

## Testimony Regarding West Eugene EmX Extension

February 8, 2011

Good evening.

My name is Paul Conte. I live at 1461 West 10th Avenue. I'm currently Chair of the Jefferson Westside Neighbors, and I'm speaking on the organization's behalf.

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We will be submitting written testimony after we receive information which we've previously requested from LTD regarding capital and operational cost projections.

In the meantime, I hope you will all take seven minutes to view the presentation posted on the JWN Web site which compares the W. 6th/7th and W. 11th/13th alignments.

This comparison uses EWEB's own assumptions and data, although a few of the figures are approximate as we await LTD's response to our requests.

This analysis uses a scenario-based approach which provides a more realistic assessment of the two alternatives than the too narrowly scoped approach used by LTD. The basic difference is that the LTD approach ignores the fact that their own system plan and priorities are premised on at least one additional EmX route to the northwest that would use W. 6th and 7th Avenues from the downtown station to Garfield or Chambers Street.

By taking into account the high likelihood that EmX will run along W. 6th/7th Avenues within the 2031 timeframe that LTD used for their alternatives analysis, the results show that the 6th/7th alignment will:

- Have lower capital costs by over 30 million dollars
- Have lower operational costs
- Have lower negative impacts
- Provide substantially greater mitigation against the risk of future financial or political obstacles to a second EmX route to the northwest
- Have higher ridership
- And, will be accessible by a greater number of residents and employees.

Now there is one assumption that would invalidate these conclusions.

**IF** you assume that **NO** EmX route at all will be built to the northwest, then the LTD approach is correct; and the W. 11th/13th alignment would provide a relatively small advantage in costs. However, even that benefit would be at the expense of reduced bus service in the Westside neighborhood and significant negative impacts to at least ten blocks of homes.

The reasons for the overwhelming advantage of the W. 6th/7th alignment are no mystery. Sharing the 6th/7th “trunk” segment eliminates the entire cost of the W. 11th/13h segment from downtown to Garfield, saving between 30 and 40 million dollars in construction costs and making it easier, faster and more likely to build a subsequent northwest route that uses the same 6th/7th trunk.

In addition, this approach almost entirely eliminates the negative impacts on close-in residential neighborhoods.

Please take the time to consider the facts carefully.

This is not the time, nor is Eugene the place, to waste 30 million dollars because we couldn't look far enough down the road.

Thank you.