

MINUTES

Metropolitan Policy Committee
Public Hearing
Wheeler Pavilion—Lane Events Center—976 West 13th Avenue
Eugene, Oregon

April 5, 2011
11:30 a.m.

PRESENT: Hillary Wylie, Chair; Sid Leiken, Vice Chair; Christine Lundberg (City of Springfield), Kitty Piercy, Alan Zelenka (City of Eugene), Jay Bozievich (Lane County), Sonny Chickering (Oregon Department of Transportation), Greg Evans, Mike Dubick, (Lane Transit District), members; Mark Pangborn (Lane Transit District), Liane Richardson (Lane County), Jon Ruiz (City of Eugene) *ex officio* members.

George Kloeppel, Byron Vanderpool, Ann Mortenson, Paul Thompson (Lane Council of Governments); Tom Schwetz, (Lane Transit District).

1. WELCOME AND INTRODUCTIONS

Ms. Wylie convened the meeting and welcomed everyone to the meeting.

Those present introduced themselves.

Mr. Kloeppel stated the purpose of the public hearing was for the MPC to take testimony regarding the selection of a Locally Preferred Alternative for the provision of EmX service in the West Eugene corridor. He reviewed the procedure for speakers.

2. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

- a. Public Hearing on Lane Transit District West Eugene EmX Locally Preferred Alternatives

Ms. Wylie opened the public hearing.

Dan Egan, 850 North Sixth Street, Springfield, speaking as the Director, stated the Springfield Board of Directors and Chamber of Commerce had passed a resolution on this issue. The Board supported EmX extension into west Eugene, noting it was a metro wide system. The current EmX system benefitted Springfield businesses in economic development, and the Board felt it would benefit Eugene in a similar manner. The Board took no position on preferred routes since the years of study and discussion had not been available to the Chamber and it did not feel qualified to comment on that. The Chamber recognized there would be potential for impacts on businesses, residents and others during construction and asked LTD to mitigate and eliminate those impacts where possible during construction and operation of the project. The Chamber supported the project and hoped it would result in economic development throughout the metropolitan area.

Jerry Thenell, 3786 Quail Meadow Way, said he had a business on Tyler Street and Sixth Avenue. He asked why the City Council and LTD Board did not listen to the business owners when the majority of them did not want bus routes to the West Eleventh Walmart. He asked why they felt their foresight and

intelligence were superior to his. The business owners had forgotten more than the City Council and LTD Board would ever know. This was not a sensible project to undertake. The project would never get ridership out west that was seen by the University of Oregon (UO). The UO students rode the bus at his expense. He asked that this unneeded expense be stopped.

Boyd Iverson, 1872 Willamette Street, stated he would submit written testimony. He was not against mass transit, but was against irresponsible mass transit. This project was not sustainable in any manner and had no documented need. There was no business request for transit in west Eugene. The United States census said Lane County's population was decreasing, and LTD's projections were pie in the sky. There was no land in the west Eugene corridor that would create businesses in the area. The Greenhill Technology Park and other sites sat vacant for years. There were wetlands in the area which were not developable, not in the city limits, and not zoned for development. City of Eugene commercial lands study showed there were no large parcels for large scale industrial/commercial development. There was no proven environmental benefit to the system. EmX as proposed was not more convenient.

David Hoffman, 2790 Madison Street, said he was extremely open to public transit and used it when he could. The community was not ready for and could not afford the westside EmX after the federal money paid for the construction. The community could refuse federal handouts that destroyed neighborhoods and businesses. The money could be used to improve existing infrastructure. The feds took our tax money and we want it back for what we need. We need local bus service more than express service. We would not see enough ridership in the near future and LTD had not ruled out the need to cut regular bus service to pay for the higher cost of the West West 6th/7th Avenue Avenue route. We cannot afford the stress on displaced businesses. We are way beyond the point of not affording it—just say no.

Pat Hocken, President, League of Women Voters of Lane County, 338 West 11th Avenue, said the League believed the community needed a balanced transportation system that supported mobility for automobiles, pedestrians, bicycles and transit riders. The League supported the development of the EmX network to implement bus rapid transit (BRT) which was included in TransPlan. The MPC decision would impact local transportation for years to come. Having the vision to plan for the future was a more effective strategy than waiting to address problems that could have been prevented or lessened with foresight and earlier action. The extension of EmX to west Eugene was an essential component for the full BRT buildout envisioned in TransPlan, and was needed to address current and future congestion in that area. The West 6th/7th Avenue route, endorsed by the Eugene City Council was expected to reduce travel time by 40 percent and increase annual ridership by more than 500,000 trips. Reducing transit travel time through EmX enhancements such as BAT lanes, traffic signal priority was the key to reducing transit costs along the route. LTD needed the cost savings and resources to improve its services. The district did not have the resources to "just add busses" because the cost for providing traditional service increased every year, driven by increased congestion and population growth. Some opponents cited concern for the federal budget deficit as a reason to not move forward with the project. However, the federal funding had already been appropriated and would be awarded to another agency if LTD did not seek it. It did not make sense to send hundreds of construction and other good jobs somewhere else. The League urged the MPC to plan wisely for the future and follow the lead of the Eugene City Council by selecting the West 6th/7th Avenue route as the preferred alternative.

Eleanor Mulder, 1010 West 20th Avenue, said she was a long time supporter of mass transit, noting she had made decisions for purchasing two homes in a 40 year period on the basis of the accessibility to mass transit. As an environmentalist, she supported more people getting out of their cars. The air will be better it will be easier to get around. The BAT lane will make it easier for people to get into the businesses on West 11th Avenue. It is currently hard to get off and on to West 11th Avenue during busy times. She urged the MPC to vote yes on the West 11th Avenue extension.

Sandra Dellinger, 4139 Jessen Drive, opposed EmX for many reasons. She and her husband had an automotive repair shop for 28 years. Their business and an adjacent business provided eleven family wage jobs and they were concerned about their ability to operate those business if the West 6th/7th Avenue route was chosen. Those concerns included one of the bus shelters would be located in their parking lot and meant a loss of parking spaces and driveways onto West Sixth Avenue, and loosing visibility. Each lost parking spot was one less car her business could repair per day. The loss of the driveway meant working on the large motorhomes and trucks would be difficult if not impossible. Access by tow trucks and delivery trucks would be limited and time consuming. She was dismayed by the lack of contact from LTD She was concerned that correspondence had been sent to the owners of record of the properties rather than the building occupants. She noted many landlords were out of state, and it would be helpful to send letters to both owners and occupants. She wondered what communication will be like during construction.

Erin Ellis, 901 South 32 Avenue Street, Springfield, said LTD never intended for the EmX route to go down West 6th/7th Avenue. The operating costs of West 6th/7th Avenue were double those of the 13th Avenue route. Residents and business owners on West 6th/7th Avenue were not informed and in shock. If West 6th/7th Avenue was a viable option, LTD would have spent more time studying that option. West 6th/7th Avenue should have been mitigated to the same extent West 11th Avenue was mitigated. Businesses should have been notified that this was a possible selection. The project was flawed. LTD could not afford the additional operating costs, would cut services elsewhere and the entire county would suffer. This was a bad idea. She turned in 1,400 signatures on a petition at the last hearing and had 1,000 more. This this should go to vote of the people.

Dylan Scott, 6004 Quartz Avenue, Springfield, said he opposed the proposed route because it would negatively impact his business and for other reasons. He said the Our Money Our Transit group met weekly to discuss the proposed route. This was a cross-section of people in Eugene who opposed the project for a variety of reasons, including; costs; the people had not been properly represented; people were concerned about their businesses; trees and environmental affects; economic impacts. He did not understand how anyone could support any project that faced so much opposition and think they were doing the will of the people.

Pauline Hutson, 1025 Taylor Street, said she was a co-founder for Residents for Responsible Rapid Transit (RRRT). She said it was time to clear up the following misinformation. RRRT was not against public transportation, but wanted it to be in the right location which was not on West 11th Avenue, West Sixth Avenue, or West Seventh Avenue. EmX should work in conjunction with neighborhood services. Restoring neighborhood services would provide more busses everywhere and bus stops could be moved closer together again. The additional distance to walk is a hardship for some riders. There needed to be a city wide vote on future EmX routes. Residents and businesses along the proposed routes could experience problems the residents in west Eugene had been addressing for several years. The impact of the project was profound and as a public policy issue, there needed to be a public vote. She said people could submit written testimony via email to the regional office of the Federal Transportation Administration (FTA) in Seattle. LTD would depend on the availability of grant funding in the future and there no guarantees for income. This was an appalling and unrealistic business plan. It was reprehensible for LTD to submit a flawed plan just to get the money.

Jozef Siekiel-Zdzienicki, 1025 Taylor Street, said West 11th Avenue had historically been an automobile corridor since the early 1940's, and auto use had been encouraged since the 1980 TransPlan. There were lots of driveways along the proposed route, and EmX would change the historical use of West 11th Avenue. He asked where the well established businesses would go when they were pushed out by this plan. One size fits all should not be used in transportation planning. LTD removed route 30 due to low ridership. He

asked how six busses per hour could be cost effective. The FTA did not require local jurisdictions to vote a second time, but LTD had alluded at meetings during the last two years there would be a second vote.

Mark Callahan, 3621 Mahlon Avenue, said he supported the no build option for the proposed EmX West 6th/7th Avenue/11 alignment. As a constituent of Kitty Piercy and Sid Leiken, he encouraged them to vote against the west EmX route on West 6th/7th Avenue/West 11th Avenue alignment. He and Our Money Our Transit were not opposed to transit service as long as it was fiscally responsible and it had full support of the community. He said LTD's numbers showed that LTD was against the West 6th/7th Avenue/West 11th Avenue alignment and favored the West 11th/13th Avenue alignment. Contrary to statements by Glen Klein, City Attorney for the City of Eugene, this was not just an LTD project because it needed City permits which were agreements between LTD and the City of Eugene. He asserted the City Charter prohibited street work associated with the proposed project because it would result in the removal of historic street trees.

Kurt Prather, 967 West Eighth Avenue, was an employee of B & B Distributors on West Sixth Avenue, and would be directly impacted by the project. He was opposed to the West 6th/7th Avenue route and potential business disruptions, and to the west Eugene extension EmX project as a whole because it was unnecessary and financially unsustainable. EmX had been sold as a way to fix a broken system but a radical change in mass transit would not fix LTD's problems. There was a risk that this project would cost a fortune while not producing a single desired outcome. With state and local economies in shambles, when schools were closing and teachers were losing their jobs, it was unthinkable that the City, LTD and MPC would consider this project. The majority of the money for this project was public money and the public would be better served to reinstate routes and upgrade existing facilities. He objected to using any economic development funds from the lottery being used on this project. The money should be redirected to the schools where it belonged. He urged MPC members to vote against the project.

Kevin Prociw, 1030 Williams Street, said EmX cost more to operate, as clarified by Andy Vobora in an April 4, 2011 statement in the Daily Emerald. He said a three-fold increase in buses on the West 11th Avenue corridor would increase operating expenses that would be accomplished by cutting other routes. LTD would gut the existing system to make EmX work. This was not an improvement. The numbers for increased population do not add up and did not justify the expense of the project and its operational costs. The elected leaders were more concerned about stature and recognition than whether the project was necessary.

Scott Reynolds, 272 Gateway Street, #4, Springfield, was opposed to EmX for West 11th Avenue regardless of alignment. There were too many unknowns. A Request for Proposal (RFP) recently appeared in the Register Guard, soliciting legal counsel in several areas, including construction contracting, legislative drafting and eminent domain. When he asked LTD if they had ever used eminent domain, LTD said it did use it once. He concluded LTD was exploring using eminent domain. He asked why was LTD looking for legal counsel if they only had to use it once in 40 years. While it was well known that many businesses along the proposed route opposed EmX, it was unknown how many businesses supported the proposed line. LTD had misinformed the public about that matter. The proposed route would average less than six riders per one way trip. He asked why LTD should spend \$80-100 million of limited tax payer money for the project for which no future need could be explained. He encouraged the MPC to vote no because there were too many unanswered questions and unknown factors.

Jeff Lozar, urged support of the no build option for project. He was concerned about the cost, adding although LTD had repeatedly massaged the numbers it remained a huge amount of money we did not have. The government was not listening to an important message from the taxpayers. The idea that the money

LTD was chasing was free money insulted many of the people in the room this evening. Most of people here paid federal taxes and it was not free. LTD would need to have matching money and there were more important bills the public needed to pay. Without the taxpayer, nothing got paid for. It was time elected and non-elected leaders thought about sustaining the tax payer. He encouraged the MPC to vote no on any alignment, and encouraged the no build option.

Mark **Rabinowitz**, said the regional transportation plan assumed continued growth of traffic over the next two decades but this was not realistic. The oil in the Alaska pipeline would be gone by 2030. Global peak oil was 2008, one factor of the economic crash. He had mixed feelings on the EmX proposal, noting both supporters and opponents had valid points, but he could not support any of the options. Big box stores made public transportation a joke. The regional transportation plan needed to be changed to recognize peak oil and limits to growth. He asked LTD to provide a breakdown of the costs of the project.

Kathy Jenness, Lowell, had been a bus rider since 1994. She supported EmX as it provided her with safe, accessible service. She looked forward to expansion on West 11th Avenue and access to the shops in the West 11th Avenue area. She said more frequent service would be more convenient for her. She was concerned about the impact to business along the proposed construction route and encouraged LTD to find a way to be workable for businesses and riders.

Marjorie Scott, 1642 West Sixth Avenue, was a property owner on West 6th Avenue. She did not support EmX. Eminent domain did not give the unrestricted right to condemn and take property at will. Litigation would be expensive and costly to all parties involved. Her business had about 300 feet on West 6th Avenue, and plans called for taking nine feet of the block. Her family had owned most of the property since the early 1950's. Access to the storage yard would be diminished. She asked who would pay for construction and cost overruns. The strongest supporters were business people who would benefit from construction and rezoning. LTD recruited UO students to speak at previous events, who were served by a campus shuttle bus. She said rezoning should be done intelligently. Reasonable and sustainable transportation should be addressed. This project would drain LTD resources. The existing bus system was superior to other cities the size of Eugene and should not be destroyed.

Sue Scott said bigger busses were not a sustainable solution for Eugene. This was a waste of \$1 million per bus. The EmX was not user friendly; heavier busses would destroy roads; maintenance would be costly; the loss of trees on the West 6th/7th Avenue corridor would be damaging to the natural beauty and wildlife; animals needed trees for habitat. The EmX proposal did not conform to Envision Eugene.

Marilyn Milne supported extending EmX to west Eugene. She rode the bus most days and found it was convenient, saved money, and was environmentally sound. Sometimes she was one of only a few people on the bus. Some people complained about low ridership but she knew from experience that a load of riders may just have been dropped off, or the bus was on its way to begin a new route. Because she and her fellow passengers did not drive, the streets were emptier for those who drove. Her experience using regular bus service on West 11th Avenue was that it took time and was not close to her destination, and it would be that way for people who lived on West 11th Avenue or those who wanted to shop there. She heard concerns that EmX would take customers from West 11th Avenue businesses, but right now they did not have her business. She used West 18th Avenue to avoid West 11th Avenue when she drove because West 11th Avenue was so congested. If EmX was in place, the streets would be less congested with through traffic, customers would be able to reach the stores they wished to shop at, and she could shop there when she used her car or the EmX. She understood business owners' concerns about loss of customers during construction. She hoped they would check with the experience of business owners on Franklin Boulevard and in Springfield during the construction and what had occurred since that time. LTD should be required to provide more support in marketing for the businesses during construction. The

construction work would create good jobs.

Chuck Areford, 1328 Oakpatch Road, was a high density residential area. Many of the residents regularly rode the bus. He recently had a letter published in the Eugene Weekly that called for a boycott of businesses displaying anti-EmX signs. Businesses had a right to oppose EmX, but when they used their place of business to display their political beliefs, they crossed a line of mixing business with politics, which was a good way to lose customers. He contacted all businesses where he had previously been a customer that displayed anti-EmX signs, and found only one of nine businesses actually opposed EmX. Some businesses said their landlords were responsible for the signs, others said the signs were placed illegally, and one parking lot owner put up signs by a shopping center. The wealthy elite in community were having an undue influence on decision making. A single real estate owner or group of owners were placing signs to make it look like their tenants were against EmX. Actual business opposition on West 11th Avenue was less than it appeared. While there was no doubt legitimate grass roots opposition to EmX, their numbers were inflated by those who did not hesitate to bend or break the rules. He noted other construction projects, such as the bridge over I-5 and the flyway near Sacred Heart Medical Center at RiverBend, had not seen opposition similar to EmX, and asked if we were a car centered community or because the wealthy elite would not ride the bus. He asked the MPC to end the charade and fund EmX.

Robert Winkelman, 1412 West 7th Avenue, owned Evergreen Film Service. He was a big supporter of public mass transit but opposed the entire westside EmX proposal. It was the charge of elected and appointed officials to distribute public resources to do the most good for the most people and the proposed EmX line violated that charge. After meeting opposition on the first route choice, LTD was choosing to support the route it had never found desirable or for a need to put busses on before. He asked who would pay for the proposed route. LTD was touting the popularity of the Springfield EmX line which replaced an already popular route, and he thought the ridership numbers were padded by offering free fares that encourage countless boardings by homeless people seeking shelter and UO students looking for a free two block ride. Scores of family run small businesses provided unique products and services to residents and businesses, but many of them would be hard pressed to withstand the hardship to businesses that would result from months of construction blocking easy access to business entrances and parking lots. LTD was unsure on the route and funding. The final configuration could be ruinous to many businesses and properties.

M. Lela Trope, 1688 Hayden Bridge Road, said the MPC was looking at the business owners in the room who paid taxes, and by going forward with the LTD proposal, the MPC would kill the goose that laid the golden eggs. She heard LTD staff say it was federal money and she asked where they thought federal money came. The money came in the form of taxes. She questioned whether ridership would increase by 2031. She wanted to know what transportation would be efficient and environmentally correct, and what the cost of petroleum products would be in 2031. She had been told the LTD busses could be retrofitted for natural gas in the future. She asked why LTD was not using smaller busses fueled by natural gas now. The EmX busses were too heavy, required extra lanes, and infrastructure was expensive. She felt the taking of land, eminent domain lawsuits, the damage to the businesses, and the difficulty of getting in and out of parking lots, would be problems. People needed to contact the FTA office in Washington. She did not want federal money coming in and the tax dollars going out to support the infrastructure.

Bob Marchione, business owner at Sixth Avenue and Lincoln Street, offered a history of EmX and the West 11th Avenue expansion. The residents did not support EmX early on, and did not want the West 11th Avenue corridor service. The route was realigned several times, resulting in the West 6th/7th Avenue route losing its travel time benefit and being too expensive to have operating cost benefit in 15 years. All of LTD's benefits were long range, speculation on optimistic data through the corridor. LTD claimed the benefits as facts, when they were modeling results with questionable data. Fifty percent of the City

Councilor's were opposed to the expansion, and the Mayor broke the tie. LTD spent \$87,000 of tax money to manipulate the media and minimize opposition impact. He provided a contact showing a consultant would provide assistance with drafting letters to the editor, coordinating guest editorial writing, and soliciting testimonials of support. LTD would lay off administrative staff if EmX expansion was interrupted. The LTD board was fiscally irresponsible when expanding operating costs when they had a large unfunded pension obligation. The LTD long term financial plan relied on obtaining federal funds to subsidize the operating budget. LTD should restore prior cuts of basic service before expansion. Many businesses and citizens were opposed to the LTD plan. He asked why the City of Eugene would not have public vote on EmX.

Brian Weaver, 1365 Grant Street, said he would submit written testimony. He said LTD claimed the project would create 1200 jobs, but, that did not address how many jobs would be displaced. Many businesses would be forced to close and their employees would not be able to come back. He had canvassed West 6th/7th Avenue. Eugene seemed to be anti-development, anti-growth. If this was implemented, it would give Eugene a black eye for business and businesses would not want to locate here. The project had not had adequate public representation, and the fix was in a long time ago. Growth would not come because of Eugene's reputation and the reputation of the schools of being down and out.

Ray Fitch, 1120 West Sixth Avenue, grew up here and was the owner of Emerald Business Systems on West Sixth Avenue. He was an employer, and a business, personal and LTD taxpayer, which was fine. He would lose business due to construction and he would lose property value. The bus lane through would go through his 37 foot parking lot, and not leave enough room for customers to park. He had more to lose than anyone making the decisions. He asked the MPC to please consider how this would impact his family. He submitted written testimony.

Edward Winter lived west of Eugene and drove in on West 11th Avenue. He used park and ride one or two times a week at Seneca Street and West 11th Avenue. Building EmX in west Eugene was extremely important to him and the region. The EmX would provide accessible transportation, reduce greenhouse gases, improve air quality and reduce reliance on fossil fuels. It was an important investment toward meeting the needs of elderly and people with disabilities who depended on public transportation. It would also encourage commercial and industrial development along the corridors, which would help reach the goals reducing sprawl and increasing housing in the city. EmX was a crucial link in the transportation system, serving people in the Whiteaker Neighborhood and people in housing south of West 11th Avenue. It would provide transportation to people who worked and shopped along the corridor. The businesses would benefit and property values would increase. The Franklin Boulevard corridor was successful and West 11th Avenue would be no different. The cost of not building EmX would be more in the long run with higher operating expenses. The EmX would be more efficient within ten years than the no build option and provide greater service to the community. While some of the signs along the proposed route say "More busses everywhere", the cost of providing drivers to busses everywhere would be the most expensive option of all. He urged the MPC to approve EmX in west Eugene.

Tom Crites rode the EmX to work and to Matthew Knight Arena. He liked the way EmX was laid out, making it easy to get on and off the bus. He liked how drivers were friendly and that they were attentive to where he needed to get off the bus. He believed in the West 11th Avenue EmX route and encouraged the MPC to approve it.

George Cole, 2760 West 11th Avenue, had been involved with property at West 11th Avenue and Conger Sreet for 60 years. He said West 11th Avenue had evolved into a successful business area and asked why such a viable neighborhood should be destroyed. He supported the residents, business owners, and bus riders from all sides who opposed EmX as a financial boondoggle. They were the stake holders, not out of

town visitors. The park and ride projections were a failure in progress, and had cost his family \$160,000 in legal fees to keep his property. Eminent domain divided communities. The bus system would improve if LTD abandoned hub and spoke routing, and adopted the grid system that met the needs of the riders. LTD should show leadership and build a transportation system for everyone. More bridges should be built over the river and capacity on the Gary Pape Beltline. EmX west was the wrong vehicle at the wrong time. We do not have the money.

Howard Bonnet, 1835 East 28th Avenue, knew Dave Funk, who did not solicit Mr. Bonnet to attend tonight's meeting. He rode EmX for nothing, as an honored citizen. He did not think EmX would be any good when the first one went down Franklin Boulevard and into the Gateway area, but it was wonderful and exceeded his expectations. He could take his bike on the bus, which allowed him to drive less. Climate change and peak oil should be looked at. Eugene would likely see higher and higher energy prices, and would need to find ways to mitigate those costs and reduce use of cars. He thought there would be opposition to any choice. He thought West 11th Avenue was the right choice and he supported the build alternatives.

Betsy Payne, 1245 Jefferson Street, asked that the MPC vote for the no build alternative. She did not want her children to be indebted. Forty percent of the funds were federal money that would be borrowed from overseas. The need for EmX had not been shown and LTD would be in debt for years to come.

Judy Horstmann, 1835 East 28th Avenue, was a member of the City of Eugene Bicycle and Pedestrian Committee (BPAC), and had submitted a letter in February to LTD. BPAC supported the EmX extension as an important connection in LTD's BRT. Good transit was essential to creating a better city for walking, biking, and reducing vehicle miles traveled (VMT). BRT would increase ridership overtime. BPAC supported the West 13th Avenue alternative and opposed the no build alternative because it did not take into account the long term needs of the community. Creating a great a public transportation system was essential for meeting the walking needs of the community. A good transit system provided a critical link for a variety of users, including elderly people, people with disabilities, low income people, pedestrians and cyclists on longer distance trips, and people who chose to reduce their automobile use. Linking transit with walking and biking promoted healthy lifestyles, and getting more people on the streets would promote safer neighborhoods. Studies showed that transit corridors could revitalize existing businesses, encourage location of new businesses, increase property values, and create jobs. Construction of EmX would help ensure people had transportation options in the future when using the automobile may become more challenging. She rode EmX, and found it fast and convenient. She tried to patronize businesses on the routes, but a route on West 11th Avenue was missing. She originally preferred the West 13th Avenue route because it was less expensive and would serve the Lane County Fairground, but the West 6th/7th Avenue/West 11th Avenue alternative also had good points because it served businesses on West 6th/7th Avenue. She opposed the no build option.

Anand Holtham-Keathley, 389 North Polk Street, said he was Whiteaker Community Council (WCC) chair. The WCC voted to support the West 6th/7th Avenue route. He rode LTD. He had read articles about peak oil, and the cost of oil in the future. We needed to plan for the future and EmX was part of that. LTD had put some effort into working with the business on West 11th Avenue, and needed to do better. The infrastructure could be modified to eventually accommodate electric busses. West 6th/7th Avenue route was helpful because it had the potential to branch out to Highway 99 and River Road. It was unlikely another federal grant would be available. The federal grant we could get was going to go to somebody, and it might as well go to us. Turning down the federal grant would not make the federal deficit less. He asked that the MPC support EmX, as it was good for the community.

Charles Hibberd, 5555 West 11th Avenue, had a business on West 11th Avenue. He would not be

impacted by EmX other than he was concerned about the money being spent. The public did not support LTD. Mr. Hibberd recently met with Sid Leiken, and showed him there was no place on West 11th Avenue to expand to increase the population. Some people say the cost of gas would get people out of their cars. Gas was \$13 in England, where they drove smaller cars. As a society he supported sensible public transportation, but not Rolls Royce transportation.

Dave Guadagni, 28301 Spencer Creek Road, worked downtown. He used EmX to go to a meeting today, and there was standing room only on the bus. If he believed there was an unlimited amount of cheap fuel, the cost of maintaining roads and infrastructure would decrease, the population would shrink, road congestion and air pollution would become less rather than more of a problem, he would not be concerned about a quick, efficient transportation system. However, when he looked to the future and the world he was creating for his children's generation, he saw the need for greater wisdom in the use of our resources. Creating an efficient public transportation system was one of many necessary steps for the long term well-being of the community. He supported forward thinking community members and leaders who sought out and supported innovation and resource conservation, and who carried an attitude of optimism that said it was possible to do more with less, and do it better. We have already paid for EmX rapid transit bus system through gas taxes. If we do not use the money here, other communities would be pleased to spend our money in their communities. In the short run, the construction would create construction related sales and jobs, more businesses to shop and work, and in the long run, would make more businesses along the line more attractive places to shop and work. LTD EmX had improved areas they had developed to date. He currently shopped at businesses along the proposed route and looked forward to being able to get there more conveniently. He wanted to see EmX go to Thurston, the airport, and down Coburg Road. He supported continued expansion of EmX.

Carleen Reilley, 395 Marion Lane, wanted to see the River Road area move into the 21st century and wanted EmX on River Road. But, she wanted EmX West 11th Avenue first. She read a letter signed by seven River Road Community Organization (RRCO) board members. They urged the MPC to support the west Eugene EmX line and expedited planning for a future EmX line serving all of Eugene's major arterial corridors and neighborhoods including River Road. They were impressed to see how effective BRT systems around the U.S. were increasing transit ridership and they believed EmX was an important investment in healthier transportation options and a cost effective step for a community of our size. EmX on River Road had long been a priority for the RRCO. It would make transit a more attractive travel alternative, the RRCO was excited about the bike and pedestrian enhancements that accompany EmX lines, and the potential for attractive and functional streetscapes and neighborhoods. RRCP supported EmX running on either West 6th/7th Avenue or West 13th Avenue alignments or both streets. RRCO looked forward to day when a West 6th/7th Avenue line would continue on River Road and Highway 99. It would be dismaying if funding for a segment on River Road was not funded.

Michael Weber, 29828 East Enid Road, was opposed to EmX on West 11th Avenue. The park and ride at the West 11th Avenue Fred Meyer was used by only four to eight cars per day. Over a 24 hour period, 2.35 percent of all trips taken were by bus, meaning 97.65 percent of all trips were not by bus. The population of the area was projected to increase by 34,000 people in 20 years. If the number of bus trips doubled or tripled during that time, more than 90 percent of all trips would not be by bus. EmX on West 11th Avenue would only add to traffic congestion, particularly with all of the proposed mitigation. LTD had removed busses from West 11th Avenue due to budget cuts and lack of need, but the district would like to replace them with EmX that would run more often than the eliminated busses. Although UO students claimed they wanted the new EmX line to travel to West 11th Avenue, Mr. Weber questioned what would draw the students to the area. LTD claimed EmX was good for the West 11th Avenue businesses, but LTD also claimed most of those businesses were auto related. He asked where the West 11th Avenue businesses were that wanted the bus. LTD would have to use eminent domain and the

businesses would fight such as action.

Joshua Skov, 2036 Willamette Street, was a member of the City of Eugene Sustainability Commission and a member of the EmX Steering Committee. He expressed his admiration and appreciation for the members of the public who were in favor of or were opposed to EmX, and who engaged in private conversation or public discussion on the topic. He addressed three areas, planning, investment for the long term, and the economic context. Planning—EmX emerged from a transportation planning discussion that envisioned a more deliberate connection between our pattern of land use and our transportation system, a connection focused overwhelmingly on the automobile, often oblivious to land use and often not cognitive of long term energy prices and the impacts on the global climate. The EmX corridor was vital to reshaping our current patterns of land use. A key element of the Envision Eugene process has been an understanding that we needed to move to higher density, mixed use development along transit corridors, which was difficult to do without transit corridors. Investment for the long term—an EmX corridor was not a small investment, but we make large investments when there was a lot at stake, even when such an investment committed us to a long term path of action. EmX was a multi-decade investment with benefits that would accrue across a generation or more. Opponents repeatedly failed to provide this broader context. As a small business owner, he understood that big public policy decisions often appeared to come at the expense of the little guy, even when the goals were lofty. LTD was pursuing every reasonable way to cushion the disruption and pain businesses would experience in this short term to get to the long term benefits. Economic—transit and land use patterns had been good for the economy wherever they had been successful and Eugene had the ingredients for that success. Stewardship in the long term was what the MPC was about and the tough decisions never pleased everyone.

Dennis Casady, P.O. Box 5028, supported the no build option. He said if MPC thought EmX was good for business and properties along the route, they should drive by the area. The no build signs were displayed for a good reason. The only thing needed was more busses, better routes, and more times. He asked the MPC to listen to those who supported the no build option.

Eric Gunderson, 86840 Dukhobar Road, traveled in west Eugene every day. He thanked the MPC for its stamina in listening to all of the testimony. As a business owner, he supported EmX. There was a local group of architects that met regularly and had taken time to learn about EmX. He acknowledged those who were in attendance.

Mia Nelson, 220 East 11th Avenue, #5, represented 1000 Friends of Oregon. She said the opponents said EmX was not necessary now. She agreed that EmX was not about solving today's problems as much as solving those in the future. Tens of thousands of new residents would need to live, shop, play and have a way to travel between their destinations. EmX was a tool that would help deal with growth successfully. If adequate planning did not take place, there would be increased traffic congestion on West 6th/7th Avenue and West 11th Avenue. The technical report said unless something was done, businesses would not be able to grow. Several areas along West 6th/7th Avenue and West 11th Avenue were predicted to reach a level of service of F in the next 20 years, which meant there was no remaining capacity. Individual businesses would not be able to solve the transportation problems due to the costs and growth would be paralyzed. Eugene would run out of close in building sites for new housing. Redevelopment of underutilized commercial land along transit corridors like West 11th Avenue could provide opportunities that could not be achieved any other way. Attractive and dense mixed use development that would provide close in housing while boosting the customer base of nearby businesses could be built. However the marketability of this housing would depend on fast and reliable transit, with which EmX could help. She urged the MPC to not miss the chance for \$100 million for infrastructure for Eugene. This may not be the ideal plan in every way, but it was a plan that was fundable now. In a few years, opportunities like this may not exist. It was important to fully address the concerns of the businesses owners and residents. LTD

had a responsibility to do that.

Mr. Kloepfel announced it was 8:00 a.m. and no additional speaker forms would be accepted.

The MPC took a short break.

Win Denham owned a business at 1995 West Seventh Avenue. He opposed EmX as a threat to his business and viability. There were two factions represented tonight, a utopian collectivism that took money from him and other business owners in Eugene as taxes for the LTD payroll tax to move people out of their cars and into public transportation. He said LTD had plenty of infrastructure related to the level of demand. He observed sometimes the busses were full, but not often. Public transportation could be served with RideSource vans. Eugene did not need another expensive people mover gliding empty over city streets. The spending needed to stop somewhere; now was not the time to expand.

Ralph Forrest-Ball supported the EmX expansion. If you drove the proposed corridor, you may get the impression that businesses unanimously were opposed to EmX, and that was not true. He was a business owner on West 7th Avenue who supported the EmX expansion.

Jere Rosemeyer, 1380 Hughes Street, was concerned with EmX and the expansion because of the affect it would have on the operating costs for LTD, and the fear of more cutbacks in services. He was a faithful rider for ten years, relying on the bus to get to work and go shopping. He had to change jobs a few years back because LTD cut the only bus that would get him home from a swing shift job in downtown. Now the busses there were on iffy, tight schedules. He had to walk a mile on Saturdays to catch a different bus than on weekdays and on Sundays, he had to drive to work. He considered himself an environmentalist but EmX was only green if it got people out of cars and using the bus. If the operating budget got tighter and people could not access the busses needed to ride EmX, or fit their schedules into the routes, it was not green. The local media and LTD could do a better job of forecasting the cost of EmX and the impacts on the system as a whole.

Joseph Potter, 892 West 10th Avenue, was a property and business owner on West 6th Avenue, directly affected by the proposed route. He would embrace spending tax money on mass transit projects if it added to the infrastructure rather than subtracting from it. The EmX project took existing streets and converted them to bus only use that made no sense. He asked how Portland grew before the light rail system. He understood the desire of being at the cutting edge of technology, but this project was not the cutting edge of technology. It was the cutting edge of spend it if you got it. He would need to see that Eugene had earned the need and right to build to support more taxes for EmX. He said the spending on the system was based on growth in Eugene, and he asked, "what growth?" Eugene grew moderately during the greatest level of economic growth in the last 70 years. He asked how the community had convinced itself it would grow during what could easily be a long down period for the City and the State. He asked what Eugene's growth was based on. There were no paying jobs coming to the community and there was no plan in place to bring them here. Green economy jobs were setting up shop outside of Eugene because Eugene had created a hostile environment for business in the community. Until the environment changed and Eugene could realistically attract decent paying jobs, other than those employed by the City and County governments, it was impossible to support this spending. He asked the MPC to work towards creating jobs in Eugene.

Rod Lee, Springfield, said EmX ridership on Pioneer Parkway was low and he did not support EmX. Only a small proportion of the population in the county was affected by EmX because the others would not ride the bus or they did not feel their voice was listened to. Use the busses we have and do not pay for what we do not need.

James Kline, owner of Greys Garden Center and Reed and Cross Floral, on West 6th Avenue, said there was a lower cost option to meet the needs for west Eugene mass transit bus service, and it probably was not EmX. He said EmX was too expensive, and sustainability should be a concern for LTD, the City and the taxpayers. He was concerned about safety. The mitigation concept drawings were preliminary and he said the high density impact with no bump out curbs should be looked at. The West 6th/7th Avenue option was very different from Franklin Boulevard. Many small businesses would be negatively impacted with reduced access to parking, which would result in reduced revenues that sustained small businesses. Greys would lose one-third to one-half of its parking lot. As a seasonable business, he was dependent on virtually every car that entered his parking lot. He would lose 14-16 feet of his parking lot, which meant that two cars could not park in the lot, and be damaging to his business. Greys had been a staple business in the community for a long time, and he was concerned about the long term viability for the business that had been at the same location for over 70 years. LTD was in no position to adequately compensate property owners and business owners. The federal grant dollars were tax payer dollars, and not free. The community needed to choose wisely and the public should have more information and given an option to vote.

Justin Lanphear, 845 West Second Avenue, supported the West 11th Avenue option. He applauded everyone's stamina and willingness to sit through a long meeting. There were lots of facts expressed from both sides, noting that facts got skewed. He did not own a car, and typically rode a bicycle. He tried to get out to businesses on West 11th Avenue and West 6th/7th Avenue. If there was an EmX that went to the West 11th Avenue area he would likely go there more often. He encouraged the City Council to continue to look forward, as this is one piece of a large fabric of infrastructure for the community.

Wendy Butler-Boysen, 1265 City View, said she was not a liar or paid or recruited speaker. She was totally transit dependent to get to work, to church, to shop, to the Shedd, to the Matthew Knight Arena, or wherever she needed to go. She and her disabled husband rode the bus everywhere. She knows many other people who were as transit dependent as she was, and they hugely supported EmX. The busses she and her neighbors rode were very full and there were often no seats available. She cautioned someday the MPC members may be transit dependent. EmX was not free to anybody. People either paid through taxes or passes. When the 30 bus was cut, 36 and 76 were rerouted, which still provided four busses an hour, and only eight wheelchair spaces. She was concerned the proposed EmX service of three busses per hour would provide only six wheelchair spaces. EmX had a lot to offer, it worked. It was not a bus to nowhere. No one liked the eminent domain process but it was the legal term that almost always came in when a public entity acquired property. It did not mean EmX would automatically seize everyone's property. She preferred the West 11th Avenue/13th Avenue route, but the process had become politicized, and politics was the art of the possible. Let's build the bus.

John Kiefer, 1910 West Seventh Avenue, had been a business owner since 1994, and owned the property for most of the time. He was new to EmX, and wanted the MPC to understand that as business owner on West 6th/7th Avenue, he had not been aware that West 6th/7th Avenue was an option. He appreciated opportunity to speak and address his concerns. He was opposed to EmX. The federal and state governments and LTD were building something they could not afford to build. Private industry was forced to balance their budgets. He thought most business people were opposed to EmX. EmX was going across his property and the loss of parking would be a negative impact on his business. He questioned his ability to continue to operate at that site. He questioned why LTD would move forward with the West 6th/7th Avenue option which it had indicated it could not afford.

Misha Seymour said there were free busses in Corvallis but not in Lane County. According to LTD, Patrick Henry said we should get an ugly transportation hub, chop down all the beautiful trees along the

way. We should back to respecting riders as customers. He had a bus pass, but he had to walk several blocks to catch the bus because there were no busses in the Oak Street and East 18th Avenue area. EmX from downtown Springfield to Gateway was pretty ugly, with no trees. We should do better for the people and we should have a hub that would cost less. We needed to have a functional system and this was not it.

Kelly Lovelace, 34840 North Morningstar, had businesses for many years on West 11th Avenue, had a lot of employees, and paid a lot of taxes. We needed a bus system, but not EmX on West 11th Avenue. He was offended when public officials talked about free money—there's no free lunch. It was an insult to people who paid taxes to call it free money. People in government should think about that before using those terms. The City did not need EmX. LTD was a poor manager of the resources the taxpayers had given it. They built facilities beyond their needs. We already had a bus system that could not afford to be operated and now they wanted to build a bigger bus system. He did not approve of an EmX expansion.

Jennifer Smith, 3035 Ferry Street, was a member of the MPC CAC, the City of Eugene BPAC, lived in Eugene, was an employee of the UO, one of the largest payers of the payroll tax, and rode the bus. She supported EmX and supported the West 11th/13th Avenue alignment. The objections to EmX and the 11th/13th Avenue alignment were filled with misconception and were focused on the extreme short term. EmX expansion was an opportunity to relieve congestion, improve access and increase property values. There was a connection between biking, walking, transit and automobiles. Road capacity was limited. Gas would never go back to \$1 a gallon. She asked for transportation options. She noted the governor of Florida refused federal funds for transportation to the delight of competing states. She wanted her child to live in a town he could be proud of, be able to access work and recreation, be able to enjoy reduced greenhouse gas emissions, and was a member of a forwarding thinking community that operated under sound long range planning principles.

Robert McPherson, P.O. Box 70291, was opposed to EmX, and supported the no build option. It was clear from the meetings and public hearings that the tax payers did not want EmX. It was also clear that the elected and non-elected officials were not listening to the taxpayers. Statistics about global warming and running out oil had proven to be a lie. Research showed we were supposed to run out of oil decades ago. Other environmental issues like CO₂ were not measurable. LTD was one of the least environmentally friendly businesses in the county. They removed down trees, paved over grassy medians, and ran mostly empty busses. He did not see use during peak times. He was concerned about the confiscation of property through eminent domain. He said the issue should be put it on the ballot for a public vote. The money LTD spent for the existing routes could have provided free personal taxi cab rides that would be cheaper and quicker, and stimulate the economy by supporting private industry. The government should not spend money we do not have. The power of LTD should be returned to the people.

Mark Frohnmayer, was a property owner in the Whiteaker neighborhood and owned and operated a business at West Fifth Avenue and Blair Boulevard. He was a big supporter of mass transportation in Eugene and strongly supported the City Council and the LTD Board's decision to route EmX on West 6th/7th Avenue. However, the current plan for the West 6th/7th Avenue segment was flawed. The EmX busses should share the lane of travel with cars as there was sufficient capacity. The area was already a concrete jungle. Widening the lanes and taking out the trees would be a disservice to the neighborhoods and an impediment to pedestrian and bicycle travel. He was conflicted on the West 11th Avenue segment of the route, noting the area was an urban wasteland, strip mall jungle. Mass transit should be a high priority for the City in the West 11th Avenue area, but there would be significant impact to businesses along the route. The nature of the project dictated a timeline that would not see the busses operational for half a decade or more. He suggested use of an incremental approach. EmX should be extended immediately down West 6th/7th Avenue to Blair Boulevard, some or all of the busses running on West 11th Avenue, River Road, Highway 99 should be converted to expresses busses that terminated or passed

through the transit nexus where EmX would turn around, so that many of the benefits of rapid transit would be achieved on a quicker timeline, with lower capital costs and potentially lower operating costs than the current plan.

Carl Johannssen, 1284 East 21st Avenue, used to have a small business in the Whiteaker neighborhood, and paid taxes. In 1959, he was one of six who people rode bicycles to the UO. It seemed MPC had an impossible task. He liked the West 6th/7th Avenue concept. He was involved in the initial organization that helped LTD get started. He had worked on an unsuccessful effort to establish mass transit from Eugene to Seattle along I-5. He was appalled that \$3 million had been spent on the current planning process, and there was nothing that helped transit immediately. He urged the MPC think about spending the money more efficiently, by starting small and continuing expanding in the future.

Paul Conte, 1461 West Tenth Avenue, was chair of the Jefferson Westside Neighbors and was speaking on their behalf. He welcomed the MPC to the neighborhood. He said if MPC supported a build alternative, there were compelling reasons to choose the West 6th/7th Avenue alignment. West 6th/7th Avenue generated greater total ridership, generated greater ridership per million dollars of capital investment, reached more residents and employees, and would serve an area designated in the draft Envision Eugene plan for intensive commercial and residential development, and offered tax breaks through the multi-family tax exemption (MUFTE) program. The Whiteaker Neighborhood joined the Jefferson Westside Neighbors in supporting EmX on West 6th/7th Avenue. Having support of the neighborhoods on both sides of the alignment was a significant advantage and reflected a choice that better served the community. He asserted LTD had not looked closely at ways to reduce operating costs on the West 6th/7th Avenue alignment as it had for the West 11th/13th Avenue alignment prior to the City Council's vote for West 6th/7th Avenue, and the difference between the two alignments was inflated. He said Mr. Vobora recently told him that he was optimistic that it would be possible to bring down operating costs on West 6th/7th Avenue. He said it was absurd that building West 6th/7th Avenue would lessen the opportunity to get funding for Highway 99 or River Road.

Rhodes Erickson, 2537 Agate Street, rode the bus including EmX, daily, to and from school, which took about 30 minutes each way. He attended the Academy of Arts and Academics, which was two blocks from the Springfield station. Some of his school mates who lived out West 11th Avenue took about 90 minutes each way. The reason it took so long was due to the layover in Eugene. The time would be chopped in half if there was a west Eugene extension, making it much easier to get to and from school each day. More people would ride if the times of the other routes met up better with EmX. He had counted how many times the EmX stopped for more than one minute at individual intersections, and observed the Villard Street/Franklin Boulevard intersection was one of the most problematic intersections. He suggested timing the traffic lights to make the trips shorter. He took the VIP tour of EmX in October where he heard there would be real time arrival boards at each EmX station by February, and they were not there yet. He said real time arrivals was a good idea. He suggested LTD should develop applications for smart phones that provided the real times.

Gretchen Miller, 1036 Adams Street, supported EmX. She believed in living close in where she could walk and bike to work, shopping, the library, and public hearings. It would be wonderful when a BRT ran on West 11th Avenue and took her to the Fern Ridge bike path. She used EmX between Eugene and Springfield often and she welcomed being able to use it to go to more places. She cautioned we could not build our way out of automobile congestion. She encouraged the MPC to make the tough decisions and continue to improve the transportation system.

Laurel Hayles, 1264 Delores Court, lived in west Eugene and took the bus to work every day, She was not a fan of EmX. The City Council was split on its support of EmX and the community was divided. It

made her sad to see such opposing sides. LTD had not presented valid or cogent arguments in favor of west Eugene EmX expansion. The funding from the federal government needed to be matched with lottery funds. She had children in school. The area was closing schools and losing teachers, and the lottery money should be dedicated to the schools. People would not take EmX from Springfield to west Eugene because it was not convenient. She liked the idea of the express busses down West 11th Avenue that would reduce run times, eliminate the congestion, and get people out of their cars. She suggested using biodiesel now. Petroleum would only go up.

Otto Potticha, 1820 Kona Street, said the MPC members were are elected or appointed because they were visionary and it was hard to be visionary in Eugene. He wanted the MPC to support EmX because it was one of the most visionary things that had happened in Eugene in many years. Change was scary, and Eugene's motto was "I am scared of change". He was interested the comments offered by business owners because he considered anyone who opened a business to be a visionary because it took vision and courage to open businesses in the era of franchises. He said of course, the project would be subsidized, as the roads, bridges, bike paths, and freeways were subsidized. We already paid for those federal dollars.

Frank Svejcar, P.O. Box 22554, was a 55+ year resident of Eugene. He recently closed a business near the LTD downtown station, and expressed his opposition to EmX and support of the no build option. The cost of building EmX was \$80 to \$100 million, which a lot of money to replace the existing curbside mode now available, which was already paid for, efficient and allowed access to many routes. He noted LTD compared Eugene to Salt Lake City as large metro area at the November hearing at the Eugene Hilton. He believed it would be better to compare Eugene to similar metro areas. The project would be a drain on City and County coffers. LTD could benefit if it spent time on system management.

Ms. Wylie closed public hearing at 9:07 p.m. She said the next MPC meeting was scheduled for April 14, 2011, at 11:30 a.m. at Springfield City Hall, where the MPC would discuss and select a preferred alternative. She thanked MPC members and staff.

The meeting adjourned at 9:08 p.m.

(Recorded by Linda Henry)