Public Scoping Meeting
April 21, 2008
Welcome!

- Metro and the Federal Transit Administration are seeking your input on:
  - Purpose and Need
  - Alternatives Proposed for DEIS
  - Environmental or Community Impacts to be Evaluated
Welcome!

- Lake Oswego to Portland Transit Project public scoping meeting

- Our Agenda:
  - We’ll review the results of the recent alternatives analysis and status of the project
  - Questions and Answers
  - Time to review project information and provide written and oral comments
What’s a DEIS?

• Draft Environmental Impact Statement
• Required for any project that uses federal transportation dollars
• Required as part of the National Environmental Policy Act of 1969 (NEPA)
Draft Project Schedule

2007
Alternatives Analysis
Recommended a No-Build, Streetcar and Enhanced Bus to move forward in a DEIS

2008
DEIS (We are here)

2009
Preliminary Engineering/FEIS
Define Alternatives in more detail, identify all potential impacts and propose mitigation.

2010
Full Funding Grant Agreement (FFGA)

2011
Construction

2012

2013/2014


Status of Project

- Completed an FTA Alternatives Analysis in December 2007
- Next phase is the DEIS
- Scoping is the first step in DEIS
Background
Origin of the Project

• Part of an integrated land use and transportation plan for the region:
  - Region 2040 Growth Concept
  - Regional Transportation Plan (2004)
2040 Growth Concept
Origin of the Project

• Willamette Shore Line railroad right-of-way purchased in 1988 by a consortium of local governments to preserve it for future rail transit use
Project Partners

- Federal Transit Administration
- Metro
- TriMet
- Lake Oswego
- Portland
- Clackamas County
- Multnomah County
- ODOT
Public Involvement
Extensive Involvement 2005 - 2007
Public Involvement to Date – over 1,200 citizen contacts

- Monthly LOPAC meetings (26)
- Community Design Workshop
- Neighborhood Group Meetings
- Small Group Discussions
- Bus Rider Survey
- Lake Oswego Open House
- Portland Open House
- Property Owner Meetings
Other Outreach

- Project newsletters
- Postcard announcement of events
- E-mail meeting notices and “newsletters”
- Newspaper advertising
- Canvassing of neighborhoods
- Presentations to community groups
Purpose and Need
Purpose and Need for the Transit Project

...is to develop transit that meets future travel demand, supports local and regional land use plans, and garners public acceptance and public support; and which will:

- Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting the Portland Central City through the Lake Oswego Town Center;
- Minimize traffic-related and parking impacts to neighborhoods;
- Support and enhance existing neighborhood character in an environmentally sensitive manner;
- Cost-effectively increase corridor and system-wide transit ridership;
Purpose & Need for the Transit Project

(continued)

- Support transit-oriented economic development in Portland and Lake Oswego;
- Improve transportation access to and connectivity among significant destinations and activity centers;
- Increase transportation choices in the corridor, and access for persons with disabilities;
- Integrate effectively with other transportation modes;
- Anticipate future needs and impacts and will not preclude future expansion opportunities.
Future Projections for Congestion 2005 to 2025

Figure 8: Demand to Capacity along the Highway 43 Corridor
Increase in Transit Trips, 2005 - 2025

- Systemwide Transit Trips: 48%
- Corridor Transit Trips: 71%
Alternatives Analysis: Alternatives Considered
Transit and Trails – a note

- The Project to date has included consideration of both transit and trail improvements.
- For the purposes of this Federal Transit Administration sponsored NEPA process, transit will be the focus, though transit/trail connections will be included as appropriate.
- Metro is exploring ways to advance a continuous trail along this corridor.
Initial Range of Alternatives

- No-Build
- Bus Rapid Transit
- Streetcar
- River Transit
- Reversible Lane
- Highway 43 Widening
Alternatives - Screening Results

- No-Build
- Bus Rapid Transit
- Streetcar
- River Transit
- Reversible Lane
- Highway 43 Widening
Bus Rapid Transit

Purpose - physical and service improvements intended to speed transit

• Improved headways to 12 min. peak, 15 min. off-peak
• 8 intersection on SW Macadam Avenue with worst traffic congestion
  - Queue Bypass Lanes
  - Signal Priority treatment
  - Higher Quality Shelters and amenities
  - Bus pullouts
• Safety improvements along Highway 43
• 400 park and ride spaces
SW Macadam Ave. and SW Boundary St.
Highway 43 and SW Military Rd.
Highway 43 and SW Military Rd.
Bus Rapid Transit Findings

- 200’ queue jump lanes would not bypass 1,000’ long traffic queues
- Travel times not achievable
- Costs and impacts of improvements underestimated – costs could double
- Operating cost significantly higher than Streetcar
- Need to develop a less-capital intensive and reduced impact “enhanced bus” alternative for DEIS
Streetcar

- 12 minute peak, 15 minute off-peak
- SW Macadam Alignment
- Willamette Shoreline R-O-W
- Lake Oswego Terminus Options
  - Trolley Terminus
  - Albertson Terminus
  - Safeway Terminus
- Willamette Shore Line analyzed as representative alignment
Willamette Shore Line near SW Richardson St.
Willamette Shore Line near SW Richardson St.
Willamette Shore Line near SW Richardson St.
SW Macadam Ave. and SW Boundary St.
SW Macadam Ave. and SW Boundary St.
Trolley Terminus
Albertson Terminus
Albertson’s Terminus
Safeway Terminus
A Avenue & First Street
Alternatives Analysis:
Evaluation of Alternatives
2025 Total Travel Time
Between West Linn and Portland State University (PSU)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>47</td>
</tr>
<tr>
<td>No-Build</td>
<td>68</td>
</tr>
<tr>
<td>BRT</td>
<td>66</td>
</tr>
<tr>
<td>Streetcar</td>
<td>57</td>
</tr>
</tbody>
</table>

* Total Travel Times include in-vehicle travel time plus walk time, initial wait time and transfers. Total Travel Time for BRT and Streetcar to West Linn include transfer and bus travel time from Lake Oswego.
Daily Line Ridership

- 2005 Line 35 and 36: 1,870
- 2025 No-Build: 6,780
- 2025 BRT: 8,700
- 2025 Streetcar (Willamette Shore Line): 10,900
Capital Costs

Costs are in 2007 Dollars
System Operating and Maintenance Costs

Costs are in 2007 Dollars

- Streetcar on the Willamette Shore Line (Albertsons Terminus): $2,255,000
- BRT on Highway 43 (Albertsons Terminus): $8,007,000

Costs are in 2007 Dollars
Net Operating and Maintenance Costs

Costs are in 2007 Dollars

- **Streetcar**: +$4.61
- **No-Build**: $0
- **BRT**: -$1.17

Costs are in 2007 Dollars
Johns Landing Development Potential
John’s Landing Results
Development Potential
(Square feet of development by 2025)
Lake Oswego Development Potential
Lake Oswego Development Potential
(Square feet of development by 2025)

1,000,000
927,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0

1 Block
2 Block
3 Block

- Safeway Terminus
- Albersons Terminus
- Trolley Terminus

927,000
640,000
431,000
98,000
154,000
131,000
55,000
110,000
106,000
Financial Analysis

- Value of the Willamette Shore Line right-of-way is a key element of funding strategy – detailed assessment underway
- Reduces local “cash” contribution
- Leverages up to 60% federal funding under New Starts
Willamette Shore Line ROW

- **Included** as project cost and revenue (millions):

  - Local Funding Required, $23.1
  - Value of ROW, $89.2
  - Federal Share, $168.4
Willamette Shore Line ROW

- **Not included** as project cost and revenue (millions):

  - **Local Funding Required, $76.6**
  - **Federal Share, $114.9**
Metro Council Decision: Alternatives to Advance into the DEIS

December 13, 2007
Metro Council Decision

• Based on technical analysis and recommendations from:
  – Steering Committee
  – LOPAC citizen committee
Alternatives to be Advanced into the DEIS

1) No-Build

2) Streetcar Alternative
   Johns Landing
   Macadam Avenue Alignment
   Willamette Shore Line Alignment
   Combinations of the above or new alignments
   Lake Oswego Terminus
   Albertsons
   Safeway
   Permanent Johns Landing Terminus (Nevada St.)
   Temporary Johns Landing Terminus (Nevada St.)

3) Enhanced Bus Alternative
Work Plan Considerations

- Develop scope, schedule and budget for DEIS
- Secure funding for DEIS
- Develop local government actions or conditions required to ensure cost-effectiveness
- Work to resolve technical issues
- Continue to refine trail design
DEIS Funding and Timing

• Would follow initiation of the Final EIS for the Milwaukie LRT Project
• Start-up of DEIS anticipated in early 2009
• FTA and local funding needs to be secured for DEIS
Impacts to be Disclosed in the DEIS
### DEIS Topic Areas

**SECTION: Social, Economic and Environmental**

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Land Use and Economic Activity</td>
<td>This analysis evaluates the potential impacts to land use and economic activity. Includes overview of past land use and transportation planning and expectations for future planning.</td>
</tr>
<tr>
<td>Displacements and Relocation</td>
<td>This analysis assesses the impacts to residences and businesses of displacement due to partial or full property acquisitions that may be needed for the project.</td>
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<tr>
<td>Community Impact Assessment (including Environmental Justice)</td>
<td>This analysis identifies and evaluates impacts to neighborhood character, cohesion and livability that could result from project generated impacts. This assessment includes an environmental justice analysis to ensure that there are not disproportionate adverse impacts to minority or low-income populations.</td>
</tr>
<tr>
<td>Visual Quality and Aesthetic Impacts</td>
<td>This analysis assesses the visual and aesthetic environment of the project and to evaluate adverse and beneficial impacts.</td>
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<tr>
<td>Historic Resources</td>
<td>This analysis examines the potential project impacts to historic districts, sites, buildings, structures, objects, listed on, or eligible for inclusion in the National Register of Historic Places.</td>
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<tr>
<td>Archaeological and Cultural Resources</td>
<td>This analysis examines the potential project impacts to archaeological sites.</td>
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<tr>
<td>Parklands, Recreation Areas, Wildlife and Waterfowl Refuges (Section 4(f))</td>
<td>This analysis examines the potential impacts to publicly owned parklands for the project.</td>
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<tr>
<td>Geology, Soils and Earthquake Impacts</td>
<td>This analysis identifies potential hazardous conditions in the study area due to soil types, geologic conditions, and potential seismic events.</td>
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SECTION: Financial

Capital Costs

This is the analysis of developing the estimates of how much the project is expected to cost. These estimates are based on engineering (plan and profile drawings) and operations. TriMet prepares these estimates based on a breakdown of the project into smaller units. These units are priced based on recent bids from the Interstate MAX, I-205 MAX, Portland Mall, Streetcar and Commuter rail projects. Estimates include contingencies to reflect 5% to 15% level of engineering, the cost of design and administration. Finally, costs are adjusted to the projected year of expenditure in order to account for inflation.

Operation and Maintenance Costs

This is the analysis of developing the estimates for how much the project will cost to operate and maintain annually. These estimates take into consideration the train operators, security, cleaners, dispatchers, maintenance workers, and administrators. Estimates are based on past experience from the existing light rail projects.

Financial Analysis

This is the analysis that assesses the fiscal feasibility of construction and operations. Analysis considers project capital costs and system operation and maintenance costs. Current available revenues are then compared to the costs. Shortfalls over a 20-year period are also identified. A financial plan is developed to fill projected shortfalls with additional revenues from local, regional, state, and federal sources.

Cost Effectiveness

This is the analysis that calculates various cost-effectiveness measures using several methods including operating cost and operating subsidy per originating ride, annual boarding rides per revenue hour, and incremental cost per new ride.
### DEIS Topic Areas

**SECTION: Transportation**

| Transportation Impacts (traffic and transit) | This is the analysis that assesses regional and local transit and roadway impacts associated with the transit project. Includes motorized and non-motorized vehicles impact such as pedestrians and bicycles. Estimates and summarizes future traffic and transit ridership projections for the year 2030. |
Public Input Requested

- Do you have comments about:
  - Purpose and Need?
  - Alternatives to be advanced?
  - Potential project impacts needing special attention?

- Comment period open today through July 18, 2008
Thank you for your interest

• Learn more at www.metro-region.org/lakeoswego

• Send email comments to trans@metro.dst.or.us

• Mail comments to: Lake Oswego to Portland Transit Project, Metro, 600 NE Grand Ave., Portland, OR 97232