

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Wednesday, April 24, 1991

Pursuant to notice given at the April 17, 1991, Board meeting and to *The Register-Guard* for publication on April 19, 1991, and distributed to persons on the mailing list of the District, an adjourned meeting of the Board of Directors of the Lane Transit District was held on Wednesday, April 24, 1991, at 6:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

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

Absent: (vacancy in subdistrict 5)

CALL TO ORDER: The meeting was called to order at 6:30 p.m. Mr. Herzberg was not yet present.

MOTION **APPROVAL OF MINUTES:** Ms. Fitch moved that the minutes of the February 13, 1991, work session on the Eugene Station be approved as distributed. Mr. Montgomery seconded
VOTE the motion, and the minutes were approved by unanimous vote.

LANE COMMUNITY COLLEGE GROUP PASS: Mr. Parks informed the Board that the student representatives from Lane Community College were not prepared to make their request to the Board at that meeting, so would attend a later meeting.

BOARD SALARY COMMITTEE RECOMMENDATION:

General Manager's Salary and Benefits: Ms. Fitch, Chair of the Board Salary Committee, said that the Committee had reviewed the Board's written evaluations of the General Manager's performance with Ms. Loobey and believed them to be extremely good. The full Board also had a chance to discuss the evaluations with Ms. Loobey in Executive Session at the April 17 Board meeting. The Committee's recommendation for the salary and benefits increases in the agenda packet were the result of the excellent evaluations and the Committee's salary discussions with Ms. Loobey.

MOTION Ms. Fitch moved that the Board authorize the Board President to sign a contract extending the General Manager's employment through Fiscal Year 1991-92; and approve, as

compensation to the General Manager for services rendered to the District during FY 91-92, an increase of 4 percent in base salary, for an annual rate of \$61,868; a monthly automobile allowance of \$200; and a one-time payment of \$6,675 for an additional benefit program to be determined by the General Manager. Ms. Calvert seconded the motion.

Mr. Brandt said he had no problem with the recommendation, but did not think the Board should be approving salary increases while the Budget Committee was looking at ways to reduce expenditures. He thought the process was backwards, and that the Board should approve salaries and benefits after the Budget Committee made its recommendations. He said he would be in favor of this motion subject to approval by the Budget Committee.

Ms. Fitch said that the Board had already approved the contract with union employees and had approved staff salary and benefit increases, and this was the last square in the puzzle. She suggested that the Board could look at changing the order of the process next year. Mr. Brandt agreed. Ms. Calvert said that if the District did come to a situation where its finances were in such bad shape that the Board had to look at salaries, it was not without precedence that this issue could come before the Board again. She said she wouldn't want to do so, but it could be done. Mr. Montgomery said he didn't think it would be fair to offer very much less in the way of the General Manager's compensation.

Mr. Herzberg arrived at this time.

VOTE

There was no further discussion, and the motion carried 5 to 0, with Mr. Herzberg abstaining because of his late arrival.

Proposal to Conduct External Salary Survey: Ms. Loobey stated that during the staff's latest analysis of the proposed budget for FY 91-92, the proposal to conduct an external compensation survey, at a cost of \$7,000, had been removed from the budget. Therefore, no Board discussion was necessary at this time.

AUDIENCE PARTICIPATION:

Mr. Parks asked for comments from members of the audience. Dick Reese spoke, stating that he owned different properties in downtown Eugene, either personally, through a trust, or through a corporation. He said he did not like to do battle unless he had to, but his understanding was that the prime location LTD was looking at for a downtown transit station was the Elections Lot. If this was the site the Board decided upon, he said, he would do everything in his power to oppose that site. He said he had met with an attorney, and believed that to acquire the land, LTD essentially would have to make the 5th and Pearl building a no-parking building or would have to take public funds, his tax dollars, to provide parking. He said he had C-3 (no parking) property downtown. He said that LTD probably had more money than he did, so would be able to defeat him, but he would go to court to fight LTD using tax dollars to provide parking on the Elections Lot. He said LTD could not take C-2 property out of the public sector and provide parking for those people who were not paying taxes on their C-3 property. He felt confident that other property owners would join him in the resistance to having the site on the Elections Lot.

Mr. Reese stated that using the Elections Lot would also require removal of the elections building, a 24,000 square foot building. He said LTD would be in trouble with him if that happened, because tearing down a public building to put in parking was an insanity, and he would resist it. Mr. Reese said that one of the sites LTD had identified in the agenda packet materials for that evening, block #6 on the map, was three blocks closer to the library and two blocks closer to downtown, and the only building of any means on the lot was what was referred to as the IBM building. The owners owned another quarter block, and behind that, a half-block site on 6th Avenue had been for sale for five years. Another similar property sold for \$160,000, so Mr. Reese thought LTD would be able to purchase that site very inexpensively.

Mr. Reese said he had property at 6th and Olive, which he did not want LTD to buy, on which he would soon be instituting a lawsuit to determine who was responsible for cleaning up a pollution problem. He said he wasn't there to tell the Board not to buy the Elections Lot so LTD could buy his property instead, because that property was important to him in relation to other property he owned. He used it as an example, however, to show that the cost to replace the Elections Lot parking would be more than the cost of the 3/4-block site he had previously mentioned. He said that if LTD chose the Elections Lot, he would alert the media. He said he could point out 60-some businesses west of the site, 40 of which lease from him, that were not contacted by LTD in considering the Elections Lot as a possible site for the downtown transit station. He closed by saying that if LTD were to tear down a 24,000 square foot building and replace it somewhere else, and provide public parking for private property, he would resist LTD as long and as hard as he could.

ITEMS FOR INFORMATION AT THIS MEETING:

Eugene Station Update: Stefano Viggiano, Planning Administrator, said that the last time staff spoke to the Board about the Eugene Transit Station, staff were directed to look at alternative sites. He planned to update the Board that evening on the additional analysis that had been done. However, the additional analysis had not yet been completed, and the District was not at a decision point that evening. Part of that analysis included looking at "L-shaped" parcels, or a full block with 1/4-block removed, and obtaining cost estimates for land for some of the alternative sites. He discussed page 23 of the agenda packet for that evening, a comparison including assessed land values, assessed improvement values, fatal flaws, and other comments about 36 downtown parcels. To make sure the District was not overlooking any sites, staff reviewed parcels within a six-by-six block area between 5th and 11th Avenues and Charnelton and Mill Streets, plus site #18, which was a City-owned parking lot a little west of Charnelton. Staff tried to determine if any of these sites had a "fatal flaw," and eliminated those which did. For instance, the Hult Center and Hilton Hotel would be too costly to tear down and replace, or historic buildings on the national registry would not be torn down, or the lot might not be large enough. Nine of the 36 blocks did not have a fatal flaw. Those included #4, the Elections Lot; #6, the IBM site; #18, the City-owned parking lots west of Charnelton (which would probably entail closing Broadway between Lincoln and Charnelton); and #24, the I-HOP site, which was at the far edge of downtown. Improvements on the I-HOP site included the International House of Pancakes restaurant, a savings and loan, and about five houses that are not assessed at a very high value. Mr. Viggiano said the site interested staff quite a bit.

Several L-shaped lots were also found to be without fatal flaws. Site #29, where the Eugene Retirement Center was located, would require removal of the Greyhound building and working around the retirement center. Site #31 would require removal of a cleaner's and the Rice & Spice store, and working around the Kiva. If the library moved to the Sears building, City staff had said a transit station on that site would work only if it included parking for the library. Site #34 included the old telephone building, and would require removal of a title building plus the Firestone store. Site #36, between 10th and 11th and High and Mill, was on the far edge of the study area. Since parking on that site was used by *The Register-Guard*, the District might have to pay a significant amount in damages.

Mr. Viggiano said that probably the biggest site-specific variable in the total station cost was for land costs, which included relocation and parking damages. Construction costs could be altered in roughly the same manner at any site more easily than land costs. Some of the sites under review would receive only a cursory examination because the sites did not seem to be attractive locations for a station. However, staff planned more detailed examinations for the I-HOP and Sears sites.

It had also been suggested that the Butterfly Lot be used as an L-shaped site, working around the historic Smeede Hotel building. It would require removal of the restaurant at the corner of 7th and Willamette. The Butterfly Lot had 227 parking spaces, which may or may not be required by code.

Mr. Viggiano stressed that the assessment information presented to the Board was strictly a rough estimate, and staff would report back to the Board when more information was available.

Eric Gunderson, project architect, discussed drawings which were included in the agenda packet. He had looked at two conditions: (1) whether all program requirements for the transit station could fit adequately within the boundaries of the I-HOP site; and (2) how the station would best fit on an L-shaped 3/4-block site. He said the I-HOP site was nearly a full block, which would leave an unused portion on Coburg Road about the same size as on the Elections Lot. He was able to provide 23 boarding positions on the I-HOP site, as well as a number of program goals the same as on the Elections Lot. There would be some space for the District's shuttle vans and for three buses to lay over. There would also be a piece of discretionary land which could be sold or used as a public plaza, which was not essential to the transit station. Mr. Gunderson said that a buffer would be left along Coburg Road, where there were no pedestrian crossings, by the use of landscaping. In the City's plans, Broadway had been described as an entry to downtown, so a transit station at that site would continue that idea, with the Customer Service Center (CSC) at Broadway and High.

Mr. Gunderson said that none of the Ferry Street Bridge options would infringe on the property lines of the I-HOP property in a serious way, and Broadway would remain as it was currently.

A second drawing of the I-HOP site, on page 29 of the packet, showed all of the boarding positions around one island, which Mr. Gunderson had not been able to accomplish in drawings for other properties. This allowed buses to park in a more dense manner.

Mr. Gunderson recommended to the Board that the I-HOP site was a viable candidate for the transit station.

He then discussed 3/4-block sites, as shown on page 30 of the agenda packet. He said that the L-shaped boarding island allowed a much narrower boarding area than in other schemes. Ten feet on each side needed to be reserved for walking, so that left a very narrow area for benches, bicycle racks, trash cans, etc. The drawing in the packet was for a generic site, but if the layout of one-way streets changed, the drawing would have to change. The drawing on page 30 actually did fit the Greyhound site street configuration. Mr. Reese commented that it also fit the site between 6th and 7th and Olive and Charnelton.

Mr. Gunderson said that this scheme required some entry and exit by buses near street corners, which was somewhat less than ideal. He concluded that an L-shaped lot was possible, but the District would have to be cautious, because it might not be able to achieve the level of passenger amenities included in the original design, and there would be some compromises.

Ms. Fitch asked if the L-shaped design would cost less than the other designs. Mr. Gunderson said it would cost somewhat less because there was less space; a covered boarding area would be smaller, so it would be slightly less expensive. Mr. Montgomery asked if the required parking for the CSC would be taken care of in this design. Mr. Gunderson said it was not, and that he had assumed that there would be no code-required parking because this was a transit facility, but that issue had not yet been resolved with the City.

Ms. Loobey said that there would still be a fairly long walk from bus #1 to bus #11 in the L-shaped scheme. She wondered if the longer lifts on the new 900-series buses were accommodated in these drawings. Mr. Gunderson said he would check the new dimensions, but they should fit because the bus doors opened ahead of the next bus, parked at an angle on the right, which should allow people to walk around the wheelchairs and lifts. He said, however, that the new lifts would not work on the drawings with buses parked the other direction along the boarding area.

Mr. Viggiano said that staff hoped to have the rest of the information by the end of May, so would report to the Board at the June meeting. He said staff intended to spend most of their time reviewing the I-HOP, Sears, and McDonald sites. Ms. Calvert asked about the IBM site. Mr. Viggiano said that, with the library going into the Sears building, staff believed the other sites to be a little more centrally located. Mr. Herzberg asked about closing one block to make Site #18 work. Mr. Viggiano said that staff had not asked the City, and that staff's impression of the site was that it was on the edge of downtown with a residential area on the other side, so downtown would not be growing in that direction.

Ms. Calvert asked about the uncertainty of the library going into the Sears building affecting the need for parking. Mr. Viggiano said LTD could work with the City on joint parking for the library, and said he thought any site would have some parking issues that would need to be dealt with.

Mr. Reese spoke from the audience and said the IBM site was zoned C-3, no parking required, and had been for sale for five years, so LTD would not be displacing any parking. He said that staff were misleading the Board, that LTD could buy those quarter-blocks for \$10 a foot, or \$.25 million each, so it could buy all three-fourths of the block for \$1 million or \$1.2 million. He said there was no one in that area who would not want LTD there.

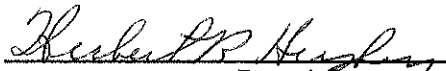
Mr. Montgomery said he would hate to see any vaguely viable site ruled out until every possible issue at that site had been looked at. He said he did not want a site that picked itself in the final sites. Mr. Viggiano said that the District's estimator would give staff some assessment of each site. Staff could share that information with the Board and see if the Board wanted to do any additional research on specific sites. Ms. Fitch said there were lots of questions on parking and other issues that needed to be answered in order to obtain a better cost estimate. If some property were available without requiring replacement parking, that would answer a big concern.

Mr. Viggiano said that an assessment of employment downtown was done, and employment was the biggest factor in the assessment of sites. The center of employment was found to be at 8th and Oak, and staff would like to build the new station as close as possible to that area. Ms. Calvert commented that she was pleased there were still some sites available in the downtown area.

Oregon Transportation Alliance: Ms. Loobey said that the information beginning on page 31 of the packet was included for the Board's information and required no action. It represented the position that the Oregon Department of Transportation (ODOT) had taken on the reauthorization of the Surface Transportation Assistance Act. ODOT had received input from the Automobile Association of America, the League of Cities and Counties, the Oregon Transit Association (OTA), and truckers. Ms. Loobey said the most intriguing aspect was that ODOT did arrive at this position, in consultation, for the first time, with transit. Ms. Loobey felt that this set a precedent, and said ODOT did a good job of listening to transit's concerns, especially regarding Section 9 and the effect on transit's ability to capitalize for the future.

Mr. Parks asked if ODOT had actually testified. Ms. Loobey said it had, before the House Committee on Public Works and Transportation, four weeks previously, in Portland.

ADJOURNMENT: There was no further discussion. With the Board's permission, Mr. Parks adjourned the meeting at 7:25 p.m.


Board Secretary