

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, June 20, 1990

Pursuant to notice given to *The Register-Guard* for publication on June 14, 1990, 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, June 20, 1990, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: H. Thomas Andersen, Secretary
Peter Brandt, Treasurer
Janet Calvert, President, presiding
Tammy Fitch
Herbert Herzberg
Thomas Montgomery
Keith Parks, Vice President
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent:

CALL TO ORDER: The meeting was called to order at 7:30 p.m.

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Ms. Calvert thanked the Board members and staff for all their help, support, and cooperation during her tenure as Board President. She said she had enjoyed serving as the President, but that her duties at the Extension Service had increased and she needed to resign that office. She asked that elections for a new President be held at the next Board meeting.

BUS RIDER OF THE MONTH: The June Bus Rider of the Month, Karyn Kelly, was not present at the meeting.

EMPLOYEE OF THE MONTH: Ms. Calvert introduced the June Employee of the Month, Bus Operator Ed Russell. She explained that he had been hired in February 1980 and, because of his low seniority, had been laid off in early 1982. He was re-hired as a part-time bus operator in October 1983 and promoted to full-time in September 1984. He had earned his five-year safe driving award and had an excellent attendance record. He was described as always being helpful to his customers, which Ms. Calvert said was essential for the District's drivers, because people will ride as long as they feel welcome on the bus.

Mr. Russell thanked Ms. Calvert and said that he appreciated the award very much. He added that he had worked in construction a long time and wasn't sure he would enjoy being a bus operator, but discovered he really enjoyed it.

AUDIENCE PARTICIPATION: There was no one in the audience who wished to comment on issues of a general nature.

MOTION **APPROVAL OF MINUTES:** Ms. Fitch moved that the minutes of the May 16, 1990, regular meeting be approved as distributed. Mr. Montgomery seconded the motion, and the
VOTE minutes were approved by unanimous vote.

SERVICE TO THE JESSEN AREA: Stefano Viggiano, Planning Administrator, stated that this was the third time service to the Jessen area had been discussed by the Board in the last four months. At the May meeting, the Board directed staff to implement service on a trial basis. The trial service included shortened routes on two afternoon trips, at 3:05 p.m. and 4:05 p.m. Staff were further directed to place this item on the agenda for the June meeting, for discussion of a more permanent service change.

Mr. Viggiano said that the temporary service changes were implemented on May 21, and that ridership data had been collected on seven or eight days on each afternoon trip. He used a chart to show the data that had been collected. For the trip that arrives at the mall at 2:00 p.m., the average bus was two minutes early, and the average number of riders when the bus arrived downtown was 7.4. There was a lot of fluctuation in arrival time and ridership on this trip. The next trip, which leaves the mall at 2:05 p.m. and returns at 3:00 p.m., had some running time problems. One trip arrived on time and the other six were from one to eight minutes late, with an average of 16.6 people on the bus on arrival. One bus, on June 1, arrived eight minutes late with 32 people on board.

Planning staff talked with three drivers of the 2:05 p.m. trip. They all believe that they can make it back to the mall on time; it is a "push," but they would like to continue the service. Turning the 3:05 p.m. and 4:05 p.m. buses around at Echo Hollow rather than going through the Jessen area has allowed those buses to return to the mall on time, even a few minutes early. Although there were still some problems with the 2:05 p.m. trip, it was staff's recommendation to continue that service through the next year. In the future, however, a more radical change would probably be needed on this route. It was scheduled to be studied as part of the Annual Route Review in 1991 in order to find a better solution.

The original recommendation from staff was to deviate the 3:50 p.m. Junction City bus to Jessen on demand. Staff were unable to implement this change for the trial period because the temporary change was made on very short notice. Staff had not heard any concerns about needing service to Jessen at this time, in spite of the shortened 3:05 p.m. and 4:05 p.m. trips, so staff were recommending that this deviation of the Junction City bus not be implemented in the fall.

Mr. Andersen asked if a bus which is two minutes late is actually considered to be late. Mr. Viggiano replied that a bus is not considered late until it is four minutes behind schedule. However, if a bus is two minutes late, passengers have only three minutes to complete their transfers, which can be difficult if they have to walk the length of the station.

Mr. Herzberg wondered if staff had talked with the City about putting a street into the Jessen neighborhood. Mr. Viggiano replied that the vacant field which the road would probably

go through is private property. The City had no time line for development or putting in a street in that area, and would probably not deal with this issue until the private owner sold the land.

Audience Participation Regarding Jessen Street: Greg Nelson, representing the Jessen/Clary Neighborhood Association, said that the service change worked as far as it went, but it did leave gaps. He spoke of a woman who missed the 2:05 p.m. bus because her first bus was late getting into the mall, and then had to walk across the field when she took the shortened route, rather than waiting for the 5:05 p.m. bus. He said the shortened route was more inconvenient for UO students, who have fluctuating schedules. Mr. Nelson agreed with Mr. Viggiano that the route needed major work in the future, but he did not know of any other way to solve the running time problems before major changes were made. He said the peak time, when most people want to ride, was inconvenient because of the running time problems, but he reiterated that the Jessen residents wanted to keep service in that area, and look at creating a route with Jessen as the end-point, which could get back to downtown Eugene on time.

MOTION Ms. Fitch moved that the service change as currently designed be continued indefinitely. Mr. Herzberg seconded, and the motion carried by unanimous vote. Ms. Calvert told Mr. Nelson that she was sure that staff would be looking carefully at this issue when staff reviewed the routes.

FISCAL YEAR 1990-91 DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY AND PROGRAM: Ms. Loobey stated that the DBE Policy and Program were reviewed annually to bring them up to date with current federal regulations. Jeanette Tentinger, Purchasing Agent, briefly explained the DBE program for the benefit of the new Board members. The program included disabled, minority, and women-owned businesses, and the language of the District's policy had been changed this year to include all three groups under the heading "disadvantaged business enterprises." The consolidated goal for LTD remained at 14 percent, where it had been for the last several years. This meant that the District would try to award 14 percent of all federally funded contracts to a business which was 51 percent owned by minorities, women, or others who qualify as a disadvantaged business. Ms. Tentinger stated that the changes to the DBE Policy and Program for FY 90-91 were to consolidate language and to change the goals based on the new budget.

Mr. Andersen asked what the 14 percent goal was in terms of the budget, and if the goals had been met in the past. Ms. Tentinger referred to page 38 of the agenda packet, which listed an estimated total of federally funded activities as \$237,763, of which 14 percent would be \$33,287. She added that the District had met its goals for the past two years, and in FY 89-90, had reached 21 percent of all contracts and purchases awarded through March 31, 1990. The percentage was lower since that time, and Ms. Tentinger anticipated that the total for FY 89-90 would be about 16 percent. Mr. Andersen then asked if these contracts were awarded to local firms. Ms. Tentinger replied that it depended on the type of project, and said that for a recent construction project, the bid had been awarded to an out-of-town business. Ms. Calvert asked if the cleaning crew was minority or women owned. Ms. Tentinger said it was, but was not certified by the State as such, and that it was a temporary service and would be re-bid in the future.

Mr. Herzberg asked about a statement regarding LTD's burden of assistance, and wondered if that had always been Board policy. He felt that LTD should not be buying insurance if a company was registered with the State. Ms. Tentinger explained that LTD's burden of assistance was merely to tell potential contractors where to go to get bonding or insurance; in other words, to refer them to someone else with more expertise in these areas. The District also had information sheets and an explanation of programs in the office for bidders to read. Ms. Loobey stressed that LTD's assistance was only with information, and that there was no financial assistance, nor was anyone else covered under the District's insurance program, which would be an inherent conflict of interest.

Ms. Fitch commended Ms. Tentinger on the good information presented for the Board.

MOTION Mr. Brandt moved that the Board approve the Resolution Revising DBE Policies and DBE Affirmative Action Program, as presented on page 35 of the agenda packet. Mr. Andersen seconded the motion, which then carried by unanimous vote.

VOTE

MOTION **RESOLUTION REAFFIRMING DISTRICT BOUNDARIES:** Ms. Fitch moved that the Board approve the Resolution Reaffirming District Boundaries found on page 54 of the agenda packet. Mr. Andersen seconded the motion. Mr. Brandt asked why the boundaries were the same. Ms. Loobey replied that no one had asked LTD to extend service. She explained that if the residents of an unincorporated area wished to have bus service, they would need to approach the county commissioners to request an analysis by LTD, to study adding that area to the District's boundaries. If residents of an incorporated area wished to have bus service, as Oakridge did a couple of years ago, that city would approach LTD directly and ask for an amendment to the boundaries to include that area.

Ms. Loobey added that it had been LTD's long-standing practice to not include areas which were not served. In 1987, the legislature set boundary policies for LTD and Tri-Met, and the District is required to annually determine the territory in which it will operate.

Mr. Brandt asked about service to the Junction City area. Mr. Viggiano used a map to show the route to Junction City. He explained that service within Junction City had been stopped, but that the buses still traveled between Eugene and Junction City, as well as Fern Ridge, Elmira, and Veneta. Mr. Brandt wondered if the airport was in the boundaries. Mark Pangborn, Director of Administrative Services, replied that it was, and added that during the summer some buses would be traveling around Fern Ridge Reservoir and returning to Eugene on West 11th Avenue.

VOTE With no further discussion, the Resolution Reaffirming District Boundaries was approved by unanimous vote.

ADOPTION OF FISCAL YEAR 1989-90 SUPPLEMENTAL BUDGET: Brentt Ramharter, Finance Administrator, stated that the Supplemental Budget for FY 89-90 was basically comprised of the numbers used in the FY 89-90 projected column of the budget approved by the Budget Committee at the end of April. He said this figure represented the staff's best estimate of where revenues and expenditures would be at the end of the fiscal year.

Replacements of pages 56 through 58 were handed out at the meeting. The only difference on the two pages was the addition of a budget transfer of \$7,500 for General Administration Contractual Services, for fourth quarter legal fees. Mr. Ramharter explained that vacation and sick leave accrual was not budgeted as a line item; however, last year the District had to accrue \$42,000 due to a lot of delayed vacations. Salaries had also increased with inflation, so the higher salary rates were multiplied by the number of hours of accrued vacation, to find the District's total obligation.

Mr. Ramharter said that typically the District had not expended more than the total amount budgeted for personnel, but was required by law to stay within certain boundaries in categories. As a precautionary measure, \$40,000 in additional transfers were made for sick leave accrual.

Mr. Brandt asked about revenue and expenditure savings, as listed in the Supplemental Budget. Mr. Ramharter explained that these were dollars not spent, so it was a way of applying the cash surplus to "zero out" the budget. Mr. Andersen said the .6 percent variance looked excellent to him, and commended Mr. Ramharter and the other staff.

Public Hearing on FY 89-90 Supplemental Budget: Ms. Calvert opened the public hearing on the Fiscal Year 1989-90 Supplemental Budget. There was no comment from anyone in the audience, and the public hearing was closed.

MOTION **Board Action:** Mr. Brandt moved that the Board approve the Supplemental Budget and budget transfers set forth on replacement pages 56 through 58 and outlined in the Resolution Adopting the Supplemental Budget and the Resolution Making Appropriations found on page 55. Mr. Andersen seconded the motion, and the Supplemental Budget for FY 89-90 was approved by unanimous vote.

VOTE

ADOPTION OF FISCAL YEAR 1990-91 BUDGET: Mr. Ramharter stated that the FY 90-91 budget presented in the agenda packet was identical to the budget approved by the Budget Committee on April 25.

Public Hearing on Fiscal Year 1990-91 Budget: Ms. Calvert opened the public hearing on the FY 90-91 budget presented in the agenda packet. There was no testimony, and the public hearing was closed.

MOTION **Board Action:** Mr. Andersen moved that the Board approve the Resolution adopting the Fiscal Year 1990-91 Budget as set forth on page 59 of the agenda packet. Ms. Fitch seconded the motion, which then carried by unanimous vote.

VOTE

Ms. Loobey announced to the Board that Mr. Ramharter would be leaving his employment with the District in order to attend graduate school at Gonzaga in Spokane. She said that staff were saddened by his departure; that he had done an outstanding job for the District and would be missed. Ms. Calvert offered the Board's appreciation for his service to the District, and wished him good luck in his studies.

ITEMS FOR INFORMATION AT THIS MEETING: Ms. Calvert stated that the last two action items would be delayed until the end of the meeting because they involved Executive Sessions, at which time the public and some staff would be asked to leave the room.

Downtown Eugene Transit Station Site Selection Committee Update: Ms. Loobey stated that this topic was on the agenda because the Downtown Eugene Transit Station Site Selection Committee, comprised of three LTD Board members (Ms. Calvert, Mr. Brandt, and Mr. Andersen) and three City of Eugene Council/Commission members, had gone through the technical analysis and rating phase, including a public comment period. A summary of the public input was included in the agenda packet.

Ms. Loobey said that the Committee had decided that each representative on the Committee would return to his or her own governing body and begin to narrow down the number of sites to two to four sites for further examination.

Mr. Viggiano, the technical staff person assigned to this project, said that staff and the three members of the Board on the Committee wanted to learn the full Board's position regarding the potential sites before moving into the next phase. The Committee had tentatively scheduled a meeting for July 6, and it was possible that selection of from two to four sites for further study could occur at that meeting. After that, the selected sites would be studied in relation to a number of issues which vary with the sites. Some of the analysis could be quite expensive, so would only be performed on the sites the Committee was serious about. This analysis was scheduled to occur through the summer and into early fall, and then the results would be discussed with the Committee. The Committee would then return to the full Board for final site selection, with one or two back-up sites.

Mr. Viggiano briefly reviewed the discussion so far on each site. He used a map to show the location of the sites which were eliminated early in the process, and those which were still being considered. He explained that the Sears Lot at 8th and Charnelton was potentially unavailable, and did not score high on the technical report, so there was not a great deal of enthusiasm for this site. The same was true of the Greyhound Lot.

The City of Eugene had concerns about a joint City/transit station venture. The City Council planned to discuss this issue at a work session that month. LTD staff planned to attend that meeting. Mr. Andersen commented that the City Hall Lot scored high technically, coming in second in the technical study.

Mr. Viggiano stated that the Butterfly Lot, between 7th and 8th Avenues and Oak and Park Streets, and owned by Lane County, scored the highest in the technical study. Four of the five County Commissioners were willing to consider the lot for a transit station, but had some reservations regarding such issues as parking and pollution. Ms. Calvert added that the Butterfly lot was also the most complicated of the sites, due to Saturday Market and other issues. Mr. Parks asked if the legal questions about using this lot for transit had been settled. Mr. Viggiano said the legal question was a potential hurdle, but seemed okay after initial research by District Counsel.

Mr. Viggiano explained that the Elections Lot did not score high because it was so far from downtown, but that as a full block it had some additional opportunities for development. On a half-block site, the only opportunity for mixed-use development would have to be above or below the street level.

Two additional sites were discussed through the public comment process. The lot at 8th and Willamette had been eliminated from discussion originally because of the Pankow development plans, and was still slated for development. The City was about ready to release a Request for Proposals for development of the site, and it was anticipated that it would be sold to a private developer within a couple of months.

A lot at 10th and Pearl, one-half block wide by one and one-half blocks long, was about 50 percent larger than other sites. The site included parking lots and the Firestone store. Development of the lot would require purchase of the Firestone store and vacating 10th Avenue for one-half block. The City traffic engineering staff thought that if this site became the top choice, vacation of that half-block could be accommodated, since there was not much traffic on that section of 10th Avenue.

Ms. Calvert stated that the last Committee meeting could best be described as "muddled," because no clear site had emerged as the top choice. She said the District needed to come forth with what would best meet its needs.

Mr. Herzberg wondered if the Butterfly Lot was wide enough for a transit station. Mr. Viggiano replied that an engineer had studied this question. A half-block would be a tight fit for the number of buses LTD needed to park at a transit station. Compared to other transit systems, he said, a half-block was a small site for the number of buses. In order to use a half-block site, the District would have to minimize travel on the site, and use adjoining streets for ingress and egress. There were not many alternatives in downtown Eugene that were larger than half-block sites, and staff planned to look carefully at this question during the summer. Mr. Herzberg was wondering about room for people in wheelchairs to maneuver. Mr. Viggiano made a sketch of a transit station on a half-block site, saying it would function well for transfers since it would be very compact, but would allow the movement Mr. Herzberg was concerned about. A half-block is 400 feet by 200 feet, so would accommodate a 60-foot-wide pedestrian walkway in the center.

Ms. Fitch asked how many buses would use the transit station at one time. Mr. Viggiano said there could be a maximum of 20 (10 on each side of the central pedestrian area). Mr. Andersen asked how many buses parked at the current station along 10th Avenue. Mr. Viggiano replied that 17 buses were used during the morning peak. He added that during the summer another engineer would look at the issue of using a half-block site, and at other options or designs.

If a mixed-use development were built on a half-block site, the non-transit development would be above the center of the station, and the back ends of the buses would not be under the building. This would mean that the upper development could be about 80 feet wide. Mr. Viggiano explained that the biggest difficulty from an operational standpoint would be that the buses would have to back up in order to leave the station. LTD buses did not back up,

but other transit districts did, and reported no particular problems. The station would have to be designed so that no pedestrians would walk behind the buses. Mr. Montgomery asked how that could be prevented. Mr. Viggiano explained that barriers would probably be built at the edges of the station so there would be no direct access on the two sides behind the buses. The station design would make access through the bus entrance undesirable, and access through the pedestrian walkway more inviting.

Ms. Loobey added that access would be on 7th and 8th Avenues for the Butterfly Lot. Mr. Viggiano said that since 7th Avenue was such a busy street, it might be difficult for buses to pull into traffic. The traffic engineers suggested that the traffic signal on 7th at Willamette could turn red while the signal at Oak was still green, allowing that block to empty, making bus access easier.

LTD cannot condemn property owned by other governmental units; that governmental unit has to be willing to sell the property. Mr. Andersen said he did not see much support from the political arm of the City government on that issue. He was interested in the new lot, the Firestone Lot, because the two lots which scored the highest had some major political problems. Mr. Parks added that delays and litigation by political bodies regarding their property could cause the District to spend a lot of money, and he would like to avoid that.

Mr. Andersen said that if the City built a new building and pulled a lot of staff out of downtown office buildings, there would be a high vacancy rate in those buildings. He said he was discouraged about the City Hall Lot, and did not expect bold decisions on this issue.

Ms. Calvert said she had concerns about the Butterfly Lot; that maybe 7th Avenue was not the right place for buses. Mr. Andersen said that even though the Butterfly Lot scored high in the technical analysis, the operational drawbacks were also high.

Ms. Fitch wondered how the Firestone Lot had scored in comparison with the other sites. Mr. Viggiano replied that it had not undergone the rigorous scoring process as the other sites, but it did score second to the Butterfly Lot. However, Mr. Pangborn said, vacation of 10th Avenue could be a problem with that site. Mr. Andersen suggested that the street could go half-way, or that mixed-use would provide access to the Citizens Bank. Mr. Viggiano stated that the local manager of the Firestone building had said there had already been discussions about putting a canal through his site.

Mr. Parks thought the best strategy would be to keep several sites as alternatives all the way through the process, with the possibility of resorting to eminent domain after all the other sites were taken away. Ms. Fitch wondered if it was possible to expect that a decision would ever be made. Mr. Andersen said that a dichotomy was showing up; that the advantage of the Elections Lot was that it could be seen as the gateway to Eugene, but it was also quite far from the downtown area, so a lot of people may not want to go all the way to the transfer station. Ms. Calvert said that, on the other hand, development in Eugene was moving in that direction--to the east and northeast. She also thought that, from a long-term planning point of view, a half-block site would be restrictive, since LTD already needs room for 17 buses at the peak. The District was encouraging growth and ridership, but when more buses were

needed to meet the demand, LTD would not be able to expand a transit station built on a half-block site.

Mr. Parks said it would be important to keep the other Committee members on board during the site selection process, rather than letting them bow out and place the problems solely on LTD. Mr. Brandt thought there was a chance that would happen anyway; that the "buck" stops at LTD, and LTD would make the final decision. Mr. Parks was also concerned about the fact that the City controlled traffic flow and patterns, as well as other issues which would affect LTD's operations downtown.

Mr. Brandt said he thought the best thing would be for the transit station to stay on the street and go to Olive Street, rather than going to a new station that may not be worth anything in a few years. He worried that the District did not even know what streets would be open or closed in the future. He thought a previous design to have some buses on each side of Olive Street was a terrific setup. He also liked the idea of using three-fourths of a block on the east side of Olive between 10th and 11th, which would involve tearing down the old bingo building. Mr. Brandt said the community was not ready to make a decision. He had thought the City would be happy to work with LTD toward a mixed-use development, but there had only been negative feedback. He wondered why LTD should pursue this situation before the City was ready; maybe the transit station should stay where it was until the people demanded a change and the City was ready to cooperate. However, Ms. Calvert said she was not sure that cooperation would come if the District waited; she believed LTD needed to be a little more proactive. Mr. Andersen said he empathized with Mr. Brandt's frustrations, but agreed with Ms. Calvert. He reiterated that he was intrigued with the Firestone Lot, especially since it had scored second highest.

Mr. Viggiano said the biggest advantage of the Firestone Lot was its additional size. Another advantage was that traffic management would be easier at that site than at most of the other sites. He said that 11th Avenue potentially had the same problems as 7th Avenue, but the larger lot would provide room for the buses to maneuver within the site, and buses could exit mid-block on Pearl or on 10th or on an alley rather than on 11th Avenue.

Ms. Fitch asked how the existing site had scored. Mr. Viggiano replied that it scored a little below the middle, but ahead of some off-street sites. However, it was difficult to plug it into the process, because most of the scoring was developed for an off-street site, since that was seen as a primary objective of a new site.

Mr. Parks thanked the Committee for all its work on this issue. Mr. Brandt added that there were good people on the Committee, and that staff had done a good job and coordinated well with City staff. However, he believed the Committee hadn't found the right site. He said he could not explain why, but he felt something was wrong with the sites being discussed.

Gary Levy, a bus operator in the audience, asked to speak. He said that the District did need a transfer station that was primarily a transfer station and over which the District had some kind of control, including the kinds of businesses doing business around the station. He said that the closing of the plasma center last fall had made a big difference at the transit station. He said he realized the plasma center performed an important function, but was

concerned that the public associated the plasma center's clients with LTD's image. He said he supported the design sketched by Mr. Viggiano, with some modification. He thought the backing up, a possible safety factor, could probably be cut down quite a bit. He disliked seeing people with mental and physical handicaps crossing the street at the current station, so he supported an off-street site.

Mr. Andersen wondered which sites would be subject to eminent domain. Mr. Viggiano replied that the Greyhound Lot was privately owned, but the Elections Lot was partially County-owned. Mr. Andersen said the Greyhound Lot could also be considered the Eugene Hotel Retirement Lot, and thought it was ironic that the District had received letters from administrators saying they didn't want the station by their facility, but then received complaints from residents because the buses were not going right by their doorstep.

Mr. Brandt expressed his preference for a joint venture with the City or, second, for the Greyhound Lot. However, he thought that trying to vacate a portion of 10th Avenue for the Firestone Lot would meet with a lot of resistance. However, Mr. Andersen said that vacation of the street might not be that difficult, because 10th Avenue was already blocked off on both ends. In his district in West Eugene, 10th Avenue was de-emphasized as a through-traffic street. He said he thought the City Hall and Elections lots should not be eliminated, but wondered what the other Board members thought.

Ms. Fitch said she would like to keep the option of the existing site open. Politically, as Mr. Brandt had said, the uncertainty of street openings was a problem, but she wanted to know if there was anything else that was feasible for LTD to do in that location. The Firestone Lot was also of interest to her, because she thought the District might outgrow a half-block site right away.

Ms. Calvert asked if any of the Board members wanted the Committee to pursue the Butterfly Lot. Ms. Fitch said she did not; she could not support spending that kind of money if the site will not serve the purpose. Mr. Parks agreed with Ms. Fitch.

Ms. Calvert said the Sears Lot was another potential site. Mr. Montgomery said he thought it would be far easier if the District did not have to deal with a governmental agency. Mr. Parks wondered if there were any land use restrictions which would impact LTD's kind of facility. Ms. Loobey said there were questions regarding sole source pollution and how the facility could replace any parking that might be eliminated, in order to be in compliance with City Code. Mr. Pangborn added that any site downtown would have to go through environmental testing, and that there were no zones designated for bus stations. Mr. Andersen said the sites could be tested for approval before the final site is chosen.

Mr. Brandt said the District was a long way away from a final site, and should pick a few sites. Ms. Fitch, Mr. Andersen, and Mr. Brandt all thought that the Committee should pursue the City Hall Lot. Mr. Andersen said he did not want LTD to focus on two or three sites, because the other groups might not like the same sites. However, he said he was comfortable with eliminating the Butterfly and Sears lots and leaving four sites (Elections, City Hall, Greyhound, Firestone).

Ms. Loobey commented that there was more retail activity around the 5th Street Market area than around any other retail pod downtown.

Buses on a Reopened Willamette Street/Eugene Downtown Retail Task Force:

Ms. Loobey stated that Marketing Representative Ronnel Curry was on the Eugene Downtown Retail Task Force, and that the members had expressed some concerns about having 40-foot buses on a street which they envisioned as similar to East Broadway by the Cafe Zenon. However, the Task Force had not closed the door to a shuttle or smaller bus, or some kind of transit activity. She added that Ms. Curry was doing a good job of keeping the issue alive and before the Committee, and that the issue was not over yet. Mr. Andersen said that later he would want the Board to give a strong statement that buses are an integral part of downtown.

Response to Petition Regarding #67 Coburg/Crescent: Ms. Fitch congratulated staff on their handling of the petition from residents of the Eugene Hotel Retirement Center. She thought the schedule displays and the option to walk one-half or one block to another bus were good solutions to the residents' problems.

Gateway Station Update: Mr. Andersen said he would be interested in counts of use of the Gateway Station, and whether it is being used to go to Valley River Center and other locations. He said he would like to see this information after six months rather than just as part of the Annual Route Review next spring.

Business After Hours: Ms. Loobey reminded the Board that LTD would be hosting a joint Eugene/Springfield Chamber Business After Hours on June 27. Ms. Fitch asked if staff had taken care of the liquor liability; Ms. Loobey replied that they had. She added that staff anticipated 200 to 300 people for the event, and that they hoped the Board members could attend.

Transit Board Members Seminar: Ms. Loobey stated that Mr. Andersen would be attending this seminar in South Carolina at the end of July.

MOTION **EXECUTIVE SESSION:** Ms. Fitch moved that the Board move into Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations, and pursuant to ORS 192.660(1)(i), to evaluate the employment-related performance of the General Manager. Mr. Montgomery seconded the motion, which then carried unanimously. Ms. Calvert reminded the press who remained not to report on issues discussed under these designations, and the Executive Session began at 9:20 p.m.

VOTE

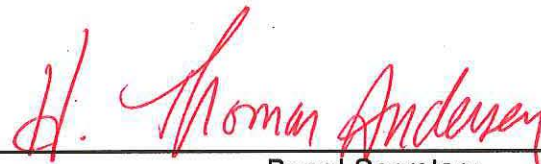
RETURN TO REGULAR SESSION: The Board returned to regular session at 10:15 p.m.

MOTION **BOARD SALARY COMMITTEE RECOMMENDATION:** Mr. Andersen moved that the Board adopt the Board Salary Committee recommendation for the General Manager's salary and benefits, found on page 60 of the agenda packet, and authorize the Board President to sign a contract with the General Manager for Fiscal Year 1990-91. Ms. Fitch seconded the motion. Ms. Fitch also explained that the previous contracts had never included the severance

pay plan as one of the benefits to which the General Manager had been entitled, so the Committee had asked to have it added.

VOTE With no further discussion, the Board Salary Committee recommendation was approved by unanimous vote.

MOTION **ADJOURNMENT:** Ms. Fitch moved, seconded by Ms. Calvert, that the meeting be
VOTE adjourned. With no further discussion, the meeting was unanimously adjourned at 10:20 p.m.



Board Secretary