

## Central Lane Metropolitan Planning Organization

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**Sent:** Sunday, October 07, 2012 10:00 PM  
**To:** KORTGE DEAN (LCOG List); TOWERY DORIS (LCOG List); NECKER ED (LCOG List); Gary Gillespie; Greg Evans; DUBICK MICHAEL (LCOG List); EYSTER Michael (SMTP); KILCOYNE Ron (LTD)  
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**Subject:** LTD's West Eugene EmX decision.

Dear LTD board,

As you know, Lane County has decided not to spend \$300-600 thousand on transit-district wide vote, to measure the opposition/support of the West Eugene EmX. Considering how much LTD has spent, it would have been much better if LTD paid for a vote themselves over a year ago. However, the indicators still suggest that the project has been soundly rejected by the majority:

- The opposition was the majority at the two main hearings, at the Hilton Hotel and Wheeler Pavilion.
- The Lindholm Poll showed the opposition in the majority from May 2011 to Aug 2012, the greatest split was 54/36, currently its about even.
- OMOT's petition was signed by about 3,800 people, while LTD's petition was only signed by 267.
- The LTD sponsored survey registered 33% strongly oppose, 27% strongly support, the "somewhat" people made it about even.
- All but 11 of the 325 + Environmental Assessment comments opposed the project.

So, I think it would be safe to say the majority of the community has rejected the project. It is important to note that this is *after* LTD hired Funk/Lewis Associates to design a sales strategy. LTD also spend tens of thousands on bill board ads, radio and newspaper ads, held many open houses, and visited 1200 business and property owners, along the corridor. Basically, LTD's double-talk, lying, and "babbling" (as one EA commenter described it) has failed to fool the public.

To complicate LTD's dilemma, the district submitted a *hollow* Environmental Assessment that lacks creditability and substance, to the point where it violates the federal National Environmental Policy Act. Also, I'm sure Jarrett Walker would have preferred to submit a much better review of the project, but his professionalism was clearly demonstrated in his 15-page memo to Ron Kilcoyne. Walker sums-up the 6th/7th LPA by saying, "...*the overall evaluation of the 6th/7th option comes out as dramatically inferior*" compared to other options, i.e.: 13th/11th. However, it was stunning when Walker suggested to build the project anyway just for the "free" money. Quite honestly, it would actually be better to burn the money, rather than subject the community, including bus riders, to the negative impacts, both during construction and throughout the next 20 years.

Is it true that the FTA advised Kilcoyne that if LTD fails in their bid to build the WEE, the district would not receive anymore funding for other EmX projects?

This is what I have heard, but would like confirmation from LTD, or the FTA for that matter. I find it hard to believe, since apparently Rick Krochalis recently admitted the EmX “process” is too long and too expensive. Why create more “choke-points” in an Oregon State highway system, and upset the public with an admittedly flawed WEE design, just in hopes of funding more EmX segments??

If the LTD board shelves the project when they vote on Monday, the district will be able to salvage some respect and credibility. If the board votes to build the project, it will more than likely be embarrassing when the project is either not funded, or the EA is challenged in federal court. If the project is ultimately built, LTD will probably lose the support of the “somewhat” people when they discover more basic bus routes will be cut and transit times are not improved, OMOT will strengthen, and ODOT have more choke-points in addition to an elevated W. 11th choke-point. Nobody will win.

Thank you,  
Brian Weaver