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Public notice was given to *The Register-Guard* for publication on September 12, 1996.

## LANE TRANSIT DISTRICT REGULAR BOARD MEETING

September 18, 1996  
7:30 p.m.

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

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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:** September 18, 1996

**ITEM TITLE:** EMPLOYEE OF THE MONTH

**PREPARED BY:** Jo Sullivan, Executive Secretary

**ACTION REQUESTED:** None

**BACKGROUND:** August 1996 Employee of the Month: Bus Operator Gary Levy was selected as the September 1996 Employee of the Month. He has been an LTD employee since September 19, 1985. Prior to being hired as a bus operator, Gary worked for LTD as a temporary worker conducting ridership surveys and the coding of the surveys. As of March 1996, he earned awards for good attendance and 10 years of correct schedule operation (CSO). During the course of his employment at LTD, Gary has served on many committees, including an early planning committee for the downtown station and the banquet committee. He has been a union officer and an Accessible Service Instructor, and has worked on various photographic projects for the District. The bus rider who nominated Gary said that Gary really went the extra mile to help her and her husband. She explained that her husband had some trouble with his legs when crossing the street, and Gary and several other people helped get him on the bus. The couple refused ambulance assistance, so Gary called his dispatcher, who met the bus at the couple's stop and guided the bus to their door. A couple of hours later, Gary rode his bicycle to their house to be sure that her husband was okay. The customer wanted to be sure that Gary received the Employee of the Month award because of his outstanding efforts.

When asked what makes Gary a good employee, Transit Operations Manager Patricia Hansen said, "Gary really cares about people, and it shows in the service he provides. He is especially considerate of the needs of our customers with disabilities. An avid bike rider, Gary is an inspiration to all of us at LTD in his use of alternative transportation modes. His supervisors describe Gary as always being cooperative, positive, and pleasant to work with. He also has a unique sense of humor that keeps his co-workers on their toes, and his customers happy to see him behind the wheel."

October 1996 Employee of the Month: Bus Operator Paul Burgett was selected as the October 1996 Employee of the Month. Paul was hired on January 3, 1985. He has nine years of Safe Driving and eleven years of Correct Schedule Operation (CSO), and had exceptional attendance in 1995. He previously was Employee of the Month for July 1990, and





the 1990 Employee of the Year. He currently is on the Customer Service Form Committee, and in the past served on the picnic committee. He was nominated by a customer, who praised the way Paul dealt with a rude and obnoxious customer, and said that Paul's actions should have been taped and used for a training film. He stated that Paul went above and beyond what anyone should expect, and was truly professional.

When asked what makes Paul a good employee, Transit Projects Administrator Rick Bailor said, "Paul has always been an enjoyable person to work with. He is known for wearing a big smile, and for possessing a friendly and cooperative attitude. His supervisors rely on his positive attitude and dependability. They also consider him to be a man of integrity and a natural leader. He is very knowledgeable of the system and is willing to share this knowledge with others. He loves the camaraderie with his co-workers and friends, and seems to get along with everyone. He is well respected by his supervisors, co-workers, and customers. He demonstrates the kind of professionalism that gives the District its great reputation."

**AWARD:**

Gary will attend the September 18 meeting to be introduced to the Board and receive his award. Paul is on vacation, so will attend the October 16 Board meeting.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 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 September 18, 1996:

1. Approval of minutes: July 17, 1996, regular Board meeting;
2. Resolution Setting Time and Day for Regular Monthly Board Meetings

**ATTACHMENTS:**

1. Minutes of the July 17, 1996, regular Board meeting
2. Resolution Setting Time and Day for Regular Monthly Board Meetings

**PROPOSED :** I move that the Board adopt the following resolution:

Resolved, that the Consent Calendar for September 18, 1996, is hereby approved as presented.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, July 17, 1996

Pursuant to notice given to *The Register-Guard* for publication on July 12, 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, July 17, 1996, at 7:30 p.m. in the LTD Board Room at 3500 East 17<sup>th</sup> Avenue, Eugene.

Present: Kirk Bailey, Vice President  
Rob Bennett  
Patricia Hocken, President, presiding  
Dave Kleger, Treasurer  
Mary Murphy  
Roger Saydack  
Phyllis Loobey, General Manager  
Susan Hekimoglu, Recording Secretary

Absent: Thomas Montgomery, Secretary

**CALL TO ORDER:** The meeting was called to order at 7:40 p.m. by Board President Patricia Hocken.

**AUDIENCE PARTICIPATION:** Ms. Hocken opened the meeting for public comment on any topic. There was no one in the audience who wished to address the Board.

**EMPLOYEE OF THE MONTH:** Ms. Hocken introduced the July Employee of the Month, Bus Operator John Dahl. Mr. Dahl had been an LTD employee since December 1991. He received a certificate and award for his outstanding contribution to the District.

Ms. Hocken introduced the August Employee of the Month, Transit Operations Clerical Assistant, Michelle Gilles. Ms. Gilles had been an LTD employee since July 1994. She was given a certificate and award for her outstanding contribution to the District.

**PROPOSED LANE COUNTY FAIRGROUNDS IMPROVEMENTS AND RELATED TRANSPORTATION ISSUES:** Lane County Fair Manager Mike Gleason was present to discuss his plans for the Fairgrounds and other related transportation issues. He thanked LTD for its participation in Fair and other events. He thought that if not for LTD, there would not be a Country Fair, as the Fairgrounds parking lot was overrun with vehicles during the weekend. He said that in a large way, the fair's success was dependent upon the relationship it had with LTD. He stated that the

Fair relied upon its relationship with LTD, and he expected that partnership to grow significantly.

Mr. Gleason said that he had been working on opening up Jefferson Street at 13<sup>th</sup> so that instead of having to make the abrupt left and right turns where Jefferson meets 13<sup>th</sup>, it would be extended straight through the east end of the Fairgrounds, providing an entrance to the Fairgrounds. People who were coming off the freeway system could travel straight into the Fairgrounds instead of having to travel down 11<sup>th</sup> to Polk and back up 13<sup>th</sup>, as was the current practice. He noted that the Fairgrounds property was about 55 acres in size, and accommodated 50 to 60 events per month. He thought that most people saw the Fairgrounds as the Fair, and while that was the biggest event, there were a lot of other events that were very large. Making the change to Jefferson Street would improve the Fairground's orientation in terms of getting traffic on and off the grounds.

The next phase of the project would be to rebuild 13<sup>th</sup> Avenue to include bus lanes and deacceleration lanes. Mr. Gleason wanted to work closely with the LTD Board and staff to ensure that the Fairground facility was successful for LTD as well, not only for the events that were there, but also to be used as a Park and Ride facility.

He noted that the Fairgrounds was not only a celebratory space for the entire county, but also an exposition location for major presentations and business interchange. The Fairgrounds had about 300,000 square feet and about 3,000 parking spaces which made it a very good location for events of large magnitude. Thirdly, he noted that the Fairgrounds also was a sports venue. Currently, there was an ice hockey program, and plans were underway for an indoor soccer program. He thought the potential was there for a professional ice hockey team. There were other possible areas of expansion that were being discussed that included land as well as use.

In order for the Fairgrounds to become all of this, Mr. Gleason thought that partnerships with LTD, Fairground neighbors, schools, churches, and other public agencies would be vitally important.

Mr. Gleason then stated the connection of the use of the Fairgrounds to LTD. In his observations of bus-only transit agencies across the nation, transit was serving a marketing niche from about 2.6 percent to a high of about 3.75 percent of the total trips taken. He was referring to the ridership that was fairly dependent on transit. He noted that that market was the same market that had been served at least for the last 30 years. He did not think that there was much that could be done, at least with the route system or the quality of the ridership or headways, that could change that market. He thought that it was important for any community to begin thinking about their transit system as an entirely different asset, and begin to penetrate different markets that were not currently available.

Mr. Gleason thought that Bus Rapid Transit (BRT) was a great idea for this community, because it was more flexible than light rail, and because it could be added to and modified in increments to target different market niches. LTD, in its current structure, was missing one of the larger market opportunities available in the area.

The market niche that he wanted the Board to consider was the transient (convention/visitors) niche. The metropolitan area of Eugene and Springfield had a potential that had not yet been realized with regards to the visitor and convention industry. Mr. Gleason thought that the biggest stumbling block for the Eugene Springfield area to be able to attract larger events to the area was the fact that there was no way to block or group hotel rooms so that participants could be located in one area. In the metropolitan area, there were about 4,500 rooms. He thought that if those rooms could be blocked and event venues could be connected in an effective way, Eugene and Springfield could compete more effectively to attract events into the area. Having to factor transportation costs into an event proposal usually put the Eugene/Springfield area out of contention. Mr. Gleason said that in spite of that, this area was doing well, but losing ground to the other cities that had their venues in one place.

Mr. Gleason proposed that the Board and staff consider a loop route for BRT that would link all or most of the convention and visitor venues in the area, including Gateway, Valley River, and Franklin. He thought that most of the routing could be accomplished by using current right-of-way.

He noted that all of the bike bridges that crossed the Willamette were capable of handling fire trucks, and could therefore carry a bus. He thought they could be redesigned fairly easily to carry both pedestrians and buses. This would result in four different locations for transit-, bike-, and pedestrian-only crossings. There was right-of-way along the parkway that could be set aside for BRT. Headways would not be a major problem with regards to other utilization, and construction would be relatively easy. He thought that propane or electric buses could be used that were quiet and inexpensive to operate. The routes could be designed to utilize gate drops or priority lighting when crossing streets.

An important factor for all of this would be that the community would unite around the building of a new convention facility. All venues would participate, and the key would be LTD. This service could also coincide with the location of recreational facilities, and it would support the general public. It would also develop the foundation that the land use program would be able to support.

Mr. Gleason stated that the visitors industry would pledge room-tax money to build a convention facility, and they realize that LTD would be the key. He thought they would be willing to work very hard to promote this plan to the agencies.

In closing, Mr. Gleason stated he had talked to several local officials, and that there was strong interest in the concept. He thought that would put LTD in very good stead with regards to the politics around the Surface Transportation Improvement Plan (STIP).

Mr. Bennett thought that this concept was somewhat new and interesting. However, the attempt to gain a larger market share was not new. So, the question was how to do that, and what would be the logical first step. He stated that it was vitally important that a mistake not be made the first time around. He wondered what would be the potential for commuter and other market share.

Mr. Gleason suggested the following routing: Fairgrounds to downtown, along the river to Franklin, crossing the Willamette at Autzen, along the river to VRC and Marist, then to Gateway and the Game Farm area. He thought that the route would follow the right-of-way along the bicycle routing with priority lighting or drop gates where it crossed the major arterials. He thought it would pass near all the major schools, parks, and shopping and business areas. He agreed that the system could not be built on the transient market, but that market was no longer an insignificant part of the area's industry. He thought this routing would be very attractive to people. He noted that Park and Ride lots could be located at key points along the route.

Ms. Murphy wondered which parkway Mr. Gleason had referred to. He replied that he was referring to the public right-of-way along the Willamette. He noted that the public owned almost all of the right-of-ways along the major water courses.

Ms. Murphy expressed her concern about the priority lighting that Mr. Gleason had mentioned. She was aware that the EMS systems use priority lighting, and she was concerned about the possibility of accidents.

Mr. Gleason noted that he was suggesting that LTD not use the Opticon or emergency routing, but rather use other routes that would cross the side streets. He thought that if a bus were to cross every fifteen minutes, as an example, it would not cause a problem for using the priority lighting system each time.

Mr. Kleger stated that he had heard from people who were concerned about the regular LTD routing leaving people two blocks away from the Fairgrounds. Assuming the resources were in place, he wondered if Mr. Gleason would have a problem with continuing the regular weekday service into the Fairgrounds.

Mr. Gleason replied that his staff would like to participate with LTD in the route planning. He wanted to be flexible. As far as the Park and Ride issue, and recognizing that there were often four or five events going on at once at the Fairgrounds, rarely were all 3,000 parking spaces in use. There only were four or five times per year that all parking was used.



Mr. Kleger asked if Mr. Gleason would be willing to work with LTD to continue the downtown shuttle using the Fairgrounds as a Park and Ride, after the completion of the Eugene Station construction. Mr. Gleason replied that he would. He thought that the routing to include the Fairgrounds would entice people to travel out that way during their lunch hour or other times of the day to ice skate or to attend an event.

Mr. Bailey noted that he really appreciated Mr. Gleason taking the time to talk with the Board about his concept. He wondered about the political feasibility of using the parkways. Mr. Gleason replied that there was a confluence of interest in needing to have a transit system beyond the 3 percent market share ridership. He also thought that people realized the need to develop the industry base. He thought that those two issues represented a very strong political potential. He thought that there would be very little economical argument against using the parkways.

Mr. Saydack wondered if the feasibility of some of the suggested routing had been looked into, such as using the existing bridges. Ms. Hocken added her question of whether or not buses would be allowed to use the routing (green streets) that was designated as bike routes. Mr. Gleason understood that the definition for the green street designation was that it was for alternative modes of travel only. He thought that LTD qualified as an alternate mode.

There being no further discussion, Ms. Hocken thanked Mr. Gleason for his presentation and ideas. She stated that the Board would have LTD staff look into this idea.

Motion **CONSENT CALENDAR:** Mr. Kleger moved the adoption of the Consent Calendar for July 17, 1996. Mr. Bailey seconded. Mr. Bennett wondered if he should abstain from voting on the approval of the minutes as he had not been at the June 17 meeting. Ms. Loobey replied that he could abstain, but that the rule stated that when a voting member abstained, he or she must state the reason for that abstention. Ms. Hocken called for the vote. The motion carried by a vote of 5 in favor (Bailey, Hocken, Kleger, Murphy, and Saydack); none opposed. Mr. Bennett abstained on the grounds that he had not been in attendance at the June 17 meeting. Items on the Consent Calendar were: minutes of the June 17, 1996, special meeting/work session; the June 17, 1996, regular Board meeting minutes; and Special Transportation Fund Advisory Committee Appointments.

Vote

**CONTINUED DISCUSSION OF MR. GLEASON'S PROPOSAL:** Mr. Bennett stated that LTD was pretty far along in the development of the east-west pilot corridor for BRT. He wondered how far along the technical committee was in studying the east-west corridor, and if they would be able to stop what they were doing to look at this new idea. Ms. Loobey stated that many of the documents that were already in place as background material, such as TransPlan, Urban Rail Feasibility, and the Ferry Street Bridge study, talked about the concept of BRT. Anything that would be separate from those would at least have to be part of TransPlan, and the Transportation Improvement

Plan, among others, since STP funds were to be used. Ms. Loobey stated that staff could look at how to use the Fairgrounds for routing that was different from what currently was in place. She believed that the routing and features of the BRT route that Mr. Gleason was suggesting had to be analyzed by the TPC to determine whether it fit in the current TransPlan update.

Mr. Bennett thought that there were two issues. One was whether or not LTD would be able to reach a significantly broader market on a regular basis. He was not sure how significant the transient or visitors market was. The other issue was whether that particular routing would attract more than just the transient users.

Ms. Loobey stated that the Gateway area was considered earlier in the BRT analysis, and staff could refer back to that. She thought that the area conference stakeholders should meet to discuss the feasibility of investing in a new convention center. Mr. Bennett asked the technical staff to make a assessment of Mr. Gleason's proposal and some political, conceptual, and administrative people to look at it as well, and come back to the Board with a recommendation as soon as possible. It was thought that the Board should respond as quickly as possible.

Ms. Loobey asked if Mr. Bennett wanted that information prior to the walkabout. Mr. Bennett replied that the initial walkabout was not scheduled to be corridor specific, so that would not be necessary.

Mr. Saydack concurred with Mr. Bennett. Mr. Kleger concurred and suggested that staff also look into the practicality of mixing the local, regular public with the convention attendees. Mr. Bailey concurred as well. He thought that there were some pieces of Mr. Gleason's suggestion that possibly ought to be included in the TransPlan process. He restated his concern about the political aspect of the proposal and thought that those community issues may not have come up in conversations about this proposal. Ms. Hocken said that she had not yet heard that LTD could use the bike bridges, nor that there was a possibility of using the right-of-way along the bike paths, but that if those were possible, she wanted it looked into.

Mr. Bennett asked Mr. Schwetz if he knew anything about those right-of-ways or the possible use of the bike bridges. Mr. Schwetz had not been involved in any conversations about that, but knew that Mr. Gleason had talked with Mr. Jim Carlson of LCOG. He stated that he thought it sounded exciting.

Ms. Murphy thought that there would be a greater likelihood of local riders using the east-west corridor where there were commercial and business establishments, versus traveling along the bike lanes or residential streets where there were very few of those establishments. However, she felt that Mr. Gleason would be an advocate in helping to design the linkage between the Fairgrounds and the rest of that corridor. Mr. Bailey noted that Mr. Gleason, in mentioning the linking of Gateway and Valley River Center, identified two market niches: the transient trips and the recreational trips.

In Mr. Bailey's work with the TDM committee, those locations comprised a large number of the total number of trips in the community. He thought that the current proposed east-west corridor may only capture, more efficiently, the current bus riders, and not another market segment, which was something that LTD had not considered.

#### **BOARD COMMUNITY OUTREACH COMMITTEE RECOMMENDATION**

**REGARDING WALKABOUT:** Mr. Bailey reported that the Community Outreach Committee (COC) had met on July 8. A written recommendation had been distributed to the Board at the July 17 meeting. The committee built on the focus group information that Mr. Bergeron had presented in June. Several factors that were reported from the focus groups included the community's desire to be involved in the process, the participants' concerns about details such as how much BRT would cost, where it would go, etc., and that they needed more general information about what LTD does and where it's going. The major discussion that took place in the COC meeting was about what information would be discussed in the walkabout; i.e., whether to talk conceptually about BRT or to talk about the specifics, such as the route, exclusive right-of-ways, etc.

Mr. Bailey stated that the committee decided to recommend to the Board that any BRT corridor-specific walkabout should not be held until the Board had identified the pilot corridor and any dedicated right-of-ways so that they could adequately respond to any issues, anticipate what those issues would be, and be able to talk about those during the walkabout. What the committee would suggest was that the Board conduct a community-wide walkabout covering LTD general themes, what LTD was currently doing, highlighting LTD accomplishments, and generally talking about the concept of BRT as a way of introducing it to the community as a whole.

The committee also recommended that five to ten contact names be established for each member of the Board. Those contacts would be based on their natural affiliations, organizations, and groups that they currently had contact with and existing relationships.

A document would be prepared, similar to what was prepared for the last walkabout, that would answer questions about potential issues and provide resource information for the Board to convey during their meetings.

Ms. Hocken asked if a timeline had been established. Mr. Bailey stated that the committee thought that the community walkabout would take place as soon as possible, then a decision would be made about holding a walkabout for the pilot corridor, depending on the technical advisory group's decisions and recommendations.

Ms. Murphy mentioned that consultants Kathy Wiltz and Jenny Ulum had talked about generating a list of potential contacts for the Board to use. Ms. Murphy thought that the Board could utilize that list to select their contacts.

Mr. Bennett said that, with respect to the timing, the summer months would be difficult for some Board members. He stated that he would be out of town much of the month of August. He thought that others could get started, but that he would not plan to begin contacting people until immediately following the Labor Day holiday. He was concerned about the community walkabout and the BRT-specific walkabout occurring too close together.

Mr. Bailey did not think that they would fall too close to each other. He wondered how the decision about the pilot corridor would be made; in one meeting or stated in one meeting and voted on at the following meeting. Ms. Hocken thought that Planning and Development Manager Stefano Viggiano would be able to answer that upon his return from vacation.

Assistant General Manager Mark Pangborn stated that he did not think that Mr. Viggiano had the definitive answer. Mr. Viggiano was working toward a time line where the data would be available for the Board to look at, such as potential ridership and some of the problems that might arise. However, that data would not resolve any of the political issues that arose, in terms of talking to the two city councils or the people along the corridor who would be directly affected. He thought that there was a sequence in which LTD would talk about the general idea, build some support, then come back with the preferred pilot corridor. Mr. Pangborn stated that during the community walkabout, the Board might be asked about the routing, and it would be all right to say that they were thinking about the West 11<sup>th</sup> to Thurston corridor. That would help the Board get a sense of what some of the issues might be that could arise.

Mr. Bennett stated that when the committee met, he had raised the issue of how much information the Board would need to have in order to conduct the walkabout. The general consensus at the end of the meeting was that they would not need to have all of the information, but that there would come a time when the Board would need to have a lot of specific information if they were to go out and try to gather support for it. He wondered if it would be too late to wait until after the first of the year. He noted that there would be newly-elected officials at that time.

Ms. Loobey asked if it was envisioned that the five to ten contact names would be for the community walkabout, and perhaps those five to ten would not necessarily be the ones that would be contacted during the BRT-specific walkabout. Mr. Bailey said that not knowing the corridor at this time, some of the people who would be contacted could not yet be identified. Mr. Bennett wondered if the Board would be talking to the same people twice, and Ms. Hocken said that they would, because those contacts would be the community opinion leaders; however, in the corridor-specific walkabout, the Board would be contacting a broader base that could include neighborhood groups and people along the corridor.

Mr. Kleger thought that the Board could ask the people who were initially contacted if they would like to be contacted for the more corridor-specific conversation.

Ms. Hocken wondered if the Eugene Station would be one of the topics that would be discussed during the community walkabout. Mr. Bailey replied that the committee anticipated an update on the station to be one of the issues for Board members to discuss during the walkabout.

Ms. Murphy mentioned that the committee also had discussed having visuals to use during their discussions with the community. She thought the computer-generated visual of the Eugene Station would be a good thing to have. She stated that Mr. Bennett had described the possible BRT bus, and she said that she liked the idea of having visuals of that sort. She also thought that another market the committee had discussed was the local groups, such as Rotary or Kiwanis, and placing a demo BRT bus at one of the shopping centers along the pilot corridor to reach even more people. The committee also discussed contacting the educators, principals, and administrators of the schools.

Motion Ms. Hocken asked for formal action on the recommendation. Mr. Saydack moved that the Board approve the recommendation of the Community Outreach  
Vote Committee. Mr. Bailey seconded, and the motion carried by unanimous vote with Ms. Hocken, Mr. Bennett, Mr. Bailey, Mr. Saydack, Mr. Kleger, and Ms. Murphy voting in favor.

**PRESENTATION OF TRANSPLAN VIDEOS:** Mr. Tom Schwetz of Lane Council of Governments was present to show two TransPlan videos that had been discussed at the June Board meeting. He stated that the videos were part of an ongoing effort to flush out land use strategies that were identified around nodal development. Those land-use principles were based on four principles: access, design, density, and proximity. The first video, *Building for the Future*, was more conceptually based, describing the land-use strategies. The second video, *Transportation-Effective Development: An Eyewitness Report*, was filmed in a news report style that creatively described some of the real-life examples of nodal development.

Following the videos, Mr. Schwetz explained that the focus was to try to address some of the feasibility issues around the nodal development program. Additionally, LCOG staff were developing a more rigorous study of the market for this type of development, and that material would be presented to the Board in the coming months.

Ms. Murphy inquired as to why the University of Oregon/Sacred Heart area was not mentioned. Mr. Schwetz replied that it was considered part of the downtown area.

Ms. Hocken then thanked Mr. Schwetz for his presentation.

**BOARD MEMBER REPORTS:**

- a. Metropolitan Policy Committee: Ms. Hocken reported that the July MPC meeting had not yet been held, and that she would not be able to attend. Mr. Bennett would attend that meeting.
- b. TransPlan Update Symposia Process: Nothing to report.
- c. High-Speed Rail Siting Committee: Mr. Bailey reported that Senator Hatfield had indicated that pledges for transportation equity funds were currently due. The City of Springfield had decided not to pledge any equity funds to high speed rail. Ms. Hocken would be addressing the Lane County Commissioners on July 25 to gain their support.

Ms. Hocken asked Mr. Bailey to report on his recent trip to Washington, D.C. Mr. Bailey had traveled to Washington, D.C., with Ms. Loobey and Public Affairs Manager Ed Bergeron to pitch BRT as a demonstration project under the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), which would take place next year in Congress. They met with Senators Wyden and DeFazio, as well as with Federal Transit Administration (FTA) staff. He thought that all three groups were supportive of the concept and thought it fit well with the ISTEA demonstration project. Senator Wyden was supportive and suggested ways to make the project work. One suggestion was that LTD work with the State Division of the U.S. Department of Transportation, to get BRT on their priority list. Senator DeFazio was very supportive. Overall, Mr. Bailey felt that it had been a very successful trip.

**EUGENE STATION**: Facilities Services Manager Charlie Simmons reported that LTD had signed a contract with Eugene Sand and Gravel for phase I of construction. A critical piece of that was the vacation of the alley, which would be considered by the City Council on July 22. Possession of those alleys was needed before phase I could begin. Mr. Simmons also reported that there was soil contamination in the Hammer Site on the southwest corner. Hammer's consultants were performing additional testing. Mr. Simmons stated that this part of Phase I was not as critical as the vacation of the alleys. Work on Phase I could continue without the possession of the Hammer site.

Mr. Bennett wondered what could delay the vacation of the alley. Ms. Hocken stated that the City Council had to order the vacation of the alley by ordinance. They would take action on it on July 22, but that would only be the first reading of the ordinance, so they would have to attach an emergency clause to the ordinance in order for it to be immediately enacted. In order for the ordinance to be adopted, a two-thirds majority vote would need to support the emergency clause. Mr. Bailey had spoken with Councilwoman Nancy Nathanson, and she indicated that there probably would be little opposition, but that one of the questions that might come up was why LTD had waited so long to request the alley vacation.

Mr. Bennett asked if the Hammer land representatives were taking care of the environmental issue. Mr. Simmons replied that they were, but that it had not yet been completed. They had found additional problems involving PCBs. Mr. Bennett asked if there was a certain time frame for cleaning the soil. Mr. Simmons stated that both parties were anxious to finish the transaction.

Mr. Pangborn stated that there was a potential that a certain level of contamination on that site would not be feasible to clean up. In that case, the transfer of the property would be conditional on a Department of Environmental Quality (DEQ) determination, and the property would be monitored over time. Mr. Bennett wondered how deep the site needed to be dug. Mr. Simmons replied that there was a limit. He stated that the site had been dug down 13 feet to ground water, which was as far as required. Once ground water level was reached, the excavators would dig in a horizontal direction from there. He stated that clean was just relative; while a consultant may or may not declare a site clean, the DEQ determination may need to be made.

Mr. Bennett wondered if funding would be affected. Ms. Loobey replied that with the proper certifications in place, it would not be a problem. Mr. Saydack wondered if staff knew where the source of contamination was. Mr. Simmons replied that at one time, there were five vehicle hoists in that area, and it was determined that they were the cause. Mr. Saydack had heard about contamination migrating from the cleaners located across the street, and wondered if that had been determined. Mr. Simmons replied that had not been identified. He further stated that the northwest quadrant of the site had not been scraped off, and that area could have downstream pollutants.

**LTD RESPONSE TO COURT RULING ON MEASURE 8:** Ms. Hocken noted that the recommendation from staff on the latest court decision on Ballot Measure 8 was to do nothing at this time, but wait to see what happened.

**NEW EUGENE CITY LIBRARY:** No one had anything to report at this time.

**PROMISE KEEPERS SPECIAL SERVICE:** Ms. Hocken stated that LTD would not be providing any type of shuttle or special service for this event. Mr. Bailey wondered if LTD should have some sort of contingency plan in place, just in case the Promise Keepers realized that they needed the service. Ms. Hocken stated that there would not be the buses or people available to drive them. Service Planning and Marketing Manager Andy Vobora stated that there was a possibility that some buses could be spared, except during Friday peak hour. However, on Saturday, the bus capacity would not be the issue, but more that days off would need to be canceled for the bus operators, and it would be a very costly thing to do. He further stated that LTD had made a proposal to the Promise Keepers, but they were not interested. Ms. Hocken and Ms. Loobey had discussions about getting something written into TransPlan that placed the responsibility on organizers of community events to provide a crowd movement plan of some sort. For instance, it would be the responsibility of the

UO or the convention center, as an example, to require its contracted event coordinators to provide a plan for transportation as part of any permit they might be issued. Ms. Hocken and Ms. Loobey discussed making a formal presentation to the MPC about this.

Mr. Bergeron stated that he had met with UO Vice President Jan Oliver to discuss LTD's concerns about the Promise Keeper event, the lack of success in working cooperatively with them, and the suggestion that perhaps the UO needed to take the lead from this point forward to ensure that, as police services were required, so would be transportation services. He felt that she had responded favorably to that suggestion.

**BOARD CORRESPONDENCE:** Ms. Hocken stated that there had been a letter from Senator Wyden about the United Front visit to Washington, D.C. Ms. Loobey stated that the Senator had been very helpful in securing funding for the Eugene Station project.

**EUGENE STATION GROUNDBREAKING:** Ms. Hocken reported that the groundbreaking event was scheduled for November 8, 1996. The date was set based on Senator Hatfield's schedule, and letters of invitation were being sent to Senator Wyden and Representative DeFazio. Mr. Bennett thought that Governor Kitzhaber should be invited as well. Mr. Kleger thought that the Eugene and Springfield elected officials should be invited as well as the County Commissioners.

**1996 EMPLOYEE PICNIC:** Ms. Hocken reminded the Board that the LTD picnic would be held on Sunday, July 28, at Jasper Park. Shuttle buses would depart from the Glenwood Facility. Mr. Kleger noted that he had received an invitation from the Amalgamated Transit Union (ATU) to their picnic which was being held on the same day in Portland. Ms. Hocken reminded the members to let Michelle Gilles know if they would attend or not and if they would be taking the shuttle bus to the park.

**CANCEL AUGUST BOARD MEETING:** The regularly scheduled Board meeting for August was canceled due to the lack of a quorum.

**OREGON TRANSIT ASSOCIATION ANNUAL CONFERENCE:** Ms. Hocken noted that there was another notification of the Oregon Transit Association (OTA) conference that would be held in October.

**MONTHLY STAFF REPORT AND FINANCIAL STATEMENT:** Staff reports and the financial statements were distributed with the Board packet. Ms. Hocken pointed out that the preliminary year-end report had been included in the packet. Finance Manager Diane Hellekson explained that traditionally, the Board did not receive the June report until their August meeting, but since there would not be an August meeting, the report contained in the packet was strictly preliminary, to give the Board an idea of




what to expect when the full report was given in September and the audit and financial report at the October meeting.

**APTA CONFERENCE REPORT:** Ms. Loobey reported that she and Mr. Bergeron attended the State and Federal Affairs Committee of American Public Transit Association (APTA) in Portland, Maine, earlier in the week. The purpose of the meeting was to talk about the reauthorization of ISTEA. The most encouraging news from that was that the Senate Subcommittee on Public Works, which deals with Transportation Funding, had marked up the committee report and sent it to the full committee, which froze transit funding at last year's levels. Ms. Loobey thought that this meant that there was a shift in sentiment in Congress about transit funding. It was good news and spoke well of LTD's potential for a demonstration project.

Mr. Bennett wondered if Ms. Loobey and Mr. Bergeron had heard any new ideas from other transit agencies. Ms. Loobey replied that what they heard from the planning staff at the Federal Transit Administration (FTA) was that LTD was out in front, again. Most transit systems in this country were in a retrenchment mode, due to the decline in federal money, and they were just now dealing with the implementation of the Americans with Disabilities Act (ADA) requirements, which was very expensive. Mr. Bergeron mentioned that one of the areas where LTD was out in front was in meshing transit and land use and the fact that LTD had active employer partnerships that could be demonstrated. Also, LTD was blending existing technologies that were in use all over the country into a more comprehensive package called Bus Rapid Transit. It was noted by FTA that it was good that LTD was talking about BRT early on in the process, and they suggested that LTD contact the FTA Region X staff in Seattle to work with them in partnership to carry BRT through and ensure that all federal guidelines were met.

Mr. Bennett noted the Board had watched the videos on nodal development, and they were hearing about it in larger metropolitan areas. He thought that it was one thing to talk about taking a major initiative with respect to LTD's ability to compete, doing the due diligence and the research, and then proceeding from the outcome of the research. He thought it was important to note that land use issues were more difficult to get around. He wanted to suggest that the Board had quite a challenge ahead to ensure that the right balance was achieved, and that it would be important for LTD to have partnerships in Junction City, Veneta, Coburg, etc.

**ADJOURNMENT:** There being no further discussion, the meetings was unanimously adjourned at 10:00 p.m.

  
\_\_\_\_\_  
Board Secretary



**LANE TRANSIT DISTRICT**

**RESOLUTION SETTING TIME AND DAY FOR  
REGULAR MONTHLY BOARD MEETINGS**

WHEREAS, the meeting time and day for regular monthly Board of Directors meetings previously were set by ordinance; and

WHEREAS, the Board adopted at its June 19, 1996, meeting a revision to LTD Ordinance No. 1 providing that the time and day of Board meetings shall be fixed by Board resolution rather than by ordinance; and

WHEREAS, the Lane Transit District Board of Directors wishes to change the beginning time of its regular monthly meetings from 7:30 p.m. to 7:00 p.m.;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby sets the third Wednesday of each month at 7:00 p.m. as the day and time of its regular monthly meeting.

9-18-96

Date

Patricia Hocken

Board President



## AGENDA ITEM SUMMARY

- DATE OF MEETING:** September 18, 1996
- ITEM TITLE:** STATE TRANSPORTATION IMPROVEMENT PLAN PRIORITY LIST
- PREPARED BY:** Stefano Viggiano, Planning and Development Manager
- ACTION REQUESTED:** Endorse project priority list.
- BACKGROUND:** The State Transportation Improvement Plan (STIP) is a document developed by the State that includes all transportation projects funded with state money or state-administered federal money. The STIP is a four-year plan that is updated every two years. Work has now started on the STIP update that is to include projects to be constructed from FY 1998 through FY 2001.
- As part of this update, the State requests that local areas submit requested projects in priority order. In July, the Metropolitan Policy Committee (MPC) approved priority lists for road projects, Transportation Demand Management (TDM) projects, and transit projects. These priority lists were developed by the Transportation Planning Committee (TPC) for consideration by MPC.
- Staff were remiss in not seeking the Board's reaction to the proposed priority lists prior to the TPC and MPC meetings. However, it is still possible to incorporate the Board's comments and direction into the STIP process. If necessary, MPC can be asked to reconsider the priority lists at its next meeting.
- Attached are the priority lists as approved by MPC. Staff will provide more information on the projects at the Board meeting.
- ATTACHMENT:** MPC-approved priority lists for road, TDM, and transit projects.
- PROPOSED MOTION:** I move the following resolution: Resolved, the LTD Board endorses the STIP priority lists for road, TDM, and transit projects, as presented.

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**TABLE 1 -TPC RANKING OF FY98-2001 STIP ROAD PROJECTS FOR THE EUGENE-SPRINGFIELD AREA**

PROJECT RANKING	PROJECT	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST (\$000)
1	Pioneer Parkway	South "A" to "Q"	Construct a preservation overlay.	\$500
2	Beltline Hwy	West 11th to North City Limits, Stage 2	Complete 4-lane roadway to W. 11th. Construct Beltline overcrossing at Royal Avenue. Extend Roosevelt to Danebo	\$12,869
3	Beltline/I5 Interchange	Beltline-I5-Gateway Area	Interim Safety Improvements	\$500
4	South 42nd Street	McKenzie Highway to Jasper Rd.	Curb and gutter, sidewalks, street trees and bike lanes.	\$1,652
5	West Eugene Parkway (Highway 126)	W 11th to Garfield, Unit 2 Part A	Construct west section. This unit is first two lanes only from Beltline to W. 11th.	\$14,292
6	West 11th	Danebo to Terry	Widen to 3-5 lanes and signal at Terry St.	\$1,600
7	Hwy. 126 (Jasper Rd. extension)	McKenzie Highway to 58th	Improve intersection and connect to Lane County project. Improvements associated with LTD park and ride lot.	\$500
8	Delta/Beltline Improvements	Ramps and Signal	Interim Safety Improvements	\$1,000
9	West Eugene Parkway (Highway 126)	W. 11th to Garfield, Unit 1, Part B	4-lane new construction east of Parkway (Seneca to Garfield).	\$23,247
10	Beltline/I5 Interchange	Beltline-I5-Gateway Area	Interchange Reconstruction	\$20,000
11	Beltline Hwy.	River Road Interchange - Delta Highway Interchange	Consider alternatives and identify issues to improve this section.	\$34,250
12	West Eugene Parkway	W. 11th to Garfield, Unit 2, Part B	Construct remaining two lanes	\$5,928
13*	I105 Sound Wall	North side I105 from Coburg to I5	Construct sound wall on north side of I105	\$1,500

\*This project received a low ranking based on the criteria that have been developed for "modernization" projects. Since the sound wall is a different type of project, with a moderate cost and multiple funding sources, MPC may wish to consider a different ranking.

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**Table 2 - Eugene-Springfield Area TDM Projects**

Rank	TDM Programs & Projects	Participating Agency	Basic Program				Permanent Hardware				Priority Projects			
			Program Year	1998	1999	2000	2001	1998	1999	2000	2001	1998	1999	2000
1	LTD's TDM Coordinator	LTD	\$56,000	\$56,000	\$56,000	\$56,000								
2	High School/ Public Education Display	LTD, E, S	\$8,000	\$2,000	\$2,000	\$2,000								
3	High School/Public Education Video (8 min.)	LTD, E, S	\$20,000											
4	Clean air campaign (sign project)	LTD, E, S, LRAPA	\$15,000											
5	Link Carpool Match Services between Region II cities	LTD	\$10,000											
6	Train Depot & Airport Information Centers (Metro Only)	E, LTD					\$5,000							
7	Public Kiosks/Data Base/Alt. Modes Promotion/Education	LTD					\$75,000							
8	Kiosks/Static Displays at local businesses	E, S, LTD						\$8,000						
9	LTD's TDM Assistant	LTD									\$40,000	\$40,000	\$40,000	\$40,000
10	Commuter Solutions Commercial	LTD										\$124,000		
11	Bike use education program	LTD, E, S									\$45,000	\$45,000	\$45,000	\$45,000
12	Clean air campaign (0:30 video PSA)	LTD, LRAPA									\$12,000			
13	Accessway Completion	E, LC											\$150,000	\$150,000
	<b>Totals</b>		\$109,000	\$58,000	\$58,000	\$58,000	\$80,000	\$8,000	\$0	\$0	\$97,000	\$209,000	\$235,000	\$235,000
	<b>Level Totals</b>					\$283,000				\$88,000				\$776,000

All Three Levels, Yearly						
Totals:			1998	1999	2000	2001
			\$286,000	\$275,000	\$293,000	\$293,000

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## STIP Transit Projects

Item	Cost					Priority	Requested Funding
	97-98	98-99	99-00	00-01	Total		
<i>Request List</i>							
West 11th Park and Ride (1)	\$ 1,100,000				\$ 1,100,000	1	State STP
Springfield Station Relocation	\$ 100,000	\$ 1,000,000	\$ 1,000,000		\$ 2,100,000	2	State STP
Coburg Road Park and Ride		\$ 75,000	\$ 925,000		\$ 1,000,000	3	State STP
West Springfield Park and Ride			\$ 75,000	\$ 925,000	\$ 1,000,000	4	State STP
BRT Pilot Corridor (2)	\$ 500,000	\$ 2,500,000	\$ 1,500,000		\$ 4,500,000	5	State STP

**Notes**

- (1) This request includes \$435,000 already allocated for this project in the current STIP for FY.
- (2) LTD requests State funding for the BRT Pilot Corridor project. If not funded, it should still be listed in the STIP for FTA funding.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** POLICY ON SOLICITATION

**PREPARED BY:** Ed Rutledge, Human Resources Manager

**ACTION REQUESTED:** Review, consideration and adoption of revised Policy on Solicitation

**BACKGROUND:** LTD's policy regarding solicitation of staff has been updated since its initial adoption in 1983. This revision of the policy defines solicitation, specifically restricts solicitation by groups engaged in political activity, and establishes a dispute resolution procedure in the event there is a dispute by an interested group regarding the enforcement of this policy. Changes from the current policy are noted by underlines for new text and strikeouts for the text that is to be deleted. This proposed draft of the Policy on Solicitation has been reviewed and approved by counsel.

**ATTACHMENT:** Proposed Policy on Solicitation

**PROPOSED MOTION:** The following resolution is recommended:

"Resolved that the Board of Directors hereby adopts the revised Policy on Solicitation as presented to the Board on September 18, 1996."

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## POLICY ON SOLICITATION

### OBJECTIVE

The purpose of this policy is to promote a work environment that is safe, efficient, and free from inappropriate interruption by solicitations and to define District rules regarding the solicitation of (and by) Lane Transit District employees for any charitable or commercial purpose. LTD recognizes that certain charitable solicitations address community issues that are of common interest to LTD's employees and customers, including poverty and community safety. Charitable solicitation addressing such issues promote a safer work environment and support better service to the community.

### APPLICATION

This policy shall apply to all visitors and Lane Transit District employees while on District property or buses and during the employees' working hours. Exceptions to this policy may be authorized only by the General Manager.

### DEFINITIONS:

For the purpose of this policy, solicitation shall be defined as any attempt to contact, actual contact, presentation, leafleting, or otherwise distributing materials to LTD employees on LTD property or while said employees are on duty.

### POLICY

- A.
1. There will be no solicitation on District property by any person for any commercial or charitable purpose whatsoever, unless expressly authorized by the General Manager or Department Manager Team Executive Committee. All persons seeking solicitation privileges should be directed to the Human Resources Manager Personnel Administrator.
  2. Solicitation by charitable groups that, in turn, make actual or in-kind contributions to political campaigns, engage in political activity, or that have lobbyists, shall not be authorized.
  3. In the event there is a dispute regarding whether or not a charitable group is ineligible to solicit LTD employees as provided herein, a determination will be made by the Human Resources Manager.
- B. A Business Bulletin Board will be provided in the Driver's employee lounges for the posting of commercial or charitable literature. The Human Resources Manager Personnel Administrator is responsible for posting such information.
- C. Employees will be allowed to post personal information on the Employee Bulletin Boards only.

### MAINTENANCE

The Human Resources Manager Personnel Administrator is responsible for monitoring this policy and proposing revisions.





## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 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, and the Governor's Transportation Initiative, Phase II. 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. At the Board meeting, LTD's MPC representatives, Pat Hocken and Rob Bennett, can report on the September 12 MPC meeting.
- 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 September 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. **Oregon Transportation Initiative Base System Working Group:** In September 1996, the Governor's office appointed Board President Pat Hocken as the transit representative on a new committee to discuss Phase II of the Governor's Transportation Initiative. At the September 18 Board meeting, she will report to the Board about this committee's activities since its first meeting on September 5.



- d. **Eugene Station Art Selection**: At the September Board meeting, Board member Roger Saydack will report on the progress of the Eugene Station art selection process.

**ATTACHMENTS:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** EUGENE STATION UPDATE

**PREPARED BY:** Charlie Simmons, Facility Services Manager

**ACTION REQUESTED:** None. Information only.

**BACKGROUND:**

**Owner's Construction Representative:** Jim Ball began work on August 27, 1996. He is working one day per week during Phase I of the Eugene Station construction. He will begin full-time employment during Phase II of the construction, with the majority of his time being spent at the site monitoring quality and the construction schedules.

**Hammer Site:** Demolition and excavation of the property were completed on September 7, 1996. All known contamination has been removed and the closing on the site purchase is tentatively scheduled for September 23. DEQ will review all site data prior to the closing of the property. Attached is a letter from District legal counsel regarding the acquisition of the property.

**Phase I Construction:** Phase I has been rescheduled by the contractor. The steam vault will be completed in September with the remaining earthwork scheduled to be finished by the end of October 1996.

**Phase II:** WBGs submitted Phase II construction documents to the City of Eugene Permit Center on September 3. Review of Phase II plans will be completed within 10 to 12 weeks. The Phase II package will go to bid the first week of October 1996.

**Art:** The Art Selection Committee has decided not to proceed with one of the two finalist art proposals. Instead, the Committee opted to seek new proposals for that portion of the art budget (approximately \$60,000). The other proposal, for glass work in the gateway arches, will proceed. Roger Saydack, who has participated on the Art Selection Committee, can provide additional details on the Committee's deliberations.

**ATTACHMENT:** Letter from District legal counsel.

**PROPOSED MOTION:** None



LUVAAS, COBB, RICHARDS & FRASER, P. C.

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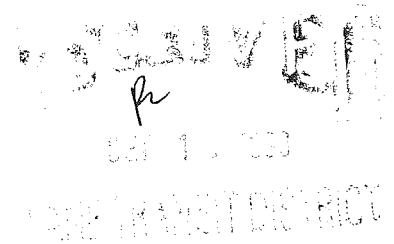
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September 12, 1996

Ms. Phyllis Loobey  
General Manager  
LANE TRANSIT DISTRICT  
P.O. Box 7070  
Eugene, OR 97401



RE: Status Report / Environmental Liabilities of Hammer Property

Dear Phyllis:

You wanted a general assessment, to the extent possible, of whether LTD has taken reasonable steps to investigate and minimize environmental liabilities that may exist at the Hammer property, which LTD is acquiring for the Eugene transit station. Prior to LTD's acquisition of the property, LTD was aware that some environmental contamination was present in the general area of the transit station and possibly in the Hammer property itself. This knowledge was based on the Level II Assessment and groundwater investigation conducted by GEM Consulting, Inc., LTD's environmental consultants in this matter.

GEM confirmed the groundwater flow direction across the Hammer site was southwest to northeast, and identified the presence of diesel at a ten-foot depth in the soil in the northwest corner of the Hammer site, as well as other low-level contamination outside the boundaries of the Hammer property. However, DEQ and GEM have indicated that it is not uncommon to find that the soil and groundwater in the area of downtown Eugene where the station will be constructed is somewhat contaminated by various solvents and petroleum products. Because of the groundwater flow, it is difficult to determine, and control, the sources of these various contaminants. Based on GEM Consulting's reports, and consultation with the Department of Environmental Quality, however, the contamination levels do not appear to be significant enough to pose a danger to human health, especially since it is extremely unlikely that anyone will be obtaining drinking water from that area.

Persons, including LTD, who acquire contaminated real property may also acquire the liability to clean up the property, under state and federal environmental statutes, subject to very limited defenses. One defense is available to governmental bodies, such as LTD, that acquire property by eminent domain. Under Oregon's Hazardous Waste Statute, LTD has a defense to environmental liability if it acquired ownership or control of a contaminated property "through the exercise of eminent domain authority by purchase or condemnation." ORS 465.255(3)(a)(B). The statute conditions this immunity by holding the public body liable to the extent that its acts or omissions contribute to environmental damages, if it had





actual knowledge of a release of hazardous substances and failed to promptly notify the DEQ and exercise due care with respect to the hazardous substance released, or failed to take reasonable precautions against a reasonable, foreseeable release caused by a third party (see attached copy of ORS 465.255).

Of course, any contamination caused by the actions of LTD while it owns the property is not covered by the limited exclusion provided by ORS 465.255(3). The federal CERCLA provides a similar defense to liability, so long as the release of hazardous substances occurred prior to LTD's payment of just compensation in receipt of title from Mr. Hammer. 42 USC § 9601(35)(A)(ii) and § 9607(b)(3); *United States v. Peterson Sand & Gravel, Inc.*, 806 F Supp 1346 (ND Ill. 1992).

In the Purchase and Sale Agreement for the Hammer Property, LTD recites that it is acquiring the property through its power of eminent domain. If an agreement had not been reached with Mr. Hammer, LTD would have proceeded to condemnation to acquire the property. Therefore, LTD is acquiring the Hammer property through the exercise of its eminent domain authority by "purchase or condemnation," and LTD is entitled to the statutory defense from liability. In addition to these statutory protections, Mr. Hammer is contractually responsible for the cleanup of all contaminated soil on the site, including any underground storage tanks and piping that may be discovered during the demolition of the building, and he must deliver the property to LTD free of all hazardous substances and environmental contamination.

This is set forth in paragraph 4 e. of the Purchase and Sale Agreement, which states: "Owners, at no cost to LTD, shall be responsible for the cleanup of all contaminated soil under the building, including any underground storage tanks and associated piping that may be discovered during the Work, and shall deliver the Property to LTD free of all hazardous substances and environmental contamination. Owners' cleanup is not required to extend beyond the limits of the Property's boundaries, and need not include the cleanup of any groundwater found below the Property's surface, except, that if such groundwater is contaminated from a source on the Property, Owners shall clean it up. Owners shall conduct such cleanup in accordance with Department of Environmental Quality regulations and standards.

At the same time, due to the fact that low levels of groundwater contamination were present throughout the general area, the Agreement does not require Mr. Hammer to extend his cleanup beyond the boundaries of the property, nor clean up any groundwater found below the surface of his property, unless that groundwater was contaminated from a source on the property LTD is acquiring.

Further, LTD required Mr. Hammer to excavate the entire site down to a level three feet below grade, thus exposing to the maximum extent feasible any hidden tanks and piping. Two sources of contamination were located during the excavation of the surface area of the property. One was a series of hydraulic lifts in the eastern side of the property, some of which had leaked into the soil and groundwater. The other was a hydraulic lift located in the northwestern corner of the property, which was relatively dry and the area of contaminated



soil around it was minimal. One or more of the hydraulic lifts on the east side of the property had contaminated the soil and water with oil containing PCB's and petroleum by-products. Therefore, the soil below these lifts was excavated down to below groundwater levels. GEM Consulting and PBS Environmental (Hammer's consultants) found no further PCB's or petroleum residue was located in the area after the excavation. The buried lift in the northwestern part of the property was cleaned up and contaminated soil around it removed. Apparently, the high concentration of diesel residue found ten feet below the surface of the northwestern corner of the property is from a source outside of the property's boundaries.

Mr. Hammer had the benefit of PBS Environmental Consultants periodically during his cleanup of the property, and his consultants shared their data with GEM Consulting. PBS Environmental reported its discovery of the contamination to DEQ and informed DEQ of the status of the cleanup. DEQ was already aware of the cleanup of the property by its observation of the activity there. In July, LTD asked the DEQ for a preliminary assessment review of the property and entered into a letter agreement where DEQ would conduct an informal, limited review of the cleanup actions undertaken. This procedure is part of DEQ's voluntary cleanup program.

Because Mr. Hammer was to conduct the cleanup in accordance with DEQ standards, we anticipate that DEQ's review will assist LTD and GEM Consulting to assess whether such standards had been met. Further, DEQ's limited assessment of the cleanup and testing conducted on the property will help demonstrate that LTD did everything feasible to exercise due care with regard to any hazardous substances discovered, and took all reasonable precautions against any acts or omissions of third parties regarding the release of hazardous substances on the property. Such actions are consistent with ORS 465.255(4) and help preserve LTD's exclusion from liability.

I was present with GEM Consulting, LTD staff Charlie Simmons and Stefano Viggiano, and Keith Anderson of the DEQ on the property after the cleanup work had been done. Mr. Anderson appeared satisfied with the performance of the cleanup done to date, and with the test results provided by PBS Environmental regarding the hydraulic lifts in the east side of the property. He had yet to evaluate the test results relating to the hydraulic lift found in the northwest corner of the property.

DEQ will give LTD a written review of Hammer's actions regarding the releases discovered and the cleanup actions undertaken. This review should be completed prior to LTD's scheduled closing of the transaction on September 23, 1996. Although I anticipate that DEQ may express some reservations about the existence of some contaminated groundwater on the property, Mr. Anderson gave the impression that he approved of the investigation and cleanup. He also stated that the residual contamination present in the groundwater on the property was a very low priority for DEQ, and that it was highly unlikely that DEQ would require any further remediation of the site. At the same time, it is possible that DEQ may suggest that LTD install monitoring wells at some point to periodically assess the condition of groundwater under the property.




Ms. Phyllis Loobey  
September 12, 1996  
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No property owner is ever immune from the possibility that DEQ, or EPA, will require action to clean up property, especially if a health concern is manifested. However, it is my opinion, based on the foregoing, that LTD has taken all appropriate and reasonable steps to investigate the property and require appropriate cleanup prior to its acquisition, and that it has exercised all due care and all necessary precautions with respect to any environmental hazards discovered on the property.

Please contact me if you have any questions about this letter.

Very truly yours,



GREGORY E. SKILLMAN

GES/kas

Enc. (portion of ORS Chapter 465)



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** WEST 11TH PARK AND RIDE SITE SELECTION

**PREPARED BY:** Micki Kaplan, Transit Planner

**ACTION REQUESTED:** That the LTD Board of Directors approve conducting an environmental assessment for sites "A" and "C" to help determine a location for a West 11th Avenue Park and Ride facility.

**BACKGROUND:** A Park and Ride facility along West 11th Avenue has been identified as the next Park and Ride facility for development. The proposed facility is expected to cost approximately \$1.1 million. Surface Transportation funds have been requested to pay for the project. The proposed West 11th Avenue Park and Ride facility is intended to accommodate 100 to 200 cars and several buses, and provide access to a future Bus Rapid Transit line. The project involves several phases:

- I. Site selection
- II. Environmental assessment (EA)
- III. Federal Transit Administration approval of EA
- IV. Land purchase
- V. Design
- VI. Construction

The first phase of site selection is completed. Branch Engineering, a local consulting firm, was hired to assist LTD with site selection. An Executive Summary of its final report, Site Selection Report for West 11th Avenue Park and Ride Station, is attached. A full copy of the report is included with the Board members' agenda packets. The report recommends three sites as preferred locations for development of a West 11th Park and Ride: sites "A," "C," and "D." Site "A" is located on the north side of West 11th Avenue between Arthur and City View, just west of Waremart, and includes the current Jiggles Night Club and Jubilee Tavern. Site "C" is located on the north side of West 11th between Conger and Oak Patch and includes the Bliss Restaurant. Site "D," located on the south side of West 11th Avenue between Oak Patch and Acorn Park, is no longer an option due to construction of a restaurant since the report was finalized.





At the Board meeting, staff will present the results of the site selection report and discuss the staff recommendation to pursue an environmental assessment on sites "A" and "C."

**ATTACHMENTS:**

- Executive Summary, Site Selection Report for West 11th Avenue Park & Ride Station
- Full report, for Board members only

**PROPOSED MOTION:**

I move the following resolution: Resolved, that the LTD Board of Directors direct staff to conduct an environmental assessment of site "A" (located on the north side of West 11th between Arthur and City View) and site "C" (located on the north side of West 11th between Conger and Oak Patch) in order to determine a suitable location for a West 11th Avenue Park and Ride facility.



**SITE SELECTION REPORT**  
**FOR**  
**WEST 11TH AVENUE PARK & RIDE STATION**

Prepared For  
**LANE TRANSIT DISTRICT**

JULY 1996

**Executive  
Summary**

Prepared by:

**BRANCH ENGINEERING**  
310 North 5th Street  
Springfield, Oregon 97477  
Phone (503)746-0637  
FAX (503)746-0389



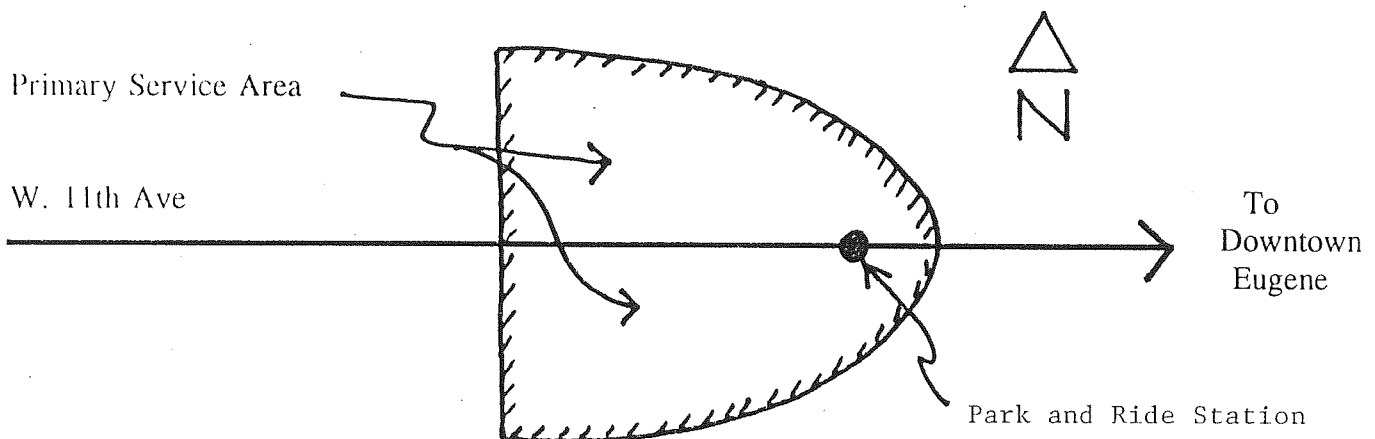
## INTRODUCTION

This report summarizes an extensive study to locate and identify potential park and ride sites in the vicinity of West 11th Avenue from Bertelsen Road to Garfield Street. The future park and ride station is to serve both patrons in the vicinity of the proposed station and to intercept commuters from the west of the site traveling to downtown Eugene and other major destinations, such as the University of Oregon and Sacred Heart Hospital.

The study was conducted over a 1.8 mile axial distance. A significant aspect of our evaluation was the site location with respect to this axis. A total of 15 sites were identified as potential park and ride sites. Figure 1 on the following page illustrates the location of these sites. Three of the sites (G,I and J) are on the western edge of the study area. Six sites are located near the center of the area considered (E,F,F1,I1,K and L). Six sites are at the eastern portion of the West 11th Avenue corridor (A,B,C,D,M and N).

A basic criteria was parcel size. Initially, our objective was to identify a site with the capacity for 100 parking spaces with future expansion to 200 spaces. Due to high land cost and the desire for frontage or direct access to West 11th Avenue, smaller parcel sizes were considered.

In meetings with LTD staff, it was discussed that instead of planning for only one large park and ride station near the West 11th Avenue/Beltline Road intersection, two smaller stations would also be practical, taking into account short term and long term needs and usage. In the short term, a site closer to downtown would result in higher immediate usage and allow for growth over the next five to ten years. This is because the service area for a park and ride station on West 11th Avenue would include the immediate area around the station and areas west, southwest and northwest of the site. Therefore, a site at the western edge of the study area would have less ridership potential since the area in the vicinity of the park and ride lot and areas westerly therefrom are sparsely developed. Conversely, a site at the eastern edge of the study area would service an area of substantial existing development with fill-in growth potential for the near term future. Below is a sketch of the anticipated primary service area.



In the long term, as the area west of Bertelsen Road develops, another park and ride station could be located near the West 11th Avenue/Beltline Road intersection.



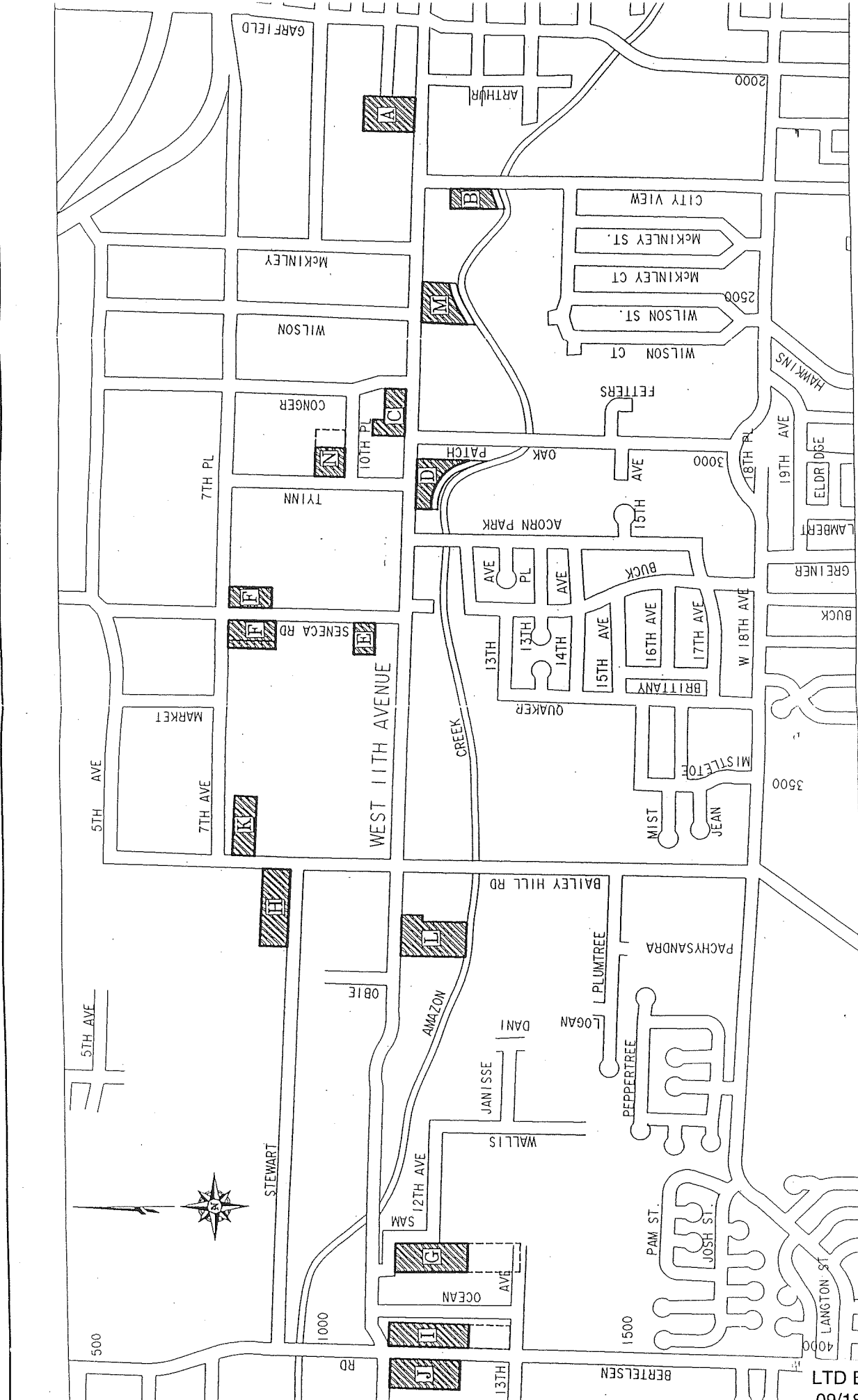


Figure 1

SITE LOCATION MAP





## WEST 11<sup>TH</sup> Avenue PARK AND RIDE STATION

CRITERIA	A	B	C	D	E	F	F <sub>1</sub>	G	H	I	J	K	L	M	N
1 EXISTING USE	4	7	6	8	10	9	9	9	10	4	10	9	4	3	9
2. Size, shape, orientation	9	4	7	7	1	7	7	8	6	8	8	4	7	8	10
3. Bus access to station	9*	6	8	8*	5	7	7	7*	4	7	7	4	8*	8	9
4. AUTO ACCESS	8	6	6	7	6	5	5	7	7	5	5	6	6	8	9
5. Pedestrian Access	6	9	8	8	6	3	3	4	2	3	3	3	6	7	5
6. Distance to shopping	10	8	10	7	10	7	7	3	7	3	3	6	7	7	7
7. LAND COST***	4	4	2	3	4	9	9	6	8	5	7	10	3	4	9
8. Site Development	7	7	7	7	9	9	9	6	9	4	9	9	3	2	9
9. VISIBILITY	10	6	10	10	4	1	1	6	1	7	7	1	8	10	2
10. JOINT USE	8	7	7	5	6	10	10	2	1	3	3	3	3	3	4
11. ENVIRONMENTAL	8	8	8	4	8	8	8	5	9	9	10	10	4	6	9
12. Potential Ridership	10	10	10	10	8	6	6	4	4	3	3	4	6	7	8
13. Distance from route	10	9	10	10	9	4	4	6	4	7	7	4	10	10	7
14. Distance to West 11th	10	8	10	10	6	2	2	6	1	6	6	1	6	9	5
15. # Parcels, owners**	3	4	3	4	4	3	3	5	5	2	5	4	2	2	5
TOTAL	116	103	112	108	96	90	90	84	78	76	93	78	83	94	107

\*With signal added at West 11th Avenue

\*\*Number of parcels, owners is weighted x (0.5)

\*\*\* Includes the cost of added signal, where necessary



## SITE COMPARISON

SITE	ACRE	VALUE	SPACES	ADVANTAGES	DISADVANTAGES
A	1.81	552000	100	GOOD BUS ACCESS & CIRCULATION GOOD AUTO ACCESS GOOD VISIBILITY NEXT TO WAREMART HIGH POTENTIAL RIDERSHIP EXPANSION POTENTIAL	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS
B	1.4	400000	60	GOOD PEDESTRIAN ACCESS NEXT TO EXISTING BUS ROUTE HIGH POTENTIAL RIDERSHIP	SMALL SITE LIMITED PARKING AND CIRCULATION NO PRATICAL EXPANSION POSSIBLE LOSS OF PARK. FOR BUSINESSES LIMITED RETAIL SHOPPING NEARBY BUSINESS DISLOCATION
C	1.48	600000	85	RETAIL SHOPPING NEARBY EXCELLENT VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES EXPANSION POTENTIAL (SEE C-1) HIGH POTENTIAL RIDERSHIP EXISTING SIGNAL, EACH END OF SITE	DISLOCATION OF EXISTING BUSINESS HIGH COST
D *	2.24	591000	120	GOOD PEDESTRIAN ACCESSIBILITY GOOD VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES RETAIL SHOPPING NEARBY	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS NEW DEVELOPEMENT TO DATE PARCEL SHAPE LIMITS LAYOUT SETBACK RESTRICTS PORTION OF SITE EXPANSION POTENTIAL
E	0.56	160000	50	CLOSE TO RETAIL SHOPPING ESTABLISHED BUSINESS LOCATION PARCEL VACANT, NO BUSINESS DISLOCATION	SMALL PARCEL SIZE NO PRACTICAL EXPANSION POTENTIAL INSUFFICIENT NUMBER OF SPACES POOR VISIBILITY FROM W. 11TH
F	2.54	250000	190	LOW COST EXPANSION POTENTIAL (SEE F-1) JOINT PARKING POTENTIAL	POOR PEDESTRIAN ACCESS POOR VISIBILITY FROM W. 11TH BUS ROUTE TIME LOSSES
G	2.87	310000	220	LOW COST EXPANSION POTENTIAL PARCEL IS VACANT, NO BUSINESS DISLOCATION	INSTALLATION OF TRAFFIC SIGNAL REQUIRED DIFFICULT PEDESTRIAN ACCESS LOW RIDERSHIP NO ACCESS TO RETAIL SHOPPING
H	2.63	287000	170	PARCEL IS VACANT, NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W. 11TH ON NONE OF EXISTING BUS ROUTES DIFFICULT PEDESTRIAN ACCESS
I	2.5	400000	200	EXPANSION POTENTIAL	DISLOCATION OF EXISTING BUSINESS LOW RIDERSHIP HIGH COST DIFFICULT PEDESTRIAN ACCESS FAR FROM RETAIL SHOPPING
J	2.82	308000	235	EXPANSION POTENTIAL PARCEL VACANT, NO BUSINESS DISLOCATION	LOW RIDERSHIP FAR FROM RETAIL SHOPPING DIFFICULT PEDESTRIAN ACCESS
K	2.4	170000	130	LOW COST PARCEL IS VACANT,  NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W. 11TH POOR ACCESS FOR BUS AND AUTO ON NONE OF EXISTING BUS ROUTES DIFFICULT PEDESTRIAN ACCESS
L	2.78	610000	200	GOOD VISIBILITY	INSTALLATION OF TRAFFIC SIGNAL REQ DISLOCATION OF EXISTING BUSINESS HIGH COST
M	2.54	600000	125	GOOD VISIBILITY RETAIL SHOPPING NEARBY GOOD ACCESS FOR BUS, AUTO, PED	DISLOCATION OF EXISTING BUSINESS NO PRACTICAL EXPANSION POTENTIAL HIGH COST
N	2.25	250000	135	LOW COST EXPANSION POTENTIAL PARCEL VACANT, NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W.11 TH ON NONE OF EXISTING BUS ROUTES BUS ROUTE TIME LOSSES

\* Since the time of the draft report, new construction is underway on this site.



## SUMMARY OF INITIAL SITE EVALUATION (15 SITES)

We have applied the site selection criteria to all of the sites (see the matrix chart, page 13). The three preferred locations are Site "A", Site "C", and Site "D"\*.

Location is the largest contributing factor directly effecting eight of the fifteen criteria listed and indirectly effecting most of the remaining seven. Several of the sites have significantly lower initial costs, but are less desirably located. The more western sites are likely to have lower ridership potential because the primary service area for the westerly sites would include mostly undeveloped or sparsely developed lands. Also, the western locations are significantly farther from retail and grocery shopping. As a result, Sites "G", "I", and "J" earned lower scores. Distance from West 11th Avenue is important in comparing potential ridership and visibility to the public.

The western locations are significantly farther from retail and grocery shopping. This will reduce trip linkage and resulting increased ridership; therefore, Sites "G", "I", and "J" earned lower scores.

Distance from West 11th Avenue is important in comparing potential ridership and visibility to the public. For this reason, Sites "F", "H", "K", and "N" earned lower scores. Site location in relation to existing bus routes is important to the extent that it affects travel time. This is the case with Sites "F", "H", and "K".

Site "N" scored very high; however, the distance from West 11th Avenue and from an existing bus route were deciding factors in ranking Site "D" higher than Site "N". Bus travel time will be significantly increased with this site. Positive factors of Site "N" are that it is a large, undeveloped parcel, with one owner and a relatively low assessed value. Although it does not front onto West 11th Avenue, it is well located with respect to most other considerations, however, travel time would significantly increase.

Site "B" also scored high. Although this site is located about 100 feet from West 11th Avenue, it could be developed so as to be sufficiently visible. Further, this site is well situated for residential users; however, the site has some serious disadvantages. The development of this site may result in inadequate parking for adjacent, existing businesses. Also, this site does not provide the desired number of parking spaces (a minimum of 100 parking spaces.) Site "B" would provide about 60 parking spaces. There is minimal practical opportunity for expansion, as the Amazon Creek setback is immediately to the south and established businesses are on all other sides.

Site "E" scored high, but would only provide about 50 parking spaces.

Sites "A", "C" and "D" have superior location, acceptable size, and good orientation. These sites are recommended for further study and consideration\*.

*\*Since the time of the draft report, new construction is underway on this site.*



SUMMARY OF PREFERRED SITES EVALUATION (3 SITES)

	ACQUISITION COST*	DEVELOPMENT COST	TOTAL	PARKING SPACES
	estimate	estimate	estimate	(approximate)
SITE A	\$543,000	\$367,000	\$910,000	99
SITE C	\$600,000	\$294,000	894,000	86
SITE D	\$591,000	\$367,000	958,000	121

\* COST BASED ON COUNTY ASSESSOR'S VALUES FOR LAND AND IMPROVEMENTS

SITE	ADVANTAGES	DISADVANTAGES
A	GOOD BUS ACCESS & CIRCULATION GOOD AUTO ACCESS GOOD VISIBILITY NEXT TO WAREMART HIGH POTENTIAL RIDERSHIP EXPANSION POTENTIAL	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS
C	RETAIL SHOPPING NEARBY EXCELLENT VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES EXPANSION POTENTIAL (SEE C-1) HIGH POTENTIAL RIDERSHIP EXISTING SIGNAL, EACH END OF SITE	DISLOCATION OF EXISTING BUSINESS HIGH COST
D	GOOD PEDESTRIAN ACCESSIBILITY GOOD VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES RETAIL SHOPPING NEARBY	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS NEW DEVELOPMENT TO DATE PARCEL SHAPE LIMITS LAYOUT SETBACK RESTRICTS PORTION OF SITE EXPANSION POTENTIAL

The three preferred sites are similar in total cost. When analyzing total costs, Site "C" is the least expensive, but provides the fewest parking spaces. The addition of a traffic signal is also a significant factor in this cost comparison of the three sites. \$100,000 has been assigned for this; if cost sharing is available this will substantially reduce this cost.

In reviewing the three preferred sites, Site "A" would be the easiest to develop. The site offers access for automobiles both from West 11th Avenue and from 10th Place. Proximity to "Walmart" and to "Centre West Shopping Center" make this site a good location for nearby shopping. Most residential patrons will cross West 11th Avenue, to this station. As planned, this site does not require the removal of any buildings, with phase one, and depending on phase two layout, the option exists to expand north into vacant property or remove the existing buildings.





Site "C" is the only preferred site which does not require the addition of a traffic signal. The location is very good, though most local residential pedestrians will need to cross West 11th Avenue to the park and ride station. Drawbacks for this site are the shape and size. The site has limited spaces. If expanded, an alternative site design will allow autos and buses to exit the site onto 10th Place West. Acquisition of the parcel currently occupied by "Advance Audio Design", or a joint access easement, would result in site access directly onto West 11th Avenue.

Site "D" location is very good. This site is larger than Site "C", and provides more parking spaces. Expansion is possible to the west, but is probably not practical. The shape of this parcel and proximity to Amazon Creek will increase development costs. This site requires the removal of one building. This site layout proposes one joint access for autos and buses, with a proposed signal at the West 11th Avenue and Tyinn Street intersection. Recently, construction for a new building on this site has started. Therefore, it is assumed this site will not be available in the near term for a transit station.

### RECOMMENDATION

Given the results of this evaluation, acquisition of either Site "A" or "C", should be pursued. Both sites would service a more densely developed corridor (with each site being located near the easterly edge of the study area), are along an existing transit line, have good visibility, are within the preferred 1-3 mile distance from the Central Business District (according to guidelines by AASHTO<sup>1</sup> and TRB<sup>2</sup>), and have similar combined land and development costs. Site A would provide more parking spaces, have slightly better expansion capability, and would be located next to a discount supermarket. However, Site A would require approval and installation of a new traffic signal. Site C has the potential for direct signalized access to West 11th Avenue with the existing signal at Oak Patch Road.

In the long term, another park and ride station in the vicinity of the West 11th Avenue/Beltline Road intersection should be considered.

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<sup>1</sup> AASHTO - American Association of State Highway and Transportation Officials

<sup>2</sup> TRB = Transportation Research Board



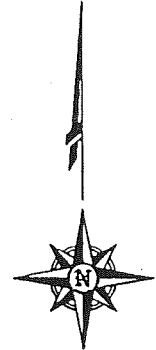
## COMPARISON OF DEVELOPMENT COSTS FOR PREFERRED SITES

ITEM	UNIT	UNIT COST	SITE "A"		SITE "C"		SITE "D"	
			QTY.	COST	QTY.	COST	QTY.	COST
8" Conc. (Bus Loading)	S.Y.	35.00	160	5,600	160	5,600	160	5,600
4" AC on 12" Base	S.Y.	12.00	1,600	19,200	1700	20,400	1,000	12,000
2" AC on 6" Base	S.Y.	8.00	7,300	58,400	5600	44,800	7,300	58,400
Conc. Curb and Gutter	L.F.	8.00	400	3,200	250	2,000	300	2,400
Conc. Curb Only	L.F.	6.00	1100	6,600	700	4,200	1000	6,000
Conc. Walkway	S.F.	2.50	9,500	23,750	6,840	17,100	7,640	19,100
Landscaping	S.Y.	10.00	1,100	11,000	900	9,000	1,000	10,000
Storm Pipe	L.F.	25.00	270	6,800	250	6,300	500	13,000
Catch Basin	Each	800.00	6	4,800	6	4,800	8	6,400
Storm Manhole	Each	1,300.00	2	2,600	2	2,600	2	2,600
Sanitary clean outs	L.F.	300.00	3	900	2	600	1	300
Sanitary Lateral	L.F.	25.00	300	7,500	200	5,000	100	2,500
Water Service	Each	1,300.00	1	1,300	1	1,300	1	1,300
Electric Service	Each	1,300.00	1	1,300	1	1,300	1	1,300
Lighting Standard	Each	2,000.00	16	32,000	13	26,000	15	30,000
Lighting Circuit	L.F.	7.00	1,000	7,000	1,000	7,000	1,000	7,000
Signs	Each	200.00	7	1,400	5	1,000	5	1,000
Display	Each	500.00	2	1,000	2	1,000	2	1,000
Shelter Structure	Each	100,000.00	1	100,000	1	100,000	1	100,000
Common Excavation	C.Y.	5.00	4,500	22,500	3,600	18,000	4,200	21,000
Exist. Building Removal	Each	15,000.00	0	0	1	15,000	1	15,000
Striping (Space)	Each	2.75	99	300	86	250	121	350
Signalization	L.S.	100,000.00	1	100,000	0	0	1	100,000
Remove Existing Curb	L.F.	3.00	60	200	130	400	130	400
<b>TOTAL</b>				<b>\$367,000</b>		<b>\$294,000</b>		<b>\$367,000</b>



# SITE "A"

1.81 ACRES  
100+ PARKING SPACES



NOT TO SCALE

W. 10th AVE.

W. 11th AVENUE

LES SCHWAB TIRE CENTER

SHELTER

JUBILEE TAVERN

JIGGLES TAVERN

WAREMART

PROPOSED SIGNAL

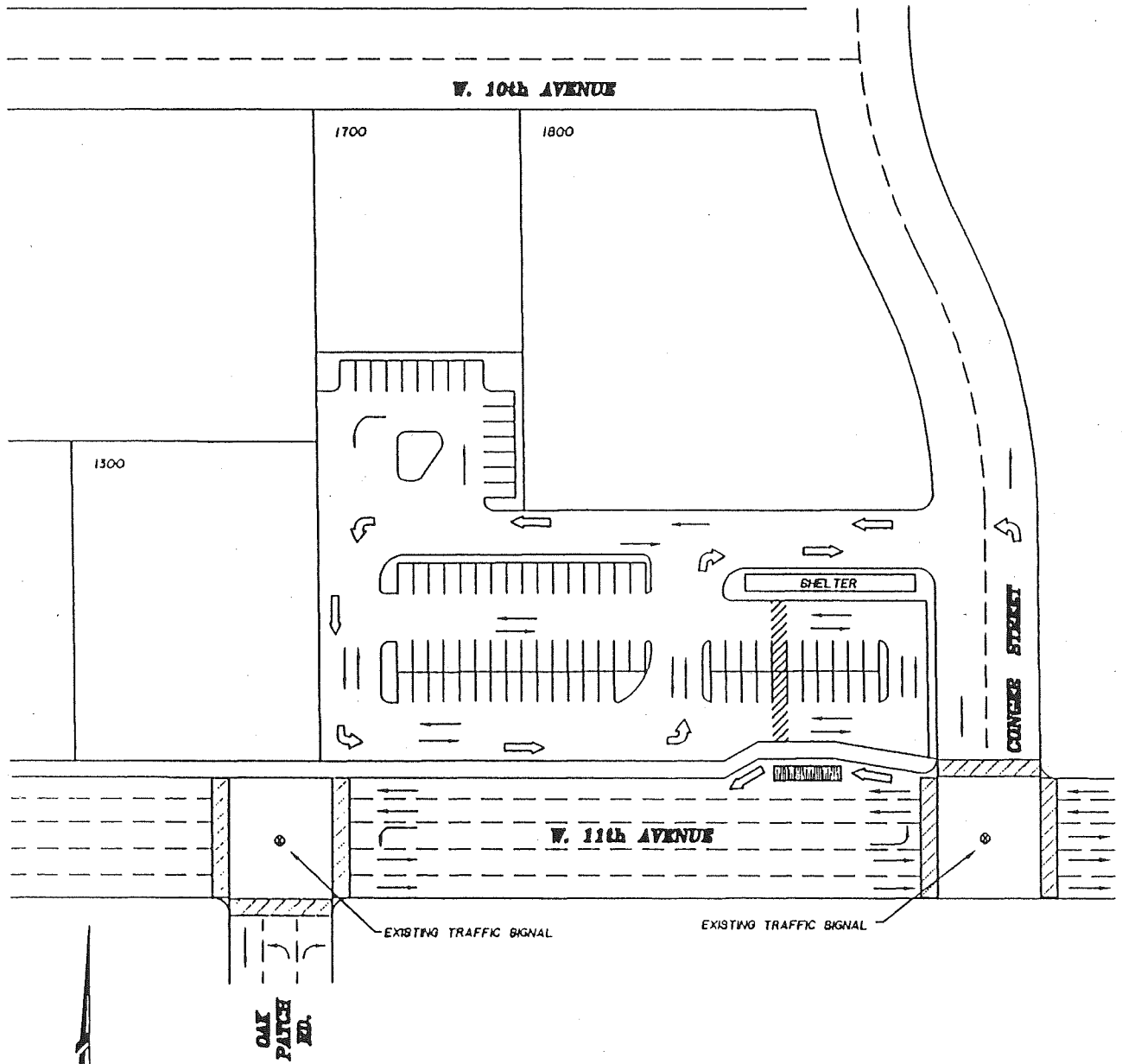
CENTRE WEST SHOPPING CENTER

Figure 2



# SITE "C"

1.48 ACRES  
80-90 PARKING SPACES



NOT TO SCALE

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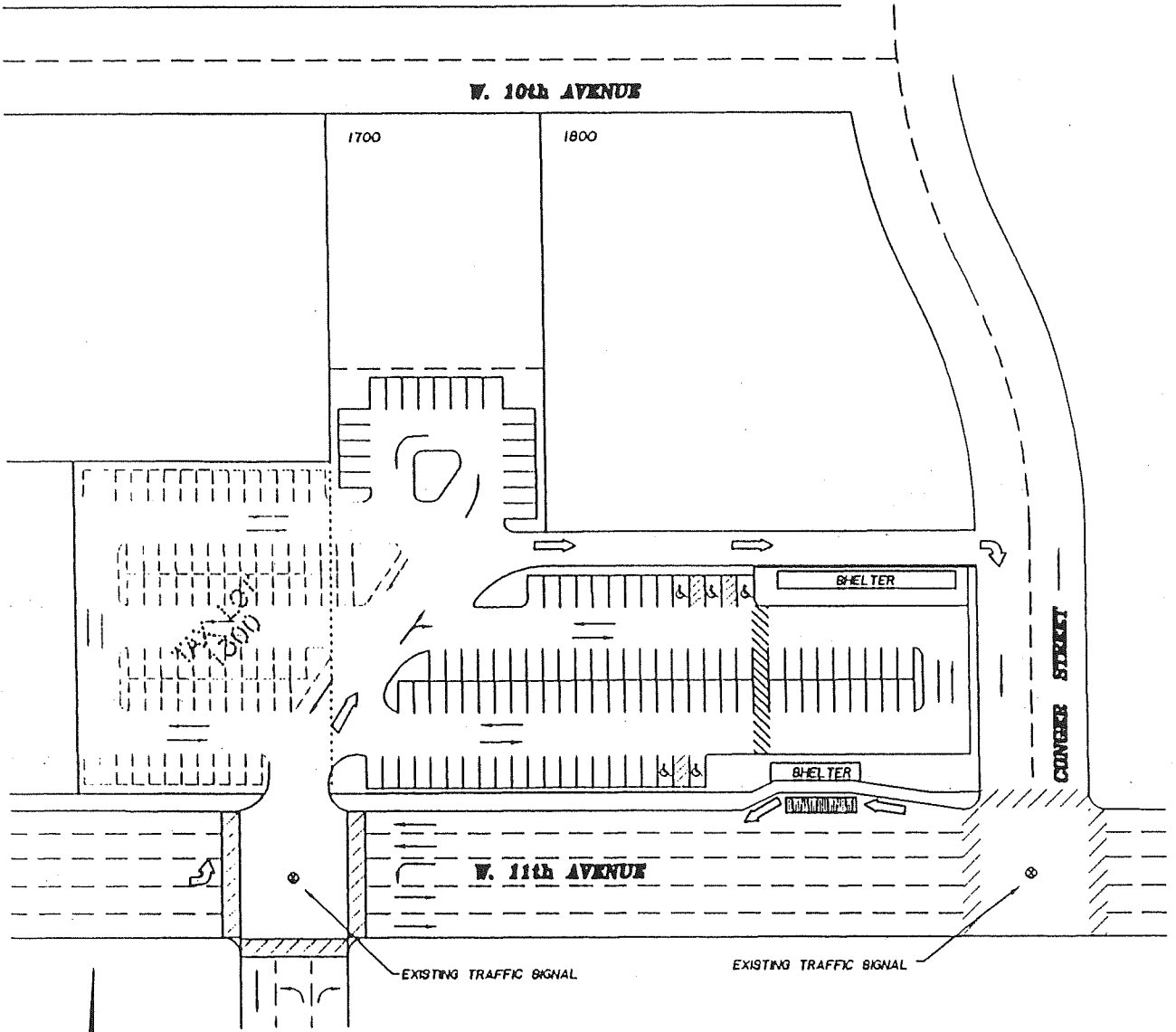
Figure 4





# SITE "C1"

2.12 ACRES  
186 PARKING SPACES



NOT TO SCALE

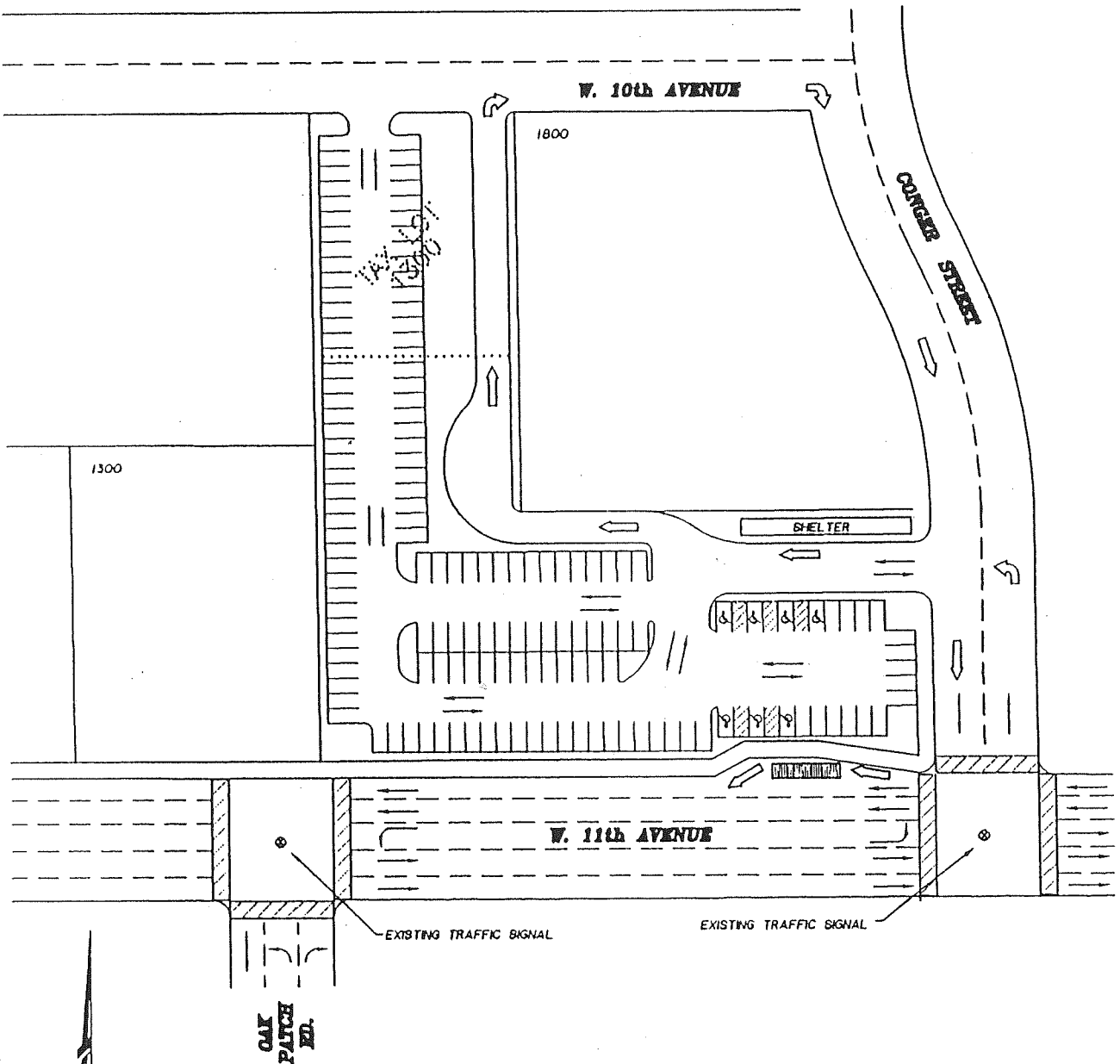
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Figure 5



# SITE "C2"

1.88 ACRES  
153 PARKING SPACES



NOT TO SCALE

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Figure 6



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** TRANSPLAN UPDATE

**PREPARED BY:** Stefano Viggiano, Planning and Development Manager

**ACTION REQUESTED:** None

**BACKGROUND:** The third and final TransPlan Stakeholder Symposium was held on August 28, 1996. At this symposium, the stakeholders were asked to develop a package of strategies to be recommended to the boards and councils that are to approve TransPlan. With the assistance of an electronic voting system, the stakeholders eventually agreed upon a recommended set of strategies.

The stakeholder strategies include implementation of nodal development and a Bus Rapid Transit system, expansion of current Transit Demand Management efforts, increases in the gas tax (with a preference that it be a statewide rather than local tax), and increases in parking fees throughout the community (including the establishment of parking charges where they don't currently exist). The stakeholders also voted, by a narrow margin, to build only those road projects to which we are currently committed, rather than to also build those identified in the current TransPlan but not yet underway.

The stakeholders voted for a BRT system over both an "enhanced transit system" and a BRT with 100 percent exclusive right-of-way. While the District's preference may be for the exclusive right-of-way system, it is significant that the stakeholders strongly endorsed the BRT concept.

Board members Kirk Bailey, Dave Kleger, and Roger Saydack attended the symposium.

**ATTACHMENT:** Packet of material distributed to the symposium participants, included with Board members' packets only

**PROPOSED MOTION:** None



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** PRELIMINARY RESPONSE TO LANE COUNTY FAIR MANAGER'S PROPOSAL FOR BRT LINK TO CONVENTION CENTER AND HOTELS

**PREPARED BY:** Lisa Gardner, Transit Planner

**ACTION REQUESTED:** None

**BACKGROUND:** At the July Meeting of the Board, Mike Gleason presented his plans for the Fairgrounds and related transportation issues. In particular, Mr. Gleason proposed an idea to use BRT to link the Fairgrounds with area hotels as a way to capture unrealized potential in the visitor and convention industry. Mr. Gleason proposed that the Board and staff consider a loop route for BRT that would link all or most of the convention and visitor venues in the area, including Gateway, Valley River, and Franklin Boulevard. The proposal included specific routing, and suggested that routing could be accomplished using right-of-way and park land. Staff were asked to analyze the technical and political feasibility of Mr. Gleason's proposal and prepare a response for the Board.

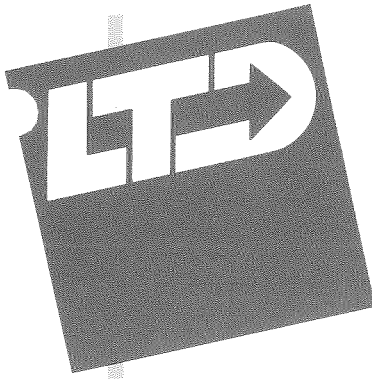
**ATTACHMENT:** Preliminary Staff Report

**PROPOSED MOTION:** None

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

(541) 741-6100  
Fax (541) 741-6111

## **PRELIMINARY STAFF RESPONSE TO LANE COUNTY FAIR MANAGER'S PROPOSAL FOR BRT CONVENTION CENTER LINK**

Prepared by Lisa Gardner, Transit Planner  
September 18, 1996

At the July meeting of the Board, Mike Gleason of the Lane County Fairgrounds proposed that the Board and staff consider a loop route for BRT that would link all or most of the convention and visitor venues in the area, including Gateway, Valley River, and Franklin Boulevard. Staff are supportive of Mr. Gleason's concept of linking convention and visitor venues with the Fairgrounds using transit. His proposal to use the bike paths and public right-of-way is innovative, and he considers it a low-cost idea to implement express service with exclusive right-of-way on existing facilities.

In order to respond to the technical feasibility of implementing this service, staff have researched the following components of Mr. Gleason's proposal, listed below:

1. Most of the routing could be accomplished using public right-of-way and park land adjacent to the bike paths.
2. All the bike bridges crossing the Willamette are capable of handling fire trucks, and therefore could be used by buses.
3. Bridges and bike paths could be redesigned to carry both pedestrians and buses.
4. Possible routing, as described by Mr. Gleason, is shown in the attached map

### **Response to specific ideas**

**Use of park land** - According to Eugene City staff, possibly the biggest roadblock in running buses along the bike path by the river is the East Alton Baker Park Plan, which specifically states in the Goals section that "East Alton Baker Park will link the Eugene and Springfield communities and the areas north and south of the Willamette River by providing safe, efficient and accessible corridors for non-motorized transportation" (emphasis added). The Plan is based on the intent to honor Ballot Measure 20-01, a citizen initiative entitled the "East Alton Baker Park Charter Amendment" that prohibited



the development of a golf course in the eastern 237 acres of the park, in favor of passive recreation uses. Running buses through the park would be in violation of the Charter Amendment, and would require an amendment to the Park Plan.

**Bridge crossing** - According to City staff, bike and pedestrian bridges crossing the Willamette River are built to accommodate emergency vehicles on an occasional use basis, but are not engineered for regular use by large vehicles. Currently the bike paths and bridges are unable to accommodate small maintenance vehicles in some areas. In designing the bridges for emergency vehicle use, the intent was to provide access for police vehicles or paramedics in the event of an emergency. The emergency vehicles that have access to the bridges have smaller axles than buses. The bridges were not built to accommodate fire trucks, and therefore could not accommodate the daily use by transit vehicles without a number of necessary structural changes.

**Redesign of bridges and bike paths** - Redesigning bridges and bike paths to carry pedestrians, bikes, and buses would be difficult for a number of reasons. Right-of-way along the Amazon Channel and the Willamette River is extremely limited in places, and it would be difficult to build a bus lane with a minimum required width of 10 feet for the length of the desired route. In addition to right-of-way issues, running buses next to pedestrians and bicycles poses a compatibility of use issue. City staff believe that transit would be incompatible with the recreation intent of the bike paths. If buses were to travel along bike paths, they would be required to slow down considerably to increase compatibility with existing uses, which would detract from the benefits of BRT.

**Possible Routing** - The routing as proposed by Mike Gleason may have potential as a hotel-convention center link shuttle, but it may not be appropriate for the BRT system. The routing is circuitous, and therefore would not provide the most direct connection for riders from downtown Eugene to the Gateway area. Additionally, the bike paths are located along the river in the park, and do not support the population base preferred for a BRT corridor. Mr. Gleason's suggested routing is more compatible with a closed-door shuttle service than with a rapid transit corridor.

### **Staff Conclusions**

Mr. Gleason's proposal offers a concept for using LTD's Bus Rapid Transit system to link Convention Center events at the Fairgrounds with area hotels. However, our initial research has identified several difficult issues and tradeoffs that would somehow need to be resolved for LTD to use existing bike bridges and paths for a Rapid Transit route.

Nevertheless, staff are very supportive of the concept of using transit options to provide links that connect the convention and visitor business in Eugene and Springfield with the Fairgrounds. In recent years, a number of groups have successfully used LTD express charter shuttle service between the Fairgrounds, downtown, and area hotels.



Staff Response to Lane County Fair Manager's Proposal  
for a BRT Convention Center Link  
September 18, 1996  
Page 3

Another possibility is to increase direct service to the Fairgrounds, including re-routing the #33 Jefferson through the new Fairgrounds entrance at 13th and Jefferson.

Mr. Gleason's support and excitement for the BRT concept are encouraging, and LTD will continue to work with the Fairgrounds and other partner agencies in the development and promotion of an effective BRT system, along with other transit services that will meet our community's needs.

(attachment)

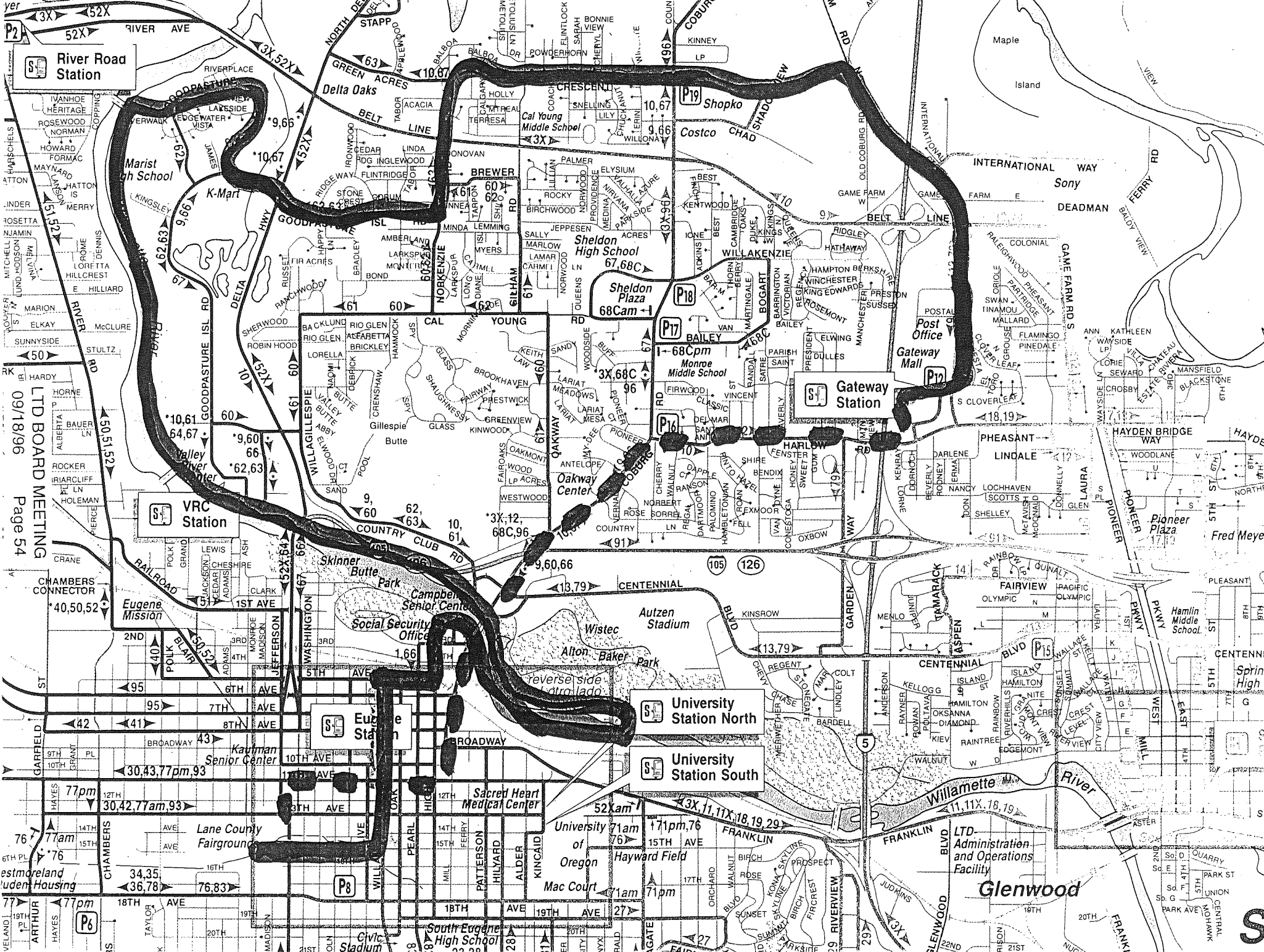
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LTD BOARD MEETING  
09/18/96  
Page 54

APPROXIMATE ROUTING AS PROPOSED

COMPLETION OF LOOP BY STAFF



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** BUS RAPID TRANSIT UPDATE

**PREPARED BY:** Stefano Viggiano, Planning and Development Manager

**ACTION REQUESTED:** None. Information only.

**BACKGROUND:** Work on the Bus Rapid Transit system during the last two months has concentrated on investigation of specific bus routing options along the top-rated corridor. Using a computerized traffic simulation model, the consultant has developed data on bus running time, bus operating speed, and vehicle delay for several options for bus routing along West 11th and West 13th Avenues in Eugene. Work on the east end of the corridor (in Springfield) should be starting soon.

A meeting of the BRT Technical Advisory Committee is scheduled for September 26, 1996. The TAC will be reviewing the data and considering options for BRT routing. The Board will be updated on the results of that meeting in October.

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** BUS RAPID TRANSIT FOCUS GROUP REPORTS

**PREPARED BY:** Ed Bergeron, Public Affairs Manager

**ACTION REQUESTED:** None

**BACKGROUND:** In June, a series of focus group meetings was held to explore public attitudes and perceptions regarding LTD's proposed Bus Rapid Transit project. Executive summaries of the consultant's report were distributed to the Board at the July meeting, where we discussed the consultant's findings. A copy of the consultant's complete, final report is included with the Board members' September agenda packets.

**ATTACHMENT:** Williams Research Report: "Exploratory Research on Bus Rapid Transit," included for Board members only

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** FLEET STATUS REPORT

**PREPARED BY:** Phyllis Loobey, General Manager

**ACTION REQUESTED:** None

**BACKGROUND:** The District recently opened bids on six small buses planned for delivery during the fall of 1997. Because of the long lead time associated with new bus purchases, staff are concerned that potential service increases, such as service to Hyundai or an LCC Group Pass program, may cause ridership demand to exceed fleet resources. Therefore, the District may need to purchase four or five additional new or used buses. Staff will research the availability of used buses and keep the Board informed of status in this area.

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** LTD DEFERRED COMPENSATION QUARTERLY REPORT

**PREPARED BY:** Diane W. Hellekson, Finance Manager

**ACTION REQUESTED:** None

**BACKGROUND:** Lane Transit District contracts with Hartford Life Insurance Company to administer the District's deferred compensation plan. Though each individual employee is in charge of personal investment decisions, the District chooses the deferred compensation carrier. The District maintains a "watchdog" service from Weiss Ratings, Inc. If Weiss believes the insurance portion of Hartford deserves a higher or lower rating than previously given, the District is notified. In addition, staff call the rating service quarterly to ask about the rating on Hartford.

In accordance with Board policy, the quarterly telephone call was made to Weiss Ratings, Inc., on September 9, 1996, to evaluate Hartford Insurance Company. No change was reported: Hartford maintains a B+ rating.

Weiss summarizes Hartford's financial condition as follows:

"... we believe Hartford Life offers good financial security and has the resources to deal with a variety of adverse economic conditions. However, in the event of a severe recession or major financial crisis, we feel that this assessment should be reviewed to make sure that the firm is still maintaining adequate financial strength."

**ATTACHMENTS:** None

**PROPOSED MOTION:** None



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** CORRESPONDENCE

**PREPARED BY:** Phyllis Loobey, General Manager

**ACTION REQUESTED:** None

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

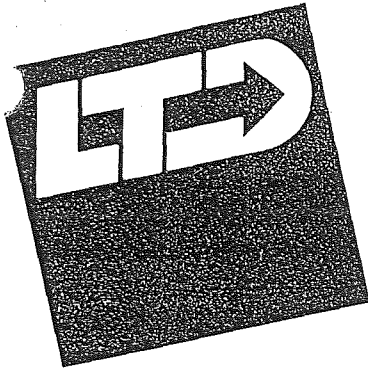
- Letter from LTD to Robert D. Budde regarding LTD Self-Employment Tax, in response to his letter to Representative Cynthia Wooten (attached).
- Letter from U.S. Deputy Assistant Secretary for Government Affairs John C. Horsley in response to Board President Pat Hocken's testimony regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act.
- Letter from Oregonians for Roads and Rail regarding Ballot Measure 32.
- Letter from Mount Pisgah Arboretum requesting bus service.
- Letter from Eugene Christian Fellowship requesting bus service.
- Letter from Joseph E. Wagner requesting additional service to Blue River.

At the September meeting, staff will respond to any questions the Board members may have about this correspondence.

**PROPOSED MOTION:** None

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FILE COPY

**Lane Transit District**

P.O. Box 7070  
Eugene, Oregon 97401-0470

(541) 741-6100  
Fax (541) 741-6111 -

July 3, 1996

Robert D. Budde  
2020 North Park Avenue  
Eugene, Oregon 97404

Dear Mr. Budde:

Recently, Representative Cynthia Wooten's office forwarded your letter concerning the Lane Transit District Self-Employment Tax to us for response.

Public transportation can be funded in a number of ways. In Washington and California, for example, gas tax or sales tax revenues are used. Neither of these sources is available in Oregon. Since 1973, a payroll tax has been the primary source of LTD funding. For every person employed in the District (except the self-employed), the employer has paid the payroll tax on employee wages. Many employers believed that excluding the self-employed from the tax was unfair.

Lane Transit District has had the authority to impose a self-employment tax limited to six-tenths of one percent of an individual's self-employment earnings since 1982. In fact, Tri-Met in the Portland area has been levying a self-employment tax since 1983. LTD's Board of Directors made the decision to implement the self-employment tax within this District for several reasons:

1. Including the self-employed wage earners addressed the issue of fairness that small businesses have raised since 1973.
2. The Eugene/Springfield area is growing. If our community is going to maintain its high standard of living, public transit is going to have to carry an increasing share of local trips.
3. More than 5.2 million trips are made by individuals each year on LTD buses. The system not only provides service to those who have no other means of transportation, it reduces the need for roads, parking garages, and bridges. The fares that users pay provide only about 20 percent of the money needed to provide service, which is typical of bus service in communities with similar populations to Eugene/Springfield. The self-employment tax will help keep local public transportation affordable.



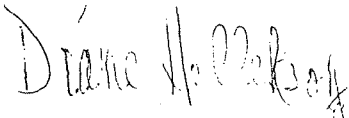
Mr. Budde, Cont.  
Page 2  
July 3, 1996

Since the tax was first proposed for LTD, the Board of Directors and LTD staff have been concerned about the potential impact on low income, self-employed people. The tax program is administered by the State of Oregon Department of Revenue, which required that LTD's program be identical to Tri-Met's for the first year. Since Tri-Met's program contains no provisions for low income tax relief, LTD's program could not, either. LTD has not been able to obtain any information on self-employed taxpayer demographics, so it has not been possible to determine how many low income self-employed taxpayers there are in the District, and how much of the total tax revenue they represent.

The Department of Revenue recently agreed to allow LTD's self-employment tax program to differ from Tri-Met's. First-year tax return information will be available from DOR sometime this fall. At that time, the LTD Board of Directors plans to evaluate the first year of the tax and its effect on low income taxpayers. Changes to the tax program may be considered. I will make sure that your letter is included in the material that the Board reviews.

If you have any additional questions or concerns, LTD staff members will be happy to respond to telephone calls. Ed Bergeron, Mark Pangborn, or I can be reached at 741-6100.

Sincerely,



Diane W. Hellekson  
Finance Manager

DWH/ms:ecm

cc: Representative Cynthia Wooten

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Post-it* Fax Note	7671	Date	7/1/96	# of pages	1
To	ED BERGERON	From	C. MITCHELL		
Co./Dept.	LTD	Co.			
Phone #	741-6100	Phone #	847-5586		
Fax #	741-6111	Fax #			

April 18, 1996

Rep. Cynthia Wooten  
P.O. Box 1909  
Eugene, OR 97440

Dear Ms. Wooten:

I am writing you concerning the Lane transit tax on the self employed.

I am retired and have a small business doing yard work to supplement my social security. My business income for 1995 was \$4360 and I had to pay \$23.76 L.T.D.E.T. This may seem like an insignificant amount to them but when you have a low income every penny counts, especially in these days when all government agencies are wanting more and more money. This tax was not voted on by the people, it was just imposed upon us by L.T.D. How can they do that? It seems to me that "the tail is wagging the dog". Which agency will be next to impose a tax without a vote of the people?

How come only self employed individuals are subject to this tax? Do you suppose they thought it would be easy to get as we are not organized and there would be little if any objection? It seems to me that little thought was given as to whom they might be burdening with this tax. I would appreciate your investigating this and doing what you can to overturn it.

I shall be looking forward to hearing from you.

Very truly yours,



Robert D. Budde

2020 North Park Avenue  
Eugene, OR 97404  
Phone (541)689-3571



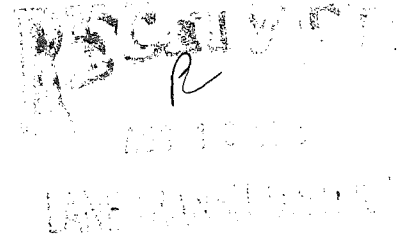


**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

400 Seventh St., S.W.  
Washington, D.C. 20590

July 30, 1996



Ms. Patricia Hocken  
President  
Lane Transit District Board of Directors  
P.O. Box 7070  
Eugene, Oregon 97401-0470

Dear Ms. Hocken:

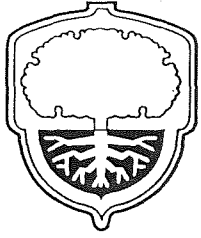
On behalf of Secretary Peña, I would like to thank you for your recent letter and written testimony regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). Your input greatly assists us in preparing for the upcoming reauthorization of this important legislation, especially in matters pertaining to mass transit needs. Congress, along with the U.S. Department of Transportation, will be closely looking into all materials presented at these Forums. This is an important step in the decision making process for the future of ISTEA.

Again, thank you for your valuable input.

Sincerely,

John C. Horsley  
Deputy Assistant Secretary  
for Governmental Affairs





# THE MOUNT PISGAH ARBORETUM

33735 Seavey Loop Road • Eugene, Oregon 97405 • USA

Telephone and Fax: (541) 747-3817

EXECUTIVE DIRECTOR  
Alison Voss

BOARD OF DIRECTORS  
EXECUTIVE COMMITTEE

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*Vice President*  
Theodore Palmer  
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Kenneth Helphand  
Steve Jones  
Richard Kelly  
Frances M. Kemler  
Anne Morrow  
Freeman Rowe  
Sandy Tepfer  
James von Hippel

August 13, 1996

Will Mueller  
Transit Planner  
Lane Transit District  
3500 E. 17th Avenue  
Eugene, OR 97401

Dear Mr. Mueller:

This letter is subsequent to our phone conversation on 6/18/96 regarding concerns the Friends of Mount Pisgah Arboretum have over increasing traffic, high vehicular speeds and attendant safety issues on Seavey Loop and Frank Parrish roads.

Mount Pisgah Arboretum's 200-acres are located within the popular Howard Buford Recreation Area (HBRA), a 2,363-acre Lane County Park bordered by the confluence of the Coast and Middle Forks of the Willamette River. The HBRA is the County's largest day-use park, and it is conveniently located only 10 minutes from downtown Eugene/Springfield.

The purpose of the HBRA is to, "provide varied opportunities for primarily low intensity outdoor recreation and education activities, while protecting, conserving, enhancing, and maintaining the natural, scenic, historical, rural and recreational qualities of this large, strategically located regional park."

The purpose of the Arboretum is to, "establish, perpetuate and maintain an arboretum of the highest quality for the public benefit; to acquire and grow plant specimens from our own country as well as other countries around the world; to encourage and research and awareness of ecology; to assist education on all levels in the arts and natural sciences; and to provide facilities for the public enjoyment and use of its gardens."

Public visitation at the Arboretum and the greater Howard Buford Recreation Area shows a seasonal cycle with attendance highest in the second and third quarters when the weather is warm and dry and the wildflowers are in bloom.

In 1993, Lane County Parks and the Friends estimated that total annual usage of the entire HBRA was 40,000± people, or an average of 110 people a day.

In early 1995, with the loan of car counter from Lane County Parks, we started counting vehicles coming over the bridge and going south on Frank Parrish Road to the main parking lot area. We found actual attendance to be four times greater — just over 175,000 visitors a year, or an average of 486 visitors a day.



Remember, this figure is just for those vehicles passing through the entrance gate to the Arboretum and parking below the Bridge Bowl Trail, or going on in to the main lot, below Beistel's West Summit Trail. Also, since many others come for our education programs in school buses, vans or by car pool, and an additional number use the HBRA by way of other entry points, or arrive by modes other than cars or vans, the "total" attendance figure is somewhat conservative.

Below you'll see our figures--the top row represents vehicles, and the bottom one visitors (multiplied by 2.4).

<u>Jan-Mar./95</u>	<u>Apr-May/95</u>	<u>July-Sept/95</u>	<u>Oct-Dec./95</u>	<u>Total/1995</u>	
15,083	22,792	20,417	15,625	73,917	cars =
36,200	54,700	49,000	37,500	177,400	people

Parking at the HBRA is limited. There are approximately 20 parking spaces at the equestrian ring, 12 spaces around the bridge entrance, 12 spaces on the east entrance (Pleasant Hill), and 200 spaces in the main lot (designed and constructed by the Friends) at the entrance to the Arboretum and HBRA's main trail head = approximately 240 spaces.

In addition to this data, we have conducted some preliminary marketing and usage surveys of the Arboretum and HBRA, that indicate peak use times and modes of transportation. In the next few years, we will be conducting additional surveys. We would be willing to talk to you about questions to include, and share with you any and all collated information.

The reason that I'm writing to you, is that we want to encourage HBRA visitors to use multiple modes of transportation to lessen the impact on roadways, neighbors (their homes and crops), the main parking lot, and overall visitor experiences.

We understand that you just added a regular stop to route #82 — at the corner of Seavey Loop Road and Franklin Boulevard — for the new Mobius plant. This stop is direct shot, just three straight miles from the Arboretum turnaround. It would be a natural conclusion to add HBRA on for our peak times/seasons, to serve both of our customers.

At your suggestion, I'm sending a copy of this letter to your Board of Directors. Thank you for taking time to discuss mutual concerns. I'll look forward to hearing from you.

Sincerely,



Alison M. Voss  
Executive Director

cc:  
LTD Board of Directors  
Joan Mazo, Pres., FMPA  
Bob Keefer, Manager, Lane County Parks





# EUGENE CHRISTIAN FELLOWSHIP

89780 N. Game Farm Road

Eugene, Oregon 97408

Phone (541) 344-3380

Fax: (541) 344-3399

September 4, 1996

To whom it may concern:

This letter is in regard to receiving bus service closer to our facilities.

The name of our church is Eugene Christian Fellowship and we are located at 89780 N Game Farm Rd. Eugene, OR 97408. We have been established in Eugene since January of 1981 and have a membership of approx. 1200 people.

Our service times are as follows: Sunday mornings our first service meets at 9:00am and ends at 10:30 am, our second service on Sunday morning starts at 11:00am and ends at 12:30pm. We meet two Sunday evenings a month at 6:00pm and that service ends at 7:30pm. Our mid-week service is on Wednesday night and meets from 6:30pm to 8:30pm.

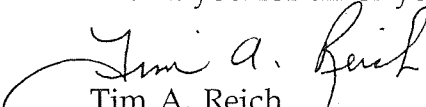
It would be very helpful to have bus service a little closer to the church than what is already available at Coburg Rd. We have a large membership and I'm sure the congregation would get much use out of the service.

Enclosed is a map to help you see our location. I hope this will help you in your decision making process. Presently we are in the process of getting the N Game Farm Rd. name changed to Gateway Rd. This should help with people finding their way out here.

Perhaps a loop from Gateway Mall down Harlow Rd. to Coburg Rd, north on Coburg Rd to N Game Farm Rd. and back to Gateway Mall may work. Crescent Rd. will also be going through to N Game Farm Rd. this Fall. That could make a natural cut through for the busses since there will be 100s of new homes on Crescent.

Through the year we have numerous activities and functions that are open to the public. We have a annual community Christmas Party, Food for Lane County outlet on a weekly basis, a number of Little League teams use our fields, Promise Keepers meetings, an annual Christmas Bazaar, and many other activities through the year.

Thank you for all of your help.

  
Tim A. Reich  
Associate Pastor



Joseph E. Wagner

Sept. 11, 1996

54775 McKenzie Hwy.

Blue River, Or. 97413

LTD Planning

P.O. Box 7070

Eugene Or. 97401

Dear L. T. D.,

Since Nineteen eighty two (1982), I have been  
A very satisfied passenger of your service. I don't believe  
I've ever met anyone who was even rude, or acted unkindly towards  
me, or anyone I was with. IN FACT, my daughter; who is now a proud  
mother herself, still recalls Ailene giving her birthday cards  
when we used to ride the bus to get her to school. Those were  
special times I spent with her in her growing years. And they  
were that much more favorable by these little acts of kindness.

My disability has increased to the degree lately  
were I have to rely totally on alternative transportation. And  
my plight, is this: During the last five years that I have lived  
in Blue River, it has become increasingly difficult to find a seat  
on the bus. The majority of the routes have ample space. But the  
ninety one (91) McKenzie bridge seems to be shrinking in capacity,  
or growing in ridership. I have noticed an increase in wheelchair  
usage now that I also i'm confined to a scooter! Sure, I may just  
be resisting what all my other disabled friends keep suggesting  
would be the obvious solution. Just move into town. Before I do  
however, I thought I would plead with you to please



add a couple of additional bus times to this route. I would have enjoyed attending some of your previously scheduled meetings on this matter, but current times only allow anyone from the McKenzie Bridge run to stay in town up until five thirty (5:30) p.m.. So one of the obvious requests i would ask , is that a sheduled run be included at a time, so as to allow us to remain in town to do things in the late evening. GO to a movie, have dinner out, do some late shopping, ATTEND MEETINGS!, Etc.. Also an additional one during the day would be most helpful. Especially during summer and fall months. Now as I understand it, this route was originally designed to accomodate the forrestry service wonkers, and / on the fish and wildlife. The majority of the people I speak with in the bus are none of the afroementioned. And all concur that ridenship has increased dramatically, respite the added tourism we seem to receive during the fair weather months.

I am intrusting this dilemma into your capable hands. And know with certainty you will give it the added attention it needs. In the meantime, I'd just like to say;

" THANKS "

And, if there is anything I can do to be of use to you. Please, feel free to call.

" Sincerely "

Joseph E. Wagner

Joseph E. Wagner

SEP 12 1996

LTD BOARD MEETING



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** OREGON TRANSIT ASSOCIATION ANNUAL CONFERENCE

**PREPARED BY:** Phyllis Loobey, General Manager

**ACTION REQUESTED:** None

**BACKGROUND:** The Oregon Transportation Conference 1996, the annual conference of the Oregon Transit Association (OTA), will be held in Seaside, Oregon, beginning Sunday, October 27, and ending Tuesday, October 29. Board members who might be interested in attending this conference are asked to let staff know as soon as possible, and to mark the dates on their calendars. Information about the agenda and the reservations process will be available closer to the time of the conference.

**ATTACHMENT:** None

**PROPOSED MOTION:** None

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be going to and from the Cougar Reservoir area. Concerns have been raised by customers on the route who believe that LTD is partly responsible for bringing an undesirable element into their community. LTD did add a tripper to ensure that local, regular riders on the #91 weren't crowded off the system by increased ridership during the summer. Staff have been working with rangers at the Blue River Station to ensure that the local residents have a clear understanding about LTD's role in providing public transportation to the Blue River Ranger Station. When staffing is available, we will be assigning a supervisor to ride the McKenzie route. Field supervisors have also been monitoring passenger boardings to deny service when appropriate. Transit Projects Administrator Rick Bailor currently is working with the sheriff's department to hire undercover, off-duty deputies to provide security on the #91 to mitigate the inappropriate and illegal activities that have been occurring. It has been reported that some residents along the McKenzie are attempting to have the hot springs at the reservoir closed to public access. We have been assured by rangers that LTD will be involved in any community meetings that are held to seek resolution to the problems being experienced in the McKenzie River community.

#### **DRUG AND ALCOHOL TESTING**

We continue to successfully meet our department's established goals for random drug and alcohol testing. The end of this month will be the end of our third successful testing quarter.

#### **LABOR RELATIONS TRAINING**

All Transit Operations supervisors and administrative staff will attend a four-hour labor relations training course conducted by Human Resources Administrator Ed Rutledge on September 25.

#### **SUPERVISOR TRAINING**

Beginning October 15, 1996, all Transit Operations supervisors and administrative staff will begin Zenger Miller Front-line Leadership training provided by Cascade Employers. Eight modules of basic supervisory and communication skills training will be conducted. Subsequent to the Frontline Leadership training, all Transit Operations supervisory and managerial staff will receive four additional modules of technical training in employee relations (e.g., the hiring process; discipline and documentation). It will take until January 1997 for all the Transit Operations staff to complete these training modules.

#### **NEW RADIO SYSTEM**

Development of the new radio system is on schedule. We expect to receive a draft version of the radio system software in the near future.



## HUMAN RESOURCES

*Prepared by Ed Rutledge, Human Resources Manager*

### RECRUITMENT AND SELECTION

During the month of July, interviews were held for the part-time customer service representative and distribution coordinator positions. Conditional offers of employment were extended to candidates for both positions.

Two finalist interviews were conducted and a conditional offer was extended to a candidate for the position of owner's construction representative.

During the month of August, the District began recruiting for part-time bus operators and an inventory technician. Interviews for part-time bus operators were held August 26 through September 16. Interviews for the inventory technician position will be held in September.

A conditional offer of employment that had been extended to a candidate for the distribution coordinator position was withdrawn and this position was re-posted. Interviews for the re-posted distribution coordinator position will be held in September.

### TRAINING

Mobil Care was contracted to conduct a class for the bus cleaners. This instruction addressed how to safely remove body fluids and sharp instruments when cleaning a bus.

Training classes for safety-sensitive employees regarding the effects and consequences of illicit drug use was held during July and August. This training was previously conducted at the District during January through March, 1995, and is required by Department of Transportation regulation 49 CFR Part 653. Jerry Gjesvold, Serenity Lane, was the presenter for the class.

The HR manager met with the Transit Operations manager and the assistant general manager to outline a two-year curriculum for operator training. This is the first time that LTD has taken a longer-term approach to the operator training schedule.

The Human Resources manager and the Local 757, ATU, executive board officer conducted a brief training session for new operators on labor-management relations at LTD.



**RISK/SAFETY/BENEFITS**

Through August 30, thirty on-the-job injury claims were filed with SAIF. The following is a breakdown of these claims:

- 6 claims were denied.
- 11 claims involved no time loss.
- 13 claims involved time loss.

A total of 132 work days were lost:

- 60 days of this 132 were worked as alternate duty.
- 72 days were paid as time loss by SAIF.

By comparison, year-to-date through August 30, 1995, a total of 24 claims had been filed. Of those:

- 8 were denied.
- 9 involved no time loss.
- 7 involved time off the job totaling 323 work days.
- 259 of the 323 days were worked as alternate duty.
- 64 days were paid as time loss by SAIF.

On August 6, SAIF claims adjusters and LTD staff met in a quarterly review of all SAIF claims. The risk/safety/benefits specialist also met with two SAIF investigators to assist them in two different claims investigations.

The Accident and Route Review Safety Committee conducted the bi-monthly meeting on August 21. We reviewed 25 occurrences for June and July 1996. There were 9 accidents and 3 incidents during the month of June. There were 11 accidents and 2 incidents in July. The following is the breakdown of accidents/incidents for the year through July 31, 1996:

Total number of occurrences -----	80
Total number of accidents -----	65
Total number of incidents -----	15
Total number of preventable acc./incid. --	29

For comparison purposes, the following is the breakdown for the year 1995, through July 31, 1995:

Total number of occurrences -----	73
Total number of accidents -----	63
Total number of incidents -----	10
Total number of preventable acc./incid. ---	32



The Facilities Safety Committee met and reviewed all on-the-job injuries. A total of 17 accidents were reported from May 17 through July 25. Of these, three were SAIF claims and two involved time loss.

The risk/safety/benefits specialist met with the Facility Services manager and the Information Services manager to discuss ergonomics needs at LTD. A list of eight people for whom specific attention will be directed was developed. Further, plans for an audit of all work stations were outlined. This audit would include training or using the services of a consultant.

The second quarterly meeting with LTD's accident claims adjuster was convened. All open cases that have a reserve of \$1,000 or more were reviewed. During the 1995-96 fiscal year, LTD experienced a very low payout for bodily injury. At a total of \$1,926.00, this payout was lowest in LTD's memory.

On July 31, the Risk Management Team (RMT) conducted its third meeting. The RMT reviewed all on-the-job injuries that occurred this year. These injuries were arranged in seven categories and each was discussed in detail.

## **EMPLOYEE RELATIONS**

The annual LTD picnic was held on July 28. Registration for this year's picnic was almost double that for the 1995 annual picnic. The Picnic Committee is to be complimented for putting together a pleasant afternoon for LTD's employees and their families and friends.

In cooperation with the Finance Department, the Human Resources manager distributed a Request for Proposals regarding a comprehensive compensation study for all administrative positions. This study had been requested by the Board Compensation Committee to help determine the impact of the reorganization.

## **LABOR RELATIONS**

The third and fourth meetings of the Labor-Management Committee (LMC) were convened. Committee members discussed a pending grievance. A schedule for forthcoming negotiations also was discussed. The Local indicated that it may be willing to commence negotiations earlier to accommodate certain changes in the collective bargaining law enacted through SB 750.

The HR manager met with the State Conciliator regarding forthcoming negotiations with Local 757. The purpose of this meeting was to advise the State Conciliator that negotiations would be occurring during the 1996-96 fiscal year and to confer with her regarding any recommendations she had regarding negotiations between the District and the Local.





## **SERVICE PLANNING & MARKETING**

*Prepared by Andy Vobora, Service Planning & Marketing Manager*

### **LANE COUNTY FAIR**

LTD provided Park & Ride shuttle service to the Lane County Fair for the first time since 1993. Shuttle ridership for the duration of the fair (August 13-18) was 11,155 trips from River Road Station, 9,053 from the Eugene Station, and 5,203 from South Eugene High School, for a total of 25,411 for the six days. Comparatively, ridership on shuttles chartered by the Lane County Fair through another provider was 12,700 in 1994 and 16,208 in 1995.

In addition to the shuttle service, LTD had a double booth in the Convention Hall and sponsored the 13th Avenue/Vintage Village Gate. The booth in the convention hall included exhibits on the Bikes on Buses program, with instructions and a demonstration rack; visual representation of the New Eugene Station; a conceptual presentation of Bus Rapid Transit; and the prototype of the new bus stop. This was very effective in obtaining feedback on projects, as well as letting our community know how LTD is progressively looking for solutions both in the short and long term.

The 13th Avenue/Vintage Village gate that LTD sponsored was the gate near our shuttle stop. The main gate was rerouted to this area this year, and the fair plans to continue that into the future. A 17-foot banner was raised above the gate welcoming fairgoers on behalf of LTD.

During the debriefing after the fair, Mike Gleason, Lane County Fair Manager, was very pleased with the LTD/LCF partnership this year, and expressed his hope that we can continue and expand that partnership well into the future.

### **FILBERT FESTIVAL**

LTD provided Park and Ride shuttle service once again to the Filbert Festival, located in Springfield, on the weekend of August 23-25. Attendance was way up for the event, and LTD shuttle ridership also increased over past years. During the 28 hours of shuttle service provided, LTD carried 2,079 riders to and from the event, for a productivity of 74 rides per hour. The Filbert Festival contracted service from LTD, and LTD was a sponsor of the Festival.



### **VIETNAM WALL SHUTTLE**

LTD provided Park and Ride shuttle service to the Vietnam War Memorial on August 2, 3, and 4. The display was located at Sunset Hills Memorial Gardens, 4810 Willamette Street. Limited parking and expected large crowds prompted the organizers to request shuttle bus service. Attendance to the event did not meet expectations and projected parking problems did not materialize. LTD shuttles carried a total of 454 riders during the 39 hours of service operated. This translates into 11.64 rides per service hour. Total cost to the District was \$2,380. This includes shuttle cost (less fares), advertising cost, and staff time.

### **BIKES ON BUSES**

Bikes on Buses continues to grow in popularity. More than 5,000 bikes were carried on bike racks during the first full month of operation in July. Daily peaks reached over 250 bikes. Operationally, the program has been working well. Few problems have been reported with the racks, with the loading and unloading process, or with schedules. The greatest problem seems to be customers not communicating with the bus operator when they exit the bus. Customers who say nothing to the operator about retrieving their bikes are then stepping in front of the bus to unload their bikes. The problem is that the operator is unaware of the customer and is watching traffic in the bus mirrors and not the customer. Customers are putting themselves into dangerous situations in these cases. This problem is addressed in the Bikes on Buses brochure and will be highlighted in coming issues on the customer newsletter "Bus Talk."

### **FREEDOM PASS**

The numbers are in on the four-month summer youth pass: 2,666 Freedom Passes were sold this year, which is a slight increase over last year's sales total of 2,634. The sales goal, which was to match last year's sales, was met. This year the cost of the pass increased \$3.00, from \$24.95 to \$27.95, and it was expected that sales would be near last year's totals or below. Gross sales increased this year, while Marketing costs decreased.

### **SENIOR SERVICES**

LTD has expanded its Senior Ride Free Day to include the third Thursday of each month, to be sponsored by Eugene Hearing & Speech. This will be in addition to the first Thursday for seniors currently sponsored by Oregon Eye Associates.

The Bus Buddy Program is in place and ready for use. Ten volunteers went through an orientation and were given supplies for their use in training seniors to ride the buses. A partnership has been created with area senior centers (Willamalane, Campbell, & Kaufman), who will be the contacts for those wanting to utilize the program. They will in



turn link the senior to a volunteer. Methods are in place to track the program and follow up with those using the program to determine its effectiveness. September and October will be months of promotion of the program through presentations at local senior centers and senior support groups, distribution of flyers, etc.

### **SMALL ORGANIZATION GROUP PASS**

As fast as Michael Johnson ran the 200 meters in the Atlanta Olympics, the group pass program for organizations of 15 to 49 employees has taken off! In the short two months of the program's existence, four organizations are fully participating and other inquiries have been made.

- The Oregon Department of Justice Support Enforcement Division is located in the Citizens Building in Downtown Eugene. Thirty-three employees now have group pass identification cards and are eligible for unlimited LTD service.
- The Lane County Law and Advocacy Center (Legal Aid) joined the program with 19 employees. These folks are located on East 11th Avenue.
- Special Mobility Services' 24 employees began the program in August. SMS is located on Almaden at 8th Avenue.
- The Eugene Clinic (now PeaceHealth Medical Group) will join the program on October 1 with 602 employees.

LTD has provided support by offering photo identification equipment and staff support. Additional trip planning and the implementation of guaranteed ride home programs will follow.

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 1996

**ITEM TITLE:** JULY AND AUGUST 1996 FINANCIAL STATEMENTS

**PREPARED BY:** Diane Hellekson, Finance Manager

**ACTION REQUESTED:** None

**BACKGROUND:** The July and August financial statements continue to reflect the healthy growth in operating revenues that has been established during the past fourteen months. Passenger fares for each of the two months were more than 14 percent higher compared with the corresponding month in the prior year. Advertising sales continue to be strong.

Payroll tax revenue receipts in July were significantly higher than for the prior year, due to a change in the way the Department of Revenue processes tax payments. The change resulted in an acceleration of the distribution of revenue to LTD since August of last year. Payroll tax revenue, which accounts for approximately 58 percent of total revenue, is on target to meet or exceed budget in the current fiscal year.

Through August, LTD received \$37,549 from self-employment tax revenue from late filers. Frustration continues with the inability to obtain information from the Department of Revenue about taxpayer demographics and the effect of the tax on low-income taxpayers. To date, approximately 7,200 self-employment tax returns have been filed, which is significantly less than the 12,000 expected.

On the expense side, administrative wages and benefits were 26 percent greater in July than in July 1995, and 23 percent higher than the previous year in August. The budget anticipated this growth, which is accounted for in two ways: lower administrative wages in July 1995 due to position vacancies; and higher expenses in July 1996 due to the addition of three positions in the last fiscal year and the reclassification upwards of three positions. Also, twice each year in months which include three payrolls, the supplemental benefit is paid to administrative employees who opt to apply the benefit to deferred compensation. This year, the first such payment was made in August. (Last year, the first payment was in September.) As the fiscal year progresses, the year-to-year differences will decline.





The on-site work for the independent audit of FY 1995-96 is in progress, and will continue through September 20. The audit report will be presented at the October 16, 1996, Board of Directors meeting.

**ATTACHMENTS:**

Attached are the following financial reports (one set for each of the two months) for Board 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 7/31/96 WITH COMPARISONS TO PRIOR YEAR-TO-DATE**

	Prior YTD 95-96	Current year - 96-97			
		Annual Budget	YTD Actual	% budget	% over last year
<b>REVENUE</b>					
Passenger fares	\$ 153,819	\$2,669,830	\$ 176,778	6.6%	14.9%
Group pass	32,243	602,510	31,374	5.2%	-2.7%
Special service	31,583	70,000	32,067	45.8%	1.5%
Advertising	11,421	315,510	25,777	8.2%	125.7%
Miscellaneous	161	42,250	385	0.9%	139.1%
<b>Total operating</b>	<b>229,227</b>	<b>3,700,100</b>	<b>266,381</b>	<b>7.2%</b>	<b>16.2%</b>
Payroll tax	668,341	12,672,110	1,129,882	8.9%	69.1%
Self-employment tax	-	799,400	10,365		
FTA operating grnt	3,495	186,000	3,901	2.1%	11.6%
State-in-lieu	-	867,580	-	0.0%	
<b>Total taxes &amp; grants</b>	<b>671,836</b>	<b>14,525,090</b>	<b>1,144,148</b>	<b>7.9%</b>	<b>70.3%</b>
Interest income	42,033	722,000	58,009	8.0%	38.0%
Sale of assets	-	-	-	-	-
<b>Total revenue</b>	<b>943,096</b>	<b>18,947,190</b>	<b>1,468,538</b>	<b>7.8%</b>	<b>55.7%</b>
<b>EXPENSES</b>					
<b>Personnel Costs</b>					
Administration wages	177,835	2,593,220	224,825	8.7%	26.4%
Administration fringe	38,750	612,150	47,407	7.7%	22.3%
<b>Total administration</b>	<b>216,585</b>	<b>3,205,370</b>	<b>272,232</b>	<b>8.5%</b>	<b>25.7%</b>
Contract as administration	7,676	40,400	3,157	7.8%	-58.9%
Contract wages	523,886	6,557,410	543,517	8.3%	3.7%
Contract fringe	140,918	1,914,520	151,872	7.9%	7.8%
<b>Total contract</b>	<b>672,480</b>	<b>8,512,330</b>	<b>698,546</b>	<b>8.2%</b>	<b>3.9%</b>
<b>Total personnel</b>	<b>889,065</b>	<b>11,717,700</b>	<b>970,778</b>	<b>8.3%</b>	<b>9.2%</b>
<b>Materials &amp; Services</b>					
Administration	25,922	141,500	8,837	6.2%	-65.9%
Public Affairs		146,600	3,780		
Finance	6,252	32,200	1,765	5.5%	-71.8%
Information Services	1,759	63,750	2,507	3.9%	42.5%
Human Resources	3,754	239,960	6,251	2.6%	66.5%
Planning & Development	28	54,450	2,088	3.8%	7357.1%
Commuter Solutions	1,077	56,870	1,878	3.3%	74.4%
Service Planning & Marketing	11,159	452,600	17,436	3.9%	56.3%
Customer Service	12,052	78,250	4,402	5.6%	-63.5%
Transit Operations	4,609	163,990	7,507	4.6%	62.9%
Fleet Services	67,208	1,515,450	100,842	6.7%	50.0%
Facility Services	18,849	383,360	18,937	4.9%	0.5%
Insurance / Liability Costs	335,679	621,360	454,278	73.1%	35.3%
Transfer - STF	37,742	602,000	48,500	8.1%	28.5%
<b>Total Materials &amp; services</b>	<b>526,090</b>	<b>4,552,340</b>	<b>679,008</b>	<b>14.9%</b>	<b>29.1%</b>
<b>Total expenses</b>	<b>1,415,155</b>	<b>16,270,040</b>	<b>1,649,786</b>	<b>10.1%</b>	<b>16.6%</b>
<b>Revenue less expenses</b>	<b>(472,059)</b>	<b>2,677,150</b>	<b>(181,248)</b>		<b>61.6%</b>
<b>Transfer to capital</b>	<b>-</b>	<b>2,958,980</b>	<b>-</b>		<b>-</b>
<b>Net to fund</b>	<b>(472,059)</b>	<b>5,636,130</b>	<b>(181,248)</b>		<b>61.6%</b>



LANE TRANSIT DISTRICT  
COMPARATIVE BALANCE SHEET  
GENERAL FUND  
July 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$5,819,332	\$6,041,249
Receivables	593,463	435,539
Inventory	531,237	531,237
Prepaid expenses	10,801	28,032
Treasury Bill	0	0
Certificate of deposit	0	100,000
Deferred compensation	1,658,870	1,658,870
VRC lease	83,333	83,333
Property, plant and equipment	23,411,469	23,411,469
Total Assets	<u>\$32,108,505</u>	<u>\$32,289,729</u>
<b>LIABILITIES</b>		
Accounts payable	\$177,532	\$301,219
Payroll payable	506,223	424,081
Unearned income	113,062	72,066
Liability claims/other payable	148,123	147,551
CAL/sick accrual	966,378	966,378
Deferred compensation	1,658,870	1,658,870
Total Liabilities	<u>\$3,570,188</u>	<u>\$3,570,165</u>
<b>FUND BALANCE</b>		
Reserved for long term lease	\$83,333	\$83,333
Property, plant and equipment	23,411,469	23,411,469
Fund Balance restricted to assets	<u>\$23,494,802</u>	<u>\$23,494,802</u>
Fund balance 6/30/96	\$5,224,762	\$5,224,762
Change in fund balance	<u>(181,248)</u>	<u></u>
Ending fund balance	<u>\$5,043,514</u>	<u>\$5,224,762</u>
Total reserves and fund balances	<u>28,538,316</u>	<u>28,719,564</u>
Total Liabilities & Fund Balances	<u>\$32,108,504</u>	<u>\$32,289,729</u>



LANE TRANSIT DISTRICT  
 COMPARATIVE BALANCE SHEET  
 SPECIAL TRANSPORTATION FUND  
 July 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$48,500	\$24,256
Receivables	0	0
Prepaid expenses	0	0
Total Assets	<u>\$48,500</u>	<u>\$24,256</u>
<b>LIABILITIES</b>		
Accounts payable	<u>\$48,500</u>	<u>\$24,256</u>
Total Liabilities	<u>\$48,500</u>	<u>\$24,256</u>
<b>RESERVES &amp; BALANCES</b>		
Fund balance	\$0	\$0
Change in fund balance	0	0
Ending fund balance	<u>\$0</u>	<u>\$0</u>
Total Liabilities & Fund Balances	<u>\$48,500</u>	<u>\$24,256</u>





LANE TRANSIT DISTRICT  
 COMPARATIVE BALANCE SHEET  
 CAPITAL FUND  
 July 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$6,448,213	\$6,517,821
Receivables	83,610	228,666
Prepaid	0	0
Deposits	0	0
Total Assets	<u>\$6,531,823</u>	<u>\$6,746,487</u>
<b>LIABILITIES</b>		
Accounts payable	\$21,816	\$227,525
Retainage payable	0	0
Total Liabilities	<u>\$21,816</u>	<u>\$227,525</u>
<b>RESERVES &amp; BALANCES</b>		
Fund balance	\$6,518,962	\$6,518,962
Change in fund balance	<u>(8,955)</u>	<u></u>
Ending fund balance	<u>\$6,510,007</u>	<u>\$6,518,962</u>
Total Liabilities & Fund Balances	<u>\$6,531,823</u>	<u>\$6,746,487</u>



LANE TRANSIT DISTRICT  
GENERAL FUND INCOME STATEMENT  
For the period 7/01/96 to 7/31/96

	Percent of year					8.3%
	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	JULY 1996 ACTUAL	BALANCE	YTD % BUDGET
<b>REVENUES</b>						
Passenger Fares	\$2,669,830	\$2,669,830	\$176,778	\$176,778	(\$2,493,052)	6.6%
Group Pass Payments	602,510	602,510	31,374	31,375	(571,136)	5.2%
Special Services	70,000	70,000	32,067	32,067	(37,933)	45.8%
Advertising	315,510	315,510	25,777	25,777	(289,733)	8.2%
Miscellaneous Income	42,250	42,250	385	385	(41,865)	0.9%
Payroll Tax Revenue	12,672,110	12,672,110	1,129,882	1,129,882	(11,542,228)	8.9%
Self-employment tax	799,400	799,400	10,365	10,365	(789,035)	1.3%
State In-Lieu-of-Tax	867,580	867,580	0	0	(867,580)	0.0%
Operating Grants	186,000	186,000	3,901	3,901	(182,099)	2.1%
Interest Income	722,000	722,000	58,009	58,009	(663,991)	8.0%
<b>Total General Fund Revenues</b>	<b>\$18,947,190</b>	<b>\$18,947,190</b>	<b>\$1,468,538</b>	<b>\$1,468,539</b>	<b>(\$17,478,652)</b>	<b>7.8%</b>
<b>EXPENSES/TRANSFERS/RESERVES</b>						
General Administration	568,660	568,660	\$40,796	\$40,796	\$527,864	7.2%
Public Affairs	219,380	219,380	12,302	12,302	\$207,078	5.6%
Finance	401,520	401,520	32,683	32,683	368,837	8.1%
Information Services	189,930	189,930	13,424	13,424	176,506	7.1%
Human Resources	466,040	466,040	25,047	25,047	440,993	5.4%
Planning & Development	256,220	256,220	21,017	21,017	235,203	8.2%
Commuter Solutions Program	107,600	107,600	6,226	6,226	101,374	5.8%
Service Planning & Marketing	813,640	813,640	48,668	48,668	764,972	6.0%
Customer Service Center	439,330	439,330	32,518	32,518	406,812	7.4%
Transit Operations	7,710,070	7,710,070	631,271	631,271	7,078,799	8.2%
Fleet Maintenance	3,363,550	3,363,550	253,555	253,555	3,109,995	7.5%
Facility Services	510,740	510,740	29,501	29,501	481,239	5.8%
Insurance / Liability Costs	621,360	621,360	454,278	454,278	167,082	73.1%
<b>Total before transfers</b>	<b>\$15,668,040</b>	<b>\$15,668,040</b>	<b>\$1,601,286</b>	<b>\$1,601,286</b>	<b>\$14,066,754</b>	<b>10.2%</b>
Special Transportation Transfer	602,000	602,000	\$48,500	\$48,500	\$553,500	8.1%
Capital Transfer	2,958,980	2,958,980	0	0	2,958,980	0.0%
<b>Total General Fund Expenses</b>	<b>\$19,229,020</b>	<b>\$19,229,020</b>	<b>\$1,649,786</b>	<b>\$1,649,786</b>	<b>\$17,579,234</b>	<b>8.6%</b>
<b>UNRESERVED FUND BALANCE</b>						
Change to fund balance	(281,830)	(281,830)	(181,248)			
Beginning balance	6,070,050	6,070,050	5,224,762			
Ending balance	\$5,788,220	\$5,788,220	\$5,043,514			



LANE TRANSIT DISTRICT  
 SPECIAL TRANSPORTATION FUND INCOME STATEMENT  
 For the period 7/01/96 to 7/31/96

	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	JULY 1996 ACTUAL	Percent of year BALANCE	8.3% YTD% BUDGET
<b>REVENUES/TRANSFERS</b>						
State Special Transp Funds	\$374,000	\$374,000	\$0	\$0	(\$374,000)	0.0%
STF - contingency & capital	302,180	302,180	\$0	\$0	(302,180)	0.0%
State Special Grant	0	0	\$0	\$0	-	-
Transfer from general fund	602,000	602,000	\$48,500	\$48,500	(553,500)	8.1%
<b>Total Revenues</b>	<b>\$1,278,180</b>	<b>\$1,278,180</b>	<b>\$48,500</b>	<b>\$48,500</b>	<b>(\$1,229,680)</b>	<b>3.8%</b>
<b>EXPENSES/TRANSFERS/RESERVES</b>						
STF - flow through transfer	676,180	676,180	0	0	676,180	0.0%
Direct support - Ride Source	540,000	540,000	43,333	43,333	496,667	8.0%
Direct support - LCOG admin	62,000	62,000	5,167	5,167	56,833	8.3%
<b>Total Expenses</b>	<b>\$1,278,180</b>	<b>\$1,278,180</b>	<b>\$48,500</b>	<b>\$48,500</b>	<b>\$1,229,680</b>	<b>3.8%</b>
<b>UNRESERVED FUND BALANCE</b>						
Change to fund balance	0	0	0.00			
Beginning balance	0	0	0.00			
Ending balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			



LANE TRANSIT DISTRICT  
 CAPITAL FUND INCOME STATEMENT  
 For the period 7/01/96 to 7/31/96

Percent of year 8.3%

	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	JULY 1997 ACTUAL	BALANCE	YTD % BUDGET
<b>REVENUES</b>						
Grant income	\$9,584,700	\$9,584,700	\$36,067	\$36,067	(\$9,548,633)	0.4%
Transfer from General Fund	2,958,980	2,958,980	0	0	(\$2,958,980)	0.0%
Total resources	\$12,543,680	\$12,543,680	\$36,067	\$36,067	(\$12,507,613)	0.3%
<b>EXPENDITURES</b>						
<b>GRANT PAID CAPITAL</b>						
Bus related equipment	\$0	\$0	\$0	\$0	0	
Bus stations, stops, & terminals	837,000	837,000	1,722	1,722	835,278	0.2%
Eugene Station	7,500,000	7,500,000	3,473	3,473	7,496,527	0.0%
Facilities	30,000	30,000	420	420	29,580	1.4%
Revenue rolling stock	1,580,000	1,580,000	1,190	1,190	1,578,810	0.1%
Support vehicles	85,000	85,000	0	0	85,000	0.0%
ADP hardware & software	119,100	119,100	3,587	3,587	115,513	3.0%
Shop equipment	53,680	53,680	1,573	1,573	52,107	2.9%
Miscellaneous equipment	1,686,600	1,686,600	33,057	33,057	1,653,543	2.0%
Budgeted for capital contingency	100,000	100,000	0	0	100,000	0.0%
Total federal capital purchases	\$11,991,380	\$11,991,380	\$45,022	\$45,022	\$11,946,358	0.4%
<b>LOCALLY FUNDED CAPITAL</b>						
Eugene Station	\$0	\$0	\$0	\$0	\$0	0.0%
Other local only	0	0	0	0	0	0.0%
	\$0	\$0	\$0	\$0	\$0	0.0%
Total expenditures	\$11,991,380	\$11,991,380	\$45,022	\$45,022	\$11,946,358	0.4%
Change in Fund Balance	552,300	552,300	(8,955)	(8,955)		-1.6%
Beginning Fund Balance	4,667,305	4,667,305	6,518,962			
Ending Fund Balance	\$5,219,605	\$5,219,605	\$6,510,007			





**LANE TRANSIT DISTRICT**  
**OPERATING FINANCIAL REPORT**  
**FOR THE FISCAL PERIOD ENDING 8/31/96 WITH COMPARISONS TO PRIOR YEAR-TO-DATE**

	Prior YTD 95-96	Current year - 96-97			
		Annual Budget	YTD Actual	% budget	% over last year
<b>REVENUE</b>					
Passenger fares	\$ 326,394	\$2,669,830	\$ 374,230	14.0%	14.7%
Group pass	64,946	602,510	62,371	10.4%	-4.0%
Special service	41,951	70,000	39,282	56.1%	-6.4%
Advertising	29,841	315,510	51,554	16.3%	72.8%
Miscellaneous	428	42,250	2,600	6.2%	507.5%
<b>Total operating</b>	<b>463,560</b>	<b>3,700,100</b>	<b>530,037</b>	<b>14.3%</b>	<b>14.3%</b>
Payroll tax	2,957,324	12,672,110	2,982,898	23.5%	0.9%
Self-employment tax	-	799,400	37,549		
FTA operating grnt	12,681	186,000	8,442	4.5%	-33.4%
State-in-lieu	-	867,580	-	0.0%	
<b>Total taxes &amp; grants</b>	<b>2,970,005</b>	<b>14,525,090</b>	<b>3,028,889</b>	<b>20.9%</b>	<b>2.0%</b>
Interest income	89,105	722,000	122,057	16.9%	37.0%
Sale of assets	-	-	-	-	-
<b>Total revenue</b>	<b>3,522,670</b>	<b>18,947,190</b>	<b>3,680,983</b>	<b>19.4%</b>	<b>4.5%</b>
<b>EXPENSES</b>					
<b>Personnel Costs</b>					
Administration wages	375,382	2,593,220	446,463	17.2%	18.9%
Adminstration fringe	80,065	612,150	111,726	18.3%	39.5%
<b>Total administration</b>	<b>455,447</b>	<b>3,205,370</b>	<b>558,189</b>	<b>17.4%</b>	<b>22.6%</b>
Contract as administration	13,192	40,400	5,422	13.4%	-58.9%
Contract wages	1,031,055	6,557,410	1,075,068	16.4%	4.3%
Contract fringe	280,862	1,914,520	300,316	15.7%	6.9%
<b>Total contract</b>	<b>1,325,109</b>	<b>8,512,330</b>	<b>1,380,806</b>	<b>16.2%</b>	<b>4.2%</b>
<b>Total personnel</b>	<b>1,780,556</b>	<b>11,717,700</b>	<b>1,938,995</b>	<b>16.5%</b>	<b>8.9%</b>
<b>Materials &amp; Services</b>					
Administration	30,713	141,500	12,838	9.1%	-58.2%
Public Affairs	-	146,600	6,508		
Finance	6,618	32,200	6,438	20.0%	-2.7%
Information Services	5,724	63,750	6,598	10.3%	15.3%
Human Resources	14,874	239,960	16,356	6.8%	10.0%
Planning & Development	709	54,450	8,099	14.9%	1042.3%
Commuter Solutions	7,095	56,870	2,956	5.2%	-58.3%
Service Planning & Marketing	118,898	452,600	160,841	35.5%	35.3%
Customer Service	18,218	78,250	21,567	27.6%	18.4%
Transit Operations	11,003	163,990	16,871	10.3%	53.3%
Fleet Services	182,782	1,515,450	277,015	18.3%	51.6%
Facility Services	46,247	383,360	40,730	10.6%	-11.9%
Insurance / Liability Costs	401,316	621,360	454,926	73.2%	13.4%
Transfer - STF	75,483	602,000	97,000	16.1%	28.5%
<b>Total Materials &amp; services</b>	<b>919,680</b>	<b>4,552,340</b>	<b>1,128,743</b>	<b>24.8%</b>	<b>22.7%</b>
<b>Total expenses</b>	<b>2,700,236</b>	<b>16,270,040</b>	<b>3,067,738</b>	<b>18.9%</b>	<b>13.6%</b>
<b>Revenue less expenses</b>	<b>822,434</b>	<b>2,677,150</b>	<b>613,245</b>		<b>-25.4%</b>
<b>Transfer to capital</b>	<b>-</b>	<b>2,958,980</b>	<b>-</b>		<b>-</b>
<b>Net to fund</b>	<b>822,434</b>	<b>5,636,130</b>	<b>613,245</b>		<b>-25.4%</b>



LANE TRANSIT DISTRICT  
 COMPARATIVE BALANCE SHEET  
 GENERAL FUND  
 August 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$6,866,002	\$6,041,249
Receivables	212,869	435,539
Inventory	531,237	531,237
Prepaid expenses	331	28,032
Treasury Bill	0	0
Certificate of deposit	0	100,000
Deferred compensation	1,658,870	1,658,870
VRC lease	83,333	83,333
Property, plant and equipment	23,411,469	23,411,469
Total Assets	<u>\$32,764,111</u>	<u>\$32,289,729</u>
<b>LIABILITIES</b>		
Accounts payable	\$244,507	\$301,219
Payroll payable	317,361	424,081
Unearned income	96,858	72,066
Liability claims/other payable	147,328	147,551
CAL/sick accrual	966,378	966,378
Deferred compensation	1,658,870	1,658,870
Total Liabilities	<u>\$3,431,302</u>	<u>\$3,570,165</u>
<b>FUND BALANCE</b>		
Reserved for long term lease	\$83,333	\$83,333
Property, plant and equipment	23,411,469	23,411,469
Fund Balance restricted to assets	<u>\$23,494,802</u>	<u>\$23,494,802</u>
Fund balance 6/30/96	\$5,224,762	\$5,224,762
Change in fund balance	613,245	
Ending fund balance	<u>\$5,838,007</u>	<u>\$5,224,762</u>
Total reserves and fund balances	<u>29,332,809</u>	<u>28,719,564</u>
Total Liabilities & Fund Balances	<u>\$32,764,111</u>	<u>\$32,289,729</u>



LANE TRANSIT DISTRICT  
 COMPARATIVE BALANCE SHEET  
 SPECIAL TRANSPORTATION FUND  
 August 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$97,000	\$24,256
Receivables	0	0
Prepaid expenses	0	0
Total Assets	<u>\$97,000</u>	<u>\$24,256</u>
<b>LIABILITIES</b>		
Accounts payable	<u>\$97,000</u>	<u>\$24,256</u>
Total Liabilities	<u>\$97,000</u>	<u>\$24,256</u>
<b>RESERVES &amp; BALANCES</b>		
Fund balance	\$0	\$0
Change in fund balance	0	0
Ending fund balance	<u>\$0</u>	<u>\$0</u>
Total Liabilities & Fund Balances	<u>\$97,000</u>	<u>\$24,256</u>



LANE TRANSIT DISTRICT  
 COMPARATIVE BALANCE SHEET  
 CAPITAL FUND  
 August 31, 1996

	CURRENT BALANCES	BALANCE 6/30/1996
<b>ASSETS</b>		
Cash & short term investments	\$6,319,835	\$6,517,821
Receivables	183,070	228,666
Prepaid	0	0
Deposits	0	0
Total Assets	<u>\$6,502,905</u>	<u>\$6,746,487</u>
<b>LIABILITIES</b>		
Accounts payable	\$21,953	\$227,525
Retainage payable	0	0
Total Liabilities	<u>\$21,953</u>	<u>\$227,525</u>
<b>RESERVES &amp; BALANCES</b>		
Fund balance	\$6,518,962	\$6,518,962
Change in fund balance	<u>(38,010)</u>	<u>0</u>
Ending fund balance	<u>\$6,480,952</u>	<u>\$6,518,962</u>
Total Liabilities & Fund Balances	<u>\$6,502,905</u>	<u>\$6,746,487</u>









LANE TRANSIT DISTRICT  
SPECIAL TRANSPORTATION FUND INCOME STATEMENT  
For the period 7/01/96 to 8/31/96

	ORIGINAL BUDGET	AMENDED BUDGET	Y-T-D ACTUAL	AUGUST 1996 ACTUAL	Percent of year BALANCE	16.7% YTD% BUDGET
<b>REVENUES/TRANSFERS</b>						
State Special Transp Funds	\$374,000	\$374,000	\$0	\$0	(\$374,000)	0.0%
STF - contingency & capital	302,180	302,180	\$0	\$0	(302,180)	0.0%
State Special Grant	0	0	\$0	\$0	-	-
Transfer from general fund	602,000	602,000	\$97,000	\$48,500	(505,000)	16.1%
<b>Total Revenues</b>	<b>\$1,278,180</b>	<b>\$1,278,180</b>	<b>\$97,000</b>	<b>\$48,500</b>	<b>(\$1,181,180)</b>	<b>7.6%</b>
<b>EXPENSES/TRANSFERS/RESERVES</b>						
STF - flow through transfer	676,180	676,180	0	0	676,180	0.0%
Direct support - Ride Source	540,000	540,000	86,666	43,333	453,334	16.0%
Direct support - LCOG admin	62,000	62,000	10,334	5,167	51,666	16.7%
<b>Total Expenses</b>	<b>\$1,278,180</b>	<b>\$1,278,180</b>	<b>\$97,000</b>	<b>\$48,500</b>	<b>\$1,181,180</b>	<b>7.6%</b>
<b>UNRESERVED FUND BALANCE</b>						
Change to fund balance	0	0	0.00			
Beginning balance	0	0	0.00			
Ending balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			



LANE TRANSIT DISTRICT  
CAPITAL FUND INCOME STATEMENT  
For the period 7/01/96 to 8/31/96

					Percent of year	16.7%
	ORIGINAL	AMENDED	Y-T-D	AUGUST		
	BUDGET	BUDGET	ACTUAL	1997	BALANCE	YTD %
				ACTUAL		BUDGET
<b>REVENUES</b>						
Grant income	\$9,584,700	\$9,584,700	\$165,703	\$129,635	(\$9,418,997)	1.7%
Transfer from General Fund	2,958,980	2,958,980	0	0	(\$2,958,980)	0.0%
<b>Total resources</b>	<b>\$12,543,680</b>	<b>\$12,543,680</b>	<b>\$165,703</b>	<b>\$129,635</b>	<b>(\$12,377,977)</b>	<b>1.3%</b>
<b>EXPENDITURES</b>						
<b>GRANT PAID CAPITAL</b>						
Bus related equipment	\$0	\$0	\$0	\$0	0	
Bus stations, stops, & terminals	837,000	837,000	22,731	21,009	814,269	2.7%
Eugene Station	7,500,000	7,500,000	109,728	106,255	7,390,272	1.5%
Facilities	30,000	30,000	3,712	3,292	26,288	12.4%
Revenue rolling stock	1,580,000	1,580,000	1,870	680	1,578,130	0.1%
Support vehicles	85,000	85,000	0	0	85,000	0.0%
ADP hardware & software	119,100	119,100	23,970	20,383	95,130	20.1%
Shop equipment	53,680	53,680	2,529	956	51,151	4.7%
Miscellaneous equipment	1,686,600	1,686,600	39,173	6,116	1,647,427	2.3%
Budgeted for capital contingency	100,000	100,000	0	0	100,000	0.0%
<b>Total federal capital purchases</b>	<b>\$11,991,380</b>	<b>\$11,991,380</b>	<b>\$203,713</b>	<b>\$158,691</b>	<b>\$11,787,667</b>	<b>1.7%</b>
<b>LOCALLY FUNDED CAPITAL</b>						
Eugene Station	\$0	\$0	\$0	\$0	\$0	0.0%
Other local only	0	0	0	0	0	0.0%
	\$0	\$0	\$0	\$0	\$0	0.0%
<b>Total expenditures</b>	<b>\$11,991,380</b>	<b>\$11,991,380</b>	<b>\$203,713</b>	<b>\$158,691</b>	<b>\$11,787,667</b>	<b>1.7%</b>
Change in Fund Balance	552,300	552,300	(38,010)	(29,056)		-6.9%
Beginning Fund Balance	4,667,305	4,667,305	6,518,962			
<b>Ending Fund Balance</b>	<b>\$5,219,605</b>	<b>\$5,219,605</b>	<b>\$6,480,952</b>			



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** September 18, 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. **Board Compensation Committee Recommendations:** The Board Compensation Committee will meet to develop recommendations regarding the reversal of Measure 8 and the General Manager's FY 96-97 compensation. Assuming Committee member availability, the recommendations will be ready for discussion by the full Board at the October 16, 1996, meeting.
- B. **Policy on Sexual Harassment:** Revisions to the District's Policy on Sexual Harassment will be presented to the Board for approval at the October 16, 1996, meeting.
- C. **Eugene Station Art Presentation:** Following more detailed discussion by the Art Selection Committee, staff will arrange a presentation on the art for the Eugene Station, perhaps for the October 16, 1996, Board meeting.
- D. **Work Session on Labor Relations Goals:** In October, the Board will be asked to hold a work session to review and consider possible labor relations and bargaining goals.
- E. **Annual Audit Report:** Presentation of the audit report for the fiscal year ending June 30, 1996, will be scheduled for the October 16, 1996, Board meeting.
- F. **UNCC Study Presentation:** At the October 16, 1996, meeting, the most recent results of the University of North Carolina, Charlotte, study comparing transit systems will be presented by staff for the Board's information.

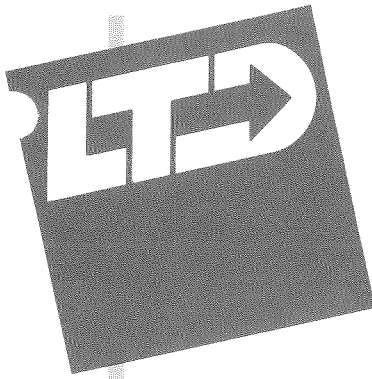




- G. **Board Strategic Planning Retreat:** The Board's annual strategic planning retreat has been scheduled for Saturday and Sunday, November 2 and 3, in Eugene. Additional details will be available in the near future.
- H. **Work Session on Image and Role in the Community:** Staff recommend that the 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.
- I. **Eugene Station:** Various action and information items will be placed on Board meeting agendas during the design and construction of the Eugene Station.
- J. **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.

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

(541) 741-6100  
Fax (541) 741-6111

## MONTHLY STAFF REPORT September 18, 1996

### TRANSIT OPERATIONS

*Prepared by Patricia Hansen, Transit Operations Manager*

#### FALL BID

The fall bid will be held September 9 - 12 and implemented September 22. We have added an additional (eighteenth) position on the extra board for the fall bid. Statistics indicate that it will be more cost-effective to hire an additional operator than incur overtime costs.

#### BUS OPERATOR ROADEO

We were all very pleased with the success of this year's roadeo, which was held at Valley River Center on Sunday, August 25. Congratulations to first place winner Ron Andersen, who received a trophy and \$100 spending money for the all-expense-paid trip for himself and a guest to the national American Public Transit Association (APTA) competition in Anaheim, California. Staff members Patricia Hansen, Ron Berkshire, and Ed Bergeron will be at the APTA convention to root for Ron. This is Ron's second trip to the national competition--he also represented LTD in New York in 1979. Mel Morgan was our second place winner, receiving a trophy and a \$250 cash award. Third place honors went to Irene Maguire, who received a cash award of \$150 and a trophy. All operators who competed in the roadeo received a certificate and a navy polo shirt with a roadeo logo, which they can wear as a uniform shirt.

A number of employees and family members and Board member Dave Kleger volunteered their time to make the roadeo happen. Special recognition should be given to this year's Roadeo Committee, Michelle Gilles, Bob Younger, Ralph Dinnel, and Carol Allred, who did a super-human job of pulling off a very complex and labor-intensive event.

Last year's roadeo was the first held in six years, and was a "test balloon" of sorts. The employees on last year's committee had never organized a bus roadeo before, so it was decided to keep the event low-profile and simple to reduce the risk of possible blunders or oversights. The diligent research and attention to detail of last year's committee provided an excellent foundation upon which to build this year. Buoyed by last year's relatively



smooth experience, we decided to be a little braver this year and open the competition to the media and invited VIP community members. The event received good coverage by local TV stations KEZI and KMTR, and 10 VIP greenhorns tested their skill at maneuvering a bus through a modified (easier) version of the rodeo course. The VIP group was a mix of "at large" Chamber of Commerce members/businesspersons and representatives from LTD Group Pass Programs (e.g., Sacred Heart, Lane Council of Governments (LCOG), and University of Oregon). The at-large winner of the VIP competition was Tom Dragoo from Centennial Bank, and the group pass winner was Robert Lewis from LCOG. Trophies were awarded to both winners.

Twenty operators competed in this year's rodeo, an encouraging increase over last year's number of 12 participants. Twenty operators represents almost 13 percent of the total operators who have worked at LTD for a year or more, which is a requirement in order to be eligible to participate in the rodeo. Inability to meet attendance and safe-driving criteria were two factors that caused some additional operators to be ineligible to participate. There also were approximately 40 operators who regularly work on Sundays, as well as operators who could not participate due to vacation, illness, or other conflicts. Given these eligibility and availability constraints, and the fact that we could not have logistically accommodated many more than 20 operators in one day, we are pleased with this year's turnout. (It is interesting to note that at Pierce Transit in Washington, only about 30 of their total of 360 operators, or about 8 percent, participate in the local rodeo, which they have consistently held for years.)

#### **POSSIBLE EPD SUBSTATION IN THE NEW EUGENE STATION**

Transit Projects Administrator Rick Bailor is spearheading negotiations with the Eugene Department of Safety to create a police substation in the new Eugene Station. This could provide obvious security benefits for LTD customers and employees, as well as for the numerous businesses located at the southern periphery of the core downtown area. A decision about the possible substation will need to be made within the next month or so in order for modifications to be incorporated into the station's design.

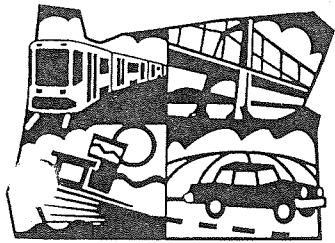
#### **NEW OPERATOR TRAINING CLASS STARTING LATER THIS MONTH**

Operator interviews are in progress, and we expect to create a new pool of about 25 prospective new hires. Six of these new hires will start training the week of September 23.

#### **CUSTOMER PROBLEMS ON THE MCKENZIE BRIDGE ROUTE**

Our operators have been experiencing a number of customer problems on the #91 McKenzie Bridge route, such as disorderly conduct; non-payment of fare; animals, weapons, and alcohol being brought on the bus; and narcotics being both used and sold on the bus. The majority of customers responsible for this problem behavior appear to





# Oregonians for Roads & Rail YES on Measure 32!

NOV 20 1996

TRANSIT DISTRICT

Members (A partial list only.)

- Mike Burrill, Co-Chair  
Burrill Lumber, Medford
- Keith Thomson, Co-Chair  
Intel, Hillsboro
- Rep. Ron Adams, West Linn
- Sen. Ken Baker, Clackamas  
Chair, Senate Transportation  
Committee
- Ed Balsiger  
Pendleton Grain Growers
- Rep. Lee Beyer, Springfield
- Rep. Tom Brian, Tigard
- Fred Buckman  
PacifiCorp, Portland
- Rep. Margaret Carter, Portland
- Steve Corey, Pendleton
- Larry Cribbs, LaGrande  
Eagle Machine & Trucking
- Richard Everhart  
Mayor, City of Hines
- Stewart Foster  
Attorney, Medford
- Ken Harrison  
GE, Portland
- Lynn Herbert  
Herbert Lumber, Riddle
- Henry Hewitt, Portland
- Mike Hollern,  
Brooks Resources, Bend
- Bob Jepsen  
Mayor, City of Heppner
- Craig Lomnicki  
Mayor, City of Milwaukie
- Craig Moore  
Pepsi Cola Bottling of Bend
- Judge Mike McArthur, Moro
- Donald S. McClave, Portland  
Metro Chamber of Commerce
- Andy Nasburg  
Nasburg Insurance, Coos Bay
- Cheryl Perrin, Fred Meyer, Inc.
- Laura Pryor, Condon
- Rep. Bob Repine, Grants Pass
- Richard Reiten  
NW Natural Gas, Portland
- Harold Schild, Tillamook  
County Creamery Association
- Bob Shiprack  
Oreg. State Building Trades
- Rosetta Venell  
Benton County farmer
- Rep. John Watt, Medford
- John Whitty, Coos Bay
- Brett Wilcox, The Dalles  
NW Aluminum Company

Dear Friends and Neighbors,

There will be a lot of clutter on the November 5th ballot. Here is one measure we hope won't get lost -- Measure 32, light rail.

A YES vote on Measure 32 will assure funding for the state's share of South/North Light Rail with a portion of the state's lottery money. The measure also contains lottery money for transportation projects all over the state.

A YES vote on Measure 32 says YES to livable neighborhoods, clean air and managing growth. If Measure 32 fails, we lose not only the state funding but also \$750 million in federal funds for South/North Light Rail. It would be a huge step backwards.

We have a big job on our hands to pass Measure 32 -- and we need your help. You can help . . .

- Make a financial contribution.
- Host a coffee.
- Talk to your friends and neighbors.
- Do all three!

We need to say an emphatic YES to light rail, balanced transportation and livability -- YES to Measure 32!

Sincerely,

Mike Burton  
Metro Executive Officer

Vera Katz  
Mayor, City of Portland

Craig Lomnicki  
Mayor, City of Milwaukie

Donald S. McClave  
Portland Metropolitan  
Chamber of Commerce

Mike Burrill  
Burrill Lumber, Medford

Keith Thomson  
Vice President, Intel

