

# Metro | Agenda

Meeting: Lake Oswego to Portland Transit Project CAC #2  
Date: Monday, November 16, 2009  
Time: 5:00 to 7:00 p.m.  
Place: Waterfront Foursquare Church/Easter Seals Building, 5757 SW Macadam Ave.,  
Portland.  
Purpose: Share information about NEPA process and project alternatives  
Outcome: Identify topics that are of interest to the group

---

5:00 p.m.	Welcome <ul style="list-style-type: none"><li>• Review agenda</li><li>• Comments on meeting summary</li><li>• Approve revised protocols</li></ul>	McPeak
5:05 p.m.	Public comment	
5:10 p.m.	National Environmental Policy Act (NEPA) overview <ul style="list-style-type: none"><li>• What is NEPA?</li><li>• What topics will be covered?</li><li>• CAC member “dot” voting on NEPA topics of interest</li></ul>	Wieghart All
5:40 p.m.	Public involvement plan <ul style="list-style-type: none"><li>• Opportunities for community involvement in process</li><li>• CAC role in community involvement activities</li><li>• SW Charter School partnership</li></ul>	Withrow
6:00 p.m.	Project alternatives <ul style="list-style-type: none"><li>• Enhanced bus</li><li>• Streetcar alternative and design options</li><li>• MOS</li><li>• Trail status</li></ul>	Wieghart
6:40 p.m.	Public comment	
6:45 p.m.	Next steps <ul style="list-style-type: none"><li>• CAC identification of questions to be answered during DEIS</li><li>• Tour – December 14</li></ul>	Hull/All
6:50 p.m.	Adjourn	

**Please note:** Public comment will be welcomed at all CAC meetings. Individuals are asked to limit comments to two minutes at each meeting.



## DRAFT FOR APPROVAL

Lake Oswego to Portland Transit Project Community Advisory committee (CAC) # 1  
Thursday, October 22, 2009  
5:30 p.m. to 7:00 p.m.  
Lake Oswego City Hall, Council Chambers, 380 A. Avenue, Lake Oswego, OR

### Committee Members Present

Ellie McPeak, Chair  
Ed Abrahamson  
John Betts  
Beverly Bookin  
Matt Brown  
Heather Chrisman  
Mary Beth Coffey  
Andrew Franklin  
Paul Graham  
Dave Jorling  
Beth Kieres  
Lydia Lipman  
Bryce Linton  
Ken Love  
Tom Moisan  
Eli Morgan  
Pascal Pascuzzi  
Vern Rifer  
Bob Sack  
Katherine Schultz  
Jeremy Solly  
Joy Strull

Old Town Neighborhood Association  
Bicycle Transportation Alliance representative  
McVey South Shore Neighborhood Association  
South Portland Neighborhood Association  
Foothills owner representative  
Lakewood Neighborhood Association  
Foothills resident  
Riverdale CPO  
LO Downtown retail business owner  
First Addition Neighborhood Association  
Willamette Neighborhood Association  
Stampher Road/WSL Property owner  
Birdshill CPO Chair  
South Portland Neighborhood Association  
Johns Landing business owner  
Riverdale CPO  
South Waterfront property owner  
Portland Streetcar Inc. CAC representative  
Old Town Neighborhood Association  
Fielding Road resident  
South Waterfront resident, South Portland NA  
Evergreen Neighborhood Association

### Committee Members Excused

Mike Sisavic

South Portland Neighborhood Association

### Alternate Members Present

Patricia Day for Mike Sisavic

### Metro Staff

Karen Withrow  
Cliff Higgins

Public Involvement Manager  
Public Involvement Specialist

### Additional Project Staff

Kristin Hull, CH2M Hill, facilitator

Doug Oblitz, Shields, Oblitz and Johnsen, project manager  
Bonnie Hirshberger, City of Lake Oswego  
Tom Markgraff, Markgraff and Associates  
Ann Becklund, TriMet  
Patrick Sweeney, City of Portland  
Shoshanah Oppenheim, City of Portland  
Barbara Smolak, Clackamas County

## **I. WELCOME**

Ms. Kristin Hull began the meeting at 5:34 p.m.  
Chair Ellie McPeak welcomed the committee and introduced herself.

## **II. PUBLIC COMMENT**

Carey Chipman - He is concerned with the geographic balance of the committee and that the committee has too few Johns Landing area representatives and too many south-end interests. He noted that the issues for north and south representatives are different: south is concerned with speed, and north is concerned with neighborhood development.

Lisa Lopel - Lake Grove resident. Asked if the project makes sense considering the forgotten bridge to Milwaukie could be used to connect to the Portland-Milwaukie light rail. She feels that it is an eastern Lake Oswego and Foothills centric project.

Teri Larson - Resident of Johns Landing. She is concerned with community issues in Johns Landing. Trolley tracks go right through condos and there are issues with safety with elderly residents. Feels going through that area would actually reduce the speed of the streetcar.

Eric Brune - Miles Place. Does not want to hear a train going through his property

Sandra Hilton - Manages property in Johns Landing. The Johns Landing options would take parking. Against the project.

Caroline Jones - State Street cannot accommodate the amount of traffic that a 400 space park and ride would bring. This would cause changes to the downtown that has taken years to create.

Jerry Wheeler - Lake Oswego Chamber of Commerce. Looks forward to a process that would bring an economic boon to Lake Oswego businesses and even Johns Landing businesses along the route.

## **III. CAC INTRODUCTIONS**

Chair McPeak asked that members introduce themselves, explain reasons for joining and describe their view of success for the committee/project:

- Chair McPeak: Loves the public process and wants to see a solution for the traffic on Highway 43.
- Ms. Hull introduced her role as a facilitator for the CAC meetings.

- Mr. Doug Oblitz introduced his role as project manager.
- Ms. Katherine Shultz: Interested in how the streetcar would interact with Fielding road, proponent of transit.
- Mr. Ken Love: Interested in anything that affects development in the neighborhood.
- Ms. Lydia Lipman: Success would be the courage to say no if it doesn't make sense and yes if it does; everyone should come to the process with open eyes.
- Ms. Beverly Bookin: Land use planning consultant; success would lead to studying a negotiated route feasible for all businesses and residents along the route.
- Ms. Mary Beth Coffey: The public process works and usually comes to the right conclusion.
- Mr. Bryce Linton: Interested in things that effect the Birdshill neighborhood association; success would be that the voice of the people is heard.
- Mr. Dave Jorling: Was part of LOPAC that studied all of the options.
- Mr. Eli Morgan: Success would be to move forward with the most cost effective solution.
- Ms. Heather Chrisman: Thinks highly of public transit.
- Mr. Jeremy Solly: Is here as an advocate on behalf of the South Waterfront neighborhood.
- Ms. Joy Strull: Is here as a representative of the Evergreen Neighborhood Association.
- Mr. John Betts: Is a daily transit user; open to whatever solution works best.
- Ms. Beth Kieres: Commutes to OHSU on Highway 43; interested in learning the public process; no opinion of the end result since is learning about the project; Highway 43 is not viable by car when time is a factor.
- Mr. Andrew Franklin: Supports public transit; generally in favor of the streetcar option, but has an open mind; The CAC can be successful if a broad consensus that takes into account cost, transit times and other important factors is reached.
- Ms. Patricia Day for Mike Sisivic: Willamette Shores condos resident; interested since Willamette Shores condos are immediately adjacent to the shoreline right-of-way.
- Mr. Ed Abramson: BTA representative; looking forward to working with the committee to get transit, pedestrians and bikes to all work in the corridor.
- Mr. Paul Graham: Chaired Willamette Shore Line task force; would like to see an outcome that uses the opportunity that we have available to us to improve the transit situation from Lake Oswego to Portland.
- Mr. Pascal Pascuzzi: North Macadam urban renewal committee member; the committee is very interested in this project.
- Mr. Matt Brown: representing Foothills owners, interested in how this project interfaces with those properties.
- Mr. Tom Moison: Excited to have this happening; architect firm that has done projects along existing streetcar line; thinks that we should look at how to do it, not if, due to the benefits.
- Mr. Vern Rifer: Wants to find common ground with north-middle-south interests since they are all connected.
- Mr. Bob Sack: Generally an advocate of public transportation; wants his kids to look at this process 10 years from now and think "man were those people smart."

Ms. Hull opened introductions to audience. Thirty eight members of the audience and project staff introduced themselves. Introductions were closed at 6:06 p.m.

#### **IV. CAC CHARTER AND PROTOCOLS**

Ms. Hull addressed the draft charter and protocols, highlighting ongoing input, design refinements and stop locations, the LPA recommendation and input on making the project more liveable for communities affected by whatever goes forward.

Ms. Hull stressed the importance of raising differences of opinion and being respectful of diverse opinions. She noted the public comment opportunity at every meeting and described Chair McPeak's role as chair.

Ms. Hull then raised the question of how to handle alternates. The group discussed the role of alternates in committee meetings and the benefits and drawbacks of allowing full participation of alternates in committee discussions. The group agreed that having all perspectives represented at committee meetings was important and that members should be allowed to appoint alternates who could fully participate in committee meetings. Ms. Hull suggested that committee members who wish to have an alternate identify that person before the next meeting. Alternates would be added to the committee distribution list, but it would be the alternates' responsibility to stay abreast of the committee information.

Mr. Pacuzzi asked if agenda items can be added by members. Ms. Hull said yes and to let Ms. Withrow know with plenty of time to add to the next or following agenda.

The committee discussed how to handle public comment and agreed to split public comment between the beginning and end of each meeting and to reserve the right to ask for comment before the committee reaches a recommendation.

Ms. Hull suggested defining consensus for the committee as: "I understand that this is the best decision for the committee and for the community, and I can live with it; I may not love it, but I can live with it and understand how we got here." Discussion included experience with LOPAC. Chair McPeak emphasized that committee is not charged with making a decision, but will have more influence on a final decision if the group reaches consensus.

The group discussed what would constitute a group recommendation if consensus cannot be reached. After discussion, the group agreed that 2/3 of the committee members must support a recommendation for it be considered a group recommendation. Minority opinions will always be documented and shared with the Steering Committee. If the group cannot reach 2/3 agreement, a report of individual viewpoints will be shared with the Steering Committee.

#### **Action Taken:**

Ms. Hull agreed to update the protocols based on group discussion. Ms. Hull closed the charter and protocol discussion at 6:41 p.m.

#### **V. CAC SCHEDULE AND MEETINGS**

Mr. Obletz provided an overview of the DEIS process and timeline and explained that the DEIS process will take about a year to complete through selection of the LPA>

The committee discussed future meeting dates and agreed meetings will be 5 to 7p.m., the third Monday of each month. Meeting locations will alternate between Lake Oswego and South Portland, depending on where a meeting room is available.

## **VI. PROJECT OVERVIEW**

Ms. Withrow agreed to e-mail the history of project and referred the committee to the fact sheet which summarizes DEIS topics. The next meeting will include discussion of alternatives and design options.

Mr. Love asked if this group will break out to look at sections of the corridor like LOPAC did. Ms. Withrow replied that the group will look at the entire corridor in order to consider it as a whole when evaluating trade-offs.

A committee member requested a tour of the alignment and Ms. Hull said that one would occur after the trolley reopens. Mr. Sack asked if it is possible to get permission to walk the alignment ("no trespassing" signs are currently up where they weren't before). Ms. Withrow will check on the possibility.

## **VII. PUBLIC COMMENTS**

RA Fonz: The DEIS will not focus on enhanced bus because Representative Blumenaur's earmark is for streetcar only, and the bus is a federally required option. Mr. Fonz distributed additional information to the committee.

Caroline Jones: Question regarding the trail and DEIS environmental topics.

Skip Ormsby: Concerned that technical information that is made available to the committee is also available to the public. Suggested a visual library so that people can see what is being discussed in a visual way.

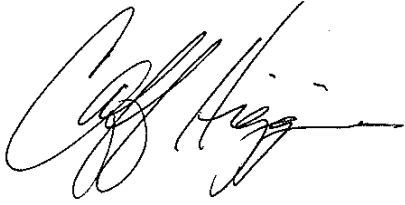
## **VIII. NEXT STEPS**

Next meeting tentatively scheduled for Nov 16. Metro will contact members to confirm and will distribute meeting materials.

## **IX. ADJOURN**

There being no further business, Ms. Hull adjourned the meeting at 7:04 p.m.

*Meeting summary respectfully submitted by:*

A handwritten signature in black ink, appearing to read "Cliff Higgins". The signature is written in a cursive style with a horizontal line extending to the right from the end of the name.

Cliff Higgins

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	10/22/09	October 22, 2009 Meeting Agenda	102209cac-01
2	Fact Sheet	Summer 2009	Lake Oswego to Portland Transit Project Transportation Options Fact Sheet	102209cac-02
3	Charge and Protocols	n/a	Draft – Community Advisory Committee Charge and Protocols	102209cac-03
4	Sign-In	10/22/09	Meeting Sign-in Sheet	102209cac-04

## Community Advisory Committee charge and protocols Oct. 23, 2009

### Charge

The Lake Oswego to Portland Transit Project Community Advisory Committee's purpose is to provide "on the ground" input and guidance to project staff and the project steering committee on issues of importance to community members and other project stakeholders during the development of the Draft Environmental Impact Statement (DEIS) and selection of a Locally Preferred Alternative (LPA) for the project.

The group is charged with providing:

- ongoing input on issues that should be addressed in the DEIS
- recommendations on potential stop or station locations and other design refinements
- recommendations on the project's LPA including transit mode and route after the DEIS is complete
- input on the range of impacts identified in the DEIS and potential types of mitigation that the community could support as the project proceeds to the Final Environmental Impact Statement and Preliminary Engineering.

### Roles and responsibilities

**Members** of the committee will:

- attend twelve meetings between September 2009 and October 2010
- actively participate in the project by contributing to project meetings and reviewing materials before meetings
- abide by the agreed upon meeting guidelines
- represent the interests and perspectives of their constituencies
- ask questions and seek information to ensure understanding
- share differences of opinion on ideas – silence is considered consent
- help create an atmosphere in which differences can be raised, discussed and melded into group decisions – divergent views and opinions are expected and are to be respected
- talk to others in the community to give and receive information about the project.

If a member anticipates being unable to attend a meeting, he or she may designate an alternate to attend in his or her place. The alternate can participate in group decision-making. Alternates should be designated in advance to ensure inclusion on the committee distribution list and familiarity with committee materials.

**The facilitator** will:

- ensure that everyone has an opportunity to participate
- keep meetings moving and focused on the agenda
- start and end meetings on time unless the group agrees to extend the meeting time
- provide time for public comment and ensure that public comment is an item on each agenda

- enforce committee protocols and ground rules.

**The chair will:**

- represent the community advisory committee on the project steering committee
- assist in overall facilitation of committee meetings
- serve as an external spokesperson for the committee by communicating with the media and decision-makers as requested by Metro
- assist the project team in developing committee agendas.

**Protocols**

**Committee structure**

- Members generally include those representing property and business owners, residents and representatives of advocacy groups.
- If a member of the committee cannot continue to serve on the committee, the member will notify Metro staff in a timely manner. The project team will work to find a replacement that ensures all project viewpoints are represented.
- If it becomes apparent that an important viewpoint is missing from the committee membership, the committee, by consensus, can recommend adding a member.
- Official statements from the committee to the media will come from Metro staff or the committee chair. Other members can speak to media on their own behalf, but will speak with respect about the committee and process.

**Meeting guidelines**

- Meeting materials will be distributed by e-mail, generally one week in advance of meetings.
- Discussions will be facilitated. Discussions will allow for the development of a consensus, but consensus is not required to move forward. (See decision-making for more information.)
- Meetings will begin and end on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended or if an additional meeting should be scheduled.
- Meeting summaries will be prepared and distributed with other meeting materials.
- Facilitator will provide opportunities for brief public comment or announcements relating to agenda items at the beginning and end of each meeting, not to exceed 10 minutes of allotted meeting time with a maximum of 3 minutes per individual without consent of the committee. Time permitting, the facilitator may provide opportunities for public comment at other times of the meeting with the consent of the committee.
- Issues that were explored or resolved before this DEIS will require consent from the committee to be readdressed.

**Decision-making**

- The committee will strive to reach consensus on project recommendations. Consensus is defined as the point where all committee members agree on the best option for the group even if it is not each committee member's personal favorite.
- If consensus cannot be reached, two-thirds of committee members present at the meeting must reach consensus for a recommendation to be considered a committee recommendation, with an allowance for a minority opinion in reporting to the project steering committee.
- If consensus cannot be reached, then there will be no official committee position, but minority and majority reports will be prepared and shared with the project steering committee.
- All opinions will be part of the meeting record and will be shared with decision-makers.
- All decisions will be "frozen" unless the committee as a whole reaches consensus that a decision needs to be revisited. If new information is available, the group can revisit decisions.

## Draft Environmental Impact Statement topics Nov. 4, 2009

### SECTION: Social, economic and environmental

<b>Land use and planning</b>	This analysis evaluates the potential impacts to land use, including impacts that can result from a combination of the project and other projects, actions and trends.
<b>Economic activity</b>	This analysis provides information on the economic conditions in the region and the expected direct, indirect and cumulative effects of the project.
<b>Community impact (including environmental justice)</b>	This analysis identifies and evaluates impacts to neighborhood character, cohesion and livability that could result from project implementation. This assessment includes an environmental justice analysis to ensure that there are not disproportionate adverse impacts to minority or low-income populations.
<b>Visual quality and aesthetic</b>	This analysis assesses the visual and aesthetic environment of the project and evaluates adverse and beneficial impacts.
<b>Historic, archeological and cultural resources</b>	This analysis examines the potential project impacts to historic districts, sites, buildings, structures or objects, listed on, or eligible for inclusion in the National Register of Historic Places and examines the potential project impacts to archaeological and cultural sites.
<b>Parklands, recreation areas, wildlife and waterfowl refuges (including sections 4(f) and 6(f))</b>	This analysis examines the potential impacts to publicly owned parks, recreation and habitat areas.
<b>Geology, soils and earthquake</b>	This analysis identifies potentially hazardous conditions in the study area due to soil types, geologic conditions and potential seismic events.
<b>Ecosystems impacts</b>	This analysis identifies and categorizes the biological resources that might be affected. These resources include things like vegetation and wildlife, fishery resources and wetlands. The analysis evaluates and determines the significance of the potential impacts based on federal, state and local regulatory guidelines and consultation with resource agencies.
<b>Hydrology and water quality</b>	This analysis identifies and measures the impacts to water systems such as rivers, storm water hydrology, floodplains and water quality.

<b>Noise and vibration</b>	This analysis estimates the noise and vibration output of the project, assesses the impacts on the surrounding areas and identifies potential mitigation methods.
<b>Air quality</b>	This analysis compares the existing air quality conditions to the projected conditions for air quality that would be expected with implementation of the project.
<b>Energy</b>	This analysis estimates the variations in the type and amount of energy that would be consumed to build and operate the project.
<b>Hazardous materials</b>	This analysis identifies and assesses potential hazardous materials risks and impacts associated with the project.
<b>Safety and security</b>	This analysis documents issues and potential mitigation measures related to personal safety and security when using project facilities. This analysis also examines the potential effects on public services like police, fire and emergency medical response.
<b>Transportation impacts (traffic and transit)</b>	This analysis assesses regional and local transit and roadway impacts associated with the project. This includes motorized and non-motorized transportation such as pedestrians and bicycles. It estimates and summarizes future traffic and transit ridership projections for the year 2035.
<b>Utility impact</b>	This analysis examines major facilities, such as water lines and sanitary sewers in the public right of way that the project could impact.

## **SECTION: Financial**

<b>Capital costs</b>	This analysis relies on estimates of how much the project is expected to cost. The estimates are based on engineering (plan and profile) drawings and typical operation scenarios. TriMet prepares these estimates by pricing project segments using price information from recent bids for projects nearing completion or already complete. Estimates include contingencies to reflect a 5 to 15 percent level of engineering and the cost of design and administration. Finally, costs are adjusted to the projected year of expenditure in order to account for inflation.
<b>Operation and maintenance costs</b>	This analysis develops the estimates for how much the project will cost to operate and maintain annually. These estimates take into consideration train operators, security, cleaning crews, dispatchers, maintenance workers and administrators. Estimates are based on existing light rail and streetcar operations.
<b>Financial analysis</b>	This analysis assesses the fiscal feasibility of construction and operation of the project. It considers project capital costs and system operation and maintenance costs. Current available revenues are then compared to project costs. Shortfalls over a 20-year period are also identified. A financial plan is developed to fill projected shortfalls with additional revenues from local, regional, state and federal sources.
<b>Cost effectiveness</b>	This analysis calculates various cost-effectiveness measures using several methods including operating cost and operating subsidy per originating ride, annual boarding rides per revenue hour and incremental cost per new ride.

## **Project history and DEIS timeline**

### **Oct. 23, 2009**

#### **Project history**

- In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right of way with the intent to preserve this right of way for future rail transit use.
- In 1996, the Metro Council adopted the 2040 Growth Concept, which sets forth a land use plan for the region which focuses growth in activity centers and corridors connected by high quality transit.
- In July 2005, the Lake Oswego to Portland Transit and Trail Alternatives Analysis was initiated by Metro and the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, Portland Streetcar Inc. and the Oregon Department of Transportation (ODOT). The project was funded by Federal Transit Administration (FTA) grants and local matching funds.
- On Dec. 13, 2007, the Metro Council approved alternatives to advance for further study in an environmental analysis. The alternatives included enhanced bus, streetcar and no-build alternatives as well as recommendations on actions to advance a bicycle and pedestrian trail in the corridor; work tasks related to refining streetcar alignments through Johns Landing; and steps to secure funding for the environmental analysis.
- On April 16, 2008 the FTA published a Notice of Intent to Prepare a Draft Environmental Impact Statement for the project in the Federal Register.
- In December 2008, Metro and project partners initiated the Johns Landing Refinement Study to refine and potentially narrow the streetcar alignments through the Johns Landing neighborhood prior to the start of the DEIS. Potential streetcar design options were developed to avoid impacts created by the proximity of the Willamette Shore Line right of way to residences in a portion of the Johns Landing neighborhood.
- In spring 2009, as requested by the City of Lake Oswego, the project conducted a public process to narrow the range of terminus options in Lake Oswego. The discussion considered Albertsons, Safeway and the current trolley terminus as streetcar terminus options and resulted in a focus on Albertsons with the possibility of some parking in Foothills.
- The Lake Oswego to Portland Trail Refinement Study was completed in summer 2009. The trail refinement study conclusion regarding trail alternatives, potential funding scenarios and a project development/governance proposal were approved by the steering committee in August.

#### **DEIS timeline**

- Draft DEIS for FTA review: March 2010
- Publish DEIS and begin 45-day public comment period: August 2010
- Locally Preferred Alternative process complete: October 2010

# Lake Oswego to Portland

---

## TRANSIT PROJECT

### **Steering Committee Sept. 22, 2009**

The steering committee makes final recommendations to Metro Council and to jurisdictions along the transit corridor. The committee is comprised of elected and appointed officials from project partners.

Councilor Robert Liberty, committee co-chair – Metro

Councilor Carlotta Collette, committee co-chair – Metro

Mayor Sam Adams – City of Portland

Judie Hammerstad – Portland Streetcar Inc.

Fred Hanson – TriMet

Mayor Jack Hoffman – City of Lake Oswego

Commissioner Deborah Kafoury – Multnomah County

Chair Lynn Anne Peterson – Clackamas County

Michael Powell – Portland Streetcar Inc.

Jason Tell – Oregon Department of Transportation

Rian Windshiemer – Oregon Department of Transportation