



Lake Oswego Community Advisory Committee  
Monday July 19, 2010  
5:00 p.m. to 7:00 p.m.  
Waterfront Four Square Church/Easter Seals Building

**Committee Members Present**

Ellie McPeak, Chair  
Beverly Bookin  
Matt Brown  
Mary Beth Coffey  
Jon Jackson  
Dave Jorling  
Beth Kieres  
Lydia Lipman  
Tom Moisan  
Eli Morgan  
Pascal Pascuzzi  
Vern Rifer  
Katherine Schultz  
Mike Sisavic  
Jeremy Solly  
Joy Strull

Old Town Neighborhood Association  
Johns Landing Owners' Association  
Foothills owner representative  
Foothills resident  
Birdshill CPO /Neighborhood Association  
First Addition Neighborhood Association  
Willamette Neighborhood Association  
Stampher Road/WSL Property owner  
Johns Landing business owner  
Riverdale CPO  
South Waterfront property owner  
Portland Streetcar Inc. CAC representative  
Fielding Road resident  
South Portland Neighborhood Association  
South Waterfront resident – South Portland NA  
Evergreen Neighborhood Association

**Committee Members Excused**

Ed Abrahamson  
John Betts  
Heather Chrisman  
Paul Graham  
Andrew Franklin  
Bryce Linton  
Ken Love  
Bob Sack

Bicycle Transportation Alliance representative  
McVey South Shore Neighborhood Association  
Lakewood Neighborhood Association  
LO Downtown retail business owner  
Riverdale CPO  
Birdshill CPO Chair  
South Portland Neighborhood Association  
Old Town Neighborhood Association

**Alternate Members Present**

Mary Bosch for Heather Chrisman  
Kerry Chapman for Ken Love

**Metro Staff**

Cliff Higgins, Jamie Snook, Scott Steyer

**Project Staff**

Tom Markgraf, Patrick Sweeney, Barbara Smolak, Kristin Hull, Ann Becklund, Joe Recker,  
Rick Gustafson, Jillian Detweiler

## **I. WELCOME**

Chair McPeak called the meeting to order at 5:05 pm., outlining the agenda and noting in particular the topics “Finance Plan” and “Acquisitions and Displacements”. She also reminded members of the updated matrix of issues raised at previous meetings. Chair McPeak noted the new roundtable procedures – not everyone must speak but may do so should they feel the need. She will call on members as they raise their hands during the roundtable and also take a quick poll of other members for their reaction to the most recent statement.

To address a question that came up at the previous meeting about crime in Clackamas since the opening of the Green Line, Chair McPeak turned the floor over to Ms. Ann Becklund of TriMet who recounted her recent meeting with Vince Jarnier, TriMet Transit Police Chief. Ms. Becklund said that TriMet has not seen a big increase in crime in its Green Line tracking. She noted that the local police had opened a station in the mall to help prevent such a thing from happening.

## **II. PROJECT DEVELOPMENT UPDATE**

Doug Oblatz gave an update on the DEIS, noting that the project team is waiting for comments from the FTA on the second draft and hopes to get the third draft done and released to the public by late September. The 45-day public comment period will then run through approximately mid-November, depending on actual publication date. During the public comment period, three public open houses will take place giving the public information from the analysis and opportunities to ask questions about the DEIS. After the comment period has closed, the Community Advisory Committee will make its recommendation after which the Steering Committee will make its recommendation. The recommendations will be given to local governments and JPACT for review before final adoption by the Metro Council.

Five design options for the project will be discussed during the CAC breakout meetings to refine the project scope. In Lake Oswego the two options are to use the Union Pacific right of way or to build a new street for the streetcar. During early September, city staff will hold three meetings to present the options to the public, dates for these meetings will be announced at the August CAC meeting.

Vern Rifer asked what the timing relationship is between the staff recommendations and the CAC’s recommendation, Mr. Oblatz replied that the recommendation will not occur until after the 45-day comment period. Mr. Rifer requested that the staff recommendation proceed the final deliberation for the CAC recommendation. Mr. Oblatz stated that he and the project team will take that into consideration.

## **III. FINANCE PLAN**

Mr. Oblatz gave a PowerPoint presentation on project finance and funding noting that it had been slightly streamlined since the Steering Committee meeting the week prior.

Slide 1, LOPT Purpose and Need, laid out the objectives of the project.

Slide 2, Updated project schedule, showed the anticipated timeline. Mr. Oblatz noted that while it was originally hoped to have an opening day by 2015, new realities in financing point to 2017 instead.

Slide 3, Enhanced bus project elements, showed cost projections for enhanced bus. Mr. Oblatz noted that equipment costs are the main element included in the enhanced bus option.

Slide 4, Streetcar design and phasing options. Mr. Oblatz explained the three areas with design options (John's Landing, Riverdale and Lake Oswego), the two areas with phasing options (South Waterfront and Sellwood Bridge) and noted that we would be showing both the lowest and highest cost combination for design and phasing options.

Slide 5, Project cost background. Mr. Oblatz stated that the project represents both a challenge and an opportunity. He pointed out there will be five streetcars at opening and 11 by 2035, noting that the 2035 costs include storage not needed for the cars in service in 2011.

Slide 6, Capital cost elements. Mr. Oblatz noted that the Willamette Shoreline right of way applies is considered a cost even though it is owned by the project partners so that it will count as part of the local match for federal funding.

Slide 7, Design and constructions costs, outlined the major cost categories.

Slide 8, Funding plan elements. Mr. Oblatz noted that if the City of Portland constructs the South Portal project concurrent with the Lake Oswego project then the South Portal costs can be included as part of the local match for federal funding for Lake Oswego.

Slide 9, Streetcar: Overlapping project/shared project contributions. Mr. Oblatz discussed the range of opportunities to maximize federal funding dollars.

Slide 10, Estimated capital costs, illustrated the estimated costs to complete and run the project, including the cost for extra vehicles anticipated in 2035. Chair McPeak asked which options are involved in the low and high streetcar options, Mr. Oblatz pointed to the last page of the "Overview of Lake Oswego capital cost and financing issues" handout, which includes preliminary finance plan scenarios. Mr. Matt Brown asked if a contingency was built in, to which Mr. Oblatz responded in the affirmative. Mr. Michael Sisavic asked whether \$458M is the highest option, Mr. Oblatz replied that it is and that that figure includes the current value of the right of way, where it is used, and the escalation and finance cost in 2017 dollars.

Slide 11, Potential funding sources. Mr. Eli Morgan asked for an explanation of the Local Improvement District (LID). Mr. Oblatz explained that they have been used extensively since 1921, traditionally for sidewalk improvements but more recently larger projects (e.g. streetcar, Oregon Convention Center) have been built using the same tool. A formula is developed that approximates the anticipated benefit to each property in the LID and then assess each owner a proportionate share of the costs. Mr. Morgan asked if there could be several different improvement districts for this project to which Mr. Oblatz replied yes, pointing to the transit mall project downtown as an example. Mr. Morgan wondered who would decide on these districts; Mr. Oblatz responded that it would be each city council making that decision.

Ms. Joy Strull asked whether the LID would come through a city council vote or a public vote. Mr. Obletz responded that the city council would decide, but citizens can object and stop the LID with a 60 percent vote against; he also noted that provisions in the code for petition process allow neighborhoods to create their own LID's with city council support. Mr. Morgan asked if this is done now or later in the process, Mr. Obletz explained that it would happen after the Locally Preferred Alternative decision to show we have commitments for federal funding. Mr. Rick Gustafson noted that there is typically a four or five year period between establishment of an LID and actual assessing of funds.

Slide 12, Streetcar-only funding source, reviewed the value of the Willamette Shore Line right of way. Mr. Sisavic asked if the value of the Willamette Shore Line right of way is included in the valuation; Mr. Obletz replied that only the portion being used for the project would count. Mr. Rifer wondered if the street right of way counts in the valuation, Mr. Obletz answered no as the street is already in use.

Slide 13, Capital funding concept, Mr. Pascal Pascuzzi asked: If the enhanced bus option is selected and the Willamette Shore Line right of way is no longer of value to the project, could it be sold to local property owners to reduce the local match needed? Mr. Obletz replied that it was unknown at this time but will be addressed as the project develops. Mr. Morgan asked if there is a risk that the federal funds match might go from 60 percent to 50 percent; Mr. Obletz responded, "yes," explaining that there would be need for an additional \$25 to 35 million in local funds if that occurred.

Slide 14, Funding plan implementation. Ms. Strull asked: If the federal government doesn't fund at 60 percent, will the \$25 million be at risk? Mr. Obletz replied that it would at which time we would work on securing additional local funding.

#### **IV. ACQUISITIONS & DISPLACEMENTS**

Ms. Jillian Detweiler of TriMet gave an overview of the acquisitions and displacements program explaining that TriMet approaches these with the greatest respect and attempts to be good neighbors, working closely with many groups and agencies to make it easier for those businesses and individuals affected to have all the resources for a positive outcome.

Next was a presentation on the acquisitions and displacements identified for the various design options of the project by Joe Recker of TriMet. He noted that all owners potentially impacted by the project have been mailed a notice. Mr. Recker explained the graph on his handout to the assembled pointing out design options and the number of acquisitions and displacements each would require. Mr. Morgan asked what happens to businesses that surround the Albertsons site during the construction period. Mr. Recker explained that the park and ride would be phased to minimize interruptions to businesses during construction. Ms. Becklund added that an extensive business support program would be in place to help minimize the impact on area business owners and help keep them open and viable with during construction. Mr. Morgan asked if there would be compensation to the affected businesses. Ms. Becklund replied that direct compensation is not given.

Chair McPeak asked if there will be need for some businesses, especially marginal businesses, to relocate post project as rents rise. Ms. Detweiler replied that it is possible some businesses might move post project. Mr. Sisavic asked whether the streetcar might devalue some residential real estate. Mr. Recker replied that past experience has shown a rise in values rather than a drop. Mr. Sisavic asked what would happen if the values didn't rise. Mr. Oblatz explained that property value is part of the evaluation currently being undertaken to find the least disruptive options.

Ms. Lydia Lipman asked if the closing of Stampher Road was included in these scenarios. Mr. Recker responded that the road will only be closed when an alternate route has been provided. Ms. Lipman wondered what would be done if the residents don't want the road to be permanently closed. Mr. Recker replied that the road is not private property and that any possible closure will be addressed in future public meetings.

At the conclusion of Mr. Recker's presentation, Chair McPeak asked if there are any mistakes noted on the meeting minutes from June 21. Mr. Brown noted that he did not make a comment attributed to him. Mr. Cliff Higgins noted the mistake and recalled that the comment was actually made by Mr. Rifer.

Chair McPeak also introduced a new member to the CAC, Mr. Jon Jackson of the Birdhill CPO/Neighborhood Association replacing Bryce Linton.

## **V. ROUNDTABLE**

The Roundtable began this month with members who weren't able to make comments last meeting due to lack of time.

Ms. Mary Beth Coffey expressed her satisfaction with the project thus far and her feeling that the 'sticker shock' will resolve itself later on when more information is available. She further stated that she considers herself an 'IMBY' not a 'NIMBY'.

Mr. Pascuzzi was concerned with the LID's, wondering if adjoining property owners should really be saddled with the LID costs or if this is a regional issue.

Ms. Mary Bosch asked whether the 60/40 versus 50/50 funding split is more likely to be 60 percent or 50 percent from the federal government. Mr. Oblatz suggested bringing in Rick Gustafson at a future meeting to explain the split further.

Ms. Strull wondered how much this project will ultimately cost, hopes to see more cost details. She expressed concern with the obligations and how the costs will translate with all of that considered.

Mr. Jeremy Solly agreed with Ms. Coffey's comments on the project and thinks price will be an issue that comes up sooner or later.

Mr. Dave Jorling asked if the federal government decides not to fund the full project can portions be split off or do we need to start again at first base. Ms. Jamie Snook replied that it is

described as a project to meet the transit needs from Lake Oswego to Portland, but it could be phased to the minimum operable segment.

Mr. Sisavic said that he thinks the variation between the low and high costs is so close that we are not including the Willamette Shore Line right of way valuation and that he wonders if we will need to include subsidies for operating expenses if ridership targets are not met. Mr. Obletz assured him that the right of way value is included and noted that ridership numbers will be touched on in future meetings.

Mr. Jon Jackson expressed his opinion that the high/low numbers should be measured to include the 60 percent federal match and 50 percent federal match figures. Mr. Obletz replied that it possible but expressed concern with assessing more permutations.

Mr. Morgan said he understood John Cullerton had briefed the Lake Oswego City Council on the project and said there would be no net difference in traffic on Highway 43 with streetcar. Mr. Obletz said that he interpreted Mr. Cullerton's remarks to mean Highway 43 has a finite capacity and streetcar is the only way to add capacity, he will ask Mr. Cullerton for more information.

Mr. Kerry Chapman said that he was stunned by cost difference between the streetcar and bus options and doesn't think the presentation has justified that difference in costs.

Ms. Beverly Bookin agreed with Mr. Chipman, noting that people love streetcars but the bus seems a better option to her and she would like more study before a decision is made. She asked when the DEIS will be available, to which Mr. Obletz replied it should be available near the end of September.

Ms. Katherine Schultz wondered if the traffic consultant would be coming back as she was left with the impression more clarification would be given on reasons to go with mass transit. She stated that she calculated that the streetcar option would take an extra 45 minutes each way versus driving for her commute and believes the extra time involved would keep many riders in their own cars.

Ms. Lipman stated that she is still wrestling with what parts of the metro area will really benefit from increased density and doesn't believe it is Lake Oswego. She doesn't think there is enough access for many stop in the Foothills area and still can't see the timing issue working out. She said that she thinks the extra time needed for a streetcar trip will keep people in their cars instead and is waiting to be convinced that the bus option is not the best alternative.

Ms. Beth Kieres had not comment other than what was already said.

Mr. Brown stated that he represents many property owners and thinks there is much room to work with TriMet on any property acquisition issues. He said that he thinks we have a rare opportunity to use an existing a right of way but and is concerned with future congestion. He stated his belief that the corridor residents will see the benefits from the streetcar but not all on day one and that he is looking forward to where it will get us in 20 years.

Mr. Morgan expressed his concern that, reflecting on the possible match scenarios, we are paying for this twice – once on the local level and again with our federal taxes. Chair McPeak noted that she thinks everyone understands where the federal monies will come from taxes.

## **PUBLIC COMMENT**

Ms. Elizabeth English stated she feels there is a lot of uncertainty about the federal match and local funding. She would like a better guarantee of the costs before a final decision is made and feels that if the committee is going to have input then the costs need to be defined more narrowly. Mr. Oblatz replied that the numbers given in the course of the meeting were based on the work done so far and contained built in contingencies to safeguard against any possible uptick in costs, he also noted that Portland is lucky to have cost data from similar projects already constructed to use in evaluating this project.

Mr. R.A. Fontes passed out a paper titled “Beth and the better bus” and expressed his opinion that the streetcar will take longer than the bus given data currently available. He said that the enhanced bus design squanders the game by not going all the way to the transit mall. He further stated that express buses work on the other side of the river and are a lot cheaper and don’t require Environmental Impact Statements. He doesn’t see a need for a parking garage and thinks the Lake Oswego Steering Committee is anti-bus or they would support bus.

Ms. Janice Gould stated that she doesn’t think neighborhoods are being kept in the light on the project because neighborhood committees are not keeping neighborhood residents in mind. Chair McPeak noted that, while it may not be perfect, Ms. Gould and other residents do have representation, both through the CAC and through their political representatives.

Ms. Lisa Fisher of Riverwood asked how many parking spaces the bus option would provide. Ms. Snook replied that it would have the same 300 space park and ride at the Albertsons but not have the additional 100 spaces at the trolley barn location in Foothills. Miss English brie in to express concern that this will only result in congestion elsewhere. Chair McPeak noted that there will be design work to mitigate impacts on traffic.

Ms. Heather Tighe of Riverwood stated she once worked at MERC and thinks operating costs are a huge issue even after capital costs, she doesn’t think there has been enough discussion on operating costs as demonstrated to her by the Cascade Policy Institute. Chair McPeak replied that more discussion on this subject would occur at next month’s meeting. Mr. Higgins noted that the August meeting might be lengthened to permit more time for discussion on costs.

Ms. Vickie Thomas of Willamette Shore/John’s Landing wondered where the [question on the CAC issue tracking sheet asking about the full Macadam streetcar option during the alternatives analysis] came from, saying that it makes it seem like the Macadam option has been removed from committee discussion and asking whether that option was now off the table and if the only streetcar option was now the Willamette Shore Line right of way? Mr. Oblatz replied that the streetcar could still run on Macadam Avenue depending on the option chosen as there are three design options in the Johns Landing area, two of which run on Macadam Avenue.

**VI. ADJOURN**

There being no further business, Chair McPeak adjourned the meeting at 6:52 p.m.

*Meeting summary respectfully submitted by:*

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*Scott Steyer*

Attachments to the Record:

| Item | Topic           | Document Date | Description  | Document Number |
|------|-----------------|---------------|--|-----------------|
| 1    | Agenda          | 7/19/2010     | July 2010 Meeting Agenda                                   | 071910CAC-01    |
| 2    | Meeting Summary | 7/19/2010     | June 2010 meeting summary                                  | 071910CAC-02    |
| 3    | Tracking Sheet  | 7/19/2010     | CAC Issues Matrix Update                                   | 071910CAC-03    |
| 4    | Financing       | 7/19/2010     | Overview of Lake Oswego Capital Costs and Financing Issues | 071910CAC-04    |
| 5    | Financing       | 7/19/2010     | LO-PDX Transit Project Finance and Funding                 | 071910CAC-05    |
| 6    | Acquisitions    | 7/19/2010     | TriMet's Approach to Property Acquisitions                 | 071910CAC-06    |
| 7    | Acquisitions    | 7/19/2010     | LO-PDX Potentially Affected Properties                     | 071910CAC-07    |
| 8    | Public Comment  | 7/19/2010     | Beth and the Better Bus submitted by R.A. Fontes           | 071910CAC-08    |