



**Citizen's Advisory Committee
April 15, 2010
Carvlin Hall, St. Philip Neri Parish
2408 SE 16th Avenue**

Meeting Notes

PMLR CAC Members Present:

David Edwards, Oak Grove, Vice Chair
David Aschenbrenner, Hector Campbell Neighborhood
Ray Bryan, Historic Milwaukie Neighborhood
Valerie Chapman, Oak Grove
Debbie Cronk, South Waterfront Neighborhood
Neil Hankerson, Dark Horse Comics, Milwaukie downtown
Michole Jensen, Ardenwald-Johnson Creek Neighborhood
Erin Kelley, Bicycle & Pedestrian Advocate
Lance Lindahl, Brooklyn Neighborhood (BAC)
Dan Packard, Eastmoreland Neighborhood
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)
Terri Pucik, Sellwood-Moreland Neighborhood (SMILE)
Valeria Ramirez, Portland Opera
Henry Schmidt, Oak Lodge Community Council

PMLR CAC Members Absent:

Barbara Andersen, Oak Grove
Lina Bensel, Member at Large, Independent Living Resources Center
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Greg Hemer, Milwaukie Lumber
Ken Love, South Portland Neighborhood
Eric Miller, Island Station Neighborhood
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Dee Walsh, Member at Large, Reach CDC
Rick Williams – CHAIR, Lloyd District Transportation Management Association
Dan Zalkow, Portland - Portland State University (PSU)

Welcome, announcements

David Edwards, CAC Vice Chair, welcomed the group and asked for input on the minutes of the March CAC meeting. There were no comments.

Claudia Steinberg, TriMet Community Affairs Manager, highlighted upcoming meetings, including:

- Milwaukie City Council, regarding Johnson Creek Boulevard traffic
- Johnson Creek Watershed Council, on Tacoma station and potential pursuit of Nature in Neighborhoods grant
- City of Portland City Council, on Conceptual Design Report, "new Exhibit C"
- Waldorf School Light Rail Committee, on Final Environmental Impact Statement

Claudia also noted that staff will draft a letter from the CAC to the Steering Committee, commenting on (and hopefully endorsing) the Conceptual Design Report. The draft letter will be distributed before the next CAC meeting for members to review and discuss. Next month's agenda will include discussion and approval of the letter.

Dave Unsworth, TriMet Deputy Project Director, presented a project status update. The project completed Preliminary Engineering on March 31, a major milestone. The Preliminary Engineering submittal to the federal government included a Project Development Plan that examines ways to reduce risks, and a Final Design Roadmap, which identifies the steps necessary for Final Design.

All documents were delivered on time to the federal government. Feedback so far has been positive. While the federal partners have not yet ruled on TriMet's request for 60 percent federal funding share, the request has not been rejected either.

Funding commitments have been received from the cities of Portland and Milwaukie, as well as from Metro, Oregon Department of Transportation and Clackamas County. Also, Memoranda of Understanding have been signed with three property owners for land donations.

Other key milestones include:

- April 1: City of Portland Design Commission, Conceptual Design Report
 - April 6: Right of way workshop
 - April 13: Portland Planning Commission, Conceptual Design Report
 - April 15: Project Management Oversight Consultant discussion
 - May 4: Risk "refresh" to update information from Preliminary Engineering submittal
 - May 25: Budget analysis
 - Upcoming: Permitting for the Willamette River Bridge
 - October 2010: Final Design approval expected
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Bridget Wieghart, Metro Transit Project Manager, presented an update on the Final Environmental Impact Statement (FEIS).

Bridget said her report is a snapshot of impacts and mitigation plans. The FEIS refines the analysis from the Supplemental Draft Environmental Impact Statement (SDEIS) based on the Preliminary Engineering design. It also responds to all comments received

during the SDEIS comment period and establishes mitigation commitments. She presented a list of FEIS topics. One of her purposes was to see if there were topics the CAC wants greater detail on.

[Note: Information presented about the FEIS is draft and subject to change. This information will be finalized in the FEIS scheduled for publication in late May 2010.]

Highlights of her presentation:

- Minimize real estate acquisitions and utilize public right of way wherever possible. Approximately 60 businesses and 11 residences will be displaced. (Also about eight businesses and nine residences to be displaced at TriMet's Ruby Junction maintenance facility, which will expand to accommodate the additional light rail vehicles needed for this project and Columbia River Crossing project.)
- The project helps implement regional land use goals for growth; coordinating with related plans such as the Innovation Quadrant, as well as land use plans by Milwaukie, Clackamas County, etc.
- It will create temporary construction jobs and permanent transit operations jobs.
- The FEIS will look at community impacts, especially impacts on low-income and disadvantaged groups, and how they can be mitigated.
- Design seeks to match neighborhood patterns and scale where possible.
- Bridges and ramps refined to reduce visual impacts where possible.
- Impact to three historic resources need to be mitigated. Mitigation could include photo documentation of a building before demolition or making up for loss of landscaping.
- Due to some wetland impacts, mitigation funds will be used toward restoring the Westmoreland Park duck pond to more natural conditions, a long-sought goal of Portland Parks. The duck pond is identified as a historic resource.
- Impacts on park resources include lowering of the eastside Willamette Greenway to accommodate the bike-pedestrian path crossing below the bridge.
- Ecosystem impacts include just over an acre of wetland and seven waterway crossings. Where possible, design aims to minimize impact. For example, the Willamette River crossing design uses two bridge piers rather than four. When impacts cannot be avoided, mitigation includes removing derelict pilings and restoring native plants (South Waterfront) and creating storage for floodwaters (Johnson Creek).
- Regarding water quality impacts, wherever possible, the project is using water-permeable surfaces. Also, any fill in floodplains will be balanced by creating additional floodplain.
- Noise and vibration testing identified three severe noise impacts, which will be mitigated. Also discussed were traffic noise mitigations and nine vibration impacts. Noise and vibration will be the focus of next month's meeting.
- Over 300 sites were identified as having potentially hazardous materials. The project will identify and remediate all hazardous materials.
- The project looked at impacts to pedestrian and bicycle access, traffic network, freight operations and transit ridership. The project will also improve the bicycle and

pedestrian network, with examples including the 14-foot pathways on the new Willamette River Bridge, improved overcrossings of railroad tracks at Clinton and Rhine stations, etc.

- Projections for 2030 estimate 25,500 daily boardings, including 13,300 new daily transit trips (not just converting trips from bus to light rail). This will reduce the number of vehicle miles traveled in the region. The new line will provide faster transit service to neighborhoods, faster than automobile and bus in most cases. The project will also improve transit times for buses using the new Willamette River Bridge.
- There will be some local traffic impacts (e.g., increased delay). Mitigation strategies for 20 intersections will produce comparable results to the no-build option.
- There are no impacts to soils and geology.
- Overall, the project will improve air quality.

Questions

Valeria Ramirez: Will there be money available for mitigation if funding becomes very tight?

Bridget Wieghart: Mitigation for the impacts identified in the FEIS will be covered in costs of project.

David Unsworth: TriMet is working with Oregon Department of Environmental Quality to go through what needs to be cleaned up, who is liable for what, et cetera.

Arnold Panitch: Of 60 businesses affected, how many jobs will be lost? And of 60 businesses, how many will go out of business?

Bridget Wieghart: Business relocation to be discussed in second half of meeting.

David Aschenbrenner – Where is Westmoreland duck pond? Why is this project rebuilding the duck pond, when the project is not touching the duck pond?

Bridget Wieghart: The project is impacting wetlands upstream from the duck pond on Crystal Springs Creek.

Teri Pucik: Fill from the Union Pacific rail line already caused flooding to neighbors in the past. How is the project going to avoid more flooding in the future when it is taking away some floodplain?

Bridget Wieghart: Floodplains that are taken away will be added in close proximity.

Mark Turpel, Metro Principal Planner, presented on land use and economic impacts. He placed his comments in the context of regional plans such as the 2040 Growth Plan and Transportation Plan, as well as local plans.

[Note: Information presented about the FEIS is draft and subject to change. This information will be finalized in the FEIS scheduled for publication in late May 2010.]

Highlights of Mark's comments:

- Transit can increase density and support regional land use goals.
- The quarter-mile radius around station areas is the key for where the most growth should occur.
- A wide variety of land uses are allowed through corridor.
- Employment, single-family housing, multi-family housing and mixed uses all occur in corridor.
- Some areas are built out, meaning there is no room for more building.
- The project plan meshes with local planning efforts such as the Innovation Quadrant and transit-oriented development around stations.
- Some station areas present more redevelopment potential than others.
- In the FEIS, we conclude that the project is consistent with land-use plans. Regional and local plans anticipate high capacity transit in this corridor, and building this project will help implement the plans.
- The economic implications of the project:
 - 60 businesses displaced
 - 600 full-time-equivalent jobs at those businesses
 - Increased transit and activity near stations will increase the potential for job creation.
 - 8,800 temporary construction jobs.
 - Our final economic conclusion is mixed. One on hand, there are clear business displacements and dislocations. On the other hand, there will be many temporary construction jobs and more room for potential growth around station areas.
- Regarding acquisitions, the project attempts to avoid acquiring land as much as possible by using public and utility rights-of-way.
 - The FEIS identifies 77 to 94 full acquisitions (each tax lot is counted as a separate acquisition).
 - The FEIS identifies 108 to 121 partial acquisitions.
 - One-third of all acquisitions are on public or utility rights-of-way.
- TriMet will offer relocation and business assistance to make relocation or displacement as easy as possible.

Questions

Michole Jensen: The presentation didn't mention redevelopment potential at the Tacoma station.

Mark Turpel: Real estate experts told us the development potential at Tacoma Street station is limited because of the issues with access from McLoughlin.

Teri Pucik: Why does the presentation show 1.2 acres of redevelopable land at Bybee station? I live around there, and I don't see any development potential. It's all zoned as R-5. Also, of the projected job growth listed, how many jobs would actually come from the project?

Mark Turpel: I will get back to you on the Bybee redevelopment potential. Regarding jobs, we're not saying the project is going to create all those jobs. We're saying there is the capacity for those jobs. The job growth that was discussed is not necessarily project specific, but is job and growth potential in general. However, with the project, there will be more access to jobs and growth.

Arnold Panitch: The job growth listed should include people working for TriMet as operators of new line. Those are good jobs. Also, as a layperson, as I listen to your presentation, you keep talking about "potential." This sounds like Realtor-speak, not science. This makes me very skeptical. And, it's very disingenuous to keep adding Harold Street station to potential estimates, when there is not going to be a Harold Street station for the foreseeable future.

Mark Turpel: While the project partners have not concluded what events will trigger the development of a station at Harold Street, a Harold Street station is planned in the future. No conclusions have been made, but it should be included in future growth potential.

Arnold Panitch: There is talk the line could one day run to Oregon City. Where do you draw the line between potential and real economic expectations?

Valeria Ramirez: It would be helpful to have some examples of displacements that will occur.

Mark Turpel: We don't give out information on specific businesses in order to help protect their business.

Michole Jensen: Was any new land needed at Ruby Junction for the Green Line, or did you just hit a tipping point?

Dave Unsworth: There were minor modifications made at Ruby Junction for Green Line. The expansion with this project will allow TriMet to expand for this and future projects.

Susan Pearce: It's easier to tell us what's been acquired or displaced than it is to tell us what the potential for development is.

Mark Turpel: We try to use a rigorous methodology with the best data we can get. We try to see longer-term trends, but it is not an exact science.

Susan Pearce: The presentation showed projections for new households near OMSI. Isn't it that area zoned industrial?

Mark Turpel: There is some room for other zones within one-half mile of the station. I'm not sure, so I will get a map of the different zones around OMSI.

Claudia Steinberg, TriMet Community Affairs Manager, reviewed the acquisition and relocation procedure. This is a federal process, abiding federal and state laws. She reviewed acquisition steps including appraisal, appraisal review, board review for appraisals over \$500,000, negotiation, offer, counter-offer if necessary, and acquisition.

Businesses receive advisory services (technical assistance for move planning), reimbursement for site search expenses up to \$2,500, reimbursement for all moving expenses, and up to \$10,000 reimbursement for re-establishment costs like redecorating, new business cards, increased operational expenses, etc. TriMet is also convening a team of project partners to coordinate their business support services (e.g., Portland Development Commission, Clackamas County Small Business Development Center, etc).

Residents receive moving expenses and funds for replacement housing.

We are hearing that businesses are having trouble getting loans given the current economy. We are very sensitive to this. We are working with many experts to support businesses as much as possible, to get them in a place where they can continue to do business and retain jobs. Each of those jurisdictions wants those jobs to stay there, too.

Questions

Susan Pearce: How does TriMet appraise properties when property values have been changing due to the real estate market downturn? Also, what happens with businesses that can't get loans?

Claudia Steinberg: Appraisals are actually favorable to property owners because they are based on comparable sales, most of which were completed a few years ago when property values were higher. However, not all businesses own the property on which they're located.

Roundtable

David Edwards asked members to include comments about whether they would like another presentation on traffic impacts.

Arnold Panitch: Some observations: I just took the train today from the airport, and I am impressed with the number of people shopping at IKEA and using the MAX Red Line. Second, there is a new market on 5th Ave at PSU called Green Line Market. They're honoring TriMet with the business name. The bad news is that also today on a

brand-new Siemens train, a number of people using wheelchairs and scooters were not able to board. Bridge plates are failing, and wheelchair users are left at the platform. Those trains are a failure, and I saw it with my own eyes. We need to do something serious about getting people in wheelchairs on our trains.

Michole Jensen: Ardenwald is always talking about traffic. I'm always interested in traffic reports.

Erin Kelley: A small group of bicycle and pedestrian advocates met a few weeks ago to test options for the pedestrian and bicycle path on the Willamette River Bridge. We agreed that the space should be about the same for each, approximately 7 feet on each side.

Henry Schmidt: Oak Grove is glad to hear that the Park Avenue Park & Ride is being scaled back. Everyone seems happy with that decision.

Dan Packard: I attended the 30% plan review session last week, and I was impressed with the new improvements for bikes and pedestrians. I am concerned about access to the Tacoma Street station on the southeast side from the Springwater Corridor. Pedestrians must take a circuitous route down to the station. And accessing the station from the west, there is a quarter-mile section that is cut off from pedestrians by McLoughlin Boulevard. I am also concerned about bike and pedestrian connections around the OMSI station.

Debbie Cronk: A lot of people in South Waterfront seem to not realize this project is going to happen. It will be a welcome addition to our neighborhood.

Susan Pearce: Neighbors did a walkabout around the Clinton Street station with the PSU Urban Design Workshop class. They also came to our station-area planning discussion group. At this meeting, we also discussed the pedestrian overpass over the Union Pacific Railroad tracks. Bicyclists don't like the elevator option. By the end of the evening, we were thinking that, with street improvements, maybe we wouldn't even need an overpass. We need more discussion about traffic patterns around the station area.

Lance Lindahl: I would like to focus our conversations more about station areas, particularly foot traffic. For example, bus-to-train transfers.

Teri Pucik: I would like more information on traffic impacts. I'd also like more information on quiet zones. How do the recent decisions on quiet zones on the WES line affect quiet zones on this line? I would like that topic readdressed in light of those decisions. We are concerned about visual impacts of the Harold Street overpass and to views of the golf course. We are also concerned that the pullouts on the Bybee Bridge need to be a budget priority. The neighborhood won't be happy if the pullouts are not included.

Public Comment

There was no public comment.

David Edwards adjourned the meeting.

Next meeting: 6-8 p.m., Thursday, May 20