

Lake Oswego Portland

TRANSIT PROJECT

LOCALLY PREFERRED ALTERNATIVE

-WITH ALIGNMENT OPTIONS FOR FURTHER ANALYSIS-

STEERING COMMITTEE RECOMMENDATION

PROJECT PARTNERS:

City of Lake Oswego

City of Portland

Clackamas County

Multnomah County

Metro

TriMet

ODOT

EXECUTIVE SUMMARY

This document comprises the Lake Oswego to Portland Transit Project Steering Committee recommendation for a Locally Preferred Alternative (LPA) for the Lake Oswego to Portland Transit Project. In sum, the following is recommended:

MODE

The **Streetcar Alternative** is the recommended, preferred transit mode for the Lake Oswego to Portland Transit Corridor. This alternative best meets the project's *Purpose and Need* and the goals and objectives as outlined in Chapters 1 and 6 of the Draft Environmental Impact Statement (DEIS). The Streetcar Alternative has garnered community support as shown by the public comments received and the strong endorsement of the Community Advisory Committee (CAC).

ALIGNMENT OPTIONS

This document recommends how the design and phasing options analyzed in the DEIS should be addressed in subsequent study phases of the project. Specifically, it is recommended that:

- Both the Willamette Shore Line and the Moody/Bond (South Portal) phasing options in the City of Portland be carried forward for additional study;
- The Macadam In-Street option be selected as the LPA alignment within the Johns Landing neighborhood;
- Both the Willamette Shore Line and Sellwood Bridge phasing options be carried forward for additional study;
- Both the Willamette Shore Line and Riverwood Road design options in Dunthorpe/Riverdale be carried forward for additional study; and
- Both the UPRR and Foothills Road design options in Lake Oswego be carried forward for additional study.

OTHER ISSUES

This document prioritizes a series of additional, critical design and program considerations that require further study and resolution. The issues that are identified as unresolved in this document will be addressed and resolved in either a "Pre-Preliminary Engineering" phase or during the Preliminary Engineering phase. All issues will be resolved prior to completion of the Final Environmental Impact Statement (FEIS).

DECISION-MAKING PROCESS GOING FORWARD

It is recommended that, after completion of additional studies, the unresolved issues identified herein should be brought back to the Steering Committee for review, or, as appropriate, resolution.

LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

I) OVERVIEW

The Purpose of the project is to optimize the regional transit system by improving transit within the Lake Oswego to Portland Transit Corridor, while being fiscally responsive and by supporting regional and local land use goals. The project should maximize, to the extent possible, regional resources, economic development and garner public support. The project should build on previous corridor transit studies, analyses and conclusions and should be environmentally sensitive. The need for the project results from:

- Historic and projected increases in traffic congestion in the Lake Oswego to Portland Corridor due to increases in regional and corridor population and employment;
- Lengthy and increasing transit travel times and deteriorating public transportation reliability in the corridor due to growing traffic congestion;
- Increasing operating expenses, combined with increasingly scarce operating resources, while demanding more efficient public transportation operations;
- Local and regional land use and development plans, goals and objectives that target the corridor for residential, commercial, retail and mixed-use development to help accommodate forecast regional population and employment growth and previous corridor transit studies, analyses and conclusions;
- The region's growing reliance on public transportation to meet future growth in travel demand in the corridor;
- The topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway and arterial infrastructure in the corridor; and
- Limited options for transportation improvements in the corridor caused by the identification and protection of important natural, built and socioeconomic environmental resources in the corridor.

This document presents the Steering Committee recommendation for a Locally Preferred Alternative (LPA) for the Lake Oswego to Portland Transit Corridor. These recommendations are based on information documented in the *Lake Oswego to Portland Transit Project Draft Environmental Impact Statement (DEIS)* [Metro, December 2010]; from public input received from Community Advisory Committee (CAC) deliberations during 2009-2011; and comments received during the public comment period and in the public hearing held on January 24, 2010 before the Lake Oswego to Portland Transit Project Steering Committee.

The LPA decision consists of several distinct decisions and recommendations. First and foremost is the alternative decision that chooses between the "No Build", "Enhanced Bus" and "Streetcar" alternatives. Secondly, because the DEIS analyzes a series of **design and phasing options** for the Streetcar Alternative, this document provides recommendations regarding the advancement of these design and phasing options into follow-on studies. And lastly, this document provides recommendations concerning a series of additional, critical **design and programmatic issues** that have emerged during the course of the DEIS process.

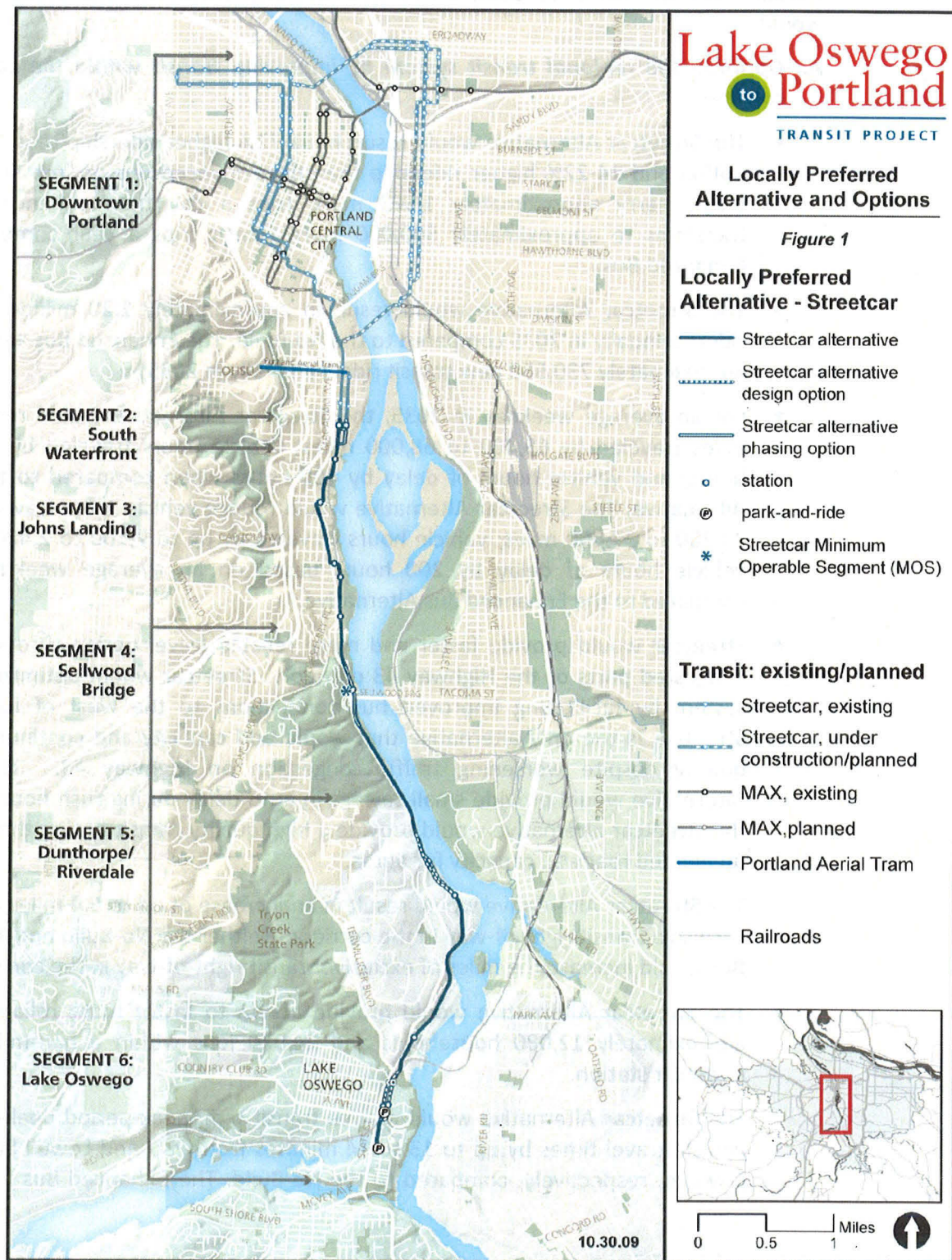
II) LAKE OSWEGO TO PORTLAND TRANSIT PROJECT - LOCALLY PREFERRED ALTERNATIVE

A) Transit Alternative – Streetcar

The **Streetcar Alternative** is the recommended, preferred transit mode for the Lake Oswego to Portland Transit Corridor. This alternative best meets the project's *Purpose and Need* and the goals and objectives as outlined in Chapters 1 and 6 of the DEIS. The proposed streetcar alignment is shown in Figure 1. The Streetcar Alternative has garnered community support as shown by the public comments received and the strong endorsement of the Community Advisory Committee (CAC).

The **Streetcar Alternative** is preferred because:

1. The Streetcar Alternative would best address the *Purpose and Need* for the Lake Oswego to Portland Transit Project as defined in the DEIS. In particular, the Streetcar Alternative would meet the following need for the project:
 - Provide an effective alternative to the traffic congestion in the Highway 43 corridor;
 - Decrease transit travel times and provide increased transit reliability as traffic congestion increases in the Highway 43 corridor;
 - Significantly increase the overall capacity for transportation in the corridor;
 - Result in reduced transit operating expenses and will help preserve scarce transit operating resources;
 - Provide the greatest support for local and regional land use and development plans, goals and objectives and encourage development to accommodate expected regional population and employment growth;
 - Help to decrease the region's dependency on the automobile and meet the region's growing reliance on public transportation to meet future growth in travel demand;
 - Address the topographic, geographic and built environment constraints in the corridor while recognizing the very limited options for expansion of the existing Highway 43 corridor; and
 - Provide a viable transportation option in a constrained corridor that has limited options for transportation improvements resulting from the need to protect natural, built, socioeconomic and environmental resources.



2. The Streetcar Alternative best addresses *Goals and Objectives* for the Lake Oswego to Portland Transit Project as defined in the DEIS. In particular, the Streetcar Alternative would:

A. Optimize the regional transit system by improving transit within the Lake Oswego corridor.

- The Streetcar Alternative would result in 61-72% higher ridership than the No Build option and 14-22% higher ridership than the Enhanced Bus option. The streetcar would carry approximately 1,500 more trips a day than enhanced bus. This translates to approximately 500,000 more transit trips a year compared to the Enhanced Bus.
- The Streetcar Alternative would result in approximately 1.28 million new transit riders annually in 2035 compared to the No-Build. The Enhanced Bus would result in approximately 730,550 new transit riders annually in 2035.
- For an average weekday in 2035, the Streetcar Alternative would reduce vehicle miles traveled by 65,400 to 68,000 miles; vehicle hours traveled by up to 5,700 hours; and vehicle hours of delay by 400 hours when compared to the No-Build Alternative. The Streetcar Alternative would reduce vehicle miles traveled by up to 24,400 to 27,000 miles; vehicle hours traveled by up to 2,100 to 2,400 hours; and vehicle hours of delay by 200 hours based on an average weekday in 2035, compared to the Enhanced Bus Alternative.
- Streetcar would provide faster and more reliable travel option through the most congested parts of the Highway 43 corridor. Streetcar would optimize the transit system by facilitating improved bus connections to the west of Lake Oswego. Streetcar is the only alternative that would add capacity and continue to operate quickly despite worsening traffic congestion on Highway 43. The Streetcar Alternative would provide small savings in auto delay during rush hour¹. However, the streetcar alternative would provide a high quality transit option that would free up needed roadway capacity for autos.
- The Streetcar Alternative would result in an increase of up to 5.4 miles of additional exclusive transit right-of-way in the corridor. Neither the No-Build nor the Enhanced Bus would increase the miles of exclusive transit right-of-way in the corridor.
- The Streetcar Alternative would provide access to faster more reliable transit to approximately 12,080 households and 24,920 jobs within a half-mile of a new streetcar station.
- The Streetcar Alternative would reduce transit p.m. peak-period peak-direction in-vehicle travel times by up to 13 to 14 minutes from PSU and Lowell Street to Lake Oswego, respectively, compared to the No-Build. The Enhanced Bus would reduce

¹ The Streetcar Alternative would reduce the traffic volume on Highway 43 by approximately 100 vehicles during the p.m. peak hour (see p. 4-26 of DEIS) and would provide a reduction in vehicle hours of delay by 200 hours per day (see p. 4-22, Table 4.3-1 of the DEIS).

travel time by 3 minutes from PSU and Lowell Street to Lake Oswego compared to the No-Build.

- The Streetcar Alternative would have a greater capability for future transit service expansion than the No-Build or Enhanced Bus alternatives, because: a) the Streetcar Alternative would result in a new transit right-of-way between Lake Oswego and the South Waterfront; b) frequencies of transit vehicles could be increased to respond to increasing demand over time; and c) single-track sections could be changed in the future into two-track sections, thereby allowing even more frequent streetcar service. With the no-build and enhanced bus alternatives, the corridor's trunk line bus routes would operate in mixed traffic on the congested Highway 43, thereby limiting alternatives' ability to expand to increasing demand.

B. Be fiscally responsive and maximize regional resources, to the extent possible.

- The DEIS indicates that the capital cost for the Streetcar Alternative would be significantly higher than that for the Enhanced Bus Alternative². However, Streetcar represents lower annual operating costs when compared to the Enhanced Bus Alternative. Initial projections show that the Streetcar Alternative would be \$1.5 million per year less expensive to operate than Enhanced Bus. Over the planning horizon for the project, i.e., to the Year 2035, streetcar would result in over \$37.7 million³ (Year of Expenditure) in operating costs savings over the Enhanced Bus alternative.
- The DEIS indicates that the No Build Alternative would not provide sufficient service to meet projected demand. The Enhanced Bus Alternative, while sufficient to meet demand, would be more expensive to operate than streetcar, and would be subject to the same level of traffic delays as automobiles travelling in the corridor.
- Factoring in capital costs, ridership and long-term operating costs, the Streetcar Alternative would be the most cost-effective option. The Streetcar Alternative would be more effective in its use of local operating revenues in generating new transit ridership than the Enhanced Bus Alternative. The streetcar would cost up to \$1.06 per new system wide transit person trips compared to \$3.82 per new transit trip under the Enhanced Bus Alternative.
- The public already owns the Willamette Shore Line right-of-way which would be utilized for the bulk of the project alignment. Not using it would mean losing a tremendous opportunity to utilize a past investment as local match to significantly leverage federal funding for the project.

C. Support regional and local land use and transportation plans and policies.

- The Streetcar Alternative would provide additional support for activity centers within the corridor, over the Enhanced Bus, by: a) providing additional transit travel time improvements between the activity centers; b) improving the reliability of the

² \$51.1M for Enhanced Bus compared to \$379.6M-\$458.3M for Streetcar (Year of Expenditure \$\$). See p. S-11 of DEIS.

³ See Table 5.1-3, p. 5-5 of DEIS.

connecting transit line through the addition of exclusive transit right-of-way; and c) constructing visible streetcar stations integrated within the various activity centers.

- The Streetcar Alternative would comply or would better comply with regional and local land use plans and policies through the construction of a streetcar line, generally using exclusive transit right-of-way, connecting the corridor's key activity centers.
- The Streetcar Alternative would result in up to 1,500 short-term jobs and 13 long term jobs. The Enhanced Bus Alternative would result in 240 short-term jobs and 28 long-term jobs.
- Based on regional and national experience, a streetcar line is likely to leverage higher levels of economic development in the Johns Landing neighborhood and downtown Lake Oswego. Streetcar would provide enhanced opportunities for land use that fosters compact urban form, reduced vehicle miles travelled and higher transit mode split than bus transit alone could provide.
- The Streetcar Alternative is supportive of other planning efforts to develop a multi-use path through the Lake Oswego to Portland corridor. In particular, the in-street Macadam design option (as discussed below) would allow the existing Willamette Shore Line to be considered for a bike/pedestrian path.
- The Streetcar Alternative could help to jump start other critical public transportation projects including the South Portal project in Portland and Foothills Road in Lake Oswego.
- Streetcar would be more likely to facilitate development and redevelopment in the corridor, because of the major capital investment that would be made in the corridor's transportation infrastructure and because of improved transit travel time, reliability and visibility linking the corridor's major activity centers.

D. Be sensitive to the natural, built and social environment.

- In Lake Oswego, the Streetcar Alternative would provide for safe pedestrian connections, including a route under the Union Pacific railroad connecting the Stampher Road neighborhood with downtown Lake Oswego; a pedestrian connection between downtown and the Foothills area with a safe crossing of the Union Pacific Railroad; and improved pedestrian facilities between downtown and the Oswego Village shopping center.
- The Streetcar Alternative would remove about 40,000 tons of CO₂ from the environment on an average weekday. This is a significant amount and is 15,000 tons more than the Enhanced Bus Alternative. By comparison, the No Build option provides no reduction on CO₂. Streetcar would also reduce fuel consumption by about 60,000 gallons per year, compared to the No-Build Alternative.
- Streetcar would create opportunities to improve fish passage in replaced or repaired culverts, add native vegetation, improve habitats and remove invasive vegetation. It

would redevelop up to 7.6 acres of existing impervious surface to current standards, thereby reducing run-off and improving water quality.

- Streetcar would include remediation of up to 31 known hazardous sites in compliance with applicable state and Federal standards.

E. Garner broad public support.

- Within the city limits of Portland, streetcar has considerable community support as evidenced by comments and testimony from community members and organizations.
- Within Lake Oswego, vocal community support is more mixed. However, comments from community members and organizations indicate an understanding of the need and benefits of high capacity transit relative to Lake Oswego achieving its goals under the Metro 2040 Plan and local plans, including redevelopment of the Foothills area.
- Based on public comments and impacts and potential mitigation measures identified in the DEIS, the citizen advisory committee (CAC) developed their recommendation to the Steering Committee. Four-fifths of the CAC members at the final meeting supported carrying the Streetcar Alternative into Preliminary Engineering and the Final Environmental Impact Statement.

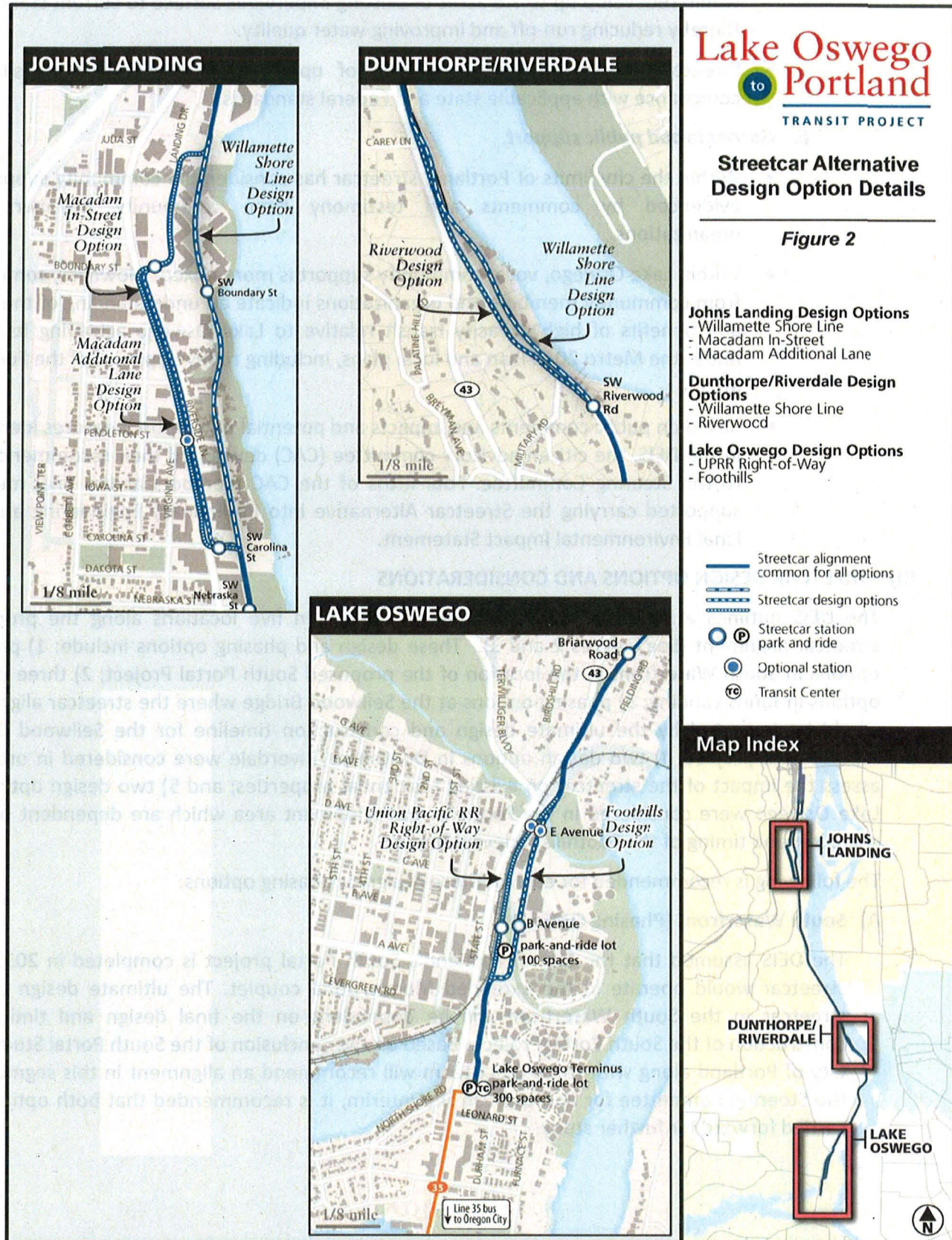
III) STREETCAR DESIGN OPTIONS AND CONSIDERATIONS

The DEIS outlines a series of phasing or design options in five locations along the proposed streetcar alignment (See Figures 2 and 3). These design and phasing options include: 1) phasing options in South Waterfront in the location of the proposed South Portal Project; 2) three design options in Johns Landing; 3) phasing options at the Sellwood Bridge where the streetcar alignment would be impacted by the ultimate design and construction timeline for the Sellwood Bridge replacement project; 4) two design options in Dunthorpe/Riverdale were considered in order to assess the impact of the streetcar on existing residential properties; and 5) two design options in Lake Oswego were considered in the Foothills redevelopment area which are dependent on the character and timing of the Foothills redevelopment.

The following is recommended for each of these design or phasing options:

A) South Waterfront (Phasing Option)

The DEIS assumed that the City of Portland's South Portal project is completed in 2035 and streetcar would operate in the extended Moody/Bond couplet. The ultimate design of the streetcar in the South Waterfront will be dependent on the final design and timing for construction of the South Portal Project. Based on the conclusion of the South Portal Study, the City of Portland along with the project team will recommend an alignment in this segment to the Steering Committee for approval. In the interim, it is recommended that both options be carried forward for further study.



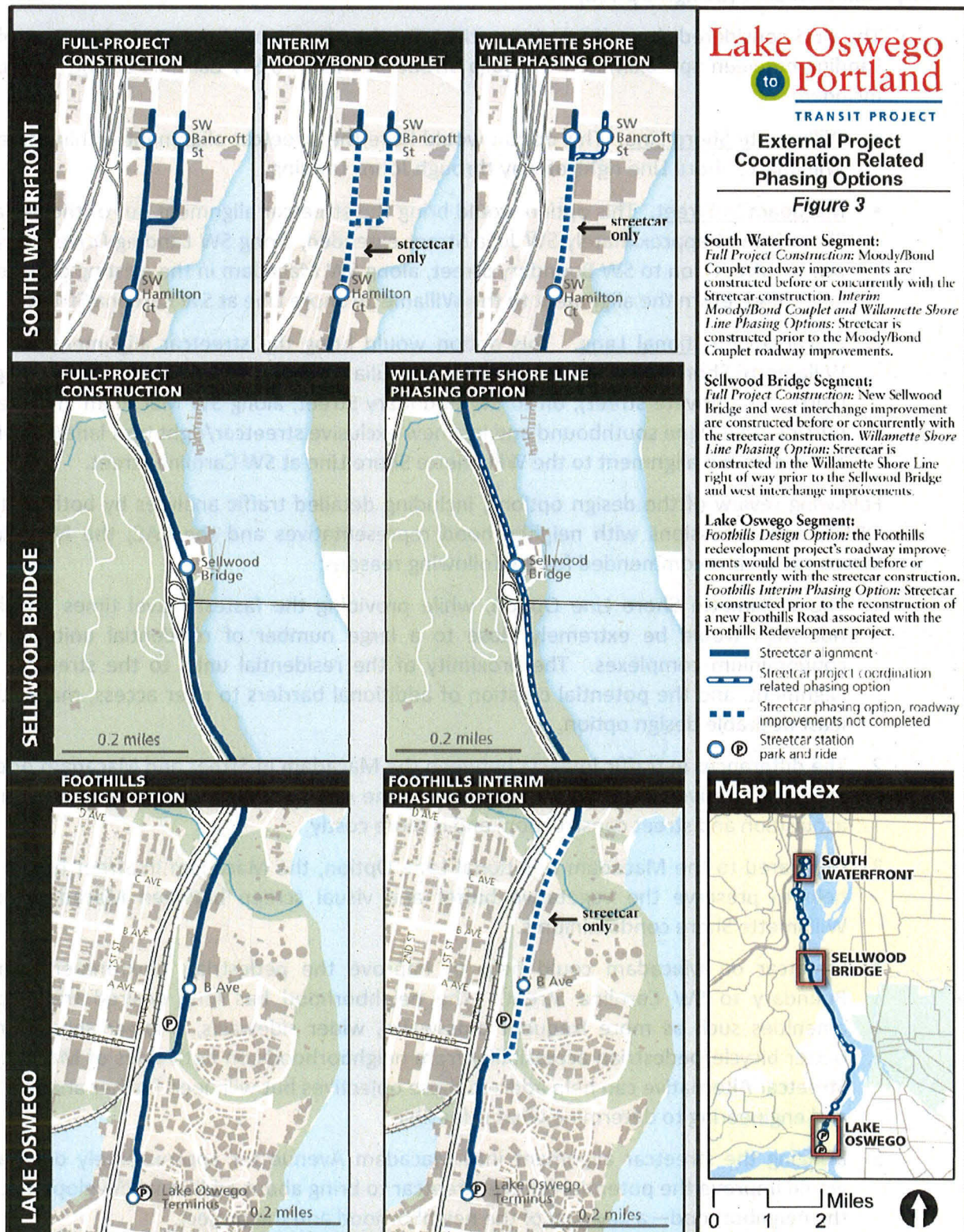
B) Johns Landing (Design Option)

The DEIS considered three (3) design options for the alignment in the central portion of Johns Landing between approximately SW Julia Street extended to SW Carolina Street. The options included:

- Willamette Shore Line. This option would have the streetcar alignment within the existing Willamette Shore Line right-of-way through Johns Landing.
- Macadam In-Street. This option would bring the streetcar alignment out of the Willamette Shore Line at approximately SW Julia Street extended, along SW Landing Drive (currently a private street), on to SW Boundary Street, along SW Macadam in the existing outside travel lanes, and return the alignment to the Willamette Shore Line at SW Carolina Street.
- Macadam Additional Lane. This option would bring the streetcar alignment out of the Willamette Shore Line at approximately SW Julia Street extended, along SW Landing Drive (currently a private street), on to SW Boundary Street, along SW Macadam in the existing outside travel lane southbound and in a new exclusive streetcar/right turn lane northbound, and return the alignment to the Willamette Shore Line at SW Carolina Street.

Following review of the design options, including detailed traffic analyses by both Metro and ODOT, and discussions with neighborhood representatives and the CAC, the **Macadam In-Street option** is recommended for the following reasons:

1. The Willamette Shore Line Option, while providing the fastest travel times and highest ridership, would be extremely close to a large number of residential units in several condominium complexes. The proximity of the residential units to the streetcar in this alignment, and the potential creation of additional barriers to river access, makes this the least desirable design option.
2. The differences in traffic impacts between the Macadam In-Street and Macadam Additional Lane are relatively minor. The Additional Lane option would require additional property acquisition and street construction, and is more costly.
3. Compared to the Macadam Additional Lane Option, the Macadam In-Street option would help to preserve the vegetative buffer and visual screen between Macadam and the Willamette Shore condominiums.
4. Streetcar on Macadam could help to improve the pedestrian environment from SW Boundary to SW Carolina Street. The neighborhood has long desired traffic calming amenities such as more frequent crosswalks, wider sidewalks, a lower speed limit and better bicycle/pedestrian accessibility from neighborhoods on both sides of Macadam. The Streetcar Alternative can help address these objectives but will need further analysis, design and engineering to determine what is feasible.
5. Bringing the streetcar alignment into Macadam Avenue for approximately one-half mile would improve the potential for the streetcar to bring about additional development within the neighborhood—a key goal of the neighborhood and the project.



6. Macadam Avenue is currently a state highway administered by ODOT. Implementation of the Macadam In-Street option as discussed above would require a set of discreet approvals from ODOT as described in the DEIS comments provided by the Agency (e.g., approval of new traffic signals, crosswalks and traffic calming measures). If Macadam Avenue remains under state jurisdiction, and the appropriate approvals cannot be obtained, modifications to the alignment through the John's Landing area may become necessary. Discussions are currently underway between ODOT and the project partners regarding a possible jurisdictional transfer of Macadam Avenue and Highway 43 to local governments. Should this occur, approvals necessary to implement the LPA within the Johns Landing area would fall exclusively to the City of Portland.

For the reasons stated above, the Macadam In-Street option is strongly preferred. Contingent with this option: 1) the public use of the Willamette Shore Line (WSL) shall be maintained for pedestrian and bicycle use; and 2) development of a plan to equitably replace the local match value of the unused WSL right of way in this portion of the alignment shall be addressed. These issues should be resolved to the satisfaction of the Steering Committee prior to the commencement of the Final Environmental Impact Statement.

C) Sellwood Bridge (Phasing Option)

The DEIS reviewed two phasing options for streetcar construction in the vicinity of the Sellwood Bridge. The difference between the two options is defined by the ultimate design and timing for construction of the Sellwood Bridge replacement project. It is recommended that both options be carried forward for additional study in coordination with the Sellwood Bridge replacement project.

D) Riverdale/Dunthorpe (Design Option)

The DEIS considered two (2) design options in this portion of the corridor: a) Willamette Shore Line; and b) Riverwood Road. The Riverwood Road option resulted from early discussions with property owners who were interested in understanding the pros and cons of an alignment within an existing public street that would allow the streetcar alignment to move away from several houses that were built in very close proximity to the Willamette Shore Line. Under the Riverwood Road option, the streetcar alignment would shift into Riverwood Road from approximately its intersection with Highway 43 to a point several hundred feet south of SW Military Road. It is recommended that both options be carried forward for further study for the following reasons:

1. While the Riverwood Road option has supporters, the conceptual design defined in the DEIS would result in the proposed closure of the intersection of Highway 43 and Riverwood Rd. in order to accommodate the streetcar alignment. A site specific study should be undertaken to determine whether a practical engineering solution exists that would allow this intersection of Highway 43 and Riverwood Road to remain open, as well as mitigation measures for access, noise and vibration with the Willamette Shore Line right-of-way option and resolution of concerns about the design of Riverwood. Based on further technical work and public outreach, and discussions with ODOT, the project team will make a recommendation to the Steering Committee regarding a preferred alignment to advance for further study.

2. A pre-condition for possible future selection of the Riverwood Road design option is development of a plan to equitably replace the local match value of the unused WSL right of way in this portion of the alignment. This issue should be resolved to the satisfaction of the Steering Committee prior to the commencement of the Final Environmental Impact Statement.

E) Lake Oswego (Design Option)

The DEIS considers two (2) design options within the Foothills Redevelopment area: a) the Foothills Road; and b) the UPRR Right-of-Way option. The Foothills Road option would construct the streetcar tracks as part of a new extension of Foothills Road that would serve future redevelopment in the area. The UPRR option would utilize existing Union Pacific right-of-way. It is recommended that both design options be carried forward for further study for the following reasons:

1. Detailed planning and preparation of a development plan for the Foothills area is currently underway and is expected to be ready for detailed public review over the next 6-12 months. As such, the timing for redevelopment, including construction of new roads and infrastructure is uncertain. Until more is known about the redevelopment plans, it is not possible to ascertain the best option for this area. Moreover, should the Foothills redevelopment not move forward within the planning horizon for streetcar, or not move forward at all, determination of the best alignment may be delayed. More detailed, joint planning with the City of Lake Oswego should be undertaken to establish the viability of the Foothills Road alignment.
2. While the UPRR alignment exists today and benefits from closer proximity to State Street, its availability and ultimate cost for use as a streetcar alignment has not been determined with certainty. During follow-on studies it will be possible to enter into detailed discussions with the Union Pacific regarding the potential use of the right-of-way and the costs associated with such use will be ascertained with greater accuracy.

Based on the conclusion of the Foothills planning process and discussion with the Union Pacific Railroad, the Steering Committee should select an alignment to advance for further analysis in the FEIS.

IV) OTHER CRITICAL DESIGN/PROGRAM CONSIDERATIONS

The analysis in the DEIS and community discussions have resulted in the identification of a series of additional design and programmatic issues that need to be addressed in future study phases of the project. Issues that change the scope of the project or add additional costs to the project should be reviewed by the Steering Committee prior to advancement in the FEIS. The following summarizes these considerations:

A) Streetcar Stop/Station Locations

In addition to the streetcar stop/station locations identified in the DEIS, it is recommended the following additional stations be studied:

1. *SW Pendleton St.* A station location along the Willamette Shore Line at SW Pendleton Street was deemed infeasible due to private property impacts. At the same time, the lack of a station between SW Boundary Street and SW Carolina Street in the Macadam In-Street

option creates a gap between stations in this critical stretch of Macadam Avenue. Siting of a station at SW Pendleton St. will require specific approval by ODOT unless a jurisdictional transfer of Macadam Avenue from ODOT to the City of Portland is approved (see III.B.6. above).

2. *SW Radcliff Rd.* There appears to be support in the community for adding a station on the streetcar alignment at/near SW Radcliff Rd. A station at this location should be evaluated during the next phase of study, along with safe pedestrian and bike access and trail connections to and from the station and to Lewis & Clark College.

Prior to, or as part of, Preliminary Engineering, possible stations at SW Pendleton Street and SW Radcliff Road should be reviewed and station locations in the John's Landing area optimized in consultation with appropriate jurisdictions. Results from a station area analysis and the study of potential stations at SW Pendleton and SW Radcliffe stations will be shared with the Steering Committee to confirm the final number and location of stations for inclusion in the FEIS.

B) Lake Oswego Park and Ride Facilities

The Lake Oswego community has raised a number of issues concerning the two (2) proposed park and ride facilities in Lake Oswego. During the next phase of the project the following issues, among potential others, should be addressed:

1. Confirm the need for and size of the proposed park and ride facilities.
2. Undertake additional urban design studies of the proposed park and ride facilities to address the impact of the proposed park and ride facilities on adjacent properties and development potential.
3. Follow-on studies should assess in more detail mitigation measures to address traffic impacts of the park and ride facilities. In addition, mitigation measures for traffic impacts should address community concerns regarding potential impacts to North Shore Rd. Of particular concern is the potential increase in "cut through" traffic coming from the west side of Lake Oswego and impacting this narrow residential street.

C) Other Critical Issues

It is recommended that the following additional critical issues be addressed during the next study phases of the project:

1. *Funding Considerations.* Project costs should be further analyzed and a conceptual finance plan for the project brought forward for review by the Steering Committee and partner jurisdictions.
2. *Alternatives to Boundary Street for entry/exit point for Macadam In-Street option.* The traffic analysis in the DEIS shows that the intersection of SW Boundary Street at Macadam Avenue represents a potential area requiring significant modification to address future traffic congestion issues. One possible approach to reduce traffic congestion at this intersection would be to move the streetcar access point to Macadam Avenue approximately two blocks north to the vicinity of an extension of SW Richardson St. Consideration should also be given to minimizing the number of 90 degree turns with this option to save travel time. This and other options should be discussed with impacted

jurisdictions and studied prior to or during Preliminary Engineering. The results of the analysis should be presented to the Steering Committee which will determine the final configuration for study in the FEIS.

3. *Sidewalk Widths on Macadam Avenue.* The Johns Landing neighborhood is keenly interested in increasing the width of sidewalks along Macadam, particularly along the east side of Macadam between Boundary and Carolina. The scope of work for Preliminary Engineering should include a study of opportunities to increase sidewalks widths and discussion with impacted jurisdictions (also see III.B.6 above).
4. *Pedestrian improvements in the Carolina to Nevada area of Macadam Avenue.* The Johns Landing neighborhood initially expressed some interest in seeing the streetcar alignment continue south along Macadam from SW Carolina to approximately SW Nevada. Given right-of-way and traffic issues in this stretch of Macadam, this approach is not a viable option. Alternatively, the neighborhood would be interested in pursuing a concerted set of pedestrian improvements in this area, including, but not limited to: a) slower traffic speeds; b) improved pedestrian crossings; c) significant pedestrian improvements between Macadam and the station locations at SW Nebraska and SW Nevada Streets; and d) pedestrian improvements on Macadam, including improved sidewalks, street lighting, benches and other pedestrian-scale amenities. The scope of work for Preliminary Engineering should include a study of opportunities for an improved pedestrian environment in this area and discussion with impacted jurisdictions regarding how to implement such improvements (also see III.B.6 above).
5. *Potential for Local Improvement Districts in Johns Landing and Foothills.* Further studies should be undertaken to assess the potential for Local Improvement District (LID) or other mechanism to provide local match for the federal funding of the project. In Johns Landing, in particular, an LID could mitigate the loss of local match associated with not using the WSL in portions of the John's landing neighborhood. In Foothills, certain industrial property owners have already agreed to support an LID for the project.
6. *Use of the Existing Willamette Shore Line Right-of-Way for bicycle/pedestrian improvements.* The Johns Landing neighborhood is open to considering the use of the existing Willamette Shore Line right-of-way for improvements to the bicycle and pedestrian facilities should the streetcar move forward under the Macadam In-Street alignment as recommended herein. The legal steps necessary to evaluate this idea should be addressed during the next phase of study.
7. *Resolution of Environmental Issues Identified in the DEIS.* As detailed in Chapter 3 of the DEIS, certain environmental issues have been identified. These issues will be further analyzed and mitigation measures identified and developed in the course of undertaking the Preliminary Engineering and preparation of the Final Environmental Impact Statement.
8. *Property Impacts Due to Acquisition.* Work with affected property owners along the alignment to minimize the impact due to property acquisition. In Lake Oswego, property acquisition in the Foothills area needs to be coordinated with the Foothills planning work to maximize the benefit of the project to property owners and to facilitate quality redevelopment opportunities as they become known.

Issues that change the scope of the project or add additional costs to the project will be reviewed by the Steering Committee as part of its determination of what should be advanced in the FEIS.

V) OTHER FUTURE WORK PLAN CONSIDERATIONS

Exhibit "A" to this recommendation provides a list of secondary issues/concerns that should be considered during the follow-on study phases of the project.

-- END OF LPA RECOMMENDATION --

APPENDIX A

OTHER FUTURE WORK PLAN CONSIDERATIONS

GENERAL

1. Further define responsibilities for operation, ownership and maintenance of the extension.

JOHNS LANDING

1. Consider ways to calm traffic, including reducing the speed limit on Macadam, additional enforcement and other traffic calming measures.
2. While there is community support for SW Landing Drive becoming a public street, the community is interested in keeping the reconstructed street as narrow as possible (i.e., the community is looking for street design flexibility beyond the normal City of Portland standards).
3. Property owners want transparency with regard to a potential local improvement district. They want to know up front what their share of the project will be and the geographic boundaries of the projects costs that will be borne by property owners.
4. The Preliminary Engineering studies should include development of specific noise and vibration mitigation and visual screening options and recommendations. Particular attention should be given to the OPB facility and appropriate vibration mitigation to ensure compatible operations.

RIVERDALE/DUNTHORPE

1. The Riverdale/Dunthorpe community is interested in what happens to WSL right-of-way if Riverwood Rd. is selected, i.e., will it be abandoned or sold? Future disposition of the right-of-way should be resolved in the next phase of the project.
2. The community is concerned about the visual impact of the catenary wire and support system. Options for reducing the visual impact of the catenary wire system should be addressed in the next phase of the project.
3. Further development of the Riverwood Road option should consider shifting the right-of-way to the west at the south end of Riverwood in order to further buffer houses from the alignment.
4. The community is concerned about commuters parking in the neighborhood, particularly near the Riverwood station, and it is felt that strong measures would be needed to prevent such parking. More specific options in this regard should be considered in the next phase of the project.
5. With regard to the Riverwood Road option, community concerns about pedestrian and bike safety and diminishment of the neighborhood character need to be addressed in the next phase of the project.
6. The Preliminary Engineering studies should include development of specific noise and vibration mitigation and visual screening options and recommendations.
7. Improvements to the intersection of Highway 43 and SW Military Rd. could be considered as part of the project.

8. Community concern about the potential for additional traffic on Military Rd. near Riverdale School should be addressed in the next phase of the project.

LAKE OSWEGO

1. In considering the two alignment options for the Foothills area, consideration should be given to the benefits of the Foothills Road option to provide development opportunities on both sides of the streetcar alignment as compared to the UP option, which would provide for new development on only one side of the alignment.
2. Additional details are needed as to how to create a “special” and inviting access to the streetcar option from State St. and B Ave., potentially through an overpass over the UP tracks, including stairs and elevator.
3. The studies undertaken in the next phase of the project should address the relationship between the Foothills development plan and streetcar, e.g., does an alignment decision need to be tied to the Foothills development? Is it possible to undertake phased development of the alignment?
4. The studies undertaken in the next phase of the project should address the question: what would be the cost to increase the width of the UP right-of-way for future double tracking?

EXHIBIT B

Exhibit B contains the following:

Letter to LOPT Steering Committee North Macadam Urban Renewal Advisory Committee	January 13, 2011
Letters to Portland Planning and Sustainability Commission and LOPT Steering Committee South Portland Neighborhood Association	January 17, 2011
Letter to Portland Planning and Sustainability Commission and LOPT Steering Committee Portland Pedestrian and Advisory Committee	January 24, 2011
Letter to Portland Planning and Sustainability Commission and LOPT Steering Committee Portland Bicycle and Advisory Committee	January 24, 2011
Letter to Mayor Adams (LOPT Steering Committee) Portland Planning and Sustainability Commission	February 14, 2011
Letter to LOPT Steering Committee TriMet General Manager Neil McFarlane	March 16, 2011

January 13, 2011

Metro Councilor Carlotta Collette, Committee Co-Chair
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232



Dear Ms. Collette,

Thank you for this opportunity to provide comment on the Locally Preferred Alternative for the Lake Oswego to Portland Transit Project. The following summarizes input from the North Macadam Urban Renewal Advisory Committee (URAC), a committee convened by the Portland Development Commission (PDC) to provide public input related to implementation of the North Macadam Urban Renewal Area (URA). The URAC represents a diverse set of district and City interests including businesses, residents, neighbors, institutions, and property owners.

On behalf of the URAC, our comments are limited to the URA which terminates at the south end of the South Waterfront area.

- The URAC appreciates the project's goals to improve transit connections to South Waterfront and supports extending the city's existing streetcar system, leveraging past public and private investment in the system, and providing improved access into and out of the district.
- However, the URAC has significant concerns regarding financing of a streetcar option. Our concerns are twofold:
 - **Cost Effectiveness of Alignment.** The streetcar option has a very significant capital investment at potentially more than \$400 million. The North Macadam area has numerous transportation infrastructure needs with exceptionally limited transportation and tax increment funds, especially due to the district's recent \$20 million contribution to the Portland-Milwaukie Light Rail regional transit project. Metro and its partners should pursue the most cost effective alignment – ensuring maximum leverage of transit efficiency, land use and development goals at minimum cost.

Ms. Collette
Lake Oswego to Portland Transit Project
January 13, 2011
p. 2 of 2

The URAC also requests Metro provide improved communications regarding the true cost impact and costs/benefit analysis of the alignment options prior to their final alignment selection.

- o **Property Owner Cost Sharing.** Many URA property owners are already contributing to a Local Improvement District (LID) created in 2006 for the SW Gibbs to SW Lowell streetcar extension and do not want to experience undue additional costs related to any additional streetcar extension.

As you are likely aware, the City of Portland Ordinance No. 180345, creating the Gibbs-Lowell LID, allows property owners to credit their assessment against any future new assessment on the same property if a new assessment is formed within ten years from the time of the Gibbs-Lowell LID.

We are greatly concerned that your current project schedule reflects a final funding commitment and agreement in late 2015. If any delay should occur, the credit due under the Gibbs-Lowell LID Ordinance may be lost. If an LID is being considered as part of the final funding package for the Lake Oswego to Portland project, we request Metro work with the City of Portland to extend the LID credit for an additional 10 year term through 2026.

Thank you again for this opportunity to submit comment.

Sincerely,



Tom Noguchi, Chair
North Macadam Urban Renewal Advisory Committee

cc:

Susan Keil, Director, Portland Bureau of Transportation
Tom Miller, Mayor's Office and appointed Director, Portland Bureau of Transportation
Bruce Warner, Executive Director, PDC
Patrick Sweeney, Portland Bureau of Transportation
Lisa Abuaf, PDC



South Portland Neighborhood Association

**Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's Landing,
and Fulton communities**

7688 SW Capitol Hwy.
Portland, OR 97219

January 17, 2011

**Portland Planning and Sustainability Commission
1900 SW Fourth Ave, Ste 7 100
Portland, OR 97201**

Re: Letter of Support for the Lake Oswego to Portland Transit Project

Dear Portland Planning and Sustainability Commission:

On behalf of the South Portland Neighborhood Association (SPNA), I want to express support for the extension of streetcar from South Waterfront to Lake Oswego. I am writing to comment on the options as presented as a part of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

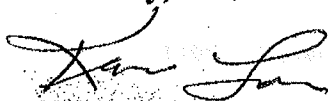
In general, the SPNA supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The SPNA also supports the streetcar as the preferred mode and the "Macadam-in-street" as the preferred alignment in the City of Portland. In particular, the SPNA,

- **Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between active transportation and transit trips;**
- **Recommends that streetcar design, especially as it relates to the stations, supports safe pedestrian and bicycle access and enhances the neighborhoods in which they are located;**
- **Supports streetscape and greenway path improvements that will improve pedestrian, bicycle, and transit access along the Willamette River/Macadam Avenue corridor;**

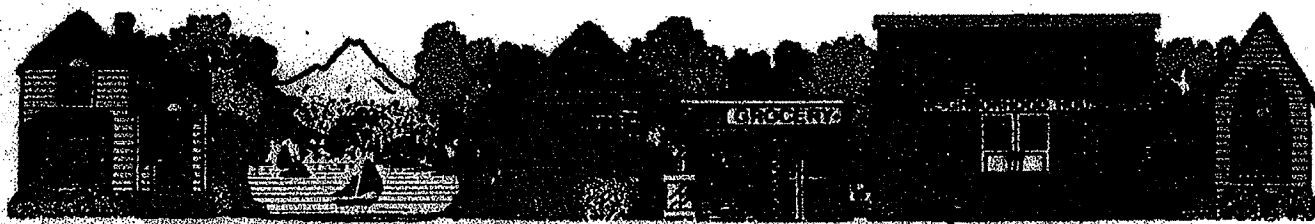
- Supports future pedestrian and transit oriented-development investments that would leverage the public investment in transportation infrastructure into main-street, mixed-use development in the John's Landing neighborhood;
- Emphasizes the importance of this project's physical improvements to the pedestrian environment along Macadam Avenue in the John's Landing neighborhood, including wider sidewalks and more frequent pedestrian crosswalks.
- Recommends using any unused portions of the Willamette Shore Line ROW for safety, access and circulation improvements to the pedestrian and bicycle multi-use path

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,



Ken Love
President
South Portland Neighborhood Association



South Portland Neighborhood Association

**Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's Landing,
and Fulton communities**

**7688 SW Capitol Hwy.
Portland, OR 97219**

January 17, 2011

**Project Steering Committee
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232**

Re: Letter of Support for the Lake Oswego to Portland Transit Project

Dear Steering Committee:

On behalf of the South Portland Neighborhood Association (SPNA), I want to express support for the extension of streetcar from South Waterfront to Lake Oswego. I am writing to comment on the options as presented as a part of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the SPNA supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The SPNA also supports the streetcar as the preferred mode and the "Macadam-in-street" as the preferred alignment in the City of Portland. In particular, the SPNA,

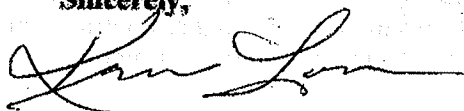
- **Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between active transportation and transit trips;**
- **Recommends that streetcar design, especially as it relates to the stations, supports safe pedestrian and bicycle access and enhances the neighborhoods in which they are located;**
- **Supports streetscape and greenway path improvements that will improve pedestrian, bicycle,**

and transit access along the Willamette River/Macadam Avenue corridor;

- Supports future pedestrian and transit oriented-development investments that would leverage the public investment in transportation infrastructure into main-street, mixed-use development in the John's Landing neighborhood;
- Emphasizes the importance of this project's physical improvements to the pedestrian environment along Macadam Avenue in the John's Landing neighborhood, including wider sidewalks and more frequent pedestrian crosswalks.
- Recommends using any unused portions of the Willamette Shore Line ROW for safety, access and circulation improvements to the pedestrian and bicycle multi-use path

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,



Ken Love
President
South Portland Neighborhood Association



Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800

Portland OR 97204

January 24, 2011

Members

David Aulwes

Roger Averbeck

Don Baack

Carolyn Briggs

Betsy Clapp

Ali Corbin

Daniel
Friedman

Marianne
Fitzgerald

Rebecca
Hamilton

Erin Kelley

Doug Klotz

Rod Merrick

Elizabeth
Mros-O'Hara

Ellison Pearson

Marian Rhys

Project Steering Committee
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232

Portland Planning and Sustainability Commission
1900 SW Fourth Ave, Ste 7100
Portland, OR 97201

Re: Letter of Support for the Lake Oswego to Portland Transit Project

Dear Steering Committee and Planning and Sustainability Commission Members:

On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I want to express support for the extension of streetcar from South Waterfront to Lake Oswego. I am writing to comment on the options as presented in the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the PAC supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The PAC also supports the streetcar as the preferred mode. In particular, the PAC:

- Recommends the transit project and alignment not preclude use of the Willamette Shore Line Right-Of-Way for a pedestrian and bicycle multi-use path, particularly north of the Sellwood Bridge. Include safety, access, and circulation improvements to reach the path.
- Emphasizes the importance of this project's improvements to the pedestrian environment along Macadam Avenue in the Johns Landing neighborhood, including wider sidewalks, more frequent marked crosswalks, and enhanced crossings near streetcar stations;
- Believes that high quality transit in the corridor with added passenger capacity, increased frequencies, and upgraded station amenities, is fundamental to maintaining our region's quality of life and providing an effective and convenient connection between pedestrian and transit trips;
- Recommends that streetcar design, especially as it relates to the stations, supports safe pedestrian and bicycle access and enhances the neighborhoods in which they are located; and
- Supports streetscape and greenway path improvements that will improve pedestrian, bicycle, and transit access along the Willamette River/Macadam Avenue corridor.

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,

David Aulwes
Chair, Portland Pedestrian Advisory Committee

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



24 January 2011

Project Steering Committee
Lake Oswego to Portland Transit Project
600 NE Grand Avenue
Portland, OR 97232

Portland Planning and Sustainability Commission
1900 SW Fourth Ave, Ste 7100
Portland, OR 97201

Re: Letter of Support for the Lake Oswego to Portland Transit Project

To the Project Steering Committee and Members of the Portland Planning and Sustainability Commission:

With this letter, the City of Portland Bicycle Advisory Committee (BAC) expresses its support for the extension of streetcar from South Waterfront to Lake Oswego. On behalf of the BAC, I am writing to comment on the options as presented as a part of the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement.

In general, the BAC supports the Lake Oswego to Portland Transit project as a critical link in the regional transit system, connecting local and regional transit service and improving mobility through the constrained Macadam Avenue corridor. The BAC also supports the streetcar as the preferred mode and "Macadam-in-Street" as the preferred alignment in the City of Portland. In particular, the BAC:

- Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded bicycle-friendly station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between bicycle and transit trips;
- Recommends that streetcar design, as it relates to the stations and particularly bike-streetcar track crossings, supports safe bicycle and pedestrian access and enhances the neighborhoods in which they are located;
- Supports streetscape and greenway path improvements that will improve bicycle, pedestrian, and transit access along the Willamette River/Macadam Avenue corridor;
- Emphasizes the importance of this project's relationship to the South Portal project and improvements to Macadam Avenue. The active transportation network in the South Waterfront

and John's Landing neighborhoods needs to be integral with transit facilities to achieve transit/active transportation mode share objectives;

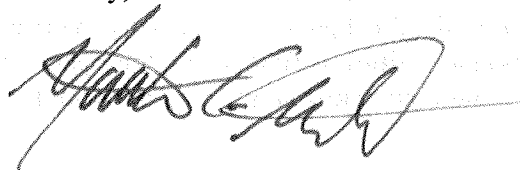
- Recommends using any unused portions of the Willamette Shore Line ROW for safety, access and circulation improvements to the bicycle and pedestrian multi-use path;
- Recommends that, should the "Macadam-in-Street" alignment be selected, the project enhance the Macadam right-of-way in this segment to provide for the safe operation of a bicycle along this section of Macadam (in accordance with the Portland Bicycle Plan for 2030). The BAC strongly recommends consideration of a separated, in-road facility (such as a cycle-track) to provide safe and comfortable bicycle access along this section.

The BAC would also like to draw attention to the health benefits of the streetcar option. A Health Impact Assessment completed by the Oregon Public Health Institute showed that the streetcar option, when compared to the no-build and enhanced bus options, would:

- Provide the greatest improvement in opportunities for physical activity because of its higher level of service, greater improvements in park and trail accessibility, and provision of greater amounts of bicycle and pedestrian infrastructure in the corridor;
- Would add or improve more bicycle and pedestrian facilities at numerous points along its route, and would result in the most improvements to bicycle and pedestrian infrastructure in the corridor.

In closing, we thank you for your consideration of our support and recommendations. We look forward to watching the project move forward and hope that the BAC can be an active participant in the design and implementation to transportation improvements in this corridor.

Sincerely,



Matthew C. Arnold
Chair, Portland Bicycle Advisory Committee



City of Portland
Bureau of
**Planning and
Sustainability**

Sam Adams, Mayor
Susan Anderson, Director

**Portland
Planning and
Sustainability
Commission**

Don Hanson, Chair
Michelle Rudd, Vice Chair
Howard Shapiro, Vice Chair
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Mike Houck
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Gary Oxman
Jill Sherman
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February 14, 2011

Dear Mayor Adams,

The purpose of this memo is to provide you with the thoughts and considerations of the City of Portland Planning Sustainability Commission (PSC) ahead of your February 28th vote on the Lake Oswego to Portland Transit Project (LOPT) Locally Preferred Alternative (LPA).

On January 25, 2011, the PSC reviewed a staff presentation on the LOPT Draft Environmental Impact Statement (DEIS) and heard citizen testimony at a public hearing on the project. Previous to this meeting, PSC members reviewed and discussed the contents of the DEIS at a briefing from project staff on October 26, 2010 and a worksession with project staff on January 11, 2011. Based on our review and with consideration of public testimony, the PSC offers these observations and comments for your consideration:

1. Streetcar is the preferred mode

Discussion: Compared to the no-build and enhanced bus, the streetcar is the best modal choice to support neighborhood growth, build transit ridership, achieve climate change objectives, and leverage the City's existing streetcar infrastructure.

2. The Macadam-in-street should be the preferred alignment in John's Landing

Discussion: The John's Landing neighborhood and the South Portland Neighborhood Association have expressed a clear preference for the Macadam in street alignment. The Macadam add lane alternative would cost more and would reduce the mature landscape screen shielding the Willamette Shore condos from congestion on Macadam. The Willamette Shore Line ROW option through the condo area would have intolerable impacts to the condominium community.

3. The streetcar option is the best modal choice to support City redevelopment and climate change objectives

Discussion: As the City continues it's work on the update to the Comprehensive Plan, two major evolving themes suggest that more has to be done to address green house gas (GHG) emissions and future growth needs to have better access to frequent transit services resulting in healthier, more connected neighborhoods. The streetcar option clearly has the lowest GHG emissions of the modal alternatives considered and the streetcars will be built in Clackamas County. The streetcar seamlessly connects South Waterfront to John's Landing, expanding the accessibility of commercial services and amenities for both neighborhoods. Regionally, commuters from Lake Oswego will be able to reach employment destinations such as OHSU without the congestion of the Hwy 43 corridor. For local and corridor trips, the streetcar provides a high quality fixed rail transit experience and catalyzes neighborhood oriented redevelopment and infill in John's Landing and Lake Oswego.

4. The streetcar option with the Macadam in street alignment has neighborhood support

Discussion: The PSC heard oral testimony (9 testified in favor, 1 did not) in support of the project and received letters of support from the South Portland Neighborhood Association, the City's Bicycle Advisory Committee, the City's Pedestrian Advisory Committee, and the North Macadam Urban Renewal Advisory Committee.

5. The project's environmental impacts to parks and natural resource areas will need to be mitigated

Discussion: During the Preliminary Engineering phase of the project, the project will need to collaborate with Bureau of Environmental Services and Parks Bureau staff to analyze impacts identified in the DEIS and develop mitigation strategies that meet both City and project objectives. The Willamette River riparian corridor is home to threatened and endangered species contains critical wildlife habitat and drainages from upland habitats, including the Tryon Creek watershed.

6. As a result of the alignment in Macadam, the unused portion of the ROW in John's Landing should be used for bicycle and pedestrian improvements

Discussion: The Macadam in street alignment shifts the streetcar out of the Willamette Shore Line (WSL) ROW for just over ½ mile. This segment of WSL lies between Willamette Park to the south and South Waterfront neighborhood to the north. The existing multi-purpose path in this segment is very popular for recreational and bike commuter users in addition to runners, dog walkers and pedestrians. Additional ROW from the WSL could be used for bicycle and pedestrian circulation improvements that could alleviate the multiple user conflicts. In addition to these improvements, the PSC supports the project's objective to design and implement a transit project that does not preclude the development of a full bicycle/pedestrian trail corridor from Portland to Lake Oswego.

7. As the project progresses, there needs to be clarity on the expectations of adjoining property owners with respect to project funding, such as Local Improvement Districts

Discussion: In 2006, South Waterfront property owner entered into an agreement with the City to form a Local Improvement District (LID) to help fund the expansion of streetcar to Lowell Street. These neighbors are concerned that a potential LID to help fund the John's Landing portion of the streetcar expansion to Lake Oswego will affect their properties and want to be involved in any conversation about future LIDs in the area. In addition, there will be a need for clear communication with the John's Landing neighborhood about the extents of a potential LID and how much John's Landing property owners will be asked to contribute. As the project funding strategy progresses, community outreach and consensus building will need to be priorities for project staff and City leaders.

8. A streetcar investment in John's Landing represents a positive change with respect to the neighborhood's long overlooked development potential

Discussion: This project will be the first time a streetcar will be extended into a Portland neighborhood (beyond the Central City). Although John's Landing is close to the Central City, it is distinctly separated from downtown Portland by I-405, I-5, the ramps to the Ross Island Bridge and the congested Hwy 43 corridor. The streetcar connection via South Waterfront will enable the Johns Landing business community and residents to connect with downtown on high quality fixed rail transit. This transit investment will be a catalyst for a reinvigorated Macadam business district and increased private investment in the John's Landing neighborhood.

Thank you for your consideration of our thoughts and recommendations ahead of your vote at the February 28th LOPT Steering Committee meeting.

Sincerely,





March 16, 2011

Dear Lake Oswego to Portland Transit Project Steering Committee Members,

At the Lake Oswego to Portland Transit (LOPT) Project Steering Committee on February 28, 2011, TriMet staff voted in favor of the streetcar as the Locally Preferred Alternative (LPA). I want to take this opportunity to address some important questions about TriMet's financial situation and why I think it is appropriate for us to support streetcar for this corridor. As you know, our Board of Directors will take up this decision in early summer.

The Streetcar Holds Great Promise

Our transportation investments must strengthen centers, mainstreets and corridors to make them more attractive and economically competitive. High capacity transit should be developed in corridors with significant growing transit demand and where other options are limited.

1. The Streetcar alternative is the most effective long-term solution for the Lake Oswego to Portland corridor.
2. Streetcar has shown to be an effective catalyst for development. Development in the Foothills area of Lake Oswego and in Johns Landing that is in keeping with the visions of the cities will greatly benefit from this project and vice versa. It is key that timing for the land development planning and the project line up.
3. The Streetcar option takes advantage of a long-planned opportunity to make maximum benefit of the Willamette Shore Line right-of-way that will improve operations and contribute to the financing of the project. The concept capital funding plan demonstrates that the local funds needed are far less than typical New Starts transit projects because of the value of the right-of-way.

TriMet's Financial Position and the Project

As you may already know, the 'great recession' of 2008-2011 has reduced TriMet's anticipated operating resources by \$60 million dollars annually. This shortfall has forced us to trim service throughout the region. The recent service cuts to bus and MAX are a necessary, but temporary, reaction to a down economy. TriMet's first priority is to restoring productive bus service as the economy recovers. This also presents challenges for TriMet and the region when it comes to committing operating funds for new investments. Why then, should we move this project ahead?

1. In the near-term, because TriMet is not contributing to the capital cost of the project, the decision to move ahead with streetcar would make no difference to other bus and rail service in the region.

March 16, 2011

Page 2

2. The projections in the DEIS indicate that it is *cheaper* to operate the streetcar than it is to meet the projected demand with bus service as in the enhanced bus alternative. This means that TriMet would have more resources to operate service elsewhere in the region *with* the streetcar alternative than without it.

The alignment of TriMet operations finances and the LOPT operations costs will require setting priorities for limited operating dollars, which TriMet will undertake in consultation with regional partners and the public as part of its Transit Investment Plan (TIP) update. Current TriMet budget projections show that previously-made commitments, such as restoring productive bus service, would mean that operating funds for the streetcar would not be available from TriMet until at least fiscal year 2019. This is only one year later than the projected opening date for the streetcar alternative in the DEIS in the second half of calendar year 2017, which is fiscal year 2018. Given the long road through the FTA New Starts process, I believe it is strategic to begin the process of advancing the LPA at this time.

It is normal at this early stage in a project for the project's finance plan to be under continued development. This is one reason why the FTA has a series of check-points with progressively stringent requirements about the capital and operating finance plans. Based on TriMet's extensive experience, where there is a will to move forward with a project, there is always a way that the partners can agree on to make it happen once they agree on a vision

I look forward to the opportunity to work with all of you in moving forward with this project.

Sincerely,



Neil McFarlane
General Manager

EXHIBIT C

Portland City Council legislative intent and criteria for moving forward in regard to Resolution 36856, Adopt the Lake Oswego to Portland Transit Project Locally Preferred Alternative

As the first in a series of City Council due diligence phases required by the federal government, Resolution 36856 selects a Locally Preferred Alternative (LPA). It is not a vote to approve, to fund or to build the project; it is a vote to send it to the next step of analysis.

Background

Unlike other streetcar projects that have come before this Council, planning for the LOPT project has been led by Metro and TriMet, with the City of Portland as one of several project partners. In previous streetcar projects, formal City approval of each line was preceded by significant planning efforts. In the Pearl District, South Waterfront and the Eastside Loop, zoning amendments and transit-oriented development strategies were already in place when Council voted to move those streetcar projects forward. In this case much of that work remains to be done.

The LPA decision simply affirms that based on the analysis to date, with additional work to be done, streetcar is the best choice of modes to address the long-term transit needs in the Highway 43 corridor given the physical constraints of the corridor.

The DEIS shows that existing bus service will not meet projected corridor demand in 2035, and that TriMet can meet that demand more efficiently by operating the streetcar than the enhanced bus alternative.

While preliminary analysis shows great development potential in Johns Landing in Portland and the Foothills area in Lake Oswego, better understanding is needed of the costs, opportunities and potential benefits of that development before committing to build the LOPT project.

Updated information is also needed about the value of the Willamette Shore Line right-of-way and the availability of federal funding for the project.

The only way to answer these questions is to approve the LPA and move forward for further work and analysis.

Binding principles to guide the City of Portland's work on the LOPT

- 1. Complete due diligence on Lake Oswego's Foothills redevelopment: analyze feasibility, benefits, and contribution to LOPT costs.**

- a) Before agreeing to move into Preliminary Engineering (late 2012), Council recognizes that the City of Lake Oswego's Foothills District planning process must be well enough advanced to determine that the development is viable and will financially anchor the southern terminus of the LOPT project.
- b) Before moving into Final Design (2014), a development plan for the Foothills District must be completed.

2. Complete development opportunity analysis in Johns Landing area

- a) Before agreeing to move into Preliminary Engineering (late 2012), Council needs greater certainty that the John's Landing neighborhood will be in a position to leverage a streetcar investment to realize transit-oriented mixed-use projects that
 - Are compatible with the neighborhood,
 - Support a diversity of housing options, and
 - Help revitalize the Macadam commercial district.

3. Confirm value of the Willamette Shore Line right-of-way

- a) The Lake Oswego City Council has requested that TriMet update the appraisal of the value of the Willamette Shore Line right-of-way by early 2012.
- b) The Portland City Council will require that information before moving forward with an application to the Federal Transit Administration (FTA) for approval to proceed with Preliminary Engineering and preparation of the Final Environmental Impact Statement in 2012.

4. Streetcar operations shall not be at the expense of transit service elsewhere

- a) In the near term, TriMet is not contributing to the capital cost of the project – so the decision to move forward with the LOPT project does not affect other bus and rail service in the region.
- b) Before moving into Final Design, City Council will require additional assurances that TriMet can operate the LOPT streetcar alignment without degradation to bus operations elsewhere.

5. No general fund or urban renewal money shall be used for capital costs

- a) Portland's contribution to capital financing will come from parking meter revenues and other sources related to the LOPT investment, such as Local Improvement Districts and System Development Charges.

6. If agreement cannot be reached on a regional project, the City of Portland will consider proceeding with a Minimum Operating Segment (MOS) of the project, which could be located in John's Landing, at the Sellwood Bridge, or in Powers Marine Park.

Further analysis and next steps

The Portland City Council will have several important opportunities to address the questions raised by this project, including:

- 1) **A report to Council will be made by staff in January 2012 to report on the following tasks:**
 - Further engineering studies to narrow alignment options;
 - Developing the work plan for the next few years;
 - Updating the project schedule;
 - Refining the capital cost estimate, including an updated appraisal of the Willamette Shore Line right-of-way; and
 - Developing a conceptual finance plan.
- 2) **City Council will vote in 2012 on whether to authorize preparation of the FTA New Starts application to enter Preliminary Engineering. The FTA will evaluate our New Starts application and issue a New Starts rating for the project.**
 - FTA review of a New Starts application typically takes 6-8 months.
 - FTA approval of the New Starts application and issuance of an initial rating for the project is anticipated in Spring 2013. The rating will give us a much better indicator of whether it is reasonable to expect a 60% federal funding match for the project. **At that point, City Council will consider whether or not to actually approve the project by allocating funding to support the City's share of the costs to enter preliminary engineering and completion of the Final Environmental Impact Statement.**