

MINUTES OF JOINT PUBLIC HEARING WITH
EUGENE CITY COUNCIL
METROPOLITAN POLICY COMMITTEE
LANE TRANSIT DISTRICT BOARD OF DIRECTORS

Tuesday, February 8, 2011

Pursuant to notice given to *The Register-Guard* for publication on February 3, 2011, and distributed to persons on the mailing list of the District; the Eugene City Council, the Metropolitan Policy Committee, and the Lane Transit District Board of Directors held a public hearing on Tuesday, February 8, 2011, beginning at 5:30 p.m., at the Hellman-Wilder Room of the Hilton Eugene Hotel and Conference Center at 66 East Sixth Avenue, Eugene.

Present:

Eugene City Council

Mayor Kitty Piercy
Betty Taylor, President
George Brown
Mike Clark
Pat Farr
George Poling
Chris Pryor

Absent:

Andrea Ortiz
Alan Zelenka

Lane Transit District:

Mike Eyster, President
Greg Evans
Dean Kortge
Ed Necker
Michael Dubick

Absent:

Gary Gillespie
Doris Towery

Metropolitan Policy Committee

Hillary Wylie, Chair
Jay Bozievich
Sonny Chickering
Greg Evans
Mike Eyster
Sid Leiken
Christine Lundberg
Sheri Moore
Kitty Piercy
Mark Pangborn, ex officio member,
and LTD General Manager
Jon Ruiz, ex officio member
and Eugene City Manager

Absent:

Gino Grimaldi
Alan Zelenka
John Thiel
Liane Richardson
Don Schuessler

WELCOME, INTRODUCTIONS, AND ROLL CALL – Mayor Piercy welcomed everyone and introduced the members of the Eugene City Council.

Ms. Wylie welcomed those present and asked members of the Metropolitan Policy Committee (MPC) to stand and identify themselves.

Mr. Eyster welcomed everyone. He introduced the Lane Transit District Board members and called roll. He explained that all three bodies were present at the public hearing because all of the bodies would have to approve any action on the proposed West Eugene EmX, and it would be helpful for all of the representatives to hear the same information from the public.

CALL TO ORDER – Mayor Piercy called the Eugene City Council to order; Ms. Wylie called the MPC to order; and Mr. Eyster called the LTD Board to order.

JOINT PUBLIC HEARING: WEST EUGENE EmX

Scott Bocci, Rockridge Loop, Eugene, stated his belief that mass transit was necessary but EmX was not a good use of tax money and right-of-way resources. Most arguments he heard in favor of EmX were actually stronger arguments against it, as follows:

- 1) It would increase ridership. It would increase ridership by only 4 percent through 2031; while it was estimated that the population would increase by 10 to 12 percent during that same period, resulting in a loss of market share. This did not justify the investment.
- 2) It would be good for business. He has owned Grays Garden Center for nine years, and no bus rider ever made a significant purchase at his business. He has had a bus line outside of his business and never had a single customer from the bus enter his business.
- 3) The EmX lanes would be disruptive. EmX would take half of the parking from Grays and would force the business to close.
- 4) EmX is a good investment. Current cost estimates of \$80 to \$90 million means \$150 million. The bus is not practical for a large percentage of the population. EmX uses lanes, tax dollars, and a large amount of resources to serve a small percentage of the population while it is not significantly faster than a standard bus.

Julie Daniel, (address not given), stated her support for EmX expansion. She identified herself as the director of a non-profit located close to a bus line, and said many of their clients come on the EmX. There are differences between rapid transit and regular bus service. Only a small percentage of the community will switch from cars to buses. Rapid transit offers a different alternative, and gives people the opportunity to behave as car riders or bike riders because the EmX will come every 10 minutes, allowing spontaneity to ride the bus. There has been an increase in ridership in other communities where rapid transit had been adopted. It is not hard to get people to change to rapid transit. It is important to think about a solution that would solve a problem and serve the community for many years. West 11th Avenue will change, and it is important to install the infrastructure for the future. This is a sustainable, innovative solution, which removes barriers to public transit and should be looked at. From an environmental perspective, it would reduce the carbon footprint by getting people out of their cars.

Kelly Lovelace, Morningstar Road, Pleasant Hill, has been a business owner in Lane County for many years. He has employed many people and paid the LTD payroll taxes. He is not against the city bus as it is good for some people. EmX is a waste of federal tax dollars. Local officials should consider that in making their decision. He does a lot of business in West Eugene and hauls equipment that he could not haul in a bus. The businesses buy and use property in accordance with city ordinances. Now businesses are being told that the parking lots they were required to have, do not count. The rules were changing and people do not like it. The community cannot afford the system. We should take the system that we have and make it more efficient.

Casey Dresser, Robin Court, Creswell, reviewed her experience with EmX as the owner/operator of Springfield Cleaners, which has been in her family since 1963. EmX has been frustrating and devastating. It was four-and-a-half years ago when she learned that the EmX line would eliminate all of her parking on Pioneer Parkway. Sixty percent of her customers parked on Pioneer Parkway. She took the information to the City of Springfield, and asked them to reconsider the project. LTD did accommodate the business and provided some parking spaces. In 2010 her corner turned into a demolition site, and for weeks there was no parking near the cleaners. Numerous customers did not patronize her business during that time. There was a lot of heavy equipment, and Main Street and Pioneer Parkway were torn up. Customers drove by and sales dropped. She asked LTD who would

compensate her, and she was told that the loss was part of the cost of doing business and was her problem. She said she should not have had to carry that loss, and that it was LTD's cost of doing business. She received no help from the City, the County, nor the Governor's Office. Three stores on her block went out of business during the construction period. It would be a nightmare for the businesses on West 11th Avenue. A year has passed since construction ended on Pioneer Parkway, and her business has not come back.

Lt. Robert Powell, Mueller Road, Oregon City, recommended the No-Build option. The intent of EmX appears to have a predetermined outcome. The money is not in existence. The King County Transit System saw no fuel savings in a one-year study. Articulated buses were not good in snow and other inclement weather. He used the standard city bus in Oregon City, and it was working well. The estimate that \$400,000 would be recovered over 20 years was not realistic. Taxpayers would be forced to cover costs. The West 13th Avenue route invaded the neighborhood. West 11th Avenue could be rebuilt for one-third the amount of money. EmX was not sustainable. Private vehicles were becoming more fuel efficient. He said he would provide evidence for his position.

Stefan Kwiatkowski, West 16th Avenue, Eugene, displayed a graph to the public officials. He stated his opposition to No Build. In 2050 costs to maintain same frequency will take off like a rocket for the West 13th Avenue project. He feared the LTD system would turn into a system similar to the Bend, Oregon, system. The No-Build crowd said that it was a waste of taxpayer money. If we did not take the money, it would go to Alabama; so we might as well take it. It was foolish to reject the gift. BRT is quicker than the regular bus because the driver does not collect fares and drivers can influence traffic lights. He said he rides the West 11th Avenue buses, and they are always full. People in wheelchairs are often turned away because all of the wheelchair bays are full. He is boycotting the businesses that are involved in the No Build campaign. The community will shoot itself in the foot by going with the No-Build option. He observed that there is no one in the No-Build crowd attending tonight's public hearing that is under 30 years old.

Pat Hocken, West 11th, Eugene, representing the League of Women Voters, said that the League's office is located in the area being studied for the EmX route. Bus rapid transit is essential for Eugene's metropolitan area. The League takes positions on issues only after it has researched and discussed them. As part of the League's research on EmX, about 50 members toured route alternatives and rode on EmX in the Franklin corridor. BRT has been a key component of the regional transportation plan since 2001 and has received a comprehensive review during the process. The Franklin and Pioneer Parkway EmX lines provide a clear illustration of the benefits to the community. The League supported an extension from downtown Eugene to West Eugene. LTD has provided an extensive public outreach program and has worked diligently with property owners, residents, and with other interested citizens to mitigate the impacts of the proposals. The process has been thorough and open. The League favored the West 13th Avenue to West 11th Avenue option. The projections for this alternative, when compared to the No-Build alternative, showed a 49 percent reduction in the estimated time for a round trip in 2031 and an 11 percent reduction in automobiles for that corridor. The alternative would dramatically improve ridership and reduce operating costs. The League supported the alternative even though it would remove on-street parking in front of the League's offices on West 11th Avenue. The City of Eugene adopted a policy designed to improve access for pedestrians and transit riders by requiring buildings to be built practically on the street. This has created barriers for the right-of-way for EmX. She asked the City to review that policy. The community has a wonderful opportunity to continue to develop the BRT system.

Jim Wilcox, West 31st, Eugene, Director of Bike Lane, said the group he represents supports the West Eugene EmX expansion because they believe that in order for more people to bike, it needs to be easier than driving. When multi-modal transportation, such as biking and mass transit, is integrated, more people bike. There is \$80 million spent in Lane County on gasoline per year, and that money leaves the community and is not available for the local economy. When people have more money in their pockets, they are more willing to spend it on education. The multiplier effect means that every dollar kept in the county is spent many times over. The Chamber of Commerce determined that for every dollar spent, \$3.00 goes into the local economy. If 10 percent of the \$80 million stays in the county, the county will benefit. His experience with EmX has enabled him to extend his cycling. His 78 year-old mother lives at the Olive Plaza Apartments, and EmX gives her more access and freedom. He and his mother support EmX.

Donald Peck, Spyglass Drive, Eugene, is the owner of a building at 2911 West 11th Avenue, the site of Papa Murphy's pizza. The property owners on West 11th Avenue have said all along that they supported buses on West 11th Avenue but that they did not support EmX buses or the plan. EmX would make the congestion on West 11th Avenue worse than it was now. The group disagreed with the financial feasibility of widening West 11th Avenue at this time. Seventy million dollars would come from the federal government and \$30 million would come from the State lottery funds. The lottery funds were used primarily for education. The need for EmX has not been proven. There are not many cars in the parking area by Fred Meyer for those who rode the bus. He did not see the need for EmX on River Road. There would never be a need for a bus for 60 people. LTD was funded by payroll taxes. EmX would force some of the existing business to go out of business, and buildings would be torn down.

Eric Gunderson, Dukhobar Road, Eugene, lives in west Eugene and is a local business owner. He travels on the bus on West 11th Avenue daily and supports EmX. All transit systems are built with tax dollars. Without EmX, there would be more traffic and eventually there would be a need for more traffic lanes for cars, which would result in loss of private property along the roadway. This was not about spending tax dollars on EmX, but about making smart decisions for our transportation future. We could choose more lanes for cars and more signals at intersections; or choose a diverse transportation system that is innovative, cheaper to operate than cars, and more economical than the current bus system. Other cities that have built diverse transportation systems and engaged in smart growth have made real changes. The population of Portland drove 28 percent fewer vehicle miles per year than the national average by choosing to ride buses, bikes, rail, and street cars. Businesses in Portland seek transit routes. Eugene is not Portland but could benefit from less traffic. There are many great businesses along West 11th Avenue. It is home to many non-profits, and offers a diverse range of business and industries, schools, churches, and recreation centers. It is the gateway for travelers from the west and the airport. EmX is the right choice for the benefit of everyone in the western portion of the city. He asked everyone to reopen their thinking and consider 20 years from now when there would be more people and more traffic. He urged support of EmX in West Eugene.

Mark Callahan, Mahlon Avenue, Eugene, is a resident, voter, and taxpayer in Eugene. He is against the building of EmX in West Eugene. He is not against transit service for 3 percent of the people. But the plan to spend \$100 million to build a system that would struggle to operate does not make sense. The community cannot afford to gamble by embracing the mentality that *if we build it, they will come*. Our schools are closing, teachers are losing their jobs, and local unemployment has remained in double digits in the continuing crippling recession. By eliminating routes and cutting stops, fewer people would use the system. Seventy million dollars from the Federal Transportation Administration (FTA) and \$30 million from the State would require further earmarks and need to be scrutinized. Lottery dollars

support schools and economic development. He has two daughters in the 4-J schools, and when he buys a lottery ticket, he wants the money to go to schools and not EmX. The alternatives analysis is full of errors.

Kevin Prociw, Williams Street, Eugene, member of Lane County Citizens for Responsible Government, uses the bus to go to work regularly. He stated his support for EmX, noting that it has many good aspects. It looks cool and sleek and has minimum wait times, but there are many unanswered questions. He questioned how operating costs could be less than traditional service since the buses were costlier to purchase and they were more expensive to operate. He had observed the Gateway route which carries only 10 passengers during non-peak hours. He questioned projections for ridership. Routes, especially the Breeze service, have been cut. He is concerned about ridership of the current system through the West 11th Avenue corridor, which was minimal during non-peak hours. He questioned LTD's transparency, noting questions on its Facebook page went largely unanswered. This is a dividing issue in the community, and he encouraged a "no" vote. He said we should take more time to work out the details and achieve success in the community.

Elaine Zablocki, Ferry Street, Eugene, is a private citizen who is getting older. She will drive less in the future, and expects the cost of gas to go up. She will not buy an electric car. She asked the business people on West 11th Avenue to please think about what would happen if one-third of their customers were no longer driving. She bought plants from Grays and brought them home on the bus. She suggested that in the future, buses should accommodate people who get on buses with shopping carts. She wants to see more stores have delivery services, which presents a private enterprise opportunity for businesses. She said the blue van provides transportation to the airport and wants to see that same service to Valley River Center and Fred Meyer.

Rusty Rexius, Panorama Road, Springfield, stated his support for EmX. He supports the many challenges in providing this important service. People are concerned with property rights, business interruptions, and operational costs. LTD has worked diligently to address those concerns. In the long term, the community will be faced with a growing population with confined space to house and employ people. Those challenges can be met. The greatest challenge will be to figure out how to move a growing population reliably, effectively, and efficiently. It is important to invest in a public transportation system, which helps meet housing and employment needs. It is important to develop a transportation corridor, and rapid transit is an important element of the corridor. A dense and livable downtown has long been a goal of the City. EmX will help make that become a reality. There are many people who will continue to live on the edges of the city and will need to drive. A rising student population and successful business recruitment needed a viable transportation system.

Jack Meacham, West 28th, Eugene, rides and supports EmX. It is important to think in terms of quality of life for the future. Eugene's population will increase in the next decade, and traffic congestion will be bad in 2020. Cars are getting more expensive for families to purchase and maintain. The cost of gas will go up, resulting in gas shortages. In a decade, substantially more Eugene residents will have to rely on public rapid transportation, and using the bus will become a necessity for many people. Decades ago many people thought covered wagons were sufficient to move people and goods, and railroads were a waste of tax money. More recently, many people thought slow, two-lane highways were sufficient; and many of those cities were by-passed by the interstate highway system. The automobile age is coming to a close. Without quality public transportation, Eugene will no longer be competitive with other cities. It is important to extend the competitive quality of life to attract business and jobs to the community.

Larry Reed, Scenic Drive, Eugene, stated his support for EmX. He had written a letter to the City Council and the Envision Eugene group. He asked the City Council to read the letter again. LTD was not building rapid transit to serve single-family, detached housing neighborhoods. EmX was not designed to maintain the status quo, but for 20-30 years in the future. He asked what was the alternative, and if the West Eugene Parkway or another parkway project would be revisited. He asked if a much larger expansion of the urban growth boundary (UGB) and continuation of single-family, low-density residential development in farm land and other resource land would be lobbied for. He did not think the community would come up with a different solution. EmX is not requiring business to change how they do business today, but the businesses should be thinking about the future. He encouraged the officials to support BRT.

Laura Potter, (address not given) Director of Business Advocacy for the Eugene Area Chamber of Commerce, stated that she represented the Chamber. The Chamber has been involved with transportation efforts in the community that resulted in moving forward with EmX as a key solution for long-term transportation. While many people question whether EmX is the right choice, the Chamber believes it is. The Chamber believes that a mass transit system like EmX is crucial to the long-term economic development of the community. The Chamber supports the West 11th Avenue /West 13th Avenue route. The Chamber expects that businesses will be dealt with and compensated fairly.

Bill Ward, Eugene, lives in Eugene for the quality of life, which could not be valued by being cost effective. All strata of income have a good quality of life, which is due to mass transit. If we do not build mass transit now, in the future, cars will be stuck in traffic jams.

J. P. McNutt, Willagillespie, Eugene, stated that he is not against mass transit but is against EmX. The country is in a recession, and LTD wants to spend \$100 million to build EmX. LTD lost \$3 million last year, laid off bus drivers, and cut routes. It has not been proven that EmX is needed for the future growth of Eugene. EmX is not the best way to do that. Existing buses can adapt easily to any increases in population, ridership, and route changes. West 11th Avenue is filled with cheaply constructed, unattractive buildings. It is not a residential neighborhood. An EmX route to nowhere would destroy many of the businesses, limit access, and obstruct traffic. People will avoid the route and get used to going someplace else. The City Council voted down the West Eugene Parkway, which the citizens passed twice. The citizens of Eugene added up the costs and decided that EmX would cost too much. He owned property on the bus route, and the business leasing it did not renew the lease because of EmX.

Bob Johnson, West 16th Avenue, Eugene, stated that he is a resident of Eugene but not a business owner. He strongly supports public transit but does not support the proposed EmX route in West Eugene because of the costs and impacts to small business owners on the route. Businesses would lose 20 percent of their parking. Each segment will increase in cost. He said the community should consider the EmX proposal minus dedicated lanes as well as using more buses, recessed loading stations, and articulated buses. He said that the LTD radio ads addressed congestion on West 11th Avenue using a state report for documentation. The state report said that a future choke point would be caused by commuters traveling from Veneta to Eugene to work. LTD already had a route to Veneta that should be addressed. He did not think commuter congestion would be solved with buses.

Mark Rabinowitz, Eugene, said that the decision for this project of providing better transit would not be made in this room but by the Federal Transit Administration. Both sides of the issue have merit. LTD has not considered the increase in oil prices in its cost estimates. The cut service and raised fares will not encourage people to use the service more. The Lane

Council of Governments consistently does poor planning with our money. They exaggerate the rate of traffic increase. The oil used in Oregon comes from Alaska, which peaked 22 years ago. He suggested that the Transportation System Management option be used. Peak oil should be taken into consideration in the Environmental Impact Statement for the project. State law requires integrating land use and transportation, but that was not done here.

Jeff Lozar, Eugene, stated his support for No Build. As a business owner, he has experienced a slowdown. He pays his tax contribution to LTD and thought he was funding buses. LTD took the money intended for buses and bought newspaper, radio, and billboard ads. This is a boondoggle project to spend the taxpayers' money. LTD is reaching into the taxpayers' wallets to tell the taxpayers what to think. The taxpayers are not stupid. He resents being told what to do via a public relations campaign. His opinion of LTD has been destroyed by the ad campaign because it shows how irresponsible LTD is with money that is supposed to be used to run buses. This is an irresponsible use of money, including paying for art projects and a Facebook page. He has accepted an offer to chair the Lane County chapter of Americans for Prosperity, which will train the silent majority.

Erin Ellis, South 32nd Place, Springfield, urged support for the No Build option of the Locally Preferred Alternative. EmX is a single mode improvement to the detriment of other modes of transportation. It is irresponsible for government to authorize any recommendation for the project that would spend millions of dollars of taxpayers' money and destroy private businesses. The LTD vision statement states that it wants to provide the "best transportation system available." However, it has cut 20 percent of basic bus service, while at the same time pursuing this project that would cost a lot. We need to take into account the No Build analysis for 2031 that assumes there will be no other transportation improvements for the next 20 years (which is unrealistic). She could not find data that shows greenhouse gasses will be down. She does not understand how using underutilized 60-foot buses will save money. LTD claims EmX will reduce traffic congestion, but Eugene has the best commute time when compared with other cities. Businesses located on West 11th Avenue take advantage of the consistent vehicular traffic as it represents potential customers. She asked people in the audience who supported No Build to stand. She submitted a list of signatures of those who opposed the project. The West Eugene EmX is a flawed plan.

Paul Conte, (address not given), spoke as chair of the Jefferson Westside neighbors and said he would submit written testimony after he received information previously requested from LTD regarding capital and operational costs. He asked the officials to review the information on the Jefferson Westside website, which compares data and assumptions for West 6th/7th Avenue and West 11th/13th Avenue. This analysis provides a scenario-based approach that is a realistic assessment of the alternatives. The basic difference is that the LTD focused on one additional route to the northwest. The analysis shows that the West 6th/7th Avenue route will have lower capital costs, lower operating costs, fewer negative impacts, higher ridership, and will be accessible by more people. The reasons for preferring the West 6th/7th Avenue route are overwhelming and will save \$30-\$40 million in construction costs and eliminate negative impacts to close residential areas.

Ruth Koenig, (address not given), said she was already older, and giving up her car for the safety of others. The American Association of Retired People reports that Eugene is friendly to the elderly population. LTD needs to think about boomers who are here. She used to use a bike to travel around the city for attending church and shopping, but is no longer able to do that. She uses the bus successfully to get downtown, to the art museum on campus, and to the hospital from the core of downtown. Environmental issues need to go to the top of thinking for the project. She is sorry for people who will lose money, but she wants good

rapid transit, and thinks EmX is phenomenal. She owns some property along the proposed route, some of which will be lost to the project, but she will have to make accommodations.

Jack Radey, Garfield Street, Eugene, thanked LTD for providing superior service. He opposes the West 11th Avenue EmX. He does not like government spending on bad ideas. The EmX project is based on projections, and he is hesitant to believe projections. He urged caution, noting the faster EmX service to downtown Springfield has resulted in cuts in other routes.

Pauline Hutson, Taylor Street, Eugene, represented residents for responsible transportation. She described public transportation in the Salt Lake City area, with a 100-mile long corridor. She expressed concern over children becoming homeless. There are too many planners, developers, and transportation people who need to justify their jobs to make money. LTD staff and Board members went to Washington, D.C., on public money. They are using public money on a public relations campaign. She asked if LTD has a commercial interest in development along the proposed route. Another hearing is needed. Eugene needs the right form of transportation.

Marjorie Scott, West 6th, Eugene, owns property at West 6th Avenue and Chambers Street. She opposes EmX because the plans and projections are flawed. The numbers are fluid and changing. A lot of money has been spent on educated guesses. Time is needed to match the timing of Envision Eugene. The mitigation process is a feel good process, with miles of right-of-way to be acquired. Property owners and small business owners had not had an opportunity to give their positions. She has only begun to fight.

Serita Angulo, (address not given), is a Springfield resident who has been impacted by EmX. She is familiar with mass transit and supports it. In Springfield, residents and businesses lost trees, and the road is closer to fences. LTD is a spin doctor. On the drawings it looked like many trees would remain but they had been removed. The communication was presorted flyers sent to residents rather than the property owners. She would have been involved if she had been informed. Others in her neighborhood also felt that they had not been informed. She encouraged residents of West Eugene to scrutinize information received. The outcome will be the same; decisions were already made and would not change.

Sue Scott, Grant Street, Eugene, lives and works in west Eugene. Six miles of trees will be cut down in the corridors, and the loss to wildlife habitat and food would be devastating. She said LTD mitigation plans should not be trusted. She does not think the loss of so many trees could be mitigated, and the threat of eminent domain will be used. The City and LTD will take the property for their plans. The West 11th Avenue option will impact all of the corridors to save six minutes on the bus. Another public hearing is needed. Eugene needed the right bus system with more, smaller buses everywhere. The lottery money should go to the schools.

David Wade, Villard Street, Eugene, is a resident of Eugene who uses LTD and EmX daily. He supports EmX. He said if people thought disabled and poor people are entitled to fast, frequent, reliable transportation, they should vote for EmX. If people are willing to leave their cars at home to reduce carbon dioxide and save money on sewers, roads, and signs; and if they should get fast, frequent transportation, they should vote for it. He said we should not wait for perfection and should not study the project indefinitely. He said that if the impact on business is sufficient to defeat 30 years of transportation planning, then there should also be no sanitary sewer. He thought there probably is not a viable alternative.

David Kleger, Golden Garden Street, Eugene, said that he had been riding the bus for more than 30 years. He rides on West 11th Avenue daily, and there is hardly a day when there are empty seats. People bang into him because they are standing, there is not enough room, and people will not give up their seats. He regularly sees people using walkers and wheelchairs denied boarding because the bays are filled, and the situation is getting worse. There is no source of funding to pay drivers and travel times have doubled in 30 years. There are regular problems with connections, with longer wait times in the afternoons. No Build is anti-transit and anti-customers.

Rich Inlove, West 4th Avenue, Eugene, moved to Eugene from a place where rapid transit is an afterthought rather than a forethought. If EmX provides solutions to problems for the community, there will be complete streets for transit. Complete streets will facilitate multi-use, which means rapid transit, vehicular transit, and bicycle transit. This will facilitate more business, and people will be able to spend their saved money on products at local businesses.

Edward Winter, Doane Road, Eugene, lives west of Eugene and takes the bus to the Fred Meyer Park & Ride. He would love to see EmX on West 11th Avenue. EmX is the perfect fix for Eugene's long-range plans. It will encourage infill development, support more multifamily housing, support economic development, bring jobs to the community, and reduce greenhouse gases. The community needs EmX. It will provide fast, efficient, accessible transportation to employees, students, and shoppers.

Art Robinson, Cave Junction, said Eugene is an outstanding city and home to an outstanding university. It has an excellent public transportation system, which needs to continue to improve. He said the community should consider changes for one or two years and not spend \$100 million for projections for 20 years from now. The country is short of money and is having trouble paying for social security, Medicare, and veterans care. The country needs to save money right now. The community may not need buses 20 years from now. Each community needs to do its part and consider how to solve the immediate problems at the lowest possible price. There are lots of other things that are important, and everyone needs to tighten their belts.

Lela Trope, Hayden Bridge Road, Springfield, said she has been to lots of meetings but has heard no bottom line numbers from LTD. The bus drivers do not like EmX and do not like the EmX vehicles. She agreed with Mr. Robinson that the country does not have the money now. Eugene is not growing at the rate of Seattle or Portland, and we are driving people out with taxes. The infrastructure funding being offered by Congressman Peter DeFazio for capital improvements will not fund maintenance and other improvement costs. The existing roads cannot handle the added weights.

Kono Wong, West 11th, Eugene, has been in business for 25 years and has a restaurant on West 11th Avenue. He stated his opposition to EmX expansion. Although it is good and prudent to look out 10 or 20 years, the reality of today's struggling economy makes it unrealistic. He is focused on having to lay off another employee, and whether he has enough money to pay rent. He is struggling to keep up on day-to-day expenses. EmX construction will be devastating to him. It will not be a temporary inconvenience for his business, but will be the final nail in the coffin. Businesses on West 11th Avenue are not doing well now. We should look at this project when times are better.

Jennifer Hayward, University Street, Eugene, stated her support for moving forward with EmX because it would provide quicker and more convenient access to West Eugene. She is

a Lane Community College student and believes that EmX would help students going to campus and result in less congestion.

Lisa Sansevere, West 18th, Eugene, had a letter. She has not talked with people who live and have businesses in West Eugene. She asked where the money would come from. The City of Eugene does not have the money. EmX should not be there. People should look at the West 11th Avenue choke and turning points. EmX will destroy Walmart and Target. Springfield went through the same thing. She advised that the deciding bodies should think before doing something. She does not want EmX, and she believes other people do not want it either.

Jon Hinds, 5th Street, Springfield, stated that he is a preschool teacher and LTD Budget Committee member. He supports EmX. The cost of doing nothing today will be more costly in 10-15 years. Increased traffic will require a costly realignment of West 11th Avenue. EmX will help with revitalizing the fairgrounds and provide kids in 10 years with a way to travel from the Gateway area to the fairgrounds without transferring. LTD is supporting economic development for the future of the community. He asked where Portland would be without light rail.

Betsy Payne, Jefferson Avenue, Eugene said that she would be impacted by EmX as she lives on Jefferson Avenue. She is concerned that 40 percent of the federal money is borrowed from overseas, creating debt for our children and grandchildren. Bus routes have been cut. The promises made to people in Springfield disappeared, and LTD will do what they originally planned. She said that buses cannot run in mixed traffic on Jefferson, and LTD cannot be trusted.

Carlis Nixon, Wilson Court, Eugene, stated that she lives in West Eugene and is a public transit user who supports spending tax dollars on transit. She stated her support for rapid transit but not EmX. She wants the City Council to ask LTD for an improved alternate version and add some stops. She said she became an opponent of EmX after using the Springfield EmX. The huge buses are wasteful, and the seating is uncomfortable. There is a need for express buses during rush hours and full-service buses. She questioned the development of wetlands and farmlands. She asked how LTD would pay for the operating costs of EmX. She does not want to lose the current level of LTD service.

Gary Wildish, Quince Street, Eugene, stated his support for BRT. It is important for the entire community. He has been impressed with what LTD has done. He has learned that solutions do not get smaller, but they get larger with time. Everyone wishes this BRT was not the challenge it is, but it is a challenge. If we do not take on the challenge now, it will not get easier and cheaper in the future. He is concerned with the impact on businesses and properties, and it is important to take them into consideration. LTD has done a good job to minimize impacts on businesses. Construction will be tough but it is important to move ahead.

Kim Sawyer, Greenview Street, Eugene, has a business on West 11th Avenue and stated his opposition to the West Eugene EmX. It will disrupt businesses in the area. His business can survive, but others will not. He will have significant decreases in business. His business is down since Hyundai closed. The Hyundai plant was paid for with tax breaks voted on by City Council. When the tax breaks were gone Hyundai disappeared. There is a need for a master plan. Two-thirds of one percent of the people of Eugene are represented in the Envision Eugene process. EmX will cause loss of business, creating problems for deliveries and garbage removal. LTD does not think all things through. He supports buses on West

11th Avenue and rapid transit. He questioned how LTD can afford to run six times per hour on West 11th Avenue with EmX when it cannot afford to run four times an hour now.

Bob Macherione, Brewer Avenue, Eugene, noted an earlier speaker who said, "You are against sanitary sewers if you are against EmX." He clarified that he was 100 percent for sanitary sewers in Eugene. It is obvious that LTD can put out a lot of numbers and efforts to influence people. He questioned how LTD reaches its numbers and said the books have been cooked. LTD uses a fleet average to show that the system will break even in 2021, which is not an accurate measurement.

Jozef Siekiel-Zdzienicki, Taylor Street, Eugene, said that he would finish Ms. Hutson's comments. She had said that Eugene needed the right transportation. LTD should do the right thing and let the schools have the \$30 million from the lottery. Speaking for himself, Mr. Siekiel-Zdzienicki said that TransPlan is just a plan. A plan for the transit corridor needs more detail. In addition to the proposed mitigation measures proposed by LTD, 15-foot easements are proposed for West 11th Avenue for dedicated lanes. LTD wants to build on Highway 99, River Road, West 18th Avenue, and West 30th Avenue. There should be conversations about all of the easements now so that they do not have to be discussed repeatedly in the future.

Kelley Blewster, 5th Street, Springfield, said that she uses EmX daily and pays employer payroll taxes that support LTD. She supports EmX, especially with the West Eugene extension. The end result of the Franklin and Pioneer Parkway routes is a clean and quiet system. She lives near downtown Springfield and owns businesses in downtown Eugene and in Crescent Village. She uses the bus to shuttle her bicycle around town. She proposed a compromise for West 11th Avenue with dedicated lanes for the buses.

Zachary Vishanoff, (address not given), is interested in planning issues. The West Eugene EmX project is a done deal. During the 1990s there was poor leadership at the University of Oregon (UO), demonstrated when they decided to redevelop Amazon housing. Later, Westmoreland housing was sold, and the money was used to buy land on the EmX route and the Joe Romania building. The neighborhood around the first EmX route is now vacant. The UO bought land for the arena. While talking about transit-oriented development, there was no evaluation for the Walnut Station. Mixed-use development near Walnut Station is linked to money laundering with the athletic department. EmX supports the good old boy network and the community is moving backward.

Charles Hibberd, West 11th Avenue, Eugene, said that he owns a business on West 11th Avenue. He counts people on the buses, counting seven at the stop by Riley's Furniture and 13 people during the peak hour. He questioned the need for a bus that carries sixty people when the buses are empty now. He said that most people who support EmX are not from West Eugene. The people who live and work in the area pay the taxes and care about the future. Citizens know what they need, and LTD needs to reassess its analysis.

Irving Weiner, West 11th Avenue, Eugene, has a small family business with 50 employees. LTD wants to impose a transit system that does not fit the needs of the community. LTD is planning a European parkway on West 11th Avenue through his parking lot. He said he feared it is a done deal and it is too bad that businesses have not been included in the decision. The businesses feel disenfranchised. Where are we going with Envision Eugene? The scheme may or may not work. He is not against government employees, but he needs to make a monthly payroll. People need to live by their whitt. LTD and the City do not know what is good for business. He encouraged them to step back, rethink, and incorporate the ideas of all the people with the No Build signs, and comply with federal guidelines.

George Cole, West 11th Avenue, Eugene, stated that he has been associated with property on West 11th Avenue for 60 years. He sees the planning and computer models as placebos, with garbage in garbage out, and this is a way to make judgments. In 1997 LTD wanted to take his property for a Park & Ride. It cost him \$160,000 to keep his property. He checks the Park & Ride at Fred Meyer every week. There are 43 parking spaces. Today there were seven cars there at 1:30 p.m., and the number of cars ranged from zero to nine. LTD staff made a mistake on the computer model for EmX. He supports mass transit and EmX, but not on West 11th Avenue.

Zachary Start-MacMillan, Kincaid Street, Eugene, Student Senate president at the UO, said that the Student Senate represented 23,000 students and supported the extension of EmX. Thousands of students ride EmX daily to school and to access services at businesses in the community. The student government funds 3 percent of the LTD budget. The Senate unanimously passed a resolution in favor of urging the City Council and the mayor to support and approve the expansion. He had copies of the resolution for the officials. He said EmX is a valuable resource for the community. Speaking as a member of the Climate Justice League, he said that they are working for real solutions to fight climate change. EmX will help reduce carbon emissions and will help create a better community.

Cortney Mild, (address not given), is a student at the UO and a member of the Live Move student group. She stated her support for the West Eugene EmX Extension on behalf of future students who will need transit services in West Eugene. People who are unable or unwilling to get out of their cars should be in favor of EmX because the more people ride EmX, the more space there will be for others to drive.

Casey Gifford, Ferry Street, Eugene, is a student at UO and a member of the Climate Justice League. She said she came to tonight's meeting by EmX. She supports EmX for current and future students. Many students do not own cars, and businesses on West 11th Avenue are not accessible by bike. UO students will benefit greatly by EmX as other areas of the city become accessible to them. EmX is a long-term investment, and she has seen that development follow public transit in other cities.

R. Joseph Newton, Eugene, said that no one is offering saturation scheduling because there is no money for it throughout the system. He said that we are running out of fuel, and the fuel we are burning is making the climate unlivable. He said that we should set up a structure now using the good ideas people have. He has studied the construction schedule and suggested that construction disruption should last no more than six weeks at the same place. It is important to respect the business people. Businesses take advantage of public infrastructure already there, and they need to share the cost.

Janet Tarver, Wilson Street, Eugene, said that she lives not too far from EmX. The talk of use or lose money is boondoggle talk. She suggested taking lanes out for less traffic, using the lanes already there, and not making the sidewalks smaller. It is only three minutes less to Springfield on the EmX. The hospital route is ugly. We need more, smaller buses and restoration of routes. She regularly uses the regular bus to shop. She used to have to walk two blocks and now she needs to walk six blocks. This is making it harder for older people. It is not logical to make the changes when LTD cannot maintain the current service now. Minds are already made up. Eugene is not Portland. She will not support boondoggles, and she does support schools.

Wendy Butler-Boyesen, City View, Eugene, said that her husband had a stroke at 56, and they are completely dependent on LTD for transportation. They are in favor of the West

Eugene EmX. She said if people are truly disabled, there are lifts on buses, but people who use canes are at risk for injury. Her husband can ride EmX by himself or he can use RideSource, but he cannot ride other city buses by himself. RideSource is a wonderful resource. RideSource costs \$3 for each one-way trip, and LTD loses money on each trip. LTD will save money with EmX. During peak hours the buses are full, and her husband has to wait a long time to get a seat. She has seen people with walkers and in chairs denied boarding.

Thomas Graff, West Broadway, Eugene, has been a long-time resident of Eugene. Rapid transit is needed to move people. West Eugene has a regional transportation problem due to 50 years of poor planning. The fairgrounds used to be the end of town, and the city was developed piecemeal without much thought. EmX will not relieve this problem, although its intentions are good. The short-term plan will not work well, and we need to take another look at transportation as a regional problem. He stated his opposition to the current EmX plan.

Barbara Reed, Alberta Lane, Eugene, lives off of River Road. She thanked LTD for the publicity that informed people about EmX issues. It has been a great effort for soliciting input. She is a frequent user of EmX, and sees the need for an extension of the EmX on West 11th Avenue. She will use the EmX to go to Target and other businesses. The extension is preferable to widening lanes for more cars. There are a lot of people on River Road who do not own cars and who will use LTD if there is better service and connectivity.

Ken Rivernider, Hamilton Avenue, Eugene, said that articulated buses are not needed on River Road. Those buses have people standing almost constantly as do EmX buses. LTD needs to meet the needs of the public and so should EmX. One speaker suggested that businesses are located on West 11th Avenue due to the high level of traffic. However, with the ever increasing level of congestion, customers try to avoid West 11th Avenue. He will never take Beltline to support any of the businesses.

Dennis Casady, Eugene, supports the No Build option. He has properties that would be negatively impacted by EmX. He does not want to lose square footage or trees.

Moshe Immerman, Eugene, said that LTD should go back to the drawing board. He is a scientist, a National Park Service Ranger, and a former chair of the Citizens for Public Accountability. With science, facts are established with as much clarity as possible, which helps in making decisions. The military intelligence uses perception management that is propoganda, which is an ugly word. LTD has already decided what it is going to do and thinks people are too dumb to make decisions for themselves. The government-funded entity is publishing and promoting people as opinion leaders rather than giving people the facts and letting them decide for themselves. He said LTD should lay out all the possible alternative futures and let everyone explore them. The answer is simple: more buses, more comfortable buses, more ergonomic buses, more frequent buses, and more family wage bus drivers. The decision should be delayed.

Mark Frohnmeier, West 5th Avenue, Eugene, is a lifelong resident who owns his business. He stated that he is a supporter of rapid transit. Eugene should have a great mass transit system. The current system is good, but could be better. EmX is great and he rides it as much as possible. He asked that LTD bring routes closer to him and his neighbors in Whiteaker and Jefferson Westside. Survey data show that people do not like to transfer, so the long-term solution should consider include minimizing the number of transfers that riders have to make. He wants a long stretch that would allow as many buses to go through as possible. He supports pushing EmX further into West Eugene.

Brian Weaver, Grant Street, Eugene, stated that he is pro No Build. He has heard the radio ads and has seen billboard ads. The fix is in with LTD and is supported by the mayor. He supplied copies of concept drawings to the City Council that had been submitted to the FTA as well as the Alternative Analysis report. The mitigation drawing shows mixed traffic on West 11th Avenue. The problems will continue, and property will be taken by eminent domain. The report is full of grand illusion. He has been canvassing for weeks along West 11th Avenue, West 6th Avenue, West 7th Avenue, and River Road. Nobody wants EmX. The people have been deceived. The City Council is scheduled to make a decision on March 9, and it should think about the public rather than LTD.

Bob White, River Road, Eugene, stated that he owns a business on River Road. He has been watching the process on River Road, and the process is tainted and has been corrupted by the City, County, and lobbyists. Zoning changes were made on River Road to enable mixed use. They wanted EmX out there. The zoning process was done by a group of 40 to 60 River Road citizens. The meetings were violent in the beginning, so they stopped holding the meetings. They eventually started holding the meetings again. The decisions of the City Council and the County did not produce roads, but there are trails. The decision gave nothing back to the community and created no tax base. The West Eugene Parkway was voted on by the people and killed by the City Council.

Jeffrey Dahl, Eugene, had been a business owner in Eugene for 20 years. He has had six kids in the schools. As a machinist, he solves problems, and he does not get paid if he does not solve the problems. He suggested running EmX down Roosevelt Boulevard rather than West 11th Avenue. It is very wide, underused, and adjacent to Highway 99 and Greenhill Road. He said getting rid of paid parking in downtown Eugene will solve a business problem for downtown. West 11th Avenue business owners should get tax breaks for land they purchased and people who funded the system should get free bus passes. The regular buses on West 11th Avenue share the lanes with cars, but EmX will not share the lanes. This is a huge issue that has been overlooked.

James Luzzi, Monroe Street, Eugene, has lived in Eugene since 1974. He directed officials to Chapter 7 of the Alternative Analysis Report. He said tables listed the number of trees to be removed, and the numbers are alarming. Loss of trees means loss of tree canopy, which provides carbon and storm water storage.

Misha Seymour, Lincoln Street, Eugene, said people who ride buses are not respected. It is not right that there is only one bus on Willamette Street at night. Buses should get people to where they want to go. EmX spent money, and now there was not much money left for other things. People should be treated right, and there should be a place for people to store stuff on the buses. All people should be treated like they were worthwhile.

Tommy Lane, Eugene, said LTD is hemorrhaging cash and will burden future generations. It is frustrating to see that we were at the point of becoming mere subjects, and not "we the people." He said EmX should be put on the ballot.

Randy Prince, Eugene, said that he heard most of the support was based on forward thinking. Most of the town had been built around rail lines. Transit rails and electric lines showed access. The bus shelters and bus lines that came later were not quite as effective. BRT was comfortable and ran frequently. Established transit corridors will spur development. Transit-oriented development will pay for development. He does not want to build one system only to need to build another one in the future. He suggested that EmX lines be rail ready with power lines and signaling. If that is not possible, EmX should not be built on West

11th Avenue. West 6th/7th Avenue to Highway 99 looks better to him, and the area needs redevelopment.

Clark Cox, Patterson Street, Eugene, said that he has a vision problem, and he rides the bus. He has lived through construction in the past and shops at Fred Meyer pharmacy in West Eugene. He is interested in having EmX go there. He hopes it can be done while mitigating the loss of parking and trees.

Frank Svejcar, Eugene, has cared for elderly people and suggested the officials get into shoes of those who will ride the various modes of transportation. They should be careful when changing the design. He does not support the No Build option and does not support EmX. The Transportation System Management (TSM) option is where the existing LTD system in West Eugene improved dramatically. There is already an existing bus system, and the proposals are duplicating what is already there. He is concerned that money that can be used for education will be used for EmX. He wants TSM to be restored to the list of options being considered. The route was established and reduced friction between businesses and ridership, while restoring trust in City government.

Greg Rikhoff, Eugene, said that he is a 20-year resident and property owner on West 11th Avenue. He supports EmX. Tonight he represents UO President Richard Lariviere at the public hearing. The UO is working hard to help students succeed in Eugene as car-free as possible, and it needs the community's help to do that. EmX helps the UO be more connected to the community and helps the community be more connected to the UO. While there are more than 1,300 students living in the residence halls, there are only 277 cars parked on campus overnight. Twenty-three percent of the 18,000 students who live off-campus arrive on campus by bus, and many use EmX. Twelve percent of the faculty and staff use LTD buses. If the UO is to succeed, it must increase ridership numbers, and it needs EmX to do that. While the long-term benefits may not be immediately visible, this is a legacy project. He said that he traveled to the public hearing by EmX. He extended an invitation to join him on campus at Dad's Gates and at the Walnut Station to see how EmX works.

Mike McCallum, (address not given), said the problem appears to be one of integration. He has met with LTD management about utilizing software for smartphones that is used in other cities. He said local small business jobs should not be killed because of a poorly executed plan. He likes the option that would use the existing right-of-way. There is a need for better ideas and a better plan.

Boyd Iverson, (address not given), submitted information previously and will resubmit it. He is not against EmX, but he supports a sustainable plan for West 11th Avenue. LTD has tried to make the business owners look like they are selfish and trying to stop the project, which is not true. His family has owned property in the area since the 1950s. He owns AutoZone. When LTD said it is going to take 15 feet from his property, it will mean that AutoZone would be gone. Those who are opposed are a diverse group, but there is a common thread that this system does not work. The facts from LTD are not substantiated, and are smoke and mirrors. The needs of the City and the community all need to be remembered. This is an important decision, and bad things can happen through bad decisions. There is a lot of information submitted by him and others. He wants an informed decision made based on facts. This is a bad decision and will have a bad impact on Eugene.

CLOSING OF PUBLIC HEARING – Mayor Piercy closed the Eugene City Council public hearing; Ms. Wylie closed the Metropolitan Policy Committee public hearing; and Mr. Eyster closed the Lane Transit District public hearing.

COUNCIL, BOARD, AND STAFF COMMENTS – Tom Schwetz reviewed the West Eugene EmX schedule. The MPC will discuss EmX at its meeting on February 10, 2011. The public hearing was held tonight to take testimony on the draft recommendation. The Joint Locally Preferred Alternative Committee will meet on February 14, 2011, to develop a recommendation based on the comments received during the open house and public hearing as well as other testimony received. The recommendation will then be forwarded to the Eugene City Council, MPC, and LTD Board of Directors. He said people can send written testimony to LTD. He asked the presiding officials to leave their comments or questions on the forms at their places.

ADJOURNMENT – The meeting was adjourned at 9:25 p.m.



Board Secretary

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