation, the route exceeded the productivity standard and carried 25 rides per hour. Half of the trips meet the shift times of large employers, and productivity exceeds 40 rides per hour.

When the route was created, one of the goals was to create "a consistent, understandable, and direct service between Eugene Station and the industrial area." Even though it is proposed that this route be replaced by new cross-town service, direct service will be retained for most of these commuters, since it will take only minor route variations to divert buses on trips to meet the shift times. In addition, workers who live in the Bethel/Danebo area will also have direct service to the industrial area.

41 Barger

Service on Sunday was expanded from once per hour to every 30 minutes during Sunday afternoon. This service expansion was projected to reach productivity of 26 rides per hour at maturity. In the first five months of service, Sunday productivity on route 41 is doing well. The route is averaging 24 rides per hour, compared with the urban Sunday standard of 21.6 rides per hour. Overall Sunday productivity has dropped slightly, comparing Fall 1995 to Fall 1994, not a surprise considering the added service hours. However, ridership is expected to continue to increase on this route and should reach projected levels of 26 rides per hour at maturity (within one to two years).

52 Irving

Sunday service was added for the first time to the 52 Irving route, providing service once per hour from 12:00 p.m.-5:20 p.m. Ridership data from Fall 1995 indicates that Sunday service productivity is 24 rides per hour. The system-wide standard for Sunday productivity is 21.6. Thus, Sunday service for the first five months of operation did very well, and has already exceeded the system-wide standard. Ridership on Sunday on the 52 Irving should continue to increase as the service matures.

52X Express

In addition to the existing 7:21 a.m. trip, an 8:21 a.m. trip was added. Ridership data from Fall 1995 indicates that the new trip at 8:21 a.m. has a low average productivity (13.37) with an average of 7.8 boardings. Operator input suggests that most of this ridership comes from along River Road, with only a couple of regular, but infrequent, riders coming from the Hyacinth-loop portion of the route. It is recommended that the

52X Express, cont.:

8:21 a.m. trip be deleted. Riders on River Road still have several other bus options. Riders on the loop portion of the route have other options, as well, though perhaps not as convenient. Savings amount to approximately 0.08 percent of service.

68C Willakenzie

This route was expanded to operate on Willakenzie and Cal Young Roads in an effort to increase ridership and provide service to a neighborhood where service was eliminated five years ago. This route first began operating three years ago and is considered a "marginally-performing" route. Overall weekday productivity is 19 rides per hour versus the urban weekday standard of 23.6 rides per hour. Productivity is slightly improved compared to 1994 data. The first trip at 6:46 a.m. is averaging 8 rides per hour, well below the urban standard, and is slated for deletion in September 1996.

77 UO/Bertelsen:

This route was extended on W. 18th Avenue to Bertelsen in Fall 1995. A review of fall ridership shows that productivity on this route has increased from 47 rides per hour in Spring 1995 to 66 rides per hour in Fall 1995. The extended route segment has added over 50 rides per day. Bus operators report that this route is being used by high school students, UO students, and commuters.

79 UO/Gateway

This route was expanded by adding 8 one-way trips. Three afternoon round trips resulted from these added trips. The expansion of this route was in response to Webb Sussman's testimony and proposal to the LTD Board of Directors in February 1995, and to LTD's plan to increase service to the Gateway area. Ridership data from Fall 1995 indicates that weekday service is averaging 17 boardings, productivity of 36, and is exceeding the weekday productivity standard for urban service of 23.6. The productivity of this route significantly exceeds productivity standards based on Fall 1994 ridership data, which indicates that average weekday boardings per trip were 13. This represents a ridership increase of 26 percent from the previous year, and exceeds the predicted productivity of 20.

91 McKenzie Bridge

Sunday service (two trips) was added to this route in response to customer requests over the past several years. The projected productivity for this route was expected to be at the rural productivity standard of 20 boardings per trip. Fall 1995 ridership data shows that this route is far exceeding the rural productivity standard, averaging 27 boardings per trip. The productivity of the route is expected to improve as the route matures.

92 Lowell/LCC

A 3:40 p.m. short-line trip departing from Eugene Station was added to transport 30-40 South Eugene High School crew team members to the Lane County Park/Marina at Dexter Reservoir for their afternoon practices. Fall 1995 ridership data from three samples shows an average boarding of 19, compared with the projected figure of 22. The data sampling for this trip may or may not have been sampled on a day when the SEHS crew team was riding, and therefore the actual productivity for this trip may be higher. This trip has only been in operation for four months and is expected to increase over time as commuters and LCC students become aware of the additional trip.

95 Junction City

In September 1995, the routing of the *95 Junction City* was modified within Junction City to resolve several operating issues and to add time to the route by eliminating a low productivity segment of the route. Ridership was projected to decrease due to the routing change. However, Fall 1995 ridership indicates that ridership on the *95* has increased 21 percent despite the route change. Fall 1995 average boardings per trip were 22, compared to Fall 1994 average boardings per trip of 18. Thus, ridership has increased by 21 percent in the last year despite the route modification.

Sunday Evening Service Extended by One Hour

In the fall of 1995, LTD extended Sunday service by one hour, resulting in a final departure at 8:30 p.m. on Sunday evenings. Automatic Passenger Counter (APC) data indicates that the extended service is performing better than anticipated. The extended service is averaging better than 30 rides per hour, substantially beyond the predicted 22 rides per hour. In comparison, Sunday urban routes average 32 rides per hour, so the extended service is holding its own.

New Year's Day Service

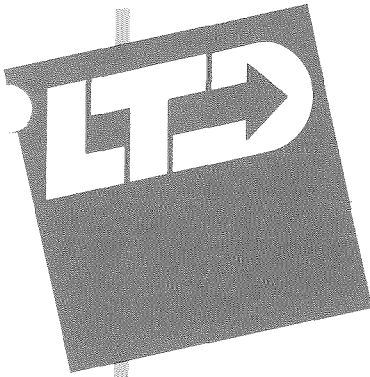
For the first time, LTD provided service on New Year's Day. We ran typical holiday service, meaning we ran our Sunday schedules. Our inaugural service experienced ridership of 4,781. This calculates out to 3,595 person trips. To put this number in context, we carried an average of 5,309 person trips on Sundays in January. These results (for a first-time service with minimal marketing) lead staff to conclude that New Year's Day service is viable and should be continued.

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AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 20, 1996
- ITEM TITLE:** FISCAL YEAR 1996-97 PRICING PLAN
- PREPARED BY:** Stefano Viggiano, Planning and Development Manager
- ACTION REQUESTED:** (1) Conduct a public hearing and (2) read Fourth Amended Ordinance No. 35 by title only.
- BACKGROUND:** Attached are the FY 96-97 Pricing Plan and Fourth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services. The Pricing Plan outlines several changes to the District's fare structure that staff recommend be implemented in FY 96-97. These include an increase in the monthly pass and Freedom Pass prices, the elimination of multi-month pass purchases of greater than three months, an inflationary increase in the group pass rate, the creation of a season pass for UO football shuttles, an amendment to the group pass policy, and the elimination of the weekend cash fare discount.
- The fare changes require a public hearing and must be implemented by ordinance. The first such ordinance, Ordinance No. 35, was adopted in June 1992. This will be the fourth amendment to Ordinance No. 35. The first reading of Fourth Amended Ordinance No. 35 is scheduled for this meeting, and the second reading and adoption will be scheduled for the April 17, 1996, meeting. The Board can elect to read the ordinance by title only.
- If the Board elects to make changes to the recommended fare changes, staff will revise the ordinance accordingly, and request that Board action occur at the April and May Board meetings. The one-month delay would not cause any problems in the implementation of the fare changes.
- ATTACHMENTS:**
1. Fiscal Year 1996-97 Pricing Plan
 2. Direct Service cost Per Service Hour By Year
 2. Fare Survey of Selected Cities
 3. Historical trend of various fare-related performance measures
 4. Fourth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services.
- PROPOSED MOTION:** I move that Fourth Amended Ordinance No. 35 be read by title only. (Following an affirmative vote, the ordinance title should be read: **Fourth Amended Ordinance No. 35, An Ordinance Setting Fares for Use of District Services.**)

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Lane Transit District

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FISCAL YEAR 1996-97 PRICING PLAN

Prepared by Stefano Viggiano
Planning and Development Manager

February 21, 1996

Every year, the District reviews its fare structure and determines appropriate changes in fares for the following fiscal year. Changes in fares are guided by the Board-adopted Fare Policy, which outlines the District's pricing philosophy and long-range implementation strategy. The objectives of the Fare Policy are to:

1. Promote ridership by making the fare structure attractive to riders;
2. Improve the farebox recovery ratio;
3. Improve the efficiency of fare collection; and
4. Promote equity of fare payment among customers.

Each of the fare policy objectives is important, and no single objective is intended to be the sole basis for fare decisions

CURRENT ECONOMIC/RIDERSHIP TRENDS

The inflation rate (Portland area Consumer Price Index) was 3.2 percent for the past year.

LTD has experienced significant ridership growth during the past 18 months. Ridership increased by 5.7 percent during FY 1994-95, and has increased 6.5 percent during the first six months of FY 1995-96.

Passenger revenue also has shown large increases. Passenger revenue increased by 10.6 percent in FY 1994-95, and by another 12.4 percent during the first half of FY 1995-96.

EVALUATION OF 1995-96 FARE CHANGES

Changes implemented in FY 1995-96 were: (1) an increase in the pass price of approximately 5 percent; (2) elimination of the LCC Term Pass; and (3) an increase in group pass program rates of 3.6 percent.

Pass Price Increase: The adult pass price was increased from \$23 per month to \$24 per month, with 50-cent increases in the reduced fare and youth pass prices. This increase does not appear to have adversely affected pass sales. During the first half of FY 1995-96, adult pass sales increased by 28.6 percent over the previous year, while youth and reduced fare pass sales increased by 9.0 percent and 3.2 percent, respectively. The large increase in adult passes is mainly attributable to the elimination of the LCC Term Pass. When the adult, multi-month, and LCC term passes are combined, the pass sales show a 2.4 percent increase.

Term Pass Elimination: The District completed a phaseout of the LCC term pass in FY 1994-95. It appears that most of the term pass users switched to adult monthly and multi-month passes. There were few complaints regarding the elimination of the term pass.

Group Pass Price Increase: The 3.6 percent increase in group pass prices mirrored the change in LTD's direct cost increases per service hour during the previous year. There have been no "drop-outs" from LTD's group pass program as a result of this inflationary increase. As of January 1996, there are 25,928 members of the community who participate in the group pass program.

RECOMMENDED CHANGES TO THE FARE STRUCTURE

1. **Increase the price of adult passes from \$24.00 to \$25.00 per month, the price of youth passes from \$18.00 to \$18.75 per month, and the price of reduced fare passes from \$12.00 to \$12.50 per month.**

The District typically alternates increases in cash fares, tokens, and passes. Pass prices were increased in FY 1993-94, and again in FY 1994-95. Staff recommend yet another small increase in pass prices before moving to an increase in other fare instruments. The primary reason for this recommendation is that the pass price is the only one of the three prices for the primary fare instruments that has lagged behind inflation. This situation was created as a successful attempt to shift riders from cash and tokens to passes. The last two pass price increases did not adversely affect pass sales. It is believed that this increase also will not cause major shifts back to cash and tokens.

Staff recommend that the price of the multi-month purchase option not be increased in order to soften the impact of limiting multi-month passes to three months (see item 2) and to encourage purchase of the three-month pass.

Summary statistics for the increase in the price of monthly passes:

Percent increase in cash fare:	4.2%
Implementation date:	September 1, 1996
FY 95-96 revenue generated:	\$25,000
FY 95-96 ridership lost:	10,000 trips

2. Eliminate multi-month pass purchase options except the three-month option.

In 1990, the District began offering customers the opportunity to purchase up to 12 months worth of passes at once, with the discount increasing with the greater number of months purchased. Prior to that time, the District sold passes only by the month or for three months. The staff recommendation is to return to that system. The sale of passes for 4 to 12 months has been limited. For example, during the first six months of this fiscal year, a total of 156 riders bought passes on contracts of 4 to 12 months. This compares to a total of 3,317 multi-month passes and 28,007 total passes sold during that same period. It is expected that the vast majority of those who currently purchase passes on 4-month to 12-month contracts will switch to the 3-month purchase option. In addition, considerable staff time is spent tracking the longer-term multi-month purchases. A conservative estimate of staff time spent on multi-month passes is \$3,000 per year.

Summary statistics for the elimination of multi-month pass options:

Percent increase in fare:	N/A
Implementation date:	July 1, 1996
FY 96-97 revenue generated:	\$1,000*
FY 96-97 ridership lost:	1,000 trips

* Does not include an estimated \$3,000 of staff time that would be saved.

3. Increase the price of Group Passes by 3.6 percent.

The District's Group Pass Policy mandates that the cost of group passes be adjusted annually. Staff propose that the price be increased by 3.6 percent. This rate is calculated as the increase in operating costs averaged over the last three years.

Summary statistics for the change in the group pass rate:

Percent increase in fare:	N/A
Implementation date:	September 1, 1996
FY 96-97 revenue generated:	\$17,500
FY 96-97 ridership lost:	none

4. Increase the price of the Freedom Pass from \$24.95 to \$27.95.

The Freedom Pass is a summer pass for youth. It provides for unlimited rides between June and the start of school in the fall for a price of \$24.95. It is recommended that the price be increased to \$27.95 for the summer of 1996. This would be the first increase in the price of the Freedom Pass since 1993. In 1995, a total of 2,634 Freedom Passes were sold, which represented the highest total ever and an increase of 42.7 percent over the previous year.

Summary Statistics for the Freedom Pass price increase:

Percent increase in fare:	12.0%
Implementation date:	Summer 1996
FY 96-97 revenue generated:	\$4,000
FY 96-97 ridership lost:	8,000 trips

5. Offer a Season Pass to UO football games

The Football Shuttle fare is \$1.00 per person (with half-fare for children under 12, senior citizens, and persons with disabilities). Staff recommend offering a season bus pass for football shuttle service for \$9.00. Buying this pass would help to commit riders to the shuttle for the entire season. It also would speed boarding by eliminating some of the fare payment that currently occurs. Staff also would investigate options for a reduced fare pass for seniors, riders with disabilities, and children and an option for a family pass.

Summary Statistics for the Football Shuttle Season Pass:

Percent increase in fare:	N/A
Implementation date:	July 1, 1996
FY 96-97 revenue generated:	\$0
FY 96-97 ridership gained:	1,200 trips

6. Amend the Group Pass Policy to allow smaller businesses to participate.

The District's group pass policy currently limits group pass programs to employers or institutions with a minimum of 50 members. This limit was placed to maintain a balance between the revenue generated from the contract and administrative costs. However, as a result of this limitation, the District must turn away many smaller businesses who have expressed an interest in participating in the group pass program.

Staff suggest amending the group pass policy to allow businesses with as few as 15 employees to participate under certain conditions. The conditions are that the contract between the business and LTD be a standard agreement that would not be subject to the tailoring that occurs with many group pass programs and takes considerable staff time. And that these smaller businesses would pay up to 20 percent more for their group passes than would a larger group, in order to compensate for the increased administrative expense.

Summary Statistics for the change in the group pass policy:

Percent increase in fare:	N/A
Implementation date:	July 1, 1996
FY 96-97 revenue generated:	?
FY 96-97 ridership gained:	?

7. Eliminate the weekend cash fare discount.

Since 1985, the District has offered a cash fare discount for riders on weekends. The discount was implemented in order to increase utilization of the system during a time when demand is traditionally low. The discounted weekend cash fare rate was 25 cents when the program began, and has since been increased to 50 cents. This compares to an 80-cent cash fare during weekdays.

The discount program has worked. Weekend ridership has increased to the point that ridership productivity, measured as rides per service hour, is almost as high on Saturday and Sunday as it is on weekdays. In fact, weekend service has been increased over the years to handle the greater ridership.

Staff believe it is time to go back to the regular cash fare on weekends. This will no doubt adversely affect ridership, but many riders already use passes, and the fare increase may encourage additional riders to purchase passes. In addition, riders can choose to purchase tokens at a cost of 65 cents per trip, which is only 15 cents more than the current weekend cash fare.

It should be noted that staff recommend continuing the evening cash fare discount. This would apply to all trips starting after 7:00 p.m. any day of the week. Evening

ridership productivity is well below the daytime averages, so the cash fare discount helps to better utilize excess capacity.

Summary Statistics for the weekend cash fare increase:

Percent increase in fare:	60%
Implementation date:	September 1, 1996
FY 96-97 revenue generated:	40,000
FY 96-97 ridership lost:	40,000

IMPACT OF PROPOSED FARE CHANGES ON PERFORMANCE MEASURES

While an assessment of the impact of the proposed changes in the fare structure on performance measures is difficult without information on other related costs and revenues, such as operating costs, it is possible to indicate in a more qualitative sense how the changes will affect the farebox recovery ratio and the average fare.

The farebox recovery ratio is a measure of passenger fares divided by total operating costs. During the past several years, the ratio has fluctuated between 20.3 and 21.7 percent. Passenger fares increase as a result of either ridership increases (more riders pay more fares) or increases in the cost per ride. The proposed changes will increase passenger revenue by about \$90,000 in FY 1996-97, and an increase resulting from continued ridership growth also is expected. Assuming that ridership increases by 4 percent, the total increase in passenger fares would be about 8 percent. If the increase in operating cost is less than 8 percent, the farebox recovery ratio would increase.

The average fare since 1988-89 is indicated on the attached table. The base year of 1988-89 is selected because that is the first year of the UO group pass, and comparisons of the average fare with and without the group pass program are problematic. The average fare during the last several years has been keeping up with inflation. It is estimated that the average fare will increase by about 4 percent if the proposed fare changes are implemented.

The proposed fare changes should improve the District's performance in the UNCC Study, since the improvement in average fare is more significant than the predicted loss of ridership resulting from the fare increases. It should be noted that "average fare paid by passenger" is one of only two measures in which LTD's performance was rated below average by the UNCC Study.

SUMMARY OF CHANGES

<u>Change Proposed</u>	<u>Annual Riders</u>	<u>Annual Revenue</u>
1. Increase the monthly pass price.	-10,000	+\$25,000
2. Eliminate 4- to12-month passes.	-4,000	+\$ 7,000
3. Increase the price of group passes by 3.6 percent.	0	+\$15,000
4. Increase the Freedom Pass price.	-8,000	+\$4,000
5. Offer a Football Shuttle season pass.	+1,200	\$ 0
6. Amend the Group Pass Policy to allow for participation by small groups.	?	?
7. Increase the weekend cash fare	- 40,000	+\$40,000
TOTALS	- 60,800	+ \$91,000

LONG-RANGE PRICING PLAN

The attached table shows historic changes in the inflation rate and fares, as well as a five-year plan for future pricing changes. Changes beyond FY 1996-97 are presented for informational purposes only.

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PRICING PLAN

1996-97 to 2000-01

Year	Consumer Price Index		Average Fare		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase fr 81-82	Actual	Cumulative Increase fr 88-89	Actual Price	Cumulative Increase fr 81-82	Actual Price	Cumulative Increase fr 81-82	Actual Price	Cumulative Increase fr 81-82
1981-82	---	---	---	---	\$0.50	---	\$0.40	---	\$18	---
1982-83	-0.6%	-0.6%	---	---	\$0.55	10.0%	\$0.45	12.5%	\$20	11.1%
1983-84	3.0%	2.3%	---	---	\$0.55	10.0%	\$0.50	25.0%	\$20	11.1%
1984-85	3.6%	6.0%	---	---	\$0.55	10.0%	\$0.50	25.0%	\$20	11.1%
1985-86	3.5%	9.7%	---	---	\$0.60	20.0%	\$0.50	25.0%	\$20	11.1%
1986-87	0.3%	10.1%	---	---	\$0.60	20.0%	\$0.50	25.0%	\$20	11.1%
1987-88	2.5%	12.9%	---	---	\$0.65	30.0%	\$0.50	25.0%	\$20	11.1%
1988-89	3.7%	17.0%	\$0.39	---	\$0.65	30.0%	\$0.55	37.5%	\$20	11.1%
1989-90	3.6%	21.3%	\$0.41	5.1%	\$0.65	30.0%	\$0.55	37.5%	\$21	16.7%
1990-91	4.6%	26.8%	\$0.43	10.3%	\$0.65	30.0%	\$0.55	37.5%	\$21	16.7%
1991-92	6.3%	34.7%	\$0.46	17.9%	\$0.75	50.0%	\$0.55	37.5%	\$21	16.7%
1992-93	4.6%	40.9%	\$0.47	20.5%	\$0.75	50.0%	\$0.65	62.5%	\$22	22.2%
1993-94	3.4%	45.7%	\$0.50	28.2%	\$0.75	50.0%	\$0.65	62.5%	\$23	27.8%
1994-95	2.9%	49.9%	\$0.50	28.2%	\$0.80	60.0%	\$0.65	62.5%	\$23	27.8%
1995-96	3.2%	54.8%	\$0.52	33.3%	\$0.80	60.0%	\$0.65	62.5%	\$24	33.3%
Total % Change										
Since 1981-82 -->		54.8%		N/A		60.0%		62.5%		33.3%
1996-97	4.0%	60.9%	\$0.54	38.7%	---	---	---	---	\$25	38.9%
1997-98	4.0%	67.3%	\$0.56	44.2%	\$0.90	80.0%	---	---	---	---
1998-99	4.0%	74.0%	\$0.58	50.0%	---	---	\$0.70	75.0%	---	---
1999-2000	4.0%	81.0%	\$0.61	56.0%	---	---	---	---	\$27	50.0%
2000-01	4.0%	88.2%	\$0.63	62.2%	\$1.00	100%	---	---	---	---

Note: The day pass price is 2.5 times the cash price and would be increased whenever the cash price is raised.

LANE TRANSIT DISTRICT
Direct service cost per service hour by year

Use as inflationary increase for group pass contracts

Prepared 3/13/96 from fully-allocated cost plan

FY 96-97

DIRECT VARIABLE COSTS						
	Operator Cost per service hour		Maintenance		Total	
6/30/93	20.78		10.04		30.82	
Increase		3.6%		5.8%		4.3%
6/30/94	21.48		9.52		31.00	
Increase		3.4%		-5.2%		0.6%
6/30/95	23.00		9.87		32.87	
Increase		7.1%		3.7%		6.0%

Three year average

3.6%

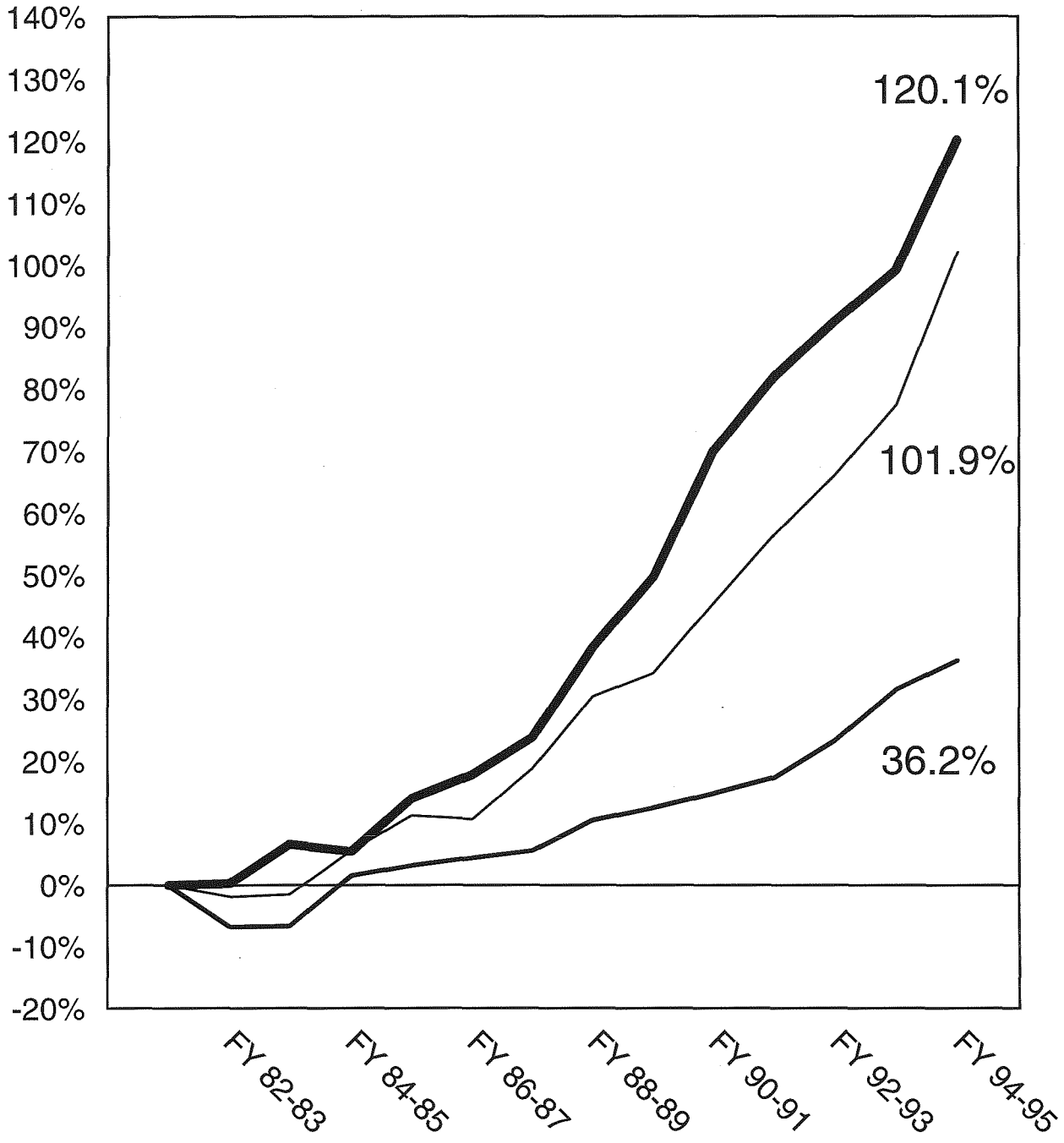
FARE SURVEY OF SELECTED CITIES

January, 1996

	Adult Cash Fare	Disabled Cash Fare	Adult Monthly Pass	Disabled Monthly Pass	Token or Book (Per Ride)	Multi-Month or Term Pass?
Boise, ID	\$ 1.00	\$ 0.35	\$ 27.00	\$ 13.50	\$ 0.70	no
Fresno, CA	\$ 0.75	\$ 0.35	\$ 25.00	\$ 10.00	\$ 0.60	no
Medford	\$ 1.00	\$ 0.50	\$ 38.00	\$ 19.00	\$ 1.00	no
Olympia, WA	\$ 0.50	\$ 0.25	\$ 18.00	\$ 5.00	\$ 0.50	yes
Portland	\$ 1.00	\$ 0.50	\$ 33.00	\$ 10.00	\$ 0.90	yes
Richland, WA	\$ 0.40	\$ 0.20	\$ 10.50	\$ 5.25	\$ 0.275	yes
Salem	\$ 0.75	\$ 0.35	\$ 20.00	\$ 10.00	\$ 0.68	no
Santa Barbara, CA	\$ 0.75	\$ 0.30	none	none	\$ 0.75	no
Santa Cruz, CA	\$ 1.00	\$ 0.40	\$ 40.00	\$ 14.00	none	no
Spokane, WA	\$ 0.75	\$ 0.35	\$ 25.00	\$ 12.50	\$ 0.75	yes
Average	\$ 0.79	\$ 0.36	\$ 26.28	\$ 11.03	\$ 0.68	
LTD	\$ 0.80	\$ 0.40	\$ 24.00	\$ 12.00	\$ 0.65	yes

Operating Cost, Revenue, and Service

FY 1981-82 Through FY 1994-95



— Operating Cost — Revenue — Service

**LANE TRANSIT DISTRICT
FOURTH AMENDED ORDINANCE NO. 35**

An ordinance setting fares for use of District services.

The Board of Directors of Lane Transit District does hereby ordain that Ordinance No. 35 of said District is hereby amended to read as follows:

1.01 Definitions. As used in this ordinance, unless the context requires otherwise:

- (1) "District" means Lane Transit District.
- (2) "Service Area" means the area designated in Ordinance No. 22 of Lane Transit District entitled "An Ordinance Altering the Territorial Boundaries for Lane Transit District and Repealing Ordinance No. 17," adopted January 19, 1992, as such area is now constituted and as it may be altered from time to time hereafter by ordinance of this District.

1.02 Fares.

- (1) Fares on the District transit system shall vary according to the status of the rider and method of payment and shall be in accordance with the following schedule:
 - (a) Cash Fare (Effective 9/01/96).

	<u>Monday-Friday</u>	<u>Evenings***</u>
Adult (ages 12 and older)	80¢	50¢
Child* (ages 5-11)	40¢	25¢
Reduced Fare**	40¢	25¢
Senior (ages 62 and older)	40¢	25¢

* Child fare applies to ages 5-11. Up to two children under age five ride free with parent or guardian. All additional children pay child fare.

** Reduced fare applies to all persons who meet the Federal Transit Administration-approved definition of persons with disabilities.

*** Evening fare reduction begins at 7:00 p.m.

(b) Monthly or 3-Month Passes.

<u>Pass Type</u>	<u>9/01/95 Monthly</u>	<u>9/01/96 Monthly</u>	<u>9/01/96 3-Month</u>
Adult	\$24.00	\$25.00	\$60.00
Child, Senior, Reduced	\$12.00	\$12.50	\$30.00
Youth	\$18.00	\$18.75	\$45.00

- (c) Day Pass (Effective 9/01/94). \$ 2.00
- (d) Freedom Pass (Effective 6/01/96). \$27.95
(Valid for the period June 1 through September 30.)

(e) Tokens.

Regular (large) tokens are worth 80¢ toward any LTD ride. Tokens are sold in lots of 5 for \$3.25. Small tokens are worth 40¢ toward any LTD ride. Small tokens are sold in lots of 5 for \$1.60.

- (2) Group Pass Program. The General Manager, or her designated representative, is authorized to sign contracts on behalf of the District to provide transit service to groups of riders at reduced rates pursuant to policies established by the Board at its May 2, 1990, meeting, as amended, or pursuant to such policies as the Board may hereafter adopt by resolution or ordinance.
- (3) Special Event Discounts. The promotional distribution of free tickets from time to time is necessary or convenient for the provision of a public transit system. The General Manager, or her designated representative, is authorized to reduce or eliminate fares, or to approve the distribution of free tickets for use of District facilities during special events, or a specified times, on a finding by the General Manager or her designated representative that the fare reduction or elimination will promote increased use of the District's public transit system or will otherwise further the provision of a public transit system.
- (4) Reduced Fares for Low-Income Persons. The General Manager, or her designated representative, is authorized to sign contracts with local non-profit agencies whereunder the District may agree to provide transit tokens at reduced prices to such agencies, for distribution to low-income persons within the service area who need transportation assistance. Definitions of those who are "low-income persons" and "who need transportation assistance" shall be part of such contracts, verbatim or by reference.
- (5) Paratransit. Fare structure (Effective 9/01/94):

RideSource	80¢ one-way
Escort*	80¢ one-way
RideSource Shopper (ADA eligible)**	\$1.10 round-trip
RideSource Shopper (Non-ADA eligible)	\$1.35 round trip
Social Service Agencies***	100 percent

- * Subscription service is for ongoing guaranteed rides.
- ** **RideSource** Shopper is specialized transportation service for grocery shopping. **RideSource** Shopper fares are based on round-trip rides. All other fares are one-way rides.
- *** Social service agencies will contract for service and pay 100 percent of the marginal cost of service.

2.01 Transfers. A passenger may transfer from one regularly-scheduled District route to another without paying additional fares as follows:

(1) The holder of a pass or a transfer may transfer to another regularly-scheduled route at any time during the period for which the pass or transfer is valid.

(2) Transfers are not transferable to another person.

3.01 Large-quantity Token and Pass Purchases. The District will provide a discount to individuals or organizations who have been authorized by the District to sell tokens and passes to the general public in accordance with the following schedule. The discount will be applied to the approved retail price.

(1) Passes	0-9	0.0%
	10-24	2.5%
	25-100	5.0%
	101-500	10.0%
	501	20.0%
(2) Tokens*	0-49	0.0%
	50-99	2.5%
	100-249	5.0%
	250+	10.0%

* Quantities listed are for individual packages; each package contains five tokens.

4.01 Effective Date. This ordinance shall take effect on June 1, 1996, at which time this Fourth Amended Ordinance will stand in the stead of Ordinance No. 35 in all particulars and all previous amendments, and will govern all fares charged by the District.

ADOPTED this _____ day of _____, 1996.

President and Presiding Officer

ATTEST:

Board Secretary

Recording Secretary

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: EUGENE LOCAL STREET PLAN

PREPARED BY: Micki Kaplan, Transit Planner

ACTION REQUESTED: That the Board support the draft Eugene Local Street Plan and submit written comments for the April 11 Eugene Planning Commission public hearing.

BACKGROUND: LTD staff participated in the development and review of the draft Eugene Local Street Plan. The Eugene Planning Commission is currently reviewing the draft Plan and has tentatively scheduled a public hearing on the draft Plan on April 11. Staff recommend that the LTD Board of Directors support the draft plan and submit written comments for the April 11 Eugene Planning Commission public hearing.

The draft Eugene Local Street Plan was developed to comply with State of Oregon Transportation Planning Requirements. The draft Plan includes planning principles for the layout and design of Eugene's future street system. The draft Plan recommends amending some sections of Eugene's zoning code affecting street design and proposes recommendations for street standards, including street designs for transit, pedestrian, and bicycle circulation, sidewalks, traffic claiming, street connectivity standards, and standards for constructing private streets. Essentially, the draft Plan is a document intended to guide the construction of future local street systems in Eugene's undeveloped areas. The draft Plan is important to LTD because street designs strongly influence the extent to which residents may choose to use alternative modes.

Highlights of the draft Plan include:

- Identification of future transit routes so that new streets can be designed to safely and efficiently accommodate transit vehicles (design roads to accommodate the weight of a transit bus);
- Improvements for bicycle and pedestrian access to encourage walking and improve circulation in neighborhoods, including setback sidewalks, access ways, and compliance with the Americans with Disabilities Act (ADA);

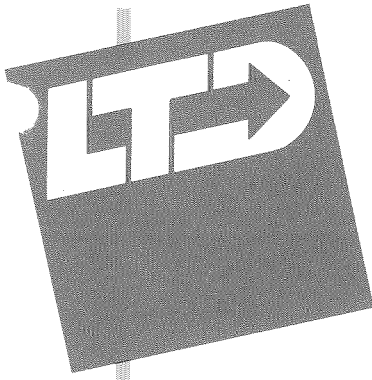
- Design standards for private streets;
- Code amendments requiring better connectivity between future streets and activity centers such as schools, parks, employment centers, etc.; and
- Planning principles, which state that the local street system should not create excessive trip travel lengths.

ATTACHMENTS:

Draft letter to Eugene Planning Commission from the LTD Board of Directors

PROPOSED MOTION:

I move that the Board of Directors forward the attached letter to the Eugene Planning Commission supporting the draft Eugene Local Street Plan.



Lane Transit District
P.O. Box 7070
Eugene, Oregon 97401-0470

(503) 741-6100
Fax (503) 741-6111

DRAFT

March 22, 1996

Scott Meisner, President
Eugene Planning Commission
City of Eugene
99 W. 10th Avenue, Suite 240
Eugene, Oregon 97401

Dear Mr. Meisner and Planning Commission Members:

Thank you for the opportunity to comment on the draft Eugene Local Street Plan. Local streets can strongly influence the character and future development of a community and the extent to which a resident may choose to use alternative modes. LTD believes the draft Eugene Local Street Plan is a critical document that will appropriately guide the development of future streets in Eugene. The recommendations and design standards outlined in the draft Plan will encourage the use of transit and other alternative modes by providing design standards for new public and private streets, sidewalks, and alleys, which will encourage improved circulation and access and improved safety and efficiency for pedestrians and bicyclists. In addition, it is sound fiscal policy to construct new streets identified as future transit routes to accommodate the weight of a transit bus.

In particular, some of the concepts and policies included in the draft Plan, which LTD supports, include:

- Identification of future transit routes so that new streets can be designed to safely and efficiently accommodate transit vehicles (design roads to accommodate the weight of a transit bus);
- Improvements for bicycle and pedestrian access to encourage walking and improve circulation in neighborhoods, including setback sidewalks, access ways, and compliance with the Americans with Disabilities Act (ADA);
- Design standards for private streets;

Eugene Planning Commission
Page 2
April 11, 1996

DRAFT

- Code amendments requiring better connectivity between future streets and activity centers such as schools, parks, employment centers, etc.;
- Planning principles, which state that the local street system should not create excessive trip travel lengths; and
- The use of the Local Street Plan network map as a tool by City and LTD staff in future street design considerations.

LTD supports the draft Eugene Local Street Plan and recommends that the document be forwarded to the Eugene City Council for adoption.

Sincerely,

Patricia Hocken, President
LTD Board of Directors

PH:SV:crt

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AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 20, 1996
- ITEM TITLE:** SELECTION OF PARATRANSIT PROVIDER
- PREPARED BY:** Micki Kaplan, Transit Planner
- ACTION REQUESTED:** That the Board approve Special Mobility Services as the operator of *RideSource* services.
- BACKGROUND:** Every five years, Lane Council of Governments (LCOG), on behalf of LTD, submits a Request for Proposal for *RideSource* services. Six firms submitted letters of intent to bid on the *RideSource* RFP: Paratransit Services, Special Mobility Services, Dave Systems, Laidlaw, Wheels, and Larson. Three companies submitted proposals: Paratransit Services, Special Mobility Services, and Wheels.
- The proposals were reviewed by a committee comprised of LTD and LCOG staff, *RideSource* riders, and members of the Special Transportation Fund (STF) Advisory Committee. After an extensive review the selection committee recommends that Special Mobility Services be awarded the contract to operate *RideSource* beginning July 1, 1996, with an annual renewal for up to five consecutive years based on satisfactory performance.
- ATTACHMENTS:** See the attached memo from Terry Parker, LCOG associate planner, for additional information on the RFP selection process.
- PROPOSED MOTION:** I move that the LTD Board of Directors approve Special Mobility Services as the operator of *RideSource* services for up to five consecutive years, commencing July 1, 1996, with the annual renewal of their contract with LCOG based on satisfactory performance.

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March 11, 1996

TO: Special Transportation Fund Advisory Committee (STFAC)

FROM: Terry Parker, LCOG

SUBJECT: Request for Proposal Final Review

BACKGROUND

Proposals, in response to the Request for Proposals for **RideSource** services, were submitted in February. An RFP Review Committee (Grace Retford, Ted Reams, Ione Pierron, Russ Matthews, Elizabeth Sawyers, Jeanette Bailor and Micki Kaplan) reviewed proposals and selected finalists, conducted interviews and met for two additional sessions to make a final selection. Special Mobility Services, the current operator of **RideSource**, and Paratransit Services out of Bremerton, Washington were considered.

Strengths of Special Mobility Services' proposal included:

- local experience
- longevity and scope of contracts
- stability of key staff
- staff cross-training
- good, local back-up
- available administrative services
- detailed operational standards
- cost effectiveness

Some of the highlights of the Paratransit Services proposal included:

- experience with Mobile Data Terminals
- Nationally recognized risk management and training programs
- centralized training program
- computerized *Rides Unlimited* data entry system
- aggressive marketing strategy

The RFP Review Committee scored the Management, Technical and Price Proposals presented and, as a result, recommends the selection of Special Mobility Services to continue to provided **RideSource** paratransit services in the Eugene-Springfield area.

REQUESTED ACTION

Recommend to the Lane Transit District and LCOG Boards the approval of Special Mobility Services as the operator of **RideSource** services for up to five consecutive years, commencing July 1, 1996, with the annual renewal of the contract based on satisfactory performance.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: BUDGET COMMITTEE NOMINATION

PREPARED BY: Phyllis Loobey, General Manager

ACTION REQUESTED: None

BACKGROUND: LTD Budget Committee members are nominated and approved by the Board members and serve for three-year terms. Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

The term of Budget Committee member Chris Larson, appointed by Pat Hocken, expired January 1, 1996. Ms. Hocken has contacted a person who is willing to fill this vacant position. Information is being gathered for the nomination form, which will be distributed at the March meeting for consideration by the Board.

ATTACHMENTS: List of Budget Committee Members

PROPOSED MOTION: I move that _____ be appointed to the LTD Budget Committee for a three-year term beginning March 21, 1996, and ending January 1, 1999.

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**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' terms ends each year.

Board Member:	_____ Pat Hocken _____		
Date of Nomination:	_____ March 20, 1996 _____		
Term of Budget Committee Appointment:	_____ March 21, 1996 _____	_____ January 1, 1999 _____	
	Effective Date	Term Expiration Date	
Approved by Board:	_____ _____ Date		

NOMINEE'S NAME:	_____ VIRGINIA BALLEW LAURITSEN _____		
Home Address:	_____ 925 C ST., SPRINGFIELD, OR 97477 _____		
Telephone Number:	_____ 541-744-9324 _____		
Business Address:	_____ same _____		
Telephone Number:	_____ _____		
PREFERRED MAILING/DELIVERY ADDRESS:	_____ same _____		
Occupation:	_____ Business Counsel _____		
Brief statement of nominee's background that is relevant to budget committee appointment:			
I have 10 years corporate budget process experience wherein I created and oper-			
ated within the completed budget. As a former contract engineer I am familiar			
with the competitive bid system and contract negotiation and administration.			
I am a member of the Oregon Bar and have two degrees in mathematics. I believe			
a synthesis of many viewpoints provides the best service product.			

**LANE TRANSIT DISTRICT
BUDGET COMMITTEE MEMBERS**

(Spring of 1996; for FY 96-97 Budget)

Note: Budget Committee members are not required to live in the same subdistrict as the nominating Board member.

SUBDISTRICT	NOMINATING BOARD MEMBER	BUDGET COMMITTEE MEMBER	TERM EXPIRES
1	Thom Montgomery	Mary Gilland	1/01/99
2	Tammy Fitch	Cynthia Pappas	1/01/97
3	Steve Engel <i>(Roger Saydack)</i>	Tim Luck	1/01/97
4	Rob Bennett	Russ Brink	1/01/97
5	Kirk Bailey	Gerry Gaydos	1/01/98
6	Dave Kleger	Rick Crinklaw	1/01/99
7	Pat Hocken	Chris Larson	1/01/96

LTD BOARD MEETING
3/20/96 Page 137

A Board member whose name is in italics has been appointed since the last Budget Committee nomination in that subdistrict, and would make the next appointment in that subdistrict.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: BOARD COMPENSATION COMMITTEE RECOMMENDATIONS

PREPARED BY: Thom Montgomery, Committee Chairman Pro Tem

ACTION REQUESTED: The Board Compensation Committee met on March 11 to discuss administrative staff compensation issues for Fiscal Year 1996-97. Two of the three committee members, Rob Bennett and Thom Montgomery, were present. The third member, Roger Saydack, was unable to attend.

As a result of that meeting, the Board Compensation Committee is recommending several actions by the full Board:

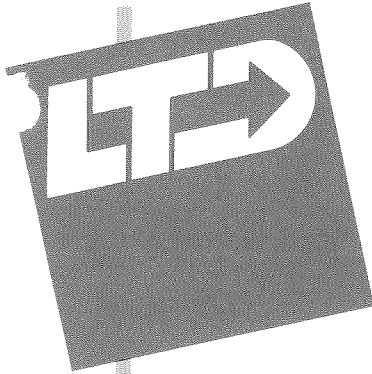
1. Approval of a two-step process regarding administrative (non-union) employee compensation: (1) a 3 percent increase to the administrative employee salary scale for Fiscal Year 1996-97, effective July 1, 1996, with no change in benefits; and (2) a comprehensive classification/compensation study to be performed during FY 96-97.
2. Approval of the a change in the LTD Salary Administration Policy.
3. A change for this year in the process to evaluate the General Manager's performance and set her compensation for FY 96-97.

BACKGROUND: These recommendations are explained in more detail in the attached memoranda from the Compensation Committee.

ATTACHMENTS:

1. Annual Adjustment to Administrative Compensation
2. Approval of Change in LTD Salary Administration Policy
3. Process to Set General Manager's Compensation for FY 96-97

PROPOSED MOTION: See attached memoranda for separate motions.



Lane Transit District

P.O. Box 7070
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March 20, 1996

MEMORANDUM

TO: Board of Directors

FROM: Thom Montgomery, Board Compensation Committee Chairman Pro Tem

RE: Annual Adjustment to Administrative Compensation

The Board Compensation Committee recommends that the Board approve a two-step process regarding administrative (non-union) employee compensation. First, the Committee recommends approval of a 3 percent increase in the salary schedule for administrative employees for Fiscal Year 1996-97, with no change in benefits. This increase would be effective July 1, 1996. Second, the Committee recommends that a comprehensive classification/compensation study be conducted during FY 96-97, with the intention of reviewing the study's results in considering administrative compensation for FY 97-98 and subsequent years, as may be determined appropriate.

On an annual basis, the Board Compensation Committee recommends to the full Board an adjustment to the administrative salary schedule. The adjustment is to compensate for any inflationary increases in the economy. Whatever increase is approved by the Board is then included in the proposed budget for the following fiscal year.

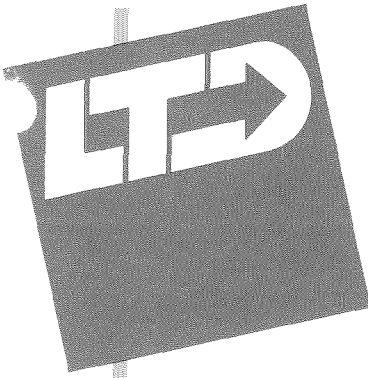
In making the recommendation for FY 96-97, the Committee considered changes in the Portland, Western, and United States Consumer Price Index (CPI), local economic trends, approved increases for administrative employees at other local public and regional transit agencies, and the contractual increases for union employees at LTD. After considering all the available data, the Committee is recommending a 3 percent increase to the current salary structure. The CPI for all U.S. cities increased 2.7 percent in 1995, and the Portland CPI increased 3.2 percent during the same period. Administrative salaries for the local public agencies surveyed have increased or are expected to increase between 2 percent and 3.5 percent; only Lane County is not anticipating an increase in FY 96-97. The union employees at LTD will receive a 3.5 percent increase effective July 1, 1996.

In FY 94-95, LTD implemented a salary study recommendation that increased salaries an average of 5.4 percent for all administrative employees, although the actual adjustment varied by classification. However, this study did not include a comprehensive classification study, or desk audit, of the work being performed by LTD administrative employees. It is the Committee's belief that the comprehensive classification study recommended herein will provide some insight into what may be new responsibilities among the administrative staff as a result of changes in the way LTD is doing business, as well as a comparison with public and private sector positions.

Committee Recommendation: *The Board Compensation Committee recommends that the Board approve a 3 percent increase in the salary schedule for administrative employees for Fiscal Year 1996-97, with no change in benefits, and direct the District to have a comprehensive classification/compensation study conducted of administrative positions during FY 96-97.*

Consequences of Recommended Action: *The approved compensation package will be included in the proposed budget for FY 96-97.*

Proposed Motion: *I move that the Board approve an increase of 3 percent to the administrative salary schedule for Fiscal Year 1996-97 and direct the District to have a comprehensive classification/compensation study conducted for administrative positions during Fiscal Year 1996-97.*



Lane Transit District

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March 20, 1996

MEMORANDUM

TO: Board of Directors
FROM: Thom Montgomery, Compensation Committee Chairman Pro Tem
RE: Approval of Change in LTD Salary Administration Policy

District counsel has reviewed the Lane Transit District Salary Administration Policy and recommended changes to the "Organizational Responsibility" section of the policy that are consistent with past practice. The added language codifies the Board's practice in the application of the Salary Administration Policy in determining the General Manager's performance and compensation. The revised policy is attached for the Board's approval. (Additions to the policy are shown in italics.)

Compensation Committee Recommendation: The Compensation Committee recommends that the Board approve the changes to the Lane Transit District Salary Administration Policy as presented.

Consequences of Recommended Action: The changes will be incorporated into the policy as presented.

Proposed Motion: I move that the revised Lane Transit District Salary Administration Policy be approved as presented.

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SALARY ADMINISTRATION POLICY

OBJECTIVE

It shall be the purpose of this policy to provide for scheduled periodic reviews of the salaries of non-bargaining unit employees, in view of the philosophy that improved performance of the organization can be achieved through improved individual performance, which should be recognized, in part, by pay. This policy will be administered without distinction among employees because of race, religion, color, sex, age, national origin, or physical disability.

POLICY

It is the policy of Lane Transit District to provide fair and equitable compensation based on the relative value of each position within LTD, and with due consideration to rates of pay in like positions, for comparable work in the marketplace, and to the District's financial position.

Further, it is LTD's policy to provide compensation adjustments designed to encourage and reward high performance levels and to ensure overall organizational effectiveness in attempts to meet community needs and expectations. The general manager is authorized to develop and implement procedures which will carry out this policy in relation with the general guidelines listed below.

GOALS

The following goals of the Salary Administration Policy reflect the organization's desire to create and maintain a performance-based pay plan:

- * Provide equal pay for equal performance so the same level of performance warrants the same eventual level of basic salary rather than salary being based on length of service.
- * Recognize and reward differences in performance by varying salary adjustments.
- * Use performance appraisals as the basis for determining pay adjustments.
- * Accomplish performance pay within the constraints of the established salary structure and available funding.

ORGANIZATIONAL RESPONSIBILITY

Board of Directors. Through budgetary review, *the Board of Directors* has overall authority on salary ranges and monies appropriated for employee compensation. *The discretion to determine the performance and set the compensation of the general manager is hereby reserved to the Board of Directors. The Board shall periodically review and establish the compensation of the general manager in a manner consistent with the general goals and policy statement described above and consistent with the qualifications and duties for the general manager, as provided in ORS 267.200(5). In order to give due consideration for the rates of pay of like positions in the marketplace and to give due consideration for the unique nature of the position, the contract with the general manager may vary the standards of performance, compensation, and benefits from those otherwise provided under this policy. Subject to the*

terms and conditions of such a contract, the Board shall employ the general manager as a chief executive officer who serves at the pleasure of the Board.

General Manager. *The general manager* reviews and approves all procedures for effective implementation and maintenance of this policy. *The general manager* can approve exceptions and retains the authority to modify this policy, at any time, as needs dictate, ***provided, however, that any modifications of this policy which are unique to the compensation of the general manager shall be made by the Board of Directors.***

Human Resource Manager. *The Human Resource Manager* has day-to-day responsibility for the salary administration program, reviews all salary actions to ensure conformity to LTD policy, serves as secretary to the Salary Administration Committee, provides for scheduled performance and salary reviews of employees, conducts salary surveys as required, conducts periodic reviews of job descriptions and evaluations to ensure accuracy and makes recommendations to the Salary Administration Committee regarding necessary changes in policy, procedures, or salary adjustment guidelines, and serves as member of the Salary Administration Committee.

Reviewing Supervisor. *The reviewing supervisor* conducts performance appraisals for employees under his/her direction and makes recommendations for appropriate salary changes.

Salary Administration Committee. *The salary administration committee is* chaired by the general manager, with committee members appointed by the general manager and composed of the assistant general manager and ***human resources manager***, evaluates all new positions and/or positions whose duties and responsibilities have materially changed, makes recommendations regarding all such evaluations and any changes in Salary Administration Policy, procedures, and/or salary adjustment guidelines.

JOB EVALUATION

Each position (except that of the general manager) has been analyzed, described by written description, evaluated based on the relative value of the position, and placed within appropriate grade by the Salary Administration Committee.

This analysis has taken into account the skill, effort, responsibility, and working conditions as valued by the following compensable factors:

- Authority and Adaptability
- Responsibility for Performance
- Responsibility for Trust Imposed
- Education, Training, and Experience
- Application of Skills
- Contacts with Others
- Quality of Supervision
- Quantity of Supervision
- Working Conditions

When a new job is created, the duties and responsibilities of a position change materially, or, as needs warrant, jobs will be evaluated based upon the above criteria by the Salary Administration Committee, and placed in the appropriate grade.

SALARY STRUCTURE

Each position grade has a salary range associated with it. These salary ranges have the following bench marks: the entry level salary is the intended starting salary for the position. The maximum level is the maximum salary for the position. A salary at or near maximum is intended for the employee who has consistently achieved performance above the satisfactory level. It is expected that supervisors over time will develop employees to the point where their performance level will warrant a salary at or near maximum. It is anticipated that a majority of employees will be eventually at or near maximum. Furthermore, it is expected that it will take a reasonable time period for employees to reach maximum, based on the acquisition of appropriate job skills, knowledge, and responsibilities.

Movement within the salary range will be entirely dependent upon the performance of the employee in relationship to the standards developed for that employee's job. Job standards are developed by the employee and the employee's immediate supervisor. Job standards reflect the knowledge, abilities, and skills required to perform the job. Job standards are reviewed by the employee and supervisor annually, in conjunction with June's evaluation and should evolve as one's job evolves. Job standards must be sufficiently challenging to allow for continued improvement in performance.

PERFORMANCE REVIEWS

The Personnel Administrator is responsible for developing and implementing performance appraisal forms and procedures which:

- * Provide for periodic appraisals of employee job performance.
- * Use the results of appraisals as a basis for rewarding employees.
- * Require identification of the critical and noncritical elements of the employee's job and the job-related performance standards for those elements.
- * Ensure that managers and supervisors document and communicate those elements and performance standards to the employee and, further, encourage employee participation in establishing those standards.
- * Provide a means of assisting employees to improve their performance.

Performance reviews will be conducted during the month of June and December for each non-probationary employee.

ADJUSTMENT OF RANGES

The salary ranges will be reviewed annually in conjunction with the budget process, with consideration given to external market range changes on or near March 1, by the Salary Administration Committee and the general manager. Any recommended changes will be submitted in the budget for Board of Director review and normally become effective July 1.

Current salary ranges will be maintained by the Personnel Administrator and will be available for employee review.

PAYMENT WITHIN SALARY RANGES

Each employee shall be compensated within the limits of established salary ranges. Any exception to this policy must have the approval of the general manager.

Employees will receive salary reviews at least annually, normally during the month of June. A supervisor may grant mid-year adjustment in December, based upon correction of deficiencies in performance or completion of major work activities, as outlined in the June evaluation. For an employee warranting a mid-year adjustment, that adjustment combined with other adjustments for that year cannot exceed the limits as outlined in **Pay Rate Adjustments**.

Performance of the Individual. The employee's supervisor is responsible for assessing employee performance compared to established standards and determining an overall performance rating. Performance ratings are defined as:

Exceptional. Overall performance in which employee consistently performs in an exceptional manner with respect to established performance standards. The employee must have demonstrated exceptional performance in most performance standards. The employee must have demonstrated exceptional performance in most performance standards and no performance element may be less than "excellent." In the individual element ratings, all critical elements must be rated "exceptional."

Excellent. Overall excellent performance in consistently meeting all established performance standards. In the individual element ratings, all critical elements must be rated "excellent" or "exceptional." A few less significant or "non-critical" elements may be rated good.

Good. Overall performance which is above average. In the individual element rating, all critical elements must be rated "good" or higher. Some less significant or "non-critical" elements may be rated "needs improvement."

Needs Improvement. Overall performance which is below average. In the individual element ratings, all critical elements must be rated "needs improvement" or higher. Some less significant or "non-critical" elements may be rated "does not meet requirements."

Does Not Meet Requirements. Overall performance deemed to be unacceptable; i.e., performance which does not satisfy requirements in one or more critical elements of the employee's position.

Performance pay increases should be based on factors such as:

1. Employee performance compared to job standards.
2. Improvement in efficiency, productivity, and quality of work or service.
3. Innovations and contributions to District effectiveness.
4. Cost savings.
5. Timeliness of performance.
6. Effectiveness, productivity, and quality of subordinates' performance.
7. Accomplishment of developmental goals or "Action Plan."

Pay Rate Adjustments. To ensure that performance pay can be reconciled with the budget, and to make sure that employees are treated consistently and fairly in the administration of this policy, maximums are placed on the amount of "movement" which may take place in any budget year, for any employee.

Performance Category	Current Salary Position	Percent Gain or Loss On Maximum
Does Not Meet Requirements	Entry to Midpoint Above Midpoint to Maximum	No pay increase Pay decrease 0-5%
Needs Improvement	Entry to Midpoint Above Midpoint to Maximum	0-3% gain on Maximum 0-3% loss on Maximum
Good	Entry to Midpoint Above Midpoint to Maximum	0-4% gain on Maximum 0-4% gain on Maximum
Excellent	Entry to Midpoint Above Midpoint to Maximum	0-5% gain on Maximum 0-5% gain on Maximum
Exceptional	Entry to Midpoint Above Midpoint to Maximum	0-6% Gain on Maximum 0-6% Gain on Maximum

GENERAL SALARY GUIDELINES

New Hires. New employees will generally receive the entry level rate for their positions, but may be hired at a salary above entry up to the Midpoint Level, with department head approval, if experience and qualifications justify a higher rate. Exceptions above the Midpoint require the approval of the general manager. A new hire may be hired at a salary below the entry level rate if it is deemed that extensive training is required for that individual to become competent in the position as determined by the employee's supervisor.

All new hires will receive a performance appraisal and may receive a salary adjustment only at the completion of six (6) months of service (end of probationary period). New employees will have their review date moved to the "common" reviews in December and June as soon as practical. At the first June evaluation, should a salary adjustment be warranted, the percentage adjustment will be as outlined in **Pay Rate Adjustments**, based on the level of performance, taking into account the increase received as a result of the probationary evaluation and the length of time since that increase.

Continuing Employees. Employees at 100 percent of maximum must qualify for potential salary adjustments made possible through annual schedule changes, as a result of their June performance evaluation.

Promotion. A promotion is the movement of an employee to a position assigned a higher salary range. Upon promotion, the employee should receive an immediate salary adjustment commensurate with skills, knowledge, and ability to at least the entry of the new salary range. Salary recommendations above the entry level must be approved by the employee's department head. Salary recommendations above the new mid-point in the range must be approved by the general manager.

Transfers. A transfer is the movement of an employee to a position within the same salary range or to a position with a lower salary range.

1. Transfer to a position within the same salary range: Transferred employees will not receive a salary review at the time of transfer. Salaries will be reviewed in accordance with normal procedures.
2. Transfer to a position in lower salary range: Transferred employees will maintain their salary at time of transfer if that salary is at or below the new maximum level. If maintaining the salary would place the employee above the new maximum level, it must be approved by the general manager.

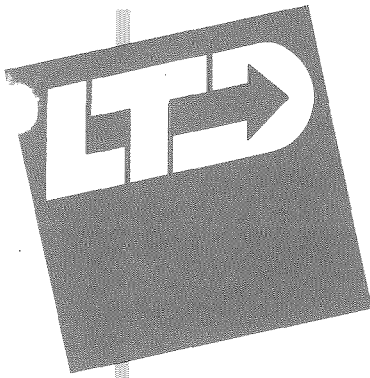
Reclassification. A reclassification is a change in grade of a position to a different salary range due to general reorganization of positions or significant changes in a specific position's job duties.

1. Downward Reclassification. Employees in a position which has been reclassified to a position with a lower salary range will be maintained at their present salary (red-lined) until such time as the new salary range adjusts sufficiently to balance with the employee's salary.
2. Upward Reclassification. An employee in a position which has been reclassified to a position with a higher salary rate should receive, at the time of reclassification, a salary adjustment to at least the entry of the new range or his/her current salary, whichever is greater.

EXCEPTIONS TO GENERAL SALARY GUIDELINES

Supervisor/Supervisee Relationships. Where there exists an explicit supervisor/supervisee relationship between non-bargaining unit employees and bargaining unit employees respectively, the performance pay salary may be superseded by a base rate with the approval of the department head. The base rate will be determined by adding 4 percent (standard overtime) to the bargaining unit salary in question. This procedure will be employed in all such cases where the performance pay level is less than the established base rate. The normal review procedures, however, will not be altered and the supervisor should expect to remain at the established rate until such time as his/her recommended salary level based on performance is above the base rate.

ER/PERSONNEL/REVISED 03-96



Lane Transit District

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March 20, 1996

MEMORANDUM

TO: Board of Directors
FROM: Thom Montgomery, Compensation Committee Chairman Pro Tem
RE: Process to Set General Manager's Compensation for FY 96-97

On March 11, the Board Compensation Committee discussed the process to evaluate the General Manager's performance. In past years, each Board member has completed an evaluation form. Based on those evaluations, the Board Compensation Committee has negotiated a salary and benefits adjustment with the General Manager and made a recommendation for approval by the full Board. Last year, the Committee also asked for input from selected members of the community with whom the General Manager interacts in the course of her work and volunteer activities, as well as from department managers.

This year, the Committee recommends a change in that process. The Committee believes that the District is in the midst of an unusual year as a result of the current period of reorganization, the consideration of serious new initiatives in the community, and significant changes in administrative personnel during the past year and a half.

Compensation Committee Recommendation: The Committee recommends that no formal evaluation be performed at this time. Rather, the Committee would negotiate with the General Manager to achieve an adjustment to her compensation package for FY 96-97, for approval by the full Board, with the understanding that an independent consulting firm would be hired to undertake an executive salary evaluation during FY 96-97, and the results presented to the Committee in January or February of 1997. A more full evaluation of the General Manager's performance would be performed again next year.

*Board Compensation Committee Recommendation: General Manager's
Performance Evaluation and Compensation for FY 96-97
March 20, 1996
Page 2*

Results of Recommended Action: *The Committee will meet with the General Manager to negotiate an adjustment to her compensation package, for approval by the full Board at the April 1996 meeting.*

Proposed Motion: *I move that the Board authorize the Board Compensation Committee to negotiate with the General Manager to achieve an adjustment in her compensation package, for approval by the full Board, with the understanding that no formal evaluation process will be undertaken this year, and with the understanding that an independent executive salary evaluation of the General Manager's compensation package will be undertaken during Fiscal Year 1996-97.*

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Executive Secretary

ACTION REQUESTED: None

BACKGROUND: Board members have been appointed to the Metropolitan Policy Committee (MPC), the TransPlan Update Symposia process, the Ferry Street Bridge North Bank Citizen Advisory Committee, and the High-Speed Rail Siting Committee. Board members also will present testimony at public hearings on specific issues, as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

- a. **MPC:** MPC meetings generally are held on the second Thursday of each month; however, the February MPC meeting was canceled due to lack of a quorum. Board MPC representatives Pat Hocken and Rob Bennett can provide a brief MPC update of a general nature at the March 20 Board meeting if the Board desires.
- b. **TransPlan Update Symposia:** Board members Dave Kleger, Kirk Bailey, and Roger Saydack represent LTD in the TransPlan Update Symposia and task force process. At the March Board meeting, the Board representatives will provide an update on the activities of the Transportation Systems Management (TSM) task force, the Land Use task force, and the Transportation Demand Management (TDM) task force.
- c. **Ferry Street Bridge North Bank Committee:** At the January 1995 Board meeting, Rob Bennett was appointed to represent LTD on the citizen advisory committee discussing the north bank of the Ferry Street Bridge corridor. The committee developed a recommendation that was presented to the City, and later began work on refinements to that initial recommendation. At the March Board meeting, Mr. Bennett will provide an update on the committee's activities.

- d. **High-Speed Rail Siting Steering Committee:** In September 1994, the Metropolitan Policy Committee (MPC) created an ad hoc steering committee for issues related to high-speed rail in the Eugene/Springfield area. Later, the Joint Planning Commission Committee (JPCC) added additional stakeholders to the committee to provide more public oversight for a site selection study. On March 27, 1995, the JPCC appointed Board member Kirk Bailey to the High-Speed Rail Station Siting Steering Committee. At the March 20 Board meeting, he will report to the Board about this committee's activities.

ATTACHMENTS: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: REPORT ON UNITED FRONT MEETINGS WITH LOCAL AREA'S CONGRESSIONAL DELEGATION

PREPARED BY: Phyllis Loobey, General Manager

ACTION REQUESTED: None

BACKGROUND: On February 21, 1993, the Board discussed the metro area's United Front lobbying effort scheduled for February 28 and 29 in Washington, D.C. At that time, the Board approved LTD's funding requests to be discussed with the local area's congressional delegation. Board member Kirk Bailey and I participated in these meetings with the congressional delegation and their staff members. At the March 20 Board meeting, Kirk and I will provide a verbal report for the Board's information.

ATTACHMENT: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: UPDATE ON BUS SERVICE TO COTTAGE GROVE AND CRESWELL

PREPARED BY: Micki Kaplan, Transit Planner

ACTION REQUESTED: None

BACKGROUND:

I. Cottage Grove Update: The Cottage Grove City Council, at their last council meeting, decided not to take a position on the LTD bus demonstration project. They also decided not to place a measure on the ballot to raise funds to pay for a bus demonstration project with LTD. Therefore, the only transit-related measure on the ballot in Cottage Grove will be the "Friends of LTD" ballot measure which, if successful, requires the City of Cottage Grove to contract with LTD for a limited-duration bus demonstration and pay for the demonstration with City of Cottage Grove funds. Cottage Grove residents will vote on this measure on May 12.

II. Creswell Update: Creswell residents also will vote May 12 to determine whether to tax themselves to generate revenue for the City of Creswell to contract with LTD for a bus demonstration project.

Thus, there are four possible outcomes of the May 12 election in Cottage Grove and Creswell:

1. The Creswell and Cottage Grove transit measures both fail. This maintains the status quo; i.e., no service to Creswell or Cottage Grove.
2. The Cottage Grove measure is successful and the Creswell measure fails. This could result in LTD providing limited-duration bus service only to Cottage Grove (no service to Creswell).
3. The Creswell measure is successful and the Cottage Grove measure fails. This could result in LTD providing bus service to Creswell but not to Cottage Grove.
4. The Creswell and Cottage Grove measures both are successful, resulting in LTD providing service to Creswell and Cottage Grove.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: BUS RAPID TRANSIT UPDATE

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: **Pilot Corridor Selection:** Data collection on the candidate corridors is proceeding. It is expected that the technical analysis will be completed in time for next month's Board meeting.

Marketing Plan/Research: As suggested by the Board, staff will be using focus groups to determine reactions to the proposed name and logo for the BRT system. Staff also will be conducting additional research this spring to determine how best to communicate the BRT concept to the community and to help identify the elements of the BRT system, such as travel time savings, bus design, or station amenities, which are considered most important to potential users.

ATTACHMENT: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: GOVERNOR'S TRANSPORTATION INITIATIVE

PREPARED BY: Phyllis Loobey, General Manager

ACTION REQUESTED: None

BACKGROUND: Governor Kitzhaber outlined his Transportation Initiative during his State of the State speech in January. In an effort to develop broad public consensus on how Oregon should manage and meet its transportation needs for today and the future, regional advisory committees were established and regional information-gathering meetings were scheduled.

Attached is a memorandum from Peter Watt, Administrator of the Northwestern Oregon Regional Advisory Committee. It describes the process in more detail and invites testimony at Committee meetings. One of these meetings will be held at 7:00 p.m. on Thursday, April 18, in the Eugene City Council Chambers. LTD staff are working in partnership with other local agencies to prepare a united front response regarding the community's transportation needs.

Staff will continue to keep the Board informed as information becomes available.

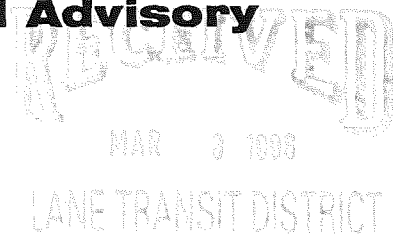
ATTACHMENT: Memorandum from Peter Watt

PROPOSED MOTION: None

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Governor's Transportation Initiative

Northwestern Oregon Regional Advisory Committee



March 7, 1996

TO: Elected Officials, Public Works Directors, Planning Directors, Transportation Managers and Planners, and Other Interested Individuals

FROM: Peter Watt, Administrator, Northwestern Oregon Regional Advisory Committee

SUBJECT: Invitation to Provide Information on Transportation Needs

This is an invitation to attend a meeting of the Northwestern Oregon Regional Advisory Committee for the Governor's Transportation Initiative. The first meeting will be held at 1 p.m. on Thursday, March 14. The meeting will take place in the Albany City Hall council chambers. Other meetings will be held as follows:

April 4, 7 p.m., McMinnville County Annex
April 18, 7 p.m., Eugene City Council Chambers
May 2, 7 p.m. in Tillamook (location to be determined)

Governor Kitzhaber outlined his Transportation Initiative during his State of the State speech in January. He hopes to develop broad public consensus on how Oregon should manage and meet its transportation needs for today and the future.

The five Regional Advisory Committees and the Statewide Advisory Committee includes prominent citizens and public officials. They are charged with reviewing the issues most important to livability and economic opportunity as they relate to transportation issues. The enclosed "Guidebook" which was provided to committee members at the kickoff work session includes information about the Transportation Initiative and the roles and responsibilities of the advisory committees.

During this first meeting, the Regional Advisory Committee will hear testimony from invited guests beginning at 2 p.m. Public testimony will be taken as time allows, with future meetings held specifically for this purpose.

In addition, the Committee encourages written testimony. You may send written information to me at Lane Council of Governments, 125 E. 8th Avenue, Eugene 97401.

I hope you will join us at our meetings. If you have any questions, please do not hesitate to call me at (541) 687-4429.

Enclosure

AGENDA ITEM SUMMARY

DATE OF MEETING: February 21, 1996

ITEM TITLE: TALGO HIGH-SPEED TRAIN EVENT

PREPARED BY: Ed Bergeron, Public Affairs Manager

ACTION REQUESTED: None

BACKGROUND: The Talgo high-speed tilt train will visit Eugene on Saturday afternoon, March 30. The attached schedule references ceremonies that are currently being planned for Salem, Albany, and Eugene on that day, to generate community support for continued planning and development of the Pacific Northwest High-Speed Rail Corridor.

LTD Board members will have the opportunity to ride the train and participate in the festivities, if you are interested. When we have more detailed information on the options that will be available, staff will contact you by telephone.

ATTACHMENT: Train events schedule

PROPOSED MOTION: None

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TIME SCHEDULE
MARCH 30, 1996

Depart Eugene: Cascadia 6:10 a.m. Portland 8:45 a.m.

Depart Portland: Talgo 9:00 a.m.

Salem

9:30-9:45 Welcome/Introductions
9:45-10:15 "Talgo -- Joe"
10:15-10:30 Final Crowd Pump-Up
10:30 Tal-Go Arrives
10:30-10:35 Deboard
10:40-10:45 Eugene Mayor Speaks - Introduces Salem Mayor
10:45-10:50 President Oregon Business Coalition- Introduces Gerry Frank
10:50-10:55 Celebrity Speaks
10:55-11:00 Board Train
11:00 Train Departs

Albany

12:00-12:15 Welcome/Introductions
12:15-12:45 "Talgo -- Joe"
12:45-1:00 Final Crowd Pump-Up
1:00 Tal-Go Arrives
1:00-1:05 Deboard
1:05-1:10 Eugene Mayor Speaks - Introduces Albany Mayor
1:10-1:15 President Oregon Business Coalition- Introduces Albany Business
1:15-1:20 Celebrity Speaks
1:25-1:30 Board Train
1:30 Train Departs

Eugene

2:00-2:15 Welcome/Introductions
2:15-2:45 "Talgo -- Joe"
2:45-3:00 Final Crowd Pump-Up
3:00 Tal-Go Arrives
3:00-3:05 Deboard
3:05-3:15 Eugene Mayor Speaks
3:15-3:25 President Oregon Business Coalition- Introduces Eugene Business
3:25-3:35 Celebrity Speaks
3:35-4:45 Train Tours for Public
5:00 Train Departs and Returns Passengers To Their Home Cities

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: RESIGNATION OF FINANCE MANAGER

PREPARED BY: Phyllis Loobey, General Manger

ACTION REQUESTED: None

BACKGROUND: I regret to inform you that Tamara Weaver, the Finance Manager for Lane Transit District, is moving to Spokane in May. Since most of Tamara's and her husband's family are in Eastern Washington, they have long contemplated this move. Tamara's dedication to LTD, as well as the mutual regard that exists between Tamara and me and other LTD staff, led her to the extraordinary action of giving notice early enough to assist in the recruitment process to fill her position and to assist LTD through the budget process. The preliminary recruitment process is now complete, and the initial screening processes have begun.

I know that you understand with me the great value that Tamara has been to this organization and her many accomplishments during her tenure. We thank her for this and wish her well in her new venture.

ATTACHMENTS: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Phyllis Loobey, General Manager

ACTION REQUESTED: None

ATTACHMENTS: The attached correspondence is included for the Board's information:

- (1) Letter from Carol Chapman regarding self-employment tax
- (2) Letter from Jennifer Bates regarding self-employment tax
- (3) Letter from Emerald Property Management, Inc., requesting installation of a shelter

BACKGROUND: Staff have received a number of telephone calls regarding the self-employment tax. Some of those callers expressed an interest in also writing to the Board of Directors. If Board members have comments or feedback that they would like to provide to Ms. Chapman or Ms. Bates regarding the issues they raised in their letters, staff will include those comments in their written response to the letters.

Transit Planner Will Mueller has spoken with Mr. Kester, of Emerald Property Management, regarding the situation at this bus stop (#221) on the southeast corner of 5th & "G" Streets in Springfield. This bus stop averages approximately 15 boardings per weekday. While this is a medium amount of activity, it should be noted that we have standing requests for shelters at numerous bus stop locations in our service area. In fact, there are more than 75 bus stops with higher boardings per day than this stop that are on the waiting list for shelter placement. Without a greater share of resources being dedicated to the construction of new shelters, this request list is likely to grow even larger.

At the March meeting, staff can respond to any questions the Board may have regarding this correspondence.

PROPOSED MOTION: None

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3-13-96

To: Phillis/ LTD Board
P.O. Box 7070
Eugene, Oregon 97401

From: Jennifer Bates, Investigator

Re: LTD Tax

Dear LTD Board,

Your LTD Tax is a financial penalty for the poor who are self-employed rather than unemployed. I am a 38 year old single mother. I worked 80 eighty plus hours a week nearly every week of 1995. I was self employed because this was the only way to have a job. I did not receive any Food stamps, AFDC, Child support, Medical insurance, Housing or Heat assistance. I have no other income or subsidy of any kind. I own no assets. I grossed, before taxes: \$10,200.00. I sleep on the floor because I cannot afford a bed. I have one blanket. In 1995, I received one new pair of jeans because I found them in a ditch. I am in danger every month of eviction, electrical service cut-off, liability insurance loss, thus loss of car registration and drivers license... My car runs by God's will only...

How did my "Welfare Mom" counterpart do in 1995? Well, you can bet she rode your bus for free, she received \$385.00 cash per month (maybe more), \$200.00 Food stamps per month, Free or Real Cheap Housing, Day care, Therapy, Schooling or Job training, Heat assistance, Medical coverage and much more... At a minimum she cleared \$18,000.00 dollars without working a single day.

And, you tell me, through the mail, which is chicken-shit, that I am being penalized \$50.00 dollars for my efforts at minding my own business, working hard, staying off of welfare and being self-sufficient! This is an outrage! Fifty dollars may not be much to you, but it can be electricity, shelter, food, insurance, medicine, transportation and clothing to me. Fifty dollars is a fortune.

This tax is morally wrong. The tax is a financial rape of the working poor. I was not informed by mail or in person that I was going to be taxed for a bus service I never used. I was not asked if this tax should be a burden of the self-employed. I was not given a choice. This tax was forced upon me because I wanted to work and try to support my child, because I did not want to be a financial burden to anyone, and because I believe the American way is to work?

I am opposed to this financial rape called the LTD tax. I will continue to speak-out against this tax until it is taken off the revenue books or made fair.

MAR 14 1996
LTD BOARD MEETING



EMERALD
PROPERTY
MANAGEMENT, INC.

Innis House-1892

March 11th, 1996

LTD Board of Directors
Attn: Will Mueller
P.O. Box 7070
Eugene, OR 97401

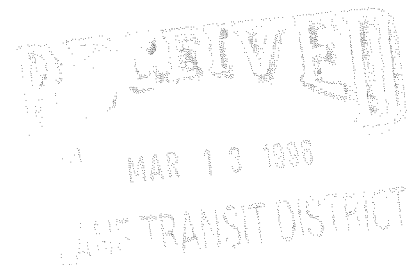
To whom it may concern:

Last summer we began managing several properties located at the corner of 5th and G street. In front of the house at 745 N. 5th, there is a bus stop which has a lot of bus riders (especially in the summer). We have had some problems with riders using the yard and steps of the house and leaving trash behind. The property owner, residents, and Emerald Property Management, (as well as the riders) would all appreciate having a shelter installed to help resolve this situation. We (the owner and Emerald Property Management) have worked hard to clean-up and improve these properties. Please consider this letter an endorsement from all of the above to have this taken care of as soon as possible.

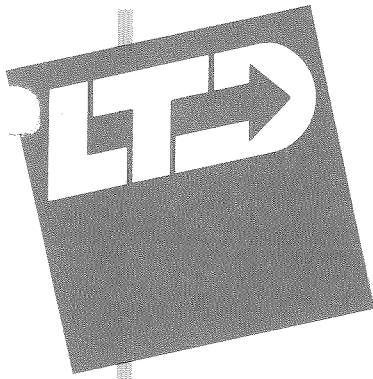
If you have any questions or if there is anything we can do to help, please feel free to contact me at 741-4676. Thank you for your consideration.

Sincerely,

Brian Kester, Asst. Property Manager
Emerald Property Management, Inc.



LTD BOARD MEETING
3/20/96 Page 164



Lane Transit District
P.O. Box 7070
Eugene, Oregon 97401-0470

(503) 741-6100
Fax (503) 741-6111

MONTHLY STAFF REPORT

March 20, 1996

TRANSIT OPERATIONS

Prepared by Patricia Hansen, Transit Operations Manager

OPERATOR VACATION BID

On March 11 - 14, operators bid their vacations for the period of April 1, 1996, through March 31, 1997.

VISITORS FROM SALEM TRANSIT

Transit Operations department staff hosted visitors from Salem Transit last month who wanted to learn about how our operator extra board works. They are considering establishing a similar system at their district.

STATUS OF NEW RADIO SYSTEM PURCHASE

The vendor bids for the new radio system will close April 2, and a contract should be awarded by April 30.

NEW OPERATOR TRAINING CLASS

Three new operators are scheduled to complete their training on March 25. These new hires will fill vacancies created by attrition.

MEMORIAL SERVICE FOR KEN KALLUNKI

A memorial service was held on March 10 for operator Ken Kallunki who passed away on March 3 after a lengthy illness. The service was attended by many LTD employees, including General Manager Phyllis Loobey, who delivered a special eulogy for Ken. During his seven years with LTD, Ken was a model employee who was special to his customers as well as his fellow employees. He will be missed.

MONITORING AND ANALYSIS OF OPERATING COSTS

Transit Operations Manager Patricia Hansen met with the new Assistant Finance Manager, Roy Burling, to discuss the generation of regular programs and reports for the purpose of tracking and analyzing various factors affecting operating costs.

HUMAN RESOURCES

Prepared by Ed Rutledge, Human Resources Manager

RECRUITMENT AND SELECTION

During the month February the District recruited for the positions of Part-time Bus Operator, Marketing Representative, and Finance Manager.

Owing to the number of applicants and the need to create a hiring pool of potential employees, a series of interviews for the position of part-time bus operator was conducted. Three candidates were selected to start training immediately as part-time bus operators. This training began on February 26. Seventeen other candidates were selected for placement in the District's hiring pool. When the District needs to hire additional part-time bus operators, candidates who best meet the requirements of the District will be contacted from the selection pool.

Applications for the marketing representative position were accepted through February 16. Supplemental questionnaires were mailed to a selected group of applicants. Responses to the supplemental questionnaire were due by March 8.

Vacancy announcements for the position of finance manager appeared in the *Register Guard*, *The Oregonian* and the *Seattle Times*. Applications for the finance manager position were to be accepted through March 5.

The HR Manager attended an area meeting of representatives of the Hispanic community. The meeting was intended to increase networking between area employers and those of the Hispanic community who may be looking for employment.

TRAINING

H R worked in cooperation with Micki Kaplan, Planning & Development Department; Rick Bailor, Transit Operations; and Bus Operator Instructors Vern Rogers, Don Herbison, Robert Prine, and Terry Trammell to develop the winter 1996 training course for the bus

operators. The training classes began on February 12. The course included approximately four hours of training regarding accessible service sensitivity, and approximately four hours of training regarding dealing with young riders. A brief section regarding District recruitment and selection policy/procedures also was included in the training.

The HR Manager also met with Transit Operations management to outline the training curriculum for operators for the 1996-97 fiscal year. Two days of training are planned and will be incorporated into the Transit Operations budget proposal.

1996 EMPLOYEE AWARDS BANQUET

A successful 1996 Employee Awards Banquet was held on Sunday, March 3, at the Red Lion Inn in Springfield. More than 300 employees and their guests attended the banquet this year, which was an increase of approximately 10 percent over last year's attendance. Three Board members also attended, as did the ATU Financial Secretary-Treasurer from Portland, Wally Feist. The theme for the banquet was "Times Are Changing . . . And So Is LTD!" During the banquet, employees were recognized for their accomplishments and achievements during 1995. Achievements in safe driving and longevity in service with the District were verified in preparation for this event.

SAFETY/RISK/BENEFITS

During the month of February, eleven on-the-job injuries were reported. Of these, six became workers' compensation claims. Two of these claims involved loss time.

The Risk, Safety, and Benefits Specialist is working with the HR Secretary and Information Services (IS) to develop an accident tracking spreadsheet. In the initial setup, data will be used for the past three years and accidents will be plotted by month. The goal of this project is to learn if there are any evident cycles of accidents during the course of a year or whether the accident rate is changing per miles driven.

An open claims review with SAIF was conducted. This included an extensive review of a workers' compensation claim by an employee who is also presently litigating the District under the Americans with Disabilities Act (ADA). The HR Manager and counsel attended this portion of the meeting.

The Risk, Safety, and Benefits Specialist also participated in a meeting to discuss construction insurance needs of the Eugene Station project.

A staff task team was assembled to formulate a proposed LTD policy regarding unaccompanied children on the bus. This task team consisted of the Risk, Safety, and Benefits Specialist and representatives from Transit Operations and Public Affairs.

EMPLOYEE RELATIONS

A celebration was held in the Fleet Services lunch room on February 23 to recognize Garry Kiefer for his twenty years of service to Lane Transit District. Garry is a journeyman mechanic.

Preparations were made for the retirement of three employees.

MEETING WITH UNITED WAY REPRESENTATIVES

The HR Manger met with representatives of the United Way to discuss charitable campaign procedures at LTD. The United Way representatives made recommendations regarding how such a campaign should be conducted and policy development on the issue. Also discussed were the Loaned Executive program and LTD's ability to participate in this program during the 1996-97 fiscal year.

LABOR RELATIONS

A meeting was conducted with the local Executive Board Officer of Local 757 regarding certain schedules of work at the Customer Service Center (CSC). A few issues that had arisen were resolved.

Predisciplinary investigations were conducted regarding two employees. A representative of Local 757 was involved in the associated investigatory interviews.

The HR Manager met with the local Executive Board Officer and worked out a settlement to a pending grievance. Although the Executive Board Officer had indicated that this settlement was acceptable to the Local, this agreement was then rejected by the Local's full Executive Board. As a result, the HR Manager was informed that the Local will appeal this matter to arbitration.

LEGAL

Preparations continued in litigation associated with an employee who asserts that the District has violated the Americans with Disabilities Act (ADA). A deposition was taken from an expert witness in driver compartment design, who had been called by the District.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: FEBRUARY 1996 FINANCIAL STATEMENTS

PREPARED BY: Tamara D. Weaver, Finance Manager

ACTION REQUESTED: None

BACKGROUND: The February financial statements continue to show strong financial performance in operating income. Passenger fares have increased 14 percent over the prior year, with total operating income categories increasing 15.5 percent. This is primarily due to more rides taken on the system, increases to the fare structure, and expanded advertising on the buses. These statements include almost 75 percent of payroll tax collections for the year. The increase of 11.5 percent in payroll tax from prior-year actual includes increases in the tax rate in addition to increases in wages in the community. The exact change to the wages paid in the economy is difficult to determine at this time, but indications are that total wages in the business community have increased approximately 7 percent.

From the attached "Operating Financial Report" you will see that total personnel costs have increased 7.1 percent over the prior year, with a 5.3 percent increase in administration wages and a 7.7 percent increase in operator wages over the same period last fiscal year. Materials and Services costs have decreased 1.5 percent over the prior year, with grand total costs up 4.6 percent.

ATTACHMENTS: Attached are the following financial reports for the Board's review:

1. Analysis report - comparison to prior year
2. Comparative Balance Sheets
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Fund
3. Income Statements
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Fund

PROPOSED MOTION: None

**LANE TRANSIT DISTRICT
OPERATING FINANCIAL REPORT
FOR THE FISCAL PERIOD ENDING 2/29/96 WITH COMPARISONS TO PRIOR YEAR-TO-DATE**

	Prior YTD 94-95	Current year - 95-96			
		Annual Budget	YTD Actual	% budget	% over last year
REVENUE					
Passenger fares	\$ 1,407,943	\$2,273,320	\$ 1,605,660	70.6%	14.0%
Group pass	358,960	543,020	380,097	70.0%	5.9%
Special service	58,853	65,000	61,361	94.4%	4.3%
Advertising	103,130	194,510	168,890	86.8%	63.8%
Miscellaneous	33,554	5,650	51,234	906.8%	52.7%
Total operating	1,962,440	3,081,500	2,267,242	73.6%	15.5%
Payroll tax	7,871,713	11,510,110	8,778,194	76.3%	11.5%
Self-employment tax	-	749,380	-		
FTA operating grnt	483,907	139,200	85,210	61.2%	-
State-in-lieu	383,699	854,570	395,991	46.3%	3.2%
Total	8,739,319	13,253,260	9,259,395	69.9%	6.0%
Interest income	254,875	495,480	417,151	84.2%	63.7%
Sale of assets	293,152	-	-	-	-
Total revenue	11,249,786	16,830,240	11,943,788	71.0%	6.2%
EXPENSES					
Personnel Costs					
Admin. wages	1,401,752	2,465,440	1,515,185	61.5%	8.1%
Admin. fringe	364,646	578,710	343,968	59.4%	-5.7%
Total	1,766,398	3,044,150	1,859,153	61.1%	5.3%
Contract as admin	-	41,000	42,674	104.1%	-
Contract wages	3,808,653	6,240,620	4,098,764	65.7%	7.6%
Contract fringe	1,083,111	1,782,030	1,128,564	63.3%	4.2%
Total	4,891,764	8,063,650	5,270,002	65.4%	7.7%
Total personnel	6,658,162	11,107,800	7,129,155	64.2%	7.1%
Materials & Services					
Administration	110,377	268,500	86,057	32.1%	-22.0%
Finance	23,135	32,280	26,037	80.7%	12.5%
M.I.S.	32,879	65,800	28,294	43.0%	-13.9%
Human Resources	64,601	159,600	72,455	45.4%	12.2%
Planning	38,729	42,250	9,041	21.4%	-76.7%
TDM	7,559	29,500	11,093	37.6%	-
Marketing	426,290	558,550	398,503	71.3%	-6.5%
Customer Service	49,635	88,370	47,494	53.7%	-4.3%
Transportation	65,369	195,610	89,632	45.8%	37.1%
Maintenance	872,964	1,472,870	867,567	58.9%	-0.6%
Facility	193,482	374,530	190,898	51.0%	-1.3%
Risk/insurance	486,618	599,900	477,460	79.6%	-1.9%
Transer - STF	273,333	480,900	301,933	62.8%	10.5%
Total M & S	2,644,971	4,368,660	2,606,464	59.7%	-1.5%
Total all expenses	9,303,133	15,476,460	9,735,619	62.9%	4.6%
Rev. minus exp.	1,946,653	1,353,780	2,208,169		13.4%
To capital	-	(1,621,540)	-		-
Net to fund	1,946,653	(267,760)	2,208,169		13.4%

LANE TRANSIT DISTRICT
 COMPARATIVE BALANCE SHEET
 GENERAL FUND
 February 29, 1996

	CURRENT BALANCES	BALANCE 6/30/95
ASSETS		
Cash & short term investments	\$7,495,666.70	\$3,433,300.86
Receivables	323,948.87	1,327,364.64
Inventory	552,530.94	516,758.41
Prepaid expenses	0.00	94,309.48
Treasury Bill	0.00	975,180.00
Certificate of deposit	100,000.00	100,000.00
Deferred compensation	1,430,433.35	1,215,875.61
VRC lease	95,833.00	95,833.00
Property, plant and equipment	<u>24,835,035.32</u>	<u>24,835,035.32</u>
Total Assets	<u>\$34,833,448.18</u>	<u>\$32,593,657.32</u>
LIABILITIES		
Accounts payable	\$123,335.82	\$288,783.20
Payroll payable	291,897.66	347,762.33
Unearned income	103,590.76	66,415.14
Liability claims/other payable	114,197.13	112,996.17
CAL/sick accrual	940,460.66	940,460.66
Deferred compensation	<u>1,430,433.35</u>	<u>1,215,875.61</u>
Total Liabilities	<u>3,003,915.38</u>	<u>2,972,293.11</u>
FUND BALANCE		
Reserved for long term lease	95,833.00	95,833.00
Property, plant and equipment	<u>24,835,035.32</u>	<u>24,835,035.32</u>
Fund Balance restricted to assets	<u>24,930,868.32</u>	<u>24,930,868.32</u>
Fund balance 6/30/95	4,690,495.89	4,690,495.89
Change in fund balance	<u>2,208,168.59</u>	<u></u>
Ending fund balance	<u>6,898,664.48</u>	<u>4,690,495.89</u>
Total reserves and fund balances	<u>31,829,532.80</u>	<u>29,621,364.21</u>
Total Liabilities & Fund Balances	<u>\$34,833,448.18</u>	<u>\$32,593,657.32</u>

LANE TRANSIT DISTRICT
 COMPARATIVE BALANCE SHEET
 SPECIAL TRANSPORTATION FUND
 February 29, 1996

	CURRENT BALANCES	BALANCE 6/30/95
ASSETS		
Cash & short term investments	(\$37,741.67)	\$3,867.00
Receivables	0.00	0.00
Prepaid expenses	<u>37,741.67</u>	<u>0.00</u>
Total Assets	<u><u>0.00</u></u>	<u><u>3,867.00</u></u>
LIABILITIES		
Accounts payable	<u>0.00</u>	<u>3,867.00</u>
Total Liabilities	<u>0.00</u>	<u>3,867.00</u>
RESERVES & BALANCES		
Fund balance	0.00	0.00
Change in fund balance	<u>0.00</u>	<u>0.00</u>
Ending fund balance	<u>0.00</u>	<u>0.00</u>
Total Liabilities & Fund Balances	<u><u>\$0.00</u></u>	<u><u>3,867.00</u></u>

LANE TRANSIT DISTRICT
 COMPARATIVE BALANCE SHEET
 CAPITAL FUND
 February 29, 1996

	CURRENT BALANCES	BALANCE 6/30/95
ASSETS		
Cash & short term investments	\$4,568,744.42	\$4,720,261.03
Receivables	131,100.00	254,896.00
Prepaid	0.00	0.00
Deposits	0.00	10,000.00
Total Assets	<u>4,699,844.42</u>	<u>4,985,157.03</u>
LIABILITIES		
Accounts payable	43,914.53	168,565.50
Retainage payable	1,450.00	0.00
Total Liabilities	<u>45,364.53</u>	<u>168,565.50</u>
RESERVES & BALANCES		
Fund balance	4,816,591.53	4,816,591.53
Change in fund balance	<u>(162,111.64)</u>	
Ending fund balance	<u>4,654,479.89</u>	<u>4,816,591.53</u>
Total Liabilities & Fund Balances	<u>\$4,699,844.42</u>	<u>\$4,985,157.03</u>

LANE TRANSIT DISTRICT
GENERAL FUND INCOME STATEMENT
For the period 7/01/95 to 2/29/96

	Percent of year					66.7%
	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	CURRENT MONTH ACTUAL	BALANCE	YTD % BUDGET
REVENUES						
Passenger Fares	\$2,273,320	\$2,273,320	\$1,605,660.05	\$221,811.56	(\$667,660)	70.6%
Group Pass Payments	543,020	543,020	380,097.53	54,590.54	(162,922)	70.0%
Special services	65,000	65,000	61,360.65	1,372.93	(3,639.35)	94.4%
Advertising	194,510	194,510	168,890.48	25,777.00	(25,619.52)	86.8%
Miscellaneous Income	5,650	5,650	51,233.52	312.22	45,583.52	906.8%
Payroll Tax Revenue	11,510,110	11,510,110	8,778,194.27	2,177,854.38	(2,731,915.73)	76.3%
Self-employment tax	749,380	749,380	-	-	(749,380.00)	0.0%
State In-Lieu-of-Tax	854,570	854,570	395,990.64	-	(458,579.36)	46.3%
Operating Grants	139,200	139,200	85,210.36	28,125.41	(53,989.64)	61.2%
Interest Income	495,480	495,480	417,150.85	52,698.16	(78,329.15)	84.2%
Total General Fund Revenues	16,830,240	16,830,240	11,943,788.35	2,562,542.20	(4,886,452)	71.0%
EXPENSES/TRANSFERS/RESERVES						
General Administration	681,360	731,460	353,901.01	41,268.36	377,559	48.4%
Finance	306,930	348,280	219,211.96	25,886.03	129,068	62.9%
M. I. S.	188,220	188,220	109,353.48	13,281.96	78,867	58.1%
Human Resources	384,240	384,240	204,453.90	33,698.86	179,786	53.2%
Planning	298,860	261,900	157,891.93	18,996.54	104,008	60.3%
Marketing	822,910	859,870	585,539.82	43,080.27	274,330	68.1%
Customer Service	433,430	429,400	257,725.37	28,125.61	171,675	60.0%
Transit Development Mgt.	78,790	78,790	43,629.96	5,147.33	35,160	55.4%
Transportation	7,451,620	7,379,740	4,744,881.95	564,954.27	2,634,858	64.3%
Maintenance	3,221,290	3,221,290	2,000,095.24	266,944.82	1,221,195	62.1%
Facilities	512,470	512,470	279,541.61	36,940.97	232,928	54.5%
Risk and Insurance	599,900	599,900	477,460.20	5,927.98	122,440	79.6%
Total before transfers	14,980,020	14,995,560	9,433,686.43	1,084,253.00	5,561,874	62.9%
Special Transp. transfer	452,900	480,900	301,933.33	37,741.67	178,967	62.8%
Capital transfer	1,621,540	1,621,540	0.00	0.00	1,621,540	0.0%
Total General Fund Expenses	17,054,460	17,098,000	9,735,619.76	1,121,994.67	7,362,380	56.9%
UNRESERVED FUND BALANCE						
Change to fund balance	(224,220)	(267,760)	2,208,168.59			
Beginning balance	4,201,630	4,201,630	4,690,495.89			
Ending balance	<u>\$3,977,410</u>	<u>\$3,933,870</u>	<u>\$6,898,664.48</u>			

LANE TRANSIT DISTRICT
SPECIAL TRANSPORTATION FUND INCOME STATEMENT
For the period 7/01/95 to 2/29/96

	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	CURRENT MONTH ACTUAL	Percent of year BALANCE	66.7%	YTD% BUDGET
REVENUES/TRANSFERS							
State Special Transp Funds	\$400,000	\$400,000	\$269,921.00	\$134,974.00	(\$130,079)		67.5%
STF - contingency & capital	600,000	600,000	0.00	0.00	(600,000)		0.0%
State Special Grant	0	0	0.00	0.00	-		-
Transfer from general fund	452,900	480,900	301,933.33	37,741.67	(178,967)		62.8%
Total General Fund Revenues	1,452,900	1,480,900	571,854.33	172,715.67	(909,046)		38.6%
EXPENSES/TRANSFERS/RESERVES							
STF - flow through transfer	1,000,000	1,000,000	269,921.00	0.00	730,079		27.0%
Direct support - Ride Source	395,500	423,500	263,666.66	32,958.33	159,833		62.3%
Direct support - LCOG admin	57,400	57,400	38,266.67	4,783.34	19,133		66.7%
Total General Fund Expenses	1,452,900	1,480,900	571,854.33	37,741.67	909,046		38.6%
UNRESERVED FUND BALANCE							
Change to fund balance	0	0	0.00				
Beginning balance	0	0	0.00				
Ending balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 0.00</u>				

LANE TRANSIT DISTRICT
CAPITAL FUND INCOME STATEMENT

For the period 7/01/95 to 2/29/96

Percent of year 66.7%

	ADOPTED BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	CURRENT MTH ACTUAL	%
REVENUES					
Grant income	\$7,132,530	\$7,132,530	\$780,535.64	\$106,163.59	10.9%
Transfer from General Fund	1,621,540	1,621,540	0.00	0.00	0.0%
Total resources	8,754,070	8,754,070	780,535.64	106,163.59	8.9%
EXPENDITURES					
GRANT PAID CAPITAL					
Bus related equipment	50,200	50,200	10,551.14	0.00	21.0%
Bus stations, stops, & terminals	964,000	974,000	213,631.12	2,600.00	21.9%
Eugene Station	4,972,000	4,972,000	565,347.52	84,629.26	11.4%
Facilities	371,000	320,000	46,867.78	31,724.22	14.6%
Revenue rolling stock	375,000	375,000	0.00	0.00	0.0%
Support vehicles	35,000	44,000	150.00	150.00	0.3%
ADP hardware & software	140,460	138,360	63,252.35	0.00	45.7%
Shop equipment	34,200	35,200	21,744.06	4,338.85	61.8%
Miscellaneous equipment	1,680,500	1,713,600	20,249.31	5,247.76	1.2%
Budgeted for capital contingency	80,000	80,000	0.00	0.00	0.0%
Total federal capital purchases	8,702,360	8,702,360	941,793.28	128,690.09	10.8%
LOCALLY FUNDED CAPITAL					
Eugene Station	0	0	0.00	0.00	0.0%
Other local only	0	0	854.00	94.00	0.0%
	0	0	854.00	94.00	0.0%
Total expenditures	8,702,360	8,702,360	942,647.28	128,784.09	10.8%
Change in Fund Balance	51,710	51,710	(162,111.64)	(22,620.50)	-313.5%
Beginning Fund Balance	4,667,305	4,667,305	4,816,591.53		
Ending Fund Balance	<u>\$4,719,015</u>	<u>\$4,719,015</u>	<u>\$4,654,479.89</u>		

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

PREPARED BY: Jo Sullivan, Executive Secretary

ACTION REQUESTED: None at this time

BACKGROUND: The action or information items listed below will be included on the agenda for future Board meetings:

- A. **Appointments to Board Committees:** At the April 17, 1996, meeting, Board President Pat Hocken will appoint Board members to District and community committees for the coming year.
- B. **Family Leave Policy:** A revision to the District's Family Leave Policy will be brought to the Board for approval at the April 17, 1996, meeting.
- C. **Pricing Plan for Fiscal Year 1996-97:** The second reading and adoption of an ordinance setting the fares for FY 96-97 will be held on April 17, 1996.
- D. **Capital Improvements Plan for Fiscal Year 1996-97:** Staff's recommendation for capital improvements for FY 96-97 will be brought to the Board at the April 17, 1996, meeting.
- E. **Commuter Solutions Presentation:** A staff presentation on the status of the District's Commuter Solutions program will be scheduled for a work session in the near future.
- F. **Budget Committee Meetings:** An informational, background meeting for the seven citizen members of the Budget Committee has been scheduled for April 10, 1996. The budget will be presented to the entire Budget Committee at two consecutive meetings on Wednesday, April 24, and Thursday, April 25. Additional budget meetings are scheduled for May 1 and May 8. Board adoption of the final budget is scheduled for June 19, 1996.

- G. **Work Session on Image and Role in the Community:** Staff recommend that the Board hold a work session on the District's image and role in the community, including a discussion of the Lynx transit system in Orlando, Florida, which recently changed its focus and direction to enhance its role in its community.
- H. **Eugene Station:** Various action and information items will be placed on Board meeting agendas during the design and construction of the Eugene Station.
- I. **Bus Rapid Transit:** As the District develops the Bus Rapid Transit (BRT) system, various action and information items will be placed on Board meeting agendas.
- J. **Cottage Grove/Creswell Service:** If the City Councils of Cottage Grove and Creswell request LTD service to their communities, the Board will be asked to review this service request for possible addition of service to the Cottage Grove/Creswell area.

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To be read into the record at LTD's Board Meeting, March 20, 1996, as part of the public hearing on the 1996 Annual Route Review:

March 14, 1996

I am a *RideSource* rider and am a new member of the STF Advisory Committee. I want the LTD Board of Directors to know that without *RideSource*, I would be absolutely house-bound. It is impossible for me to ride the LTD buses because of my disability. For me, having access to *RideSource* is an absolute quality-of-life issue.

By working on the STF committee, I have seen first hand the work that goes into monitoring the *RideSource* Program. I believe that the revenues invested in *RideSource* by LTD are not wasted and are as efficiently used as possible; the Committee and staff work hard to find new strategies to maximize *RideSource* resources. I encourage the LTD Board of Directors to support the funding increase to *RideSource*. Without LTD's continued financial support, quality of service would be jeopardized, and the service would be significantly reduced to a level where many people, including myself, would have a reduced quality of life.

Another reason it is important for LTD to support the *RideSource* Program is because many of the LTD fixed-route riders have alternative transportation options available or can walk a little further to catch the bus. However, *RideSource* riders have absolutely no other choice. I appreciate the LTD Board of Directors' past support of *RideSource* and their commitment to the ADA.

Ted Reams
RideSource Rider
STF Committee Member
1167 W. 8th Avenue, #6
Eugene, OR 97402
342-2506

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LTD BOARD MEETING
3/20/96 HANDOUT

entrances and the quality of materials, but had not had a lot of discussion about color schemes or about particular architectural styles, other than in terms of their cost implications. In large measure, he said, the discussions had been about the basic functionality, and the discussions were just beginning to get into appearance side of things, separate from function. Mr. Bailey added that he thought the presumption had been that, whatever functionality required, the architectural design would fit in with the existing historic buildings in the downtown area. Mr. Saydack stated that the facade of the McDonald Theatre was very elegant, and it was a beautiful building. He hoped the architect could pick up on those proportions for the design of the Eugene Station buildings.

CONTINUATION OF GROUP HEALTH CARE COVERAGE POLICY: Human Resources Manager Ed Ruttledge called the Board's attention to the recommended policy on page 93 of the agenda packet. He explained that it was known as the COBRA policy, which stood for the Consolidated Omnibus Budget Reconciliation Act of 1985. This was the act that set up rights of employees to continue with group health care coverage following certain COBRA-qualifying events, including termination from employment. The employees would have to pay for those benefits, but were able to continue at the group health care rate in the group health care group. Most employees and their dependents would have that right for 18 months, although there were certain conditions under which they would qualify for up to 36 months. If employees were on leave under the Family Medical Leave Act (FMLA), they were able to have their benefits paid, so there was some integration between COBRA rights and FMLA.

Mr. Ruttledge said that LTD did not yet have a policy, although it had an obligation under the law. One of the obligations under the law was to provide notice to employees. The proposed policy provided a good vehicle to do that, as well as a manual by which the District could conduct itself. Copies of the policy would be available to employees. Notice of COBRA had been posted since 1986, but the District had not had a policy on the books.

Mr. Bennett asked at what age employees could retire. Ms. Loobey replied that employees could retire at age 62, and could receive Medicare at age 65. Employees who retired at 62 had to look for different coverage after the first 18 months covered by COBRA, until they were eligible for Medicare. Mr. Ruttledge said that this was not a perfect system, and that it was not unusual that health care coverage for an employee and his or her dependents became a major consideration in how the employee juggled retirement decisions.

Mr. Bennett asked about the retirement investment side of the equation for employees. He said that the stock mutual funds were the people who were making significant returns, and over time they were as safe as everything else, from a pragmatic point of view. He thought the District ought to be getting an aggressive advisory arm at LTD, because over time investments made a huge amount of difference. He referred to current discussions about the Social Security investment, and how much of a difference it would make in terms of people's social security retirement if that money were put out in market.

Regarding being more aggressive in retirement investment alternatives, Mr. Ruttledge said that Safety and Risk Administrator Gayle Howard and he were to meet with another

AGENDA ITEM SUMMARY

DATE OF MEETING: March 20, 1996

ITEM TITLE: EUGENE STATION UPDATE

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: **Design Process:** The design development phase of the project is nearing completion. The Eugene Station Committee met on March 7, 1996, to review the design, and has scheduled another meeting immediately preceding the regular March Board meeting to complete the review. The citizen Design Review Committee, the Employee Advisory Committee, and a focus group of persons with disabilities also have reviewed and commented on the proposed design. In addition, a Value Engineering workshop to review the design was held during the week of February 19, 1996.

The District has applied for Site Review with the City of Eugene. Site Review approval is required by the Conditional Use Permit (CUP), and will be used to determine whether the design meets the conditions imposed by the CUP.

Budget: The latest construction cost estimate is on budget.

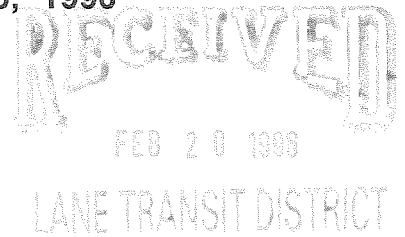
Land Acquisition: The acquisition of the City of Eugene property has been completed. The acquisition of the two privately-held parcels is proceeding but has not been completed.

ATTACHMENT: None

PROPOSED MOTION: None

January 26, 1996

Board of Directors
Lane County Transit District
P.O. Box 7070
Eugene, OR 97401



Dear Ms Hocken and LTD Board Members:

This letter is to express my opinion concerning the recently imposed LTD Self Employment Tax.

I am presently a single mother, age 43, who is self employed doing house cleaning and landscape gardening services for individual homeowners. My total income for 1995 was comprised of \$10,388 from my self employment business and \$21 bank interest. My combined Federal, State and FICA taxes were \$2,354 or 23% of my total income, leaving far too little for rent and other necessary living expenses. The LTD Tax added an additional \$55 of tax.

Few, if any, of my business clientel are LTD bus riders. Likewise, I do not ride the LTD busses for business purposes or otherwise. In summary, I consider this new tax on small business owners as very unfair and misdirected.

Greatly appreciated would be any consideration that you might have concerning (1) an exclusion base of \$25,000 for single people and \$32,000 for married filing joint, as applied to taxation of social security benefits; (2) a direct refund; or (3) a repeal of this tax legislation.

Respectly submitted,

A handwritten signature in cursive script that reads "Carol Chapman".

Carol Chapman