

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, September 16, 1992

Pursuant to notice given to *The Register-Guard* for publication on September 10, 1992, 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, September 16, 1992, at 7:30 p.m. in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

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

**CALL TO ORDER:** The meeting was called to order at 7:30 p.m. Because a number of people were in the audience, Mr. Parks gave instructions for public comment, and said that speakers would be limited to five minutes each.

**SELECTION OF PREFERRED FIRST AND SECOND ALTERNATIVE SITES FOR EUGENE TRANSIT STATION:**

**Staff Presentation:** Ms. Loobey stated that a decision on preferred first and second alternative sites that evening was a step in the process leading to a final decision. Nothing would be "set in concrete," but this decision would confine the Environmental Assessment (EA) process to those two sites, and staff would work with affected groups near the two sites. She explained that the purpose of the EA was to address the impacts that may be a result of the operations of a station at either site, such as air quality, noise, traffic congestion, etc., all issues which had come to the Board as concerns in previous testimony.

Ms. Loobey said that staff had issued a Request for Proposals (RFP) for consulting firms to perform an Environmental Assessment, which was required by federal regulations. Staff believed the range of expenditures to be \$50,000 to \$75,000 for each site. Staff did not believe at this time that the District would be required to perform an Environmental Impact Statement (EIS), which would be broader in scope and more expensive, and would take longer to complete. Any of the sites would require a Conditional Use Permit, and staff planned to begin that process as the District moved through the Environmental Assessment. The

Conditional Use Permit was far more subjective than the EA, and would look at a broader range of concerns, including all adopted land use plans in effect for the area.

Ms. Loobey said that staff would continue to work with the City of Eugene, who would be taking the lead on the proposed parking plan, and would continue to meet with affected groups, such as the Olive Plaza and Eugene Hotel Retirement Center residents, and make presentations to groups such as Rotary clubs.

Ms. Loobey explained that the District was currently in a fact-finding process, which it had been in for the past two years. However, the current process was more specific because the options were narrowed to the McDonald and I-HOP sites. In the past, staff had considered the I-HOP to be a better site, principally because of its proximity to a large current and future rider base in the public sector offices. If the site decision were to be made purely on technical grounds, she said, staff would continue to recommend the I-HOP site to the Board. However, the Eugene Station Advisory Committee and the Eugene Downtown Commission had recommended the McDonald site as their preferred site and the I-HOP as their back-up site. Those recommendations, as well as the testimony of the rest of the community in regard to station location, and an obligation to address a wider community of interests, such as whether or not the District would operate a shuttle in downtown Eugene, what a parking plan would look like, or what the mitigation efforts of the District might do, caused the staff to recommend the McDonald site as the District's first preferred alternative. Ms. Loobey said that this did not guarantee that the recommendation would stand after the Environmental Assessment and Conditional Use Permit processes were completed. She said there was still much that the District needed to know, and thought the staff would not come to the Board any sooner than January with a final recommendation on final site selection. The EA would not be finished before November or December, and the Conditional Use Permit process would take about the same amount of time.

Ms. Loobey stated that the staff's recommendation was that the Board select the McDonald site as the District's first preferred alternative, and the I-HOP site as its second preferred alternative, with the understanding that this was a tentative decision, and other factors could come into play that might change the District's position about one or both sites.

Ms. Calvert asked if the Conditional Use Permit process would move forward for both sites. Ms. Loobey said that the recommendation of the attorney was to conduct a Conditional Use Permit process on just one site.

Mr. Brandt asked why staff were recommending to spend \$50,000 to \$75,000 to study two sites, because if one site turned out to be just fine, the money for the second EA would have been wasted. Ms. Loobey said that the risk of performing an Environmental Assessment on only one site would be that a "fatal flaw" might be found on that site, and cause a delay while an EA was performed on the second site. She added that if the EA process raised more concerns than the District knew about, federal regulations might require that the District perform an Environmental Impact Statement.

Ms. Hocken asked if the \$50,000 to \$75,000 was considered part of the construction costs for the federal grant, as part of the planning process. Planning Administrator Stefano

Viggiano replied that it would be funded as part of the District's federal Section 9 grant; the District had not yet applied for Section 3 funds.

Mr. Brandt said he did not agree with spending that much money on the second site, and that he did not see time as a big element. If the preferred site turned out to be a disaster, he said, then money should be spent on the second site. If the preferred site turned out to be great, however, the District would have wasted \$50,000 to \$75,000 on the second EA. Ms. Loobey said she viewed the dual EA process as a prudent move, rather than a waste of money. She said that the land use process, the Environmental Assessment, Conditional Use Permit, and Environmental Impact Statement processes were very complicated processes, which would become involved with land use and adopted plans for the area. It would be a benefit to the District to know the most it could about both sites, without being locked into the position of having to do an EIS. If the preferred site turned out to be fine for the District's use, LTD would not be required to do an EIS. If the federal funding agency required an EIS, Ms. Loobey was not sure that the District could just do so on one site. An EIS typically would require that a series of alternative sites be studied, as well as a no-build option. Mr. Viggiano added that most firms responding to the RFP gave a cost estimate for performing both EAs. However, one firm provided a cost breakdown per EA, estimating \$77,000 to do one and \$99,000 for two, so it appeared that there would be cost efficiencies if two were done.

Audience Participation:

Mr. Parks opened the audience participation portion of the meeting, and asked people to speak in the order in which their names were called from the sign-up sheet.

(1) Brian Knowles, of 1133 Olive Street (Olive Plaza), spoke first. He said he had spoken at the last public hearing on site selection and stated his preference as the 11th and Willamette site, which had not changed. He said he would like to see the Board consider accessibility issues for those with disabilities. He said that some persons with disabilities had difficulty traveling to downtown and waiting 15 minutes for the next bus, and that going to the I-HOP site was a personal safety issue for him, with traffic from Ferry Street Bridge to Franklin to Broadway. He said that Eighth Avenue and Broadway/Franklin were not that safe, and he hoped the Board would consider the McDonald site for that reason.

(2) Mary DeMarchi, another Olive Plaza resident, said she had spoken to the Board before. She wanted to stress the point that noise and pollution would be greatly multiplied at the McDonald site, and said it was already bad enough, and there was already interference with watching television. Her concerns were not only for the Olive Plaza residents' comfort and peace of mind, but for possible health problems, as well, because the older people would have no relaxation or quiet. Ms. DeMarchi said that the LTD people were her friends, and if it weren't for LTD, she would not go very many places. However, she said, she did not want all her friends parking in her front yard and bringing with them all the people the buses would bring with them when they came. She suggested that the parking lot at 9th and Charnelton would be better, because there were no residences there, and no buildings would have to be torn down. She thought that closing 9th Avenue there for one more block would be better than tearing down buildings.

(3) Marjorie Smith, President of the Olive Plaza Board of Directors, said that Ms. Loobey and Marketing Administrator Ed Bergeron had attended a meeting with the Olive Plaza residents, and the dialogue needed to be continued. She handed out a letter from the Olive Plaza Board to the LTD Board, and said the letter had been circulated to all residents and board members for feedback following a great deal of discussion. After reading the letter (copy attached), Ms. Smith said that Olive Plaza would be expecting to be asked to be included in the Environmental Assessment and citizen committee. She added that it was interesting to be speaking before the Board about this site, because at the time Olive Plaza was built, the preferred site was 11th and Willamette, but the City Council and planning committee had decided at that time that they did not want residential housing on the mall.

(4) Lorene Oliver said that she lived on the street side of Olive Plaza, and that she had kept her window open during the warm weather and had been taking antihistamines because of the pollution from the cars in that area. She said some of the older residents with allergies, especially those who sat in their apartments all the time, would have a much harder time with allergies and noise if the bus station were near Olive Plaza.

(5) Ed Oxenreider introduced himself as the administrator at Olive Plaza for the past twelve years, and said he had been the maintenance supervisor before that, so he had "grown up" with the residents. He said he knew what the residents had to live with, and the expectations that some of them had when they moved into Olive Plaza, as well as the differences for those who lived on the south side or toward the bottom of the building. He said it was not always pleasant, because the residents had to deal with constant traffic noise and other irritations that went along with being downtown. He said he knew that consideration was being given to technologies and the architects for improving the impact of the buses and the site design. Also, he was hoping that the EA would result in some answers to the environmental concerns that had been raised. However, the reality was that it was still a gamble as to what effect having a bus station within 100 feet of Olive Plaza would have on the residents, and he was not sure, even in the interest of developing the downtown mall or the future of the transit station, if the gamble was really worth it for the Olive Plaza. He said that part of his duties were to be community oriented, so he would request, as Brian Obie did at the June public hearing on site selection, that if LTD did come to the area, it would be a good neighbor. He asked for consideration for the residents, so their last years would be the best they could be. Mr. Oxenreider said that Olive Plaza did want to be part of the community. He said that Ms. DeMarchi had always been enthusiastic about LTD, and he knew that LTD was one of the best transit districts in the country. He also knew what peak times were like at the Santa Anna, California, station, and he was not pleased about that. He asked himself if he would want to live across the street from a bus station if he were going to retire. He said that just because the Olive Plaza was downtown, that didn't mean it deserved to have the reaction of everything that went on in downtown when there may be another alternative. He closed by saying that a transit station near the Olive Plaza would change the quality of life which the residents currently had.

(6) Larry Warford introduced himself as a Vice President at Lane Community College, and said he thought LTD was aware that the location of a new Eugene Transit Station was of critical interest to LCC. On July 8, 1992, the LCC Board of Directors passed a motion to oppose the McDonald site, unless parking spaces at 11th and Willamette could be maintained.

This information was forwarded to LTD on July 14, with a letter from LCC President Jerry Moskus. Mr. Warford said that LCC had attempted to give LTD a sense of what some of the staff and students felt about the location and any action that would eliminate safe parking in close proximity to the LCC Downtown Center. They were concerned more about their safety, and the perception of safety, than about convenience. Mr. Warford said that the parking lot at 11th and Willamette was the most heavily-used surface parking lot in the City's validation program. Many students indicated that they would not attend the LCC Downtown Center if safe, convenient parking was not available. He said that LCC continued to be concerned about the large investment of some \$3 million in tax dollars in the Downtown Center, and about these parking safety concerns. LCC enrolled about 10,000 day and evening students per year, so these were serious concerns for the College.

Mr. Warford said that the College's proposed station would have combined parking and a station, but they were told by LTD staff that this was not feasible. They had also been told by the City that surface lots in that area would probably disappear due to development and downtown density issues; however, it did not appear that surface development was being proposed for that lot. He said he recognized that it could be an advantage to LCC students and staff to be located across from the station; however, they simply did not want that advantage to eliminate the other access part--parking--of the Center. He had been asked by the City if a parking garage on Olive Street would alleviate concerns, but it would not, because many of LCC's students currently refused to park in a structure and walk two blocks, especially after dark.

Mr. Warford said that he and President Moskus had met with LTD staff and had pledged their cooperation to work with LTD and City staff to seek workable solutions to problems of access that would be created by development at this site. He wasn't sure whether or not the solutions being offered would be acceptable to the LCC Board of Directors, but said they were willing to work with LTD to find the right solution. He closed by saying that he wanted the LTD Board to know that the position of the LCC Board was that this issue was a very serious concern for the LCC Board and students.

(7) Mark Agerter, a partner in Eugene Toy and Hobby, was also Chair of the Midtown Business Associates, representing more than 100 businesses between Oak and Olive and between 10th and 18th Avenues. He gave the Board a copy of a petition to be mailed to the Eugene City Council, in which 29 Midtown Business Associates members, including businesses as far away as 18th Avenue, expressed their belief that the negative impact of the site for a new LTD transit station would adversely affect their businesses and the overall quality of life in their neighborhood, and urged the City Council to consider this opinion when asked to approve the sale of the property. Mr. Agerter said that many of the members shared reservations grounded in several areas of concerns. He said that the McDonald site was not the first staff choice for good reasons, especially since 30 percent of the District's ridership was employed in the various government agencies downtown. The McDonald site was further removed from this large segment of riders. He said that studies showed that more and more riders become drivers as the distance that they have to walk, beyond a three-block radius, is increased. This conversion of riders to drivers would exacerbate the parking congestion problems. Second, he said, the McDonald site was not large enough to comfortably accommodate the station, creating access and traffic problems for the buses themselves. Third, the

McDonald site was not nearly as proximate to major thoroughfares as some of the other locations, and to make the site work, major changes to 10th and Willamette would be required. Mr. Agerter further stated that the downtown business core area continued to reel from problem after problem, including the loss of foot traffic created by the relocation of Sears, the Bon, and Rubensteins, and by the advent of paid parking, and would continue to decline with a further reduction of surface parking in the area. He said he realized that the City had attempted to develop that site, and the businesses would probably welcome development at some future time, but they needed time to pass for their customers to get used to the changes that had just occurred. He stated that eight businesses would have to be removed in order to build a transit station on the McDonald site, which would be counterproductive to the revitalization effort. Mr. Agerter said that the proposed motion for this issue stated that LTD wished to provide stimulus to private sector development around the Charnelton, Oak, and 10th Avenue corridor, and revitalization of the southwest corner of the Eugene Mall was also mentioned as a goal. He said the District would not revitalize by removing healthy, thriving businesses from an already distressed neighborhood. Rather, he said, revitalization is accomplished through a concerted effort to attract new businesses and/or residences to the area--businesses that attract more people, who in turn attract more businesses. This process would take years, he said, especially with the current state of the economy. However, the Midtown neighborhood had been realizing a steady growth rate for several years. Mr. Agerter closed by asking the Board not to stifle the success that had been made in the area by removing parking, creating traffic, and removing successful businesses.

(8) Mike McNutt spoke next, representing Skeie's Jewelers at 1027 Willamette Street. He said that Mr. Agerter had stated his case very well, but he wanted to add that the McDonald site was the smallest site. He thought this was important for the District because the downtown transit station had been in a temporary site for almost twenty years. He wondered why the District would choose a site which was marginal for size for a growing city. He said the site the Board chose should have enough forethought that the station could be expanded.

(9) Bob Cassidy, of the Continental Deli at 1133 Willamette Street, commented about the District's brochure, which listed concerns and strengths about the sites. At the McDonald site, some changes would need to be made to Willamette Street, and he said he hoped that Willamette would not have to be opened so that buses could get through, because this was a divisive issue for the area. Nothing was said in the brochure about concerns about parking, but it was a very serious concern for their neighborhood. He said that there was a two-year waiting list for parking at the First Christian Church at 12th and Willamette, and the District would be taking away two existing lots, with the new library taking away another and requiring more parking. Parking would become very congested in that area. Mr. Cassidy added that, although the District was no longer considering the Pasta Plus site as a top choice, its strength was that it had closer access to the University of Oregon and Sacred Heart Hospital.

(10) Henry Luvert, the owner of Graphic Innovators at 11th and Willamette, said he had listened to people talk about environmental impact of the transit station, but not about an economic impact study to see how the station would impact the businesses downtown. He said that no one had ever contacted him to find out how he felt about moving the station to the McDonald site and taking away the parking. He said that customers would no longer be

coming if there were no parking spaces. He asked how you revitalize something that you keep trying to destroy. He said he called the Downtown Commission the Benedict Arnold of the businesses on his end of downtown, because they were invisible and did not exist. He said that the District had made assumptions about the impact, but no one had asked what would happen if the local environment were changed, and was now choosing to select something that was mediocre and short-sighted, at best, for the District's needs. He wondered how the District expected to meet its own needs 20 years from now, when it hadn't considered its own growth. The McDonald Theatre building would always be there, unless someone hired an arsonist to burn it down. He said that a lot of businesses had said, "It comes; I go." It appeared to him that no one was serious about saving downtown, because the midtown businesses were the ones that had employees and paid the people who worked downtown.

(11) Tom Lester, of 92 West 15th Avenue, said he was surprised that the McDonald site was even being considered. There had been ample planning in the past that indicated the direction for downtown; i.e., the Eugene Downtown Plan of 1984. The McDonald site did not implement any of the objectives of the Downtown Plan. Mr. Lester said that the LTD staff apparently thought that the I-HOP site was technically better, and agreed with that assessment. The I-HOP was the correct site because the Ferry Street Bridge and Franklin Boulevard circulation paths intersected at that site. That would make it easier if the city ever decided to develop a light rail system in the future. The I-HOP site was also a larger site, so it could accommodate more buses or more light rail cars. The downtown plan called for accessing the Willamette River as part of a pedestrian loop; by putting a transit station at the I-HOP site, there would be the possibility of facilitating the pedestrian access to the Willamette River. Mr. Lester said that when a large-scale development is built, there is the possibility of making the area better, not worse. He thought the Board should jump on the opportunity to choose the I-HOP site, by going against the current recommendation of the staff and the Downtown Commission, who had demonstrated that they really did not know what to do about downtown, and go back to the 1984 plan to a site that made the best sense both technically in terms of traffic circulation and for the design of downtown. He added that transit stations had a tradition in terms of how they were designed. The Portland Union Station had a clock tower, which was a way to create a visual point. He said there would be an opportunity to do this at the transit station, and it made sense at the I-HOP site because of the convergence of the Ferry Street Bridge and Franklin Boulevard. He said that the McDonald site was not the right site to accomplish this, and he was dismayed that the McDonald site was being considered. He was tired of the city of Eugene destroying the downtown, and thought that the Board had an opportunity to turn things around by putting in a building that would improve Eugene's downtown, and to be a little forward thinking and create a nice station at the I-HOP site.

(12) Rob Johnstun spoke next, representing Oregon Typewriter and Stereo, at 30 East 11th Avenue. He said that downtown needed businesses, and that every day he had customers who mumbled under their breath about the lack of parking facilities downtown. Oregon Typewriter and Stereo was lucky to have four parking spaces behind the store, but could not live off four customers, so needed the parking spots at 11th and Willamette. He said the store had been there 32 years, but would not make it to 33 without the parking.

Board Discussion: Mr. Brandt said that the District had planned to work with the City to find out what might have to be done to Olive Street. Mr. Viggiano said that the staff had no more answers than they had at the last meeting. Although the City traffic engineers had some concerns, they believed that those changes could be made and the system would work, but they planned to do additional investigation. Their biggest concern was in making 10th Avenue a two-way street, but that was the least critical element to LTD. Another concern expressed by the City development staff was for aesthetics, because it would not be straight road. Mr. Viggiano said that there would be a traffic component of the Environmental Assessment, and those issues would be studied.

Ms. Calvert wondered if the City's concerns about merging traffic from the Ferry Street Bridge onto 8th Avenue at the I-HOP site were becoming greater. Mr. Viggiano said that this issue also would be studied during the Environmental Assessment.

Mr. Brandt stated that the City Council did not have a quorum at the work session with the LTD Board on August 24, and there was no resolution to some of these issues. He asked about the latest City input on the McDonald site. Mr. Viggiano replied that the direction from the City Council to the City staff was that they would look at a plan for how to deal with the loss of parking and the possibility of a downtown shuttle. The Councilors were uncomfortable about making decisions without the parking plan, but City staff currently were working on that. That study would review how parking might be addressed, including the possibility of a new parking structure, or making the Overpark more accessible and safer, etc.

Mr. Billings said he was reasonably confident that all the proposed sites had 23 bus bays available. Mr. Viggiano said that was correct, and added that the Pasta Plus and Elections sites had strips of land that LTD would not develop, but would leave in private ownership. A platform could be built on that strip, but growth projections showed that 23 bus bays would be enough into the future. He explained that, as a bus system grows and buses run more frequently on all routes, buses simply travel through the station, but no longer have to meet and wait at the station for transfers. Larger cities actually have smaller stations, for that reason. He said he believed that 23 bus bays would be enough to meet the District's needs into the future.

Mr. Brandt asked if a downtown shuttle was going to be a necessity in order to obtain City approval of the McDonald site. Mr. Viggiano said he was not sure staff knew the answer to that. One City Councilor felt very strongly about the shuttle, but Mr. Viggiano did not know what the others thought. Mr. Brandt asked if a shuttle study was being done. Mr. Viggiano replied that some research had been done as part of the Central Area Transportation Study (CATS) process, and more would be done.

Mr. Brandt asked if the Environmental Assessment process would begin right away if the Board selected a first and second site. He wondered if the District was ready to begin, and if the timing was such that it needed to get going on this process. Ms. Loobey said that part of the issue was that the District had a time line and was currently on schedule. The final site decision had been scheduled for January 1993, so that the next phase of the process could begin. The project was still in the fact-finding stage, so more information might still turn the choice for the Board before January. Ms. Loobey said that if the District wanted to adhere to

the time line within a fairly good order, the Environmental Process did need to begin. The District had received six responses to its Request for Proposals (RFP) for an Environmental Assessment, and would probably want to engage a consultant rather than waiting and going through the RFP process again.

Mr. Brandt said it seemed to him that the City Councilors had not really done the work, and hadn't "blessed" the site, so a lot was at stake for the District. He said he had a problem spending money until the City addressed all the problems and agreed that the District could have the site. He was uncomfortable spending \$50,000 to \$75,000 to study a site that would not happen without the City Council's approval.

Mr. Parks said that part of the problem was that unless the District was willing to exert some pressure to get the problems and some possible solutions on the table, the siting of the Eugene Station could be a political football for another few years.

Mr. Brandt stated that all the parties had to be playing together and know where they were going before the money should be spent. If the City Council had said that all the concerns had been addressed, but they really wanted to see the Environmental Assessment, that would be one thing, but that had not been said. He suggested voting on sites 1 and 2, but not spending money to do the work until the Board was sure these problems would be solved. Mr. Parks said that part of the Environmental Assessment would answer the concerns that had been addressed, and that there was nothing the District could do anywhere within the city without City Council approval.

Ms. Calvert said that the main difference between sites 1 and 2 was that the Conditional Use Permit Process would begin on one. Otherwise, the sites would be treated basically equally. It seemed to her that LTD could be waiting for the City to point to one site, and the City could be waiting for LTD to make up its mind about which site it wanted, so this could go on for quite a while. She said that even though it would cost some money, she would like the Board to show some leadership and say it would like to go ahead with the project, so she would like to make a decision. She said she knew that a downtown transit station caused some problems, but thought the Board should foresee that a downtown station also can be an incentive to business and that there could be some real benefits from the location of the site.

Ms. Fitch said she thought she heard the Eugene City Council say the District should proceed on a parallel basis with the Council. Mr. Parks agreed that it was necessary for the Board to take some action. Mr. Billings stated that this decision had been before the Board to some degree of intensity for at least four years. He said he heard what Mr. Brandt was saying about not wanting to spend money until it was necessary or appropriate, but the first order of business was to select the District's first and second preferred sites.

**MOTION** Ms. Hocken moved that the Board adopt the first part of the resolution--that the Board select the McDonald site as the preferred first alternative site, and the I-HOP site as the preferred second alternative site for the proposed metropolitan transit station. Mr. Billings seconded the motion.

Mr. Billings said he had thought about the I-HOP site and its appealing aspects, but the current configuration of Franklin on the east side of the I-HOP site was a traffic and pedestrian barrier, and it troubled him that this site did not serve a radius of the downtown area. There had been some talk about the possibility of downtown expansion east into the Agripack area, and a possible connection with the Riverfront Research Park, but the future of the Ferry Street Bridge or its ramp improvements was still unknown, and that barrier problem could remain. Mr. Billings said he also did not see the I-HOP site as an ideal location because it was at the extreme eastern fringe of the downtown area. Staff had said there was a proximity to ridership, but even with the current site, which was near the McDonald site, the District was serving that population, so he wasn't sure the District would enhance that ridership by going to the far east side, and would reduce the availability or attractiveness to those who lived or worked on the west side.

Mr. Billings also said that he had no doubt there would be more bus traffic at 10th and 11th and Willamette, but there was already a lot of traffic there, and it would not all be around the Olive Plaza, although there would be some increase. The McDonald site would be close to the proposed library. He said he had heard the merchants' comments about parking problems, but he thought there were opportunities for mitigation of those problems. He said there had never been any guarantees that surface parking would remain at those locations. The City had tried for years to develop those lots, and it was reasonable to assume that they would be developed otherwise somewhere in the future. He thought it would be important for the City to develop a more comprehensive parking program than it currently had, including the potential of building more concentrated parking rather than relying on a number of surface lots that used space in ways that were not economically productive. The transit station would not be built in any rapid-fire manner. He said he had heard a lot of poignant and appropriate testimony about the impact of the transit station on the Olive Plaza residents, and he found it somewhat interesting that the District heard lots of testimony from the Eugene Hotel Retirement Center at the public hearing in June. No matter which of these two sites the District moved to, there would be an impact on somebody. He said it was obvious that the District would be required and would want to pay damages as appropriate or required under law, and would mitigate those impacts to the extent it was able. Those questions would not be answered at that meeting, but he thought Mr. Viggiano had answered the questions about the future by saying that the site would not be too small. Projections showed that LTD would be able to use the McDonald site like any other site under consideration.

Mr. Billings continued by saying that he thought there were opportunities to increase foot traffic and security in the area, because the District would own the site and could police it, unlike the current situation, in which the District could not manage or influence the environment around the buses. He said he certainly agreed that the Olive Plaza residents should be part of the site planning committee. He did not know if the District could satisfy all of their issues, but he believed that LTD could be a good neighbor. For these reasons, he said, he was going to vote for the motion.

Ms. Calvert said that she had been wandering around downtown to see the effects of the sites on the neighbors. She said the parking issue frustrated her, because she did see a lot of empty parking lots. She hoped the City, in its parking study, could look at a collaboration between the federal, state, and county governments, because she thought there was a foolish

waste of land in parking. She said she concurred with many of Mr. Billings' comments. She felt that LTD had always wanted to be a good neighbor, and that the Glenwood facility was a good example of that. The development that had occurred since LTD built there had improved the neighborhood, and she hoped that could occur downtown, as well. Ms. Calvert said she wanted to see the results of the Environmental Assessment; she thought it would look at the businesses in the area, as well as noise levels, etc., so she thought some of the concerns expressed in testimony that evening would be addressed. For those reasons, she would vote for the motion.

Ms. Hocken said she agreed that the District was still in the fact-finding phase, and did not really know the impact of the proposed station on the surrounding areas. Until the Environmental Assessment results were available, the Board was "working in the dark." Even though the Board was selecting two preferred sites, one or both might have flaws, but she thought the Board should make the decision now on the top two preferred sites based on the information currently available.

Mr. Montgomery said that both of the top two sites had the same problems, such as traffic, or people's opposition. His opinion was that the original work and thoughts of the staff were correct, and the I-HOP site was the best site. One flaw that the McDonald site had that the I-HOP site did not was that of City involvement.

**VOTE** Ms. Calvert called for the question. The motion carried by a vote of six to one, with Mr. Montgomery voting in opposition and all others in favor.

**MOTION** Ms. Hocken then moved that the Board direct staff to proceed with the planning applications and environmental reviews on the preferred first and second alternative sites. Mr. Billings seconded the motion.

Mr. Brandt said that he was not in favor of proceeding to spend \$75,000 on a site without a better commitment from the City Council than the District currently had. He said he did not know how the time line came about or what the rush was. The process had already lasted more than four years, so he did not see why this tight time line had been created. Ms. Loobey said the time line was drawn up on the basis of goals and objectives, and what it would take to accomplish the site. She said this was the amount of time available to do certain tasks, including the mechanical aspects of the decisions, design, mechanical operations of the station, as well as applying for federal funds. The first portion of federal funding was committed to the station in the current fiscal year, and there would be two more installments after this one. This grant was not open-ended; when those funds were committed to the project, it was with a three-year time line. That meant that the first \$3.5 million would be available for three years. The staff's next consideration was that the District already was at or over capacity at the current station during peak hours, and that would not get better as ridership grew. This caused ongoing problems and costs for the District, and there was some compelling need to get on with the decision and process. Ms. Loobey said the time line reflected continuing progress toward an ultimate solution, and she thought it was a reasonable time line.

Ms. Hocken said the Board had not heard about the cost of the Conditional Use Permit, and how much would happen by January to base a site decision on. Mark Pangborn, Director of Administrative Services, said that the assumption was that the District would have to complete the Environmental Assessment and select the preferred site before going to the Conditional Use Permit process; in fact, the Conditional Use Permit process would use much of the information generated out of the Environmental Assessment. Mr. Pangborn stated a couple other considerations for concurrent Environmental Assessments. If the grant money were not used on the EA, it could be used for other qualifying purposes, so staff were concerned about the best use of this money. However, the longer the Board delayed the decision, design, and construction of the station, there would be an impact from inflation. Inflation was currently low, but on \$5 million, that could amount to \$50,000 per quarter. Federal regulations specified that the District needed to consider alternatives, especially for a controversial project, so the District might have to perform an Environmental Impact Statement rather than just an Environmental Assessment. Staff were trying to reduce the impact of a requirement to perform an EIS by looking at alternatives from the beginning, because the selection of two alternatives could lead to a challenge. Mr. Pangborn said that the Board had gone through a process of narrowing the choices from 33 sites to 4, and now to 2. Staff saw the act of looking at two sites as a more cautious approach than some of the other alternatives.

Mr. Parks asked if the District would wait until it selected its final site before paying for a Conditional Use Permit process. Mr. Pangborn said that was correct; staff did not intend to spend money on the Conditional Use Permit until the final site had been selected.

Ms. Hocken said that it might cost an extra \$30,000 to look at two sites, but that seemed almost expected, rather than extra. Mr. Pangborn said that this was almost implied by the requirements of the process. Those who had been through similar processes said it was important. Ferry Street Bridge was actually looking at four options.

Mr. Brandt said he wanted to make a simple point. He said he would like the Board members to look at this issue as if it were for their own business and they were being asked to spend their own money on a site controlled by the City Council. He wondered if they would spend the money under those circumstances. He thought the City Council should come forward with a full quorum and have a resolution for parking and the impact of the shuttle idea. He said he would vote against this motion until there was a commitment from the City Council and some of the other issues were resolved.

Mr. Parks said he was personally convinced that the District would have to spend this money in order to receive that consideration from the City Council.

VOTE

Ms. Fitch called for the question. The motion carried on a vote of 6 to 1, with Mr. Brandt voting in opposition and all others in favor.

**Recess:** Mr. Parks called a ten-minute recess.

**MOTION**      **APPROVAL OF MINUTES:** The meeting resumed at 9:15 p.m. Ms. Calvert moved for approval of the minutes of the August 19, 1992, regular Board meeting. The motion was

**VOTE**                      seconded, and the minutes were approved by unanimous vote.

**ANNUAL SECTION 9 GRANT APPLICATION:** Mr. Pangborn explained that staff did not expect Congressional approval of the Section 9 funding until around November 1, 1992, but it appeared likely that the operational support would be cut somewhat from the previous year. LTD's allocation might be reduced from \$1 million to \$900,000, which would be a significant loss for the District. Capital funding could remain at around \$400,000. Mr. Pangborn said that the District would submit the application in the maximum amount, and when the money was appropriated by Congress, the regional Federal Transit Administration (FTA) office would reduce the actual amount of the grant. However, if LTD asked for less than was actually appropriated, the District would have to go through the entire grant process again to be eligible for the higher amount. The capital projects were approved by the Board in the Capital Improvements Program (CIP) during the budget process. Mr. Pangborn said he anticipated that the District would receive enough capital funding to complete what was approved in the CIP.

**Public Hearing on Federal Section 9 Capital and Operating Grant Application:** Mr. Parks opened the public hearing on the grant application for federal Section 9 capital and operating assistance for federal fiscal year 1993. There was no testimony, and Mr. Parks closed the public hearing.

**MOTION**      **Board Deliberation and Decision:** Ms. Calvert moved approval of the 1993 ISTEA Section 9 federal grant application, as presented in the agenda packet, for \$467,000 in capital funds and \$1,300,000 in operating funds, for a total of \$1,767,000 in federal Section 9 funding.

**VOTE**                      Ms. Fitch seconded, and the motion carried by unanimous vote.

**ITEMS FOR INFORMATION AT THIS MEETING:**

**Annual Review of LTD Deferred Compensation Plan:** Ms. Loobey said that the Board had directed staff to have an analysis of the District's Deferred Compensation Plan done by an independent agency. The policy rating was done by Weiss Research, and Hartford had received an "A" rating, the highest rating a carrier could receive.

**Board Member Reports:** (1) **Metropolitan Policy Committee (MPC):** Mr. Billings said that future implementation of Goal 12 had undergone a certain amount of debate by Eugene City Councilor Shawn Boles and County Commissioner Jack Roberts about what kind of list to put together. Mr. Boles wanted a short list of what the community could do to get people out of their cars, and Mr. Roberts had less faith that anything the community did would have any impact; he thought it depended more on external issues, such as the availability of parking. Mr. Billings said that the MPC clearly had identified the connection between transportation and land use planning that Ms. Loobey had been talking about.

(2) **Central Area Transportation Study (CATS):** Ms. Fitch said that CATS was on the back burner. City staff had their attention diverted to the shuttle study, Eugene Decisions, and

the opening of Olive Street, and the CATS report, a lower priority, would be finished when they had available time.

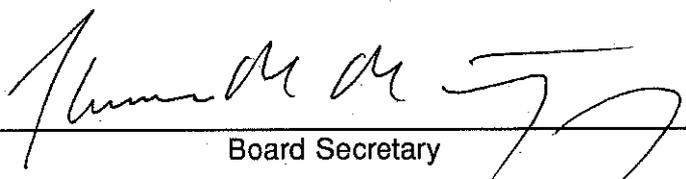
Ms. Hocken asked if the City was devoting staff time to the shuttle study. Mr. Viggiano said it would be a joint venture, but that LTD would take a lead in that study. Ms. Loobey added that the City was taking the lead on the parking plan, which was a higher priority for them.

**Operations Summary Report:** Mr. Viggiano said that the Comprehensive Service Redesign (CSR) would be implemented the following Sunday, September 20. Staff had been concentrating on getting information about the new routes and schedules out to the public. The CSR involved a major overhaul of service, and some people would be adversely affected by the changes. Staff had been hearing from some of them. In some cases, those people could take a different bus or the District could make simple adjustments, but in some cases, there was no better solution, and those people were not very happy. Mr. Viggiano said it was possible that the Board would hear from them or about the problems. He said that where the District had cut service, low ridership had been verified by automatic passenger counters (APCs), physical counts, and talking with bus operators. However, some people felt that more were riding than actually were. Residents at Cal Young and Willakenzie previously had service in front of the apartments, and now had to walk two blocks. Some of those who were complaining did not even ride the bus, but wanted to have the service back where it was.

Ms. Calvert asked how many of the new employees had been recruited due to attrition or other reasons. Tim Dallas, Director of Operations, said that two new positions, a mechanic and an inside bus cleaner, had been created as a result of the increase in service hours, plus six or seven bus operators. In addition, there had been some retirements and attrition, so 13 or 14 new bus operators had been trained during the summer. Staff had anticipated that this would happen, and had reorganized the driver trainer program.

**Monthly Financial Report:** Finance Administrator Tamara Weaver said that representatives of Coopers & Lybrand, the District's independent auditors, would be present at the October Board meeting to report on the current audit. She said that the District had ended the year \$250,000 better than projected, so there were no concerns about year-end figures.

MOTION **ADJOURNMENT:** Mr. Montgomery moved that the meeting be adjourned. The motion  
VOTE was seconded, and the meeting was unanimously adjourned at 9:30 p.m.

  
Board Secretary