



# CITY OF EAGLE POINT

*"Gateway to the Lakes"*

OREGON

## JOINT MEETING OF THE CITY OF EAGLE POINT CITY COUNCIL AND PLANNING COMMISSION

MARCH 12, 2013

### WORKSHOP MINUTES

1. CALL TO ORDER – 5:45 P.M.

Mayor Russell called the Workshop to order at 5:47p.m.

Council Members Present: Bob Russell, \*Jonathan Bilden, Wayne Brown, Bill Fierke, Ruth Jenks, Aaron Prunty and \*Kathy Sell.

Planning Commission Members Present: Suzi Collins, Sharon Coupe, Dianne Mihocko, Kevin Walruff, and Millie Wewerka.

Planning Commission Members Absent: Bernard Grossman and Steve Hunter.

Staff Members Present: Henry Lawrence, City Administrator; Joe Kellerman, City Attorney; Melissa Owens, Finance Officer; Robert Miller, Public Works Director; Mike Upston, Principal Planner; and Cindy Hughes, City Recorder.

Guests: Paul Lutey with Nelson\Nygaard Consulting Associates Inc. (Nelson\Nygaard), Paige Townsend with Rogue Valley Transit District (RVTD), and members of the public and press.

\*Kathy Sell and Jonathan Bilden joined the meeting at approximately 5:48 p.m.

2. DISCUSSION REGARDING THE FINAL DRAFT REPORT FOR THE ROGUE VALLEY TRANSIT DISTRICT (RVTD)/EAGLE POINT TRANSIT STUDY.

Mike Upston, Principal Planner, reviewed the transit study about providing bus service to Eagle Point. Since August 2011, five meetings have been held and a 25-member stakeholder group participated in the study. Mr. Upston confirmed that the City Council

and Planning Commissioners had received the Eagle Point Intercity Public Transportation Service Planning Final Draft Report (Submission No. 1).

The project consultant, Paul Lutey of Nelson\Nygaard, made a PowerPoint presentation (Submission No. 2), regarding the transit study. Alternatives and costs were identified, and Mr. Lutey noted that members of the public had been actively engaged in the study via the stakeholder group. The final study should be completed by the end of March or early April.

Of the four initial alternative bus routes, Alternative 1A was the most popular although Alternative 1B would be RVTB's choice. Alternative 1A would provide bus service every 30 minutes during weekdays with 12-15 hours of daily service, and Saturday service of 8-9 hours. The proposed route would run through Eagle Point in one direction, with a possible turnaround at Walmart preferred, and connect in White City. Alternative 1B included bi-directional service, a connection to the Rogue Community College (RCC) Table Rock Campus, and service every 60 minutes. All stops would be ADA (Americans with Disabilities Act) accessible. Mr. Lutey clarified that on Page 18 of the PowerPoint presentation, one of the headers should be Alternative 2A instead of Alternative 1B.

Councilor Jenks noted that service to the RCC Table Rock Campus was a priority within the stakeholder group. **However, there was a question made about RCC students being surveyed. RCC students were not surveyed and did not provide input.** *(Revision in bold from City Council Meeting of March 26, 2013)*

Councilor Jenks also asked Paige Townsend of RVTB about whether or not Alternative 1A was an option that they would consider. Ms. Townsend responded that she would check with the RVTB Board.

Ridership was discussed and is estimated to begin with 36,000 to 44,000 passengers annually or 7.8 to 9.5 passengers per hour, but could be expected to increase over time. Ms. Townsend clarified that the ridership levels were conservatively estimated.

Governance and service oversight options ranged from service provided by Rogue Valley Transit District (RVTB), to Eagle Point contracting the service, or providing the service in-house. It was noted there is a limited amount of transportation available through the Upper Rogue Community Center that is coordinated through RVTB. Charter companies provide some contracted transportation service as well.

The initial capital cost is estimated to be \$380,000, with the majority of the cost being for a bus. Federal, state, and local funds could supplement the cost of bus fares but it is not possible to complete a financial plan at this time. **There was discussion about who would pay for services and it was possible that only \$40,000 could come from**

**outside sources.** *(Revision in bold from City Council Meeting of March 26, 2013)* There was additional discussion regarding fares related to ADA regulations. Property taxes would be a likely funding source and could be put before the voters at a rate of .17 cents per \$1,000 of property value or approximately \$17 per \$100,000 of assessed property value. Compression rates were discussed and this rate would not put Eagle Point over the allowable amount. Discussion ensued about placing this before the voters at an upcoming General Election.

Ms. Townsend responded to questions about minimum service levels and assured the City Council and Planning Commission that Eagle Point would receive consistent service. In the event of an increase or decrease of 5%, a full public hearing would be required. All communities receive close to the same amount of service and a major service reduction has not occurred since 2006. However, Jacksonville receives the least amount of service, and resources are allocated to where they will be used the most. Ms. Townsend further reported it would take several years of service to determine the service level needs of Eagle Point but she has received many requests for service to Eagle Point.

City Attorney, Joe Kellerman, provided a brief history about how the golf course community had withdrawn from the transit district and the process to accomplish that.

3. ADJOURNMENT.

There being no further business to come before the Council and Commission, Mayor Russell adjourned the Workshop at 6:58 p.m.

Respectfully submitted,

  
Cindy Hughes, City Recorder

ATTEST:

  
Robert E. Russell, Mayor