



Lake Oswego to Portland Transit Project Steering Committee
Thursday, May 7, 2009
8:00 a.m. – 9:00 a.m.
Metro Regional Center, Council Chambers

Committee Members Present

Robert Liberty, Chair	Metro Council
Carlotta Collette, Vice Chair	Metro Council
Douglas Obletz	Shiels Obletz Johnsen
Lynn Anne Peterson	Clackamas County
Jason Tell	Oregon Department of Transportation
Fred Hanson	TriMet
Jack Hoffman	City of Lake Oswego
Judie Hammerstad	Portland Streetcar, Inc.
Michael Powell	Portland Streetcar, Inc.

Committee Members Excused

Sam Adams	City of Portland
John Cullerton	URS

Alternate Members Present

Catherine Cairlo	City of Portland
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Metro Staff

Michael Robert, Karen Withrow, Bridget Wieghart, Jamie Snook, Brian Monberg

I. INTRODUCTIONS

Co-Chair Robert Liberty called the meeting to order at 8:01 a.m. He announced that he and Councilor Collette would be alternating co-chairmanship the meetings. The committee agreed and Councilor Liberty noted this would be the standard going forward.

Co-Chair Liberty noted for the record that the bulk of this meeting would be devoted to bringing the Steering Committee up to date on the project. He briefly described the purpose of the Lake Oswego to Portland Transit Project Steering Committee as providing high level direction to the project on behalf of the partner jurisdictions. The expectation is that the Steering Committee will meet on a regular basis to review the project and make key decisions to keep the project moving forward. The purpose of future Steering Committee meetings will be to make decisions, however this meeting is designed to bring the project updates to the Committee since it last met eighteen months ago.

Project Manager Doug Oblatz noted that this project will be managed and executed differently than the typical transit in Portland project over the last decade or so. Two of the guiding factors that will impact the work of the project teams will be the scaled effort based on the size of the project and the expediting of the work on this project to take advantage of emerging federal funding opportunities. The management approach to the project has been designed to be as expeditious as possible.

Co-Chair Liberty called the committee's attention to the letter dated 5/6/2009 signed by Council President Bragdon emphasizing the Lake Oswego Transit Project has tradeoffs with travel time and community impacts.

Action Taken None

II. REVIEW AND DISCUSSION FROM THE ALTERNATIVES ANALYSIS AND REFINEMENT PHASE UPDATE

Johns Landing Refinement Study
Lake Oswego Terminus Refinement Study
Trail Refinement Study

Ross Roberts of Metro provided a high level overview of the project process to date mentioning the Alternatives Analysis done in 2005 and 2007. He noted the next milestone as being the Draft Environmental Impact Statement followed by the Final Environmental Impact Statement.

Jamie Snook of Metro presented a Refinement Phase Update detailing the aspects and goals of the Hybrid Alignment Options in Johns Landing, Terminus Options in Lake Oswego and Trail Refinement.

There was discussion of the Sellwood Bridge options and alternatives, LOPAC updates, Macadam vs. Shoreline impacts, concerns and travel time and Portland Streetcar items.

There was discussion about the physical aspects and limitations of the potential options including impacts on traffic, communities and the environment. Market values and financial considerations were discussed in relation to the different options. The number and location of stops was also brought up as a point of interest.

Action Taken None

III. DRAFT ENVIRONMENTAL IMPACT STATEMENT

Roles and Responsibilities
Schedule

Jason Tell of ODOT reported that ODOT is commissioning its own model to study the alternatives and a different model is being done by the project. The information from both models is preliminary and will be shared with the project to ensure all information is available moving forward.

Fred Hansen made a point that ODOT is required to maintain traffic flow and therefore if there is a fatal flaw in any of the options presented, it is vital that this be found out early in the process. This is in reference to the ODOT model to study the alternatives presented in the project.

The Honorable Lynn Anne Peterson of the City of Lake Oswego raised the question as to what standards the policy is being held to e.g. one end of the state to the other, one end of the region to the other or just a small part of a single region.

Co-Chair Liberty responded to the discussion expressing appreciation that ODOT planned to share the information from its analysis and was also appreciative of ODOT shouldering the cost for the additional analysis.

Project manager Doug Oblatz outlined the responsibilities as follows:

- TriMet is handling all the procurement and contract administration
- A third party project manager has been hired (Doug Oblatz of Shiels Oblatz Johnsen) has been hired to oversee the work of the consultants and staff
- The majority of the technical work will be done by other third party consultants
- Metro and TriMet staff will be providing a high level of strategic guidance of the technical work being done by the consultants
- In addition to the Steering Committee there is a Project Management Group which consists of Senior Staff from all of the participating agencies which meets roughly every two weeks to provide guidance to staff and consultants working on the project
- A Technical Team meets weekly to oversee the technical work

Project manager Doug Oblatz referenced the project schedule summary attached to this record.

- The Refinement Phase should be finished by the end of May 2009
- The goal is to finish the technical work for the DEIS by June 1, 2009
- The DEIS is slated to be complete by September 1, 2009

Rick Gustafson of Shiels Oblatz Johnsen gave an update on the financial status of the project detailing the following:

- A preliminary analysis was conducted on the financing of the various project options presented at the meeting.
 - The value of the right of way assessment is very valuable as local match in securing federal funding
 - Federal policy has changed recently to fund projects with low cost effective ratings which is in favor of this project
- The financial analysis summary, using local match as the criteria, rates from easiest to more difficult as:
 - Willamette Shoreline (entire distance)
 - Hybrids options (quite feasible if you assume the Johns Landing Community participates in the cost)
 - Macadam only option (Not feasible due to the loss of right of way value, approximately \$10mm)

Action Taken None

VI. ADJOURN

There being no further business, Chair Robert Liberty adjourned the meeting at 9:21 a.m.

Meeting summary respectfully submitted by:

Michael Robert

Michael Robert

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	5/7/09	May 7, 2009 Meeting Agenda	050709losc-01
2	Council President Letter	5/6/09	Council President Bragdon Letter to Steering Committee Re: Lake Oswego IGS	050709losc-02
3	Project Milestones	5/6/09	Lake Oswego to Portland Transit Project Milestones and Completion Dates	050709losc-03
4	Review and Discussion of Recommendations from the Alternatives Analysis Refinement Phase Update	5/6/09	Review and Discussion of Recommendations from the Alternatives Analysis Refinement Phase Update	050709losc-04
5	Evaluation Summary	7/12/07	Evaluation Summary	050709losc-05
6	Resolution No. 09-4040A	4/2/09	Resolution NO. 09-4040A Re: IGA	050709losc-06