

## MINUTES

## MILWAUKIE CITY COUNCIL WORK SESSION

April 1, 2008

**Council President Stone** called the work session to order at 5:32 p.m. in the City Hall Conference Room.

Council Present: Council President Stone and Councilors Barnes, Chaimov, and Loomis. Mayor Bernard absent.

Staff Present: City Manager Mike Swanson, Community Development and Public Works Director Kenny Asher, Community Services Director JoAnn Herrigel, and Planning Director Katie Mangle

**Mr. Swanson** introduced the City's new Finance Director **Ignacio Palacios**.

**Downtown Light Rail Stations – Workshop Debrief**

**Mr. Asher** briefed the Council on the March 19 light rail station workshop that was attended by approximately 100 people. It was a large public format meeting at which members of the community could learn more about the factors of the station location options that the consultants were studying through the eyes of an urban design team. In Portland they took this information and invited the community to "dream along with them", about what great things could develop or redevelop if there were stations there. Mr. Asher had urged Metro and the consultant not to get too far ahead since it was not decided where the stations should be. Downtown development in Milwaukie was a highly fractious conversation. He wanted to get 2 things out of the workshop. First was that the community was starting to understand the same things that the consultant team was understanding as they looked at the different station locations. For instance, was the traffic worse if one picked one station versus another? Were the safety issues as perceived worse at certain options? That was really the focus of that meeting and the presentation session was longer and more detailed than normal. The Q & A went on longer than expected and was followed by table work. He reported there was no consensus in Milwaukie. Every person received 5 dots to vote with and based on that there were 93 dots for the Southgate/Industrial station. Washington Street had 41 dots and Bluebird had 40. Lake Road had 19 and Harrison and Monroe had 15 each. There were a lot of comments that had already been heard. There was fear and concern about proximity to schools. A lot of comments about a preference that light rail alignment stop at Southgate. There were a lot of comments about the preference that the light rail alignment stops at Southgate. He wondered how much people's preference for a different alignment or terminus influenced how they voted. They worked hard in preparing for the meeting to isolate the alignment questions. It was difficult to think about it in concert with alignment. There was not an alignment option that stopped at Southgate, but there was one that went through the north industrial district and then down to Lake Road. There was one that went through the north industrial district and then down to park, and there was that went along the Tillamook Branch down to Park. It was pointed out depending on the alignment people might have different preferences for stations. They used it as a ranking of priorities and said if you had an option at all 6 of these, which did you like the

best? Then they would be able to deal with people's preferences for possible stations and work on alignment later. He thought they were fairly successful in doing that, and he thought the feedback was good. People who attended the meeting learned a lot. During the Q & A period people were very concerned about light rail, and they used the meeting to express their disenchantment. That theme dominated the Q&A. They still had the challenge in Milwaukie of wanting to honor those voices and at the same time try to get some work done. The work they had that night was not a referendum on the project. He expected a larger turnout, but it was a good turnout. Metro and City staff did well. This would be useful information going forward. Mr. Asher asked City Council what they thought about the meeting and station locations.

**Councilor Barnes** heard people express concern about the negative tenor of the meeting, and some people did not feel comfortable speaking. She saw people there who had been very vocal, and she had hoped for a bigger cross section of opinion. She wanted a bigger cross section to have a voice than those that there. This was a very small representation and did not tell her about the 20,000 people in the City. She asked if it was possible to get a brief synopsis from the Internet to get more feedback. This was not enough for her, and she wanted more feedback.

**Mr. Asher** said there would be several chances for people to let the City Council know what they thought. He was comfortable that by mid-July when the City Council voted on a recommendation people would have had a lot of chances to come personally before the City Council, Steering Committee, or Metro Council to get their comments in. They posted a light rail information page link where questions were compiled along with the responses for a standing record of the most common questions. It was difficult to cast the net and capture as many fish as desired. The publicity for this meeting was very extensive. They used a lot of different media to get to people.

**Councilor Barnes** understood that, but the majority of people that she talked to the ones who went home from work and had dinner with their families, so it was hard for them to get to a meeting. It seemed easier to go to them if at all possible rather than to ask them to come to us sometimes.

**Ms. Herrigel** said the meeting was advertised in *The Pilot*, on the website, postcards to Island Station residents and ads in the Review. Metro also sent postcards to interested persons. It was referenced in the Friday memo and through community service's NDA email list. Mr. Campbell sent out notices to the North Industrial Businesses.

**Councilor Stone** thought there were more people at the Rose Villa meeting in Oak Grove than at the High School.

**Mr. Asher** said he would talk to Mr. Wheeler to find out if there were other ways to reach people. He said we had to be careful with something like Survey Monkey because they do tend to take on an oversized importance. This was a chronic challenge. In his first year, Mr. Hales went to the people and ended up interviewing 150 – 200 people. Even in the most proactive sense you run out of people. They would keep trying because it was important to hear from as many people as possible.

**Councilor Chaimov** said his sense of the meetings was that they were very interesting, informative, and well run. He was glad they had it, but he was not sure that we were far enough along in the process to have the information that they got about stations to be as valuable as it could be. The people in Island

Station were in favor of light rail and in favor of a Bluebird station, but when they saw the over-cross design they wanted it to stop at Lake Road. The alignment made a great deal of impact on where people would choose to have a station. His sense from talking with people was that even though there was a good job done identifying opportunities and challenges people actually wanted to sit down and design stations for a particular location rather than the standard TriMet design. People wanted the opportunity to have a station designed as they preferred to see it as opposed to the standard model. That may influence people's preferences.

**Mr. Asher** said station design had to happen. It was likely to happen after and not before locations were determined. Maybe there was a way to put together something that was less grand for an informal meeting to share ideas, landscape features, safety features that would be important enough to form an opinion. He was not sure the standard TriMet design was right for downtown, but we needed to decide where it would be and how many. The simulation of the over-crossing was a very dramatic image that people got to see for the first time. He thought that was really helpful and there were other simulations that were useful.

**Councilor Stone** talked with Mr. Unsworth and looked at the slides. She was concerned about the scale of the stations and polls and enormity for this small area. There was also the noise and disruption factor. We needed to be cognizant of that. She was looking for a virtual reality image of what it felt like and the train itself, but she had not gotten that yet. She thought it was helpful for people to know what was being proposed.

**Mr. Asher** asked if the 2-dimensional work was useful at all or did it have to be 3-D almost at full scale?

**Councilor Stone** replied that was what she had in mind.

**Councilor Loomis** said thought the Milwaukie High School meeting was too long. The Q&A was very important, but it was too long and should have been at the end. It was too long for new people coming to a meeting, and when it came down to the assignment people were gone and might not come back. He thought it was important for those people at the Q&A to be able to voice their opinions because it was important for them to keep listening. It was important to get information from all of the people. The decision, if it did come the City Council, needed as much information as possible to make the right decision. They need to work really hard to put the thought of I don't want it here, but if it does come how do we want it? That was the information they needed as a Council. It was a long evening for him too because he had heard it all before, and he kept listening. People were passionate about it, and they would provide useful information. Everyone needed to participate, and it had to be more welcoming.

**Mr. Asher** said his heart sank when he saw someone get up and leave. He defended Metro. They tried to convince him that it was going to go too long. He was the one that kept saying the presentation was what the people wanted and needed to know the details and get through the generalities. A criticism that he heard after the Oak Grove meeting was there was not enough information. He wanted to ensure a robust presentation. He agreed that it was tough and the Q&A was too long. It was always hard for staff to figure out how to run the right meeting, and it was difficult to know how many people were going to attend. The people who stuck it out did get to the meat of the issue, and there would be useful information in the Metro report.

**Councilor Stone** said wanted to comment on the whole issue in general. The meetings were pretty well attended. There were comments both for and against light rail coming at all. She would really like to see everyone stay open and listen. We could not discount the vocal minority and she would like to have that stop. There were people still out there who strongly felt it should not come into the downtown neighborhood at all. We need to remember and honor that. We need to keep all the options on the table and keep the dialogue open. The information from Metro said one thing and the information from the opposition said another. Maybe they needed to have a dialogue and clean that all up to find the truth and it may lie in the middle. She still believed it needed to go to a vote of the people.

**Mr. Asher** said he did not think there was a room large enough or a person patient enough to take on all of the issues in a public way all at once and debate them all the way through to where anyone would be satisfied with the resolution. It was too complex. He did think that the questions that Council or anyone in the City had and wanted answers for the staff agreed they could as a City chase down the best answer. It was his hope that the web space could be a place where anyone could send any questions. Some of the questions asked were hard to answer, but they were trying and would continue to try. He hoped that everyone would be assertive with staff in asking those questions and they would do their best to put answers up. Hopefully the answers themselves would generate more of a dialogue so it was a way of trying to simulate the public discourse in a way they could manage. They had 15 – 20 questions that had been responded to and he hoped for more. He wanted to digest the information from the workshop and share it with the rest of the staff. He would like to get to a recommendation for the City Council to move on at its second meeting in May on station locations before tackling the larger question of LPA. In that process he would like to check in with the Planning Commission to let them know that it was a downtown development issue and it was a big one. Where they put the station downtown was as significant a downtown development decision as this community has had to make. They were interested in hearing any thoughts that the planning commission might have to share. They could check in with any other group Council felt that they should. When this comes back to Council hopefully the questions had been vetted enough with enough people and he thought that Council would be comfortable making a decision.

**Councilor Chaimov** said based on what he knew today he would expect to be uncomfortable deciding station location without knowing the alignment. He would like to see that done in the context of the different alternatives.

**Mr. Asher** said station locations could be used in a way to help make up some minds and gain some personal opinion regarding alignment locations. He supported Councilor Chaimov's suggestion and felt it was worth shooting for.

### **Understanding the SDEIS and It's Adoption Process**

**Ms. Mangle** had worked on planning and environmental studies including environmental impact statements. It would be available to the public in many forms. It was a federal requirement based on 1969 National Environmental Policy Act. It not only required that any federal agencies that do projects that spend federal money on transportation have to do these types of statement to disclose and account for any impacts to an environment such as wetlands. It not only required the document to be done, but it included the specific format it needed to be presented in and topics that needed to be covered. It was very standardized and written to provide a lot of information. It always needed to

include purpose and need, a proposed project the agency had in mind, and any alternatives including no-build. This project had a long history of alternatives and were required to declare impacts of the alternatives. The agency was required to think of mitigation measures for impacts. Those could be anything from a new design or what were called best management practices, which came up a lot especially in the natural sciences. At this level it should be thought of as a brainstorm list. We did not necessarily need to buy off on the mitigation measures at this time. It was just identifying potential impacts and ways to minimize those impacts. At this level they were not committing to all of them. It did help to get a sense of if the impacts could be mitigated and what those impacts were. The NEPA law also addressed process. There was a lot about process. She had worked on a number of these in Oregon and other states. Metro did an excellent job of using the NEPA process creatively with public disclosure and public involvement. NEPA did not include a lot of creative involvement but did contain a lot of deadlines. A lot of it was about process and how people could comment on the document.

Each chapter was a summary of all the experts' evaluations. Metro had hired a lot of experts in the different fields, and they developed a methodology, analysis and summarized the findings. The document might not answer all questions. She wanted to make the point that if Council and the public were looking for something but not finding it staff could help find those and they might be included in technical appendices. On page 3 of the staff report she took a shot at some of the questions she thought City Council would be interested in. What was the project and what alternatives had been considered? If looking for neighborhood impacts there was a section on community impact assessment that tied together social, traffic, and other elements. There was also a safety and security section to address some of those concerns. Fundamentally what Metro, Council and the public would need to understand was how these alternatives compared. Chapter 5 was the evaluation of alternatives that tried to compare the build and no-build alternatives.

**Ms. Withrow** walked through the process and discussed public involvement. Metro expected to publish the document in May, which triggered the 45-day public comment period. During that time people could send comments by mail, e-mail, or phone hotline. During the same time about 5 other things happen. There would be at least 3 open houses to summarize the document even further. Typically, they tried to have something in a paper form that compared the alternatives similar to Chapter 5 as well as being posted on their website. During that time there would be a public hearing before the project Steering Committee, which would probably happen toward the end of the public comment period. The Citizen Advisory Committee (CAC) would make its recommendation on bridge, station location and alignment. That recommendation would get forwarded to the Steering Committee along with technical findings that were produced by the Project Management Group (PMG). By the end of public comment period they would have the CAC recommendation, public comments and the technical findings and that was the basis for the Steering Committee recommendation. They would take all of that into consideration and make a recommendation at a meeting near the end of June. That recommendation went back to cities, counties and other agencies including TPAC and JPACT. All of those people would take action on the Steering Committee recommendation to approve or comment on. The Metro Council would have the final vote.

**Ms. Mangle** said this was the draft SDEIS and after the locally preferred alternative (LPA) recommendation the Federal Transit Authority (FTA) would sign

the record of decision (ROD) stating what the project was. Then the TriMet part of the team would start preliminary engineering based on what they learned in the SDEIS process, and the Metro team would start developing the final EIS. That would be published summer 2009.

**Ms. Withrow** said there were options for funding outlined in the SDEIS. She discussed the publication, which would be in hard copy, CD, and on Metro's website. People were encouraged to use the CD if possible. There would be a media release and an email notification. Around that same time or a little before they would send a postcard to all interested parties including those within 1500 feet of all sides of the alignment with all of the dates. The next step after that would be a newsletter for the purpose of taking a shot at doing a short, friendly summary to encourage feedback.

**Councilor Stone** asked if they typically had a good response from people in general.

**Ms. Withrow** replied Metro gets a very good response, and she noted the number of comments on the Regional Transportation Plan (RTP). They were going to try out a new software program. The main purpose in that was during the FEIS there was a requirement to respond to all substantive comments. They not only had to track them, but respond to all of them in the next phase of the process. Near the publication date they would place ads in local papers. They typically placed ads covering all of the area. Sometimes they would do briefings with reports or with editorial boards at their request or because they were hearing a lot of interest from them and it was a good way to get them all in the same room at the same time to talk with them. In addition, to the document on the website, the visual simulations were part of the document. They would be nicely laid out and it would be nice to look at, but they would also post it as part of the slideshow. There would also be a link to the calendar so people would know how to participate.

**Ms. Withrow** reviewed the open house format. They had found that a lot of people come with questions or specific things that they wanted to know about, and the open house format really allowed the best opportunity for one-on-one interaction between staff and the people with the questions. They typically had a lot of people attend. She anticipated they would have several hundred people at a south end open house. They would probably do one towards the north end to make it more convenient to attend and one in the middle.

**Councilor Chaimov** asked when it came time to publish the draft Statement if they could provide a faux calendar of what groups of people were making what decisions.

**Ms. Withrow** said she would be able to show time and order of decision. It would make it much easier to see all the people who were involved and all of the different opportunities for participation. They had been doing project briefings for many groups over the last couple of months and going to each Milwaukie neighborhood association and various groups in Clackamas County as well as Portland. The main purpose in doing that was to walk through the process and show people how they could participate.

**Councilor Stone** said the dates kept changing and she thought it was supposed to be published in April.

**Ms. Withrow** explained the document belonged to the FTA, so Metro could not publish it until it was approved. Right now they were sending drafts and the FTA

was returning comments, and that process had taken longer than they had wanted.

**Councilor Stone** understood the time could change again.

**Mr. Asher** wanted to underscore an important process point and that was how the SDEIS process turned into an LPA decision. That was implied in the presentation. The SDEIS came out, and it was an impact study. It is the ground for a discussion of impacts, but it was really about an alignment. It was the ground for a broad and public discussion of what the LPA should be. There was a morphing thing that would happen shortly after publication and we would start to hear LPA because the recommendations and findings were about the LPA, which was the choice of an alignment with stations. A lot of comments coming in were about an LPA. It was a heads up to prepare everyone for the LPA discussion and recommendations with alternatives being pushed to the side as a consensus alternative began to emerge. The Milwaukie City Council could vote any combination of things. He wanted to be really clear about that because it would feel like it was starting to speed up and getting closer to a decision.

**Ms. Withrow** added it was a very active process even though it took a couple of months. There were a lot of milestones that would happen over that period of time. She noted that the chapter where the alternatives were considered included build versus no-build. It would give an analysis across all of the options.

**Mr. Asher** said Council would get another chance to talk to staff and ask questions about what was coming into focus for a regional LPA consensus.

#### **Oregon Ethics Commission – Statement of Economic Interest**

**Mr. Monahan** said he was there to quell the hysteria. He had carefully looked at the 2 filing documents and compared them to the statute, and they were totally in compliance with the statute. They are what the legislature created last year. There were now 2 filings that Council would have to do. Council must do a quarterly filing, 4 times per year, as well as an annual filing. When looking at the 2008 SEI note it was a little different because reporting in the annual report was for what occurred in 2007 when there were different standards.

**Councilor Barnes** said she was a member of her union and they were sending her to the national convention.

**Mr. Monahan** asked if she was going there to represent the City?

**Councilor Barnes** she said if she had time she was going to meet with Earl Blumenauer. She had made contact with his office and the office said they would set up an appointment.

**Mr. Monahan** said that was not the purpose of the trip, and that you would be using personal time to do that. He did not think it would fall under that because it was not provided for any purpose. They did not have any legislative interest in what the City of Milwaukie was doing. He made the recommendation that if there was a concern about something to go ahead and list it. It should not be an issue, but if someone challenged it later there would be coverage.

**Councilor Stone** asked about reporting periods.

**Mr. Monahan** said there were 4 different filing periods in addition to the annual filing. The forms would come directly from the Ethics Commission. They hoped to send them out today and Council should be receiving them very soon.

**Council President Stone** adjourned the work session at 6:50 p.m.

*Pat DuVal*  
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Pat DuVal, City Recorder

# WORK SESSION

**AGENDA**  
**WORK SESSION**  
**MILWAUKIE CITY COUNCIL**

**APRIL 1, 2008**

**MILWAUKIE CITY HALL**

Second Floor Conference Room  
10722 SE Main Street

A light dinner will be served.

***WORK SESSION – 5:30 p.m.***

Discussion Items:

	<u>Time</u>	<u>Topic</u>	<u>Presenter</u>	<u>Page #</u>
1.	5:30 p.m.	Downtown Light Rail Stations – Workshop Debrief	Kenny Asher	
2.	6:00 p.m.	Understanding the SDEIS and Its Adoption Process	Katie Mangle	1
3.	6:45 p.m.	Adjournment		

***EXECUTIVE SESSION***

Executive Session: The Milwaukie City Council may go into Executive Session pursuant to ORS 192.660(2). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

**Public Notice**

- The Council may vote in work session on non-legislative issues.
- The time listed for each discussion item is approximate. The actual time at which each item is considered may change due to the length of time devoted to the one previous to it.
- For assistance/service per the Americans with Disabilities Act (ADA) please dial TDD (503) 786-7555.
- The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.



**To: Mayor and City Council**

**Through: Mike Swanson, City Manager  
Kenneth Asher, Community Development and Public Works Director**

**From: Katie Mangle, Planning Director**

**Subject: Understanding the Light Rail SDEIS and its Adoption**

**Date: March 20, 2008 for April 1, 2008 Work Session**

### **Action Requested**

None. This is a briefing for information only, to assist the council with preparing for upcoming decisions related to the Portland to Milwaukie Light Rail project.

### **Background**

In May 2008, Metro will publish a document titled the *Portland to Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS)*. Staff expects that council and many members of the community are looking forward to reviewing the document, which will include a lot of information about the alternatives and their potential impacts. The SDEIS process and document implement a federal requirement, however, and may present an overwhelming amount of information. With this in mind, at the work session on April 1, staff will present a short briefing on "how to read an EIS."

Prior to coming to serve as Milwaukie's Planning Director, I spent seven years as a planning consultant to other public agencies. In addition to working on urban design and transportation planning projects, I also contributed to several Environmental Impact Statement (EIS) and Environmental Assessment (EA) projects. Evaluating transportation projects that ranged from streetcar and light rail to new highway corridors, I wrote the Visual Impact Analysis in the 2002 South Corridor SDEIS, but also contributed to the Spokane Light Rail EIS, the Hwy 26 Cornell-Murray widening EA, and ODOT's ill-fated West Eugene Parkway EIS.

My prior experience with environmental documents gives me some familiarity with the process and the products involved. Before the SDEIS arrives on your desks, I wanted to offer some background on what this document is, what it is designed to do, and some tips on how to read it.

### **Why is Metro preparing an SDEIS?**

The National Environmental Policy Act of 1969 (NEPA), the federal law governing environmental protection and decision-making, mandates that federal agencies prepare an EIS document for any major action that is likely to affect the environment. Metro is required to publish an SDEIS because the proposed project (light rail) would be sponsored and partly funded by the Federal Transit Administration (FTA).

### **What is in the SDEIS document?**

An EIS requires a substantial amount of technical analysis and public review (see Attachment 1 for a list of what the SDEIS evaluates). Much of the content and format of the document is mandated by NEPA or other federal requirements. NEPA directs Metro to establish 1) the purpose and need for the project, 2) the alternatives that could also fill that purpose, and 3) disclosing impacts of the alternatives, and 4) identifying mitigation measures to reduce impacts. The law also outlines the format in which this information is presented, and the process by which it is shared with the public.

### **Tips on how to read the SDEIS.**

The SDEIS is designed to convey a large amount of information – about the project, its alternatives, its potential impacts, and mitigation measures – in a relatively concise format. Though the one document contains an overwhelming amount of information, it still may not answer all of your questions. The SDEIS is a summary of information about the methodology (how the experts conducted their research, and the criteria used to determine impacts), and results (the analysis, including more maps, data, and narrative than is usually found in the actual SDEIS). In the interest of not overloading the public and decisionmakers with data, not all of it is included in the SDEIS. In the end, an agency must make a recommendation based on the findings of the analysis and judgement about the benefits and impacts of the project.

Within an EIS document, Metro is required to identify and disclose any potential impacts the project could have on the environment. For each impact, the agency must also answer the question, are there any ways to accomplish the project with less impact? If there are, these are called “mitigation measures,” which could include design modifications, aesthetic improvements, using “best practices” during construction, or new policies. The mitigation measures listed in the SDEIS should be considered to be a brainstorm-level list, and Metro is required to identify them even if they cause other impacts or would not be funded by the project. Metro will commit to a final list of mitigation measures in the next phase, the Final Environmental Impact Statement (FEIS).

Since the SDEIS document presents the results of many technical experts studying the proposed project alternatives, it can be difficult to understand what it all means. Though important and helpful information can be found throughout a NEPA document, staff offers the following guide to key sections that may be particularly helpful as council reviews the upcoming SDEIS:

To learn about...	Read this section...
What the current project is, which alternatives have been considered in the past.	Chapter 2 – Alternatives Considered
How the project could generally affect neighborhoods near the alignment.	Chapter 3 – Environmental Analysis and Consequences, <i>Community Impact Assessment</i>
What impacts the project could have on traffic conditions.	Chapter 4 - Transportation Impacts
How the project would address safety and security concerns.	Chapter 3 – Environmental Analysis and Consequences, <i>Safety and Security</i>
How the alternatives and options compare.	Chapter 5 – Evaluation of Alternatives

### **Adoption Process**

When Metro publishes the draft SDEIS in May 2008, it will be released to interested or affected federal, state and local governments for their review. At the same time, it will be available for public review and comment during a 45-day public comment period. It will also be available on Metro's web site, on a CD and in printed form by request.

The 45-day period will begin the day the document is released. During the comment period, Metro will host three open houses to share SDEIS results and a public hearing at which people can testify before the project Steering Committee. In addition to attending an open house or public hearing, anyone with comments can send them to Metro phone, mail, or email.

During the public comment period, two other things will happen: 1) the Citizen Advisory Committee for the project will make its recommendation to the Steering Committee on a river crossing location, station locations, alignment options, and whether or not to extend the line to Park Avenue, and 2) the Project Management Group will provide the Steering Committee with technical findings about the alternatives studied.

After this extensive input process, the Steering Committee will make its recommendation on how to define the Locally Preferred Alternative (LPA) – including alignment, station locations, and terminus. This LPA recommendation will be forwarded to local jurisdictions for review and approval. After each project partner has responded to the LPA recommendation, Metro Council will take the final vote on the project.

Successful completion of the SDEIS will result in FTA signing a Record of Decision (ROD). Once FTA has signed the ROD, TriMet will begin the Preliminary Engineering

phase of the project and Metro will begin to produce the Final Environmental Impact Statement (FEIS), which will likely be published in spring or summer of 2009.

In summary, there will be numerous opportunities for Milwaukie citizens to comment on the project and inform the process:

- Steering Committee hearing
- SDEIS Open Houses
- City of Milwaukie City Council hearings
- Metro Council hearing
- Metro telephone comment line: 503-797-1900, option 6
- Email to: [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)
- Letters to Metro: Portland-Milwaukie Light Rail project, 600 NE Grand Ave., Portland, OR 97230

Staff will advertise and provide Council with the dates of the meetings listed above as soon as they are scheduled.

### **Concurrence**

There is no action with which to concur.

### **Fiscal Impact**

None.

### **Work Load Impacts**

None.

### **Alternatives**

None.

### **Attachments**

1. Portland to Milwaukie Light Rail Project SDEIS Topics and Quick Summary, prepared by Metro.
2. "Make Your Voice Heard" handout, seeking public comment on the SDEIS, prepared by Metro.



**Supplemental Draft Environmental Impact Statement**

**- Topics and Quick Summary -**

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**SECTION: Social, Economic and Environmental**

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<b>Land Use and Economic Activity</b>	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.
<b>Displacements and Relocation</b>	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.
<b>Community Impact Assessment (including Environmental Justice)</b>	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.
<b>Visual Quality and Aesthetic Impacts</b>	This analysis assesses the visual and aesthetic environment of the project and to evaluate adverse and beneficial impacts.
<b>Historic Resources</b>	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.
<b>Archaeological and Cultural Resources</b>	This analysis examines the potential project impacts to archaeological sites.
<b>Parklands, Recreation Areas, Wildlife and Waterfowl Refuges (Section 4(f))</b>	This analysis examines the potential impacts to publicly owned parklands for the project.
<b>Geology, Soils and Earthquake Impacts</b>	This analysis identifies potential hazardous conditions in the study area due to soil types, geologic conditions, and potential seismic events.
<b>Ecosystems Impacts</b>	This analysis identifies and categorizes the biological resources that might be affected. These resources include vegetation and wildlife, fishery resources, and wetlands. The analysis evaluates and determines the significance of the potential impacts based on state, local and federal regulatory guidelines, and consultation with resource agencies.
<b>Hydrology and Water Quality</b>	This analysis identifies and measures the impacts to water systems such as rivers, storm water hydrology, floodplains, and water quality for the project.

# ATTACHMENT 1

<b>Noise and Vibration Impacts</b>	This analysis estimates the noise and vibration output of the project, assesses the impacts on the surrounding areas and identifies mitigation methods.
<b>Air Quality Analysis</b>	This analysis compares the existing air quality conditions to the projected conditions of air quality that would be expected with implementation of the project.
<b>Energy Analysis</b>	This analysis estimates the variations in the type and amount of energy that would be consumed to build and operate the project.
<b>Utilities Analysis</b>	This analysis examines facilities, such as water and sanitary sewers that the project could impact.
<b>Public Services</b>	This analysis examines the project and services that it could impact including fire and emergency medical services (including hospitals), public schools, postal service and solid waste collection and disposal.
<b>Hazardous Materials</b>	This analysis identifies and assesses potential hazardous materials risks and impacts associated with the project.
<b>Security and Safety</b>	This analysis documents the work of the safety and security task force that includes issues and measures dealing with personal safety and security when using project facilities.

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## SECTION: Financial

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<b>Capital Costs</b>	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.
<b>Operation and Maintenance Costs</b>	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.
<b>Financial Analysis</b>	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.

# ATTACHMENT 1

## **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.

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## **SECTION: Transportation**

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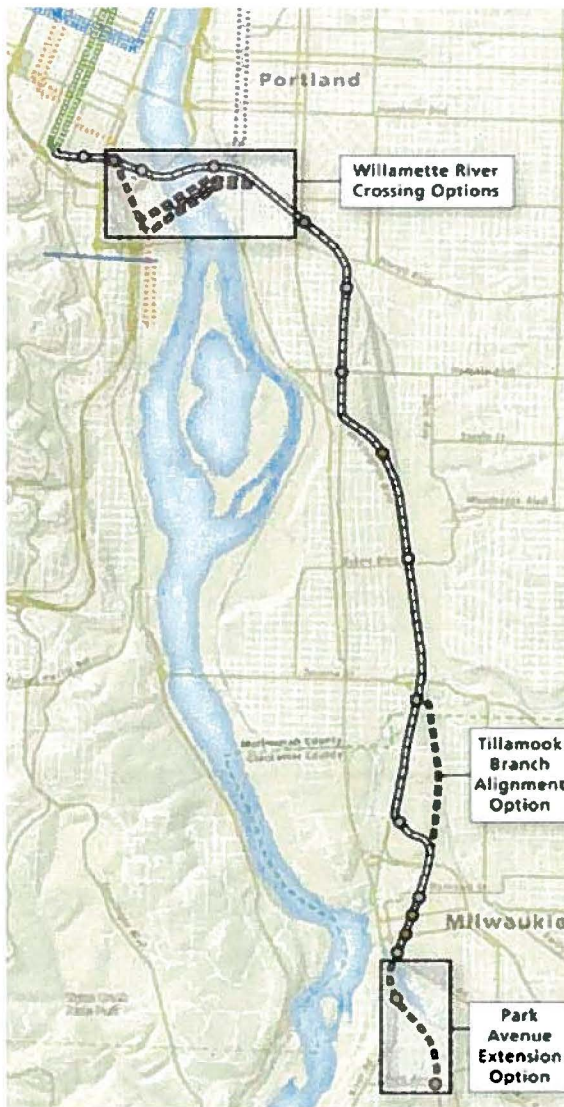
### **Transportation Impacts (traffic and transit)**

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.

 **Portland – Milwaukie**  
**LIGHT RAIL PROJECT**

# Make your voice heard!

***What do you think about the Portland to Milwaukie Light Rail Project?***



The six and one-half mile alignment between Milwaukie and Portland would provide additional transportation options for fast-growing communities with high traffic congestion in north Clackamas County and Southeast Portland.

**We're looking for your input between early April and May 2008.**

The 45-day public comment period begins with the publication of the **Supplemental Draft Environmental Impact Statement (SDEIS)**. This is your opportunity to learn about the project choices and what the analysis uncovered, to see what the impacts of the project look like, and let decision-makers know what you think.

Your input is critical to the project's Steering Committee. They will consider public comments, a recommendation from the project Citizen Advisory Committee, and technical findings in developing a Locally Preferred Alternative for the project.

Steering Committee members include elected officials from Metro, the cities of Milwaukie, Portland and Oregon City, and Clackamas and Multnomah counties and appointed officials from TriMet and the Oregon Department of Transportation.

## ***Learn about the project choices***

### **Review the SDEIS**

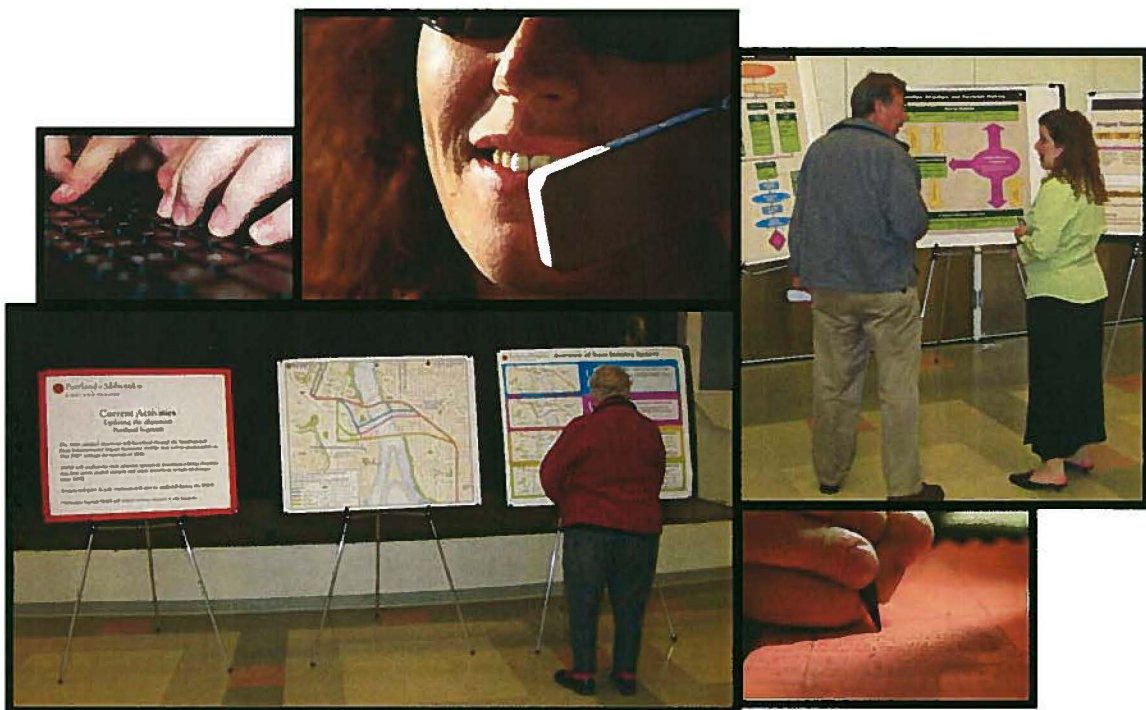
Visit the project website and review the SDEIS and its Executive Summary beginning in early April, [www.metro-region.org/southcorridor](http://www.metro-region.org/southcorridor). If you prefer a paper copy of the document, call Metro at 503-797-1756 or email us at [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).

## Attend a project open house

In April, the project team will host three open houses to share information about the costs, impacts and benefits of the project options. The open houses offer the opportunity to review information, ask questions, and talk with project staff. The open houses also feature short project briefing throughout the evening, so drop-in at your convenience. The same information will be available at each open house. Look for locations, dates, and times soon on Metro's web site at [www.metro-region.org/southcorridor](http://www.metro-region.org/southcorridor).

## Provide comments about the project

Make your voice heard in a variety of ways during the 45-day public comment period.



- ✓ Send **email** to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).
- ✓ Record a **voice message** on Metro's transportation hotline. Call (503) 797-1900, option 6.
- ✓ Provide oral testimony at the project **public hearing**.
- ✓ Attend an **open house** and complete a comment card.
- ✓ Attend a **Citizen Advisory Committee meeting**. Visit [www.metro-region.org/southcorridor](http://www.metro-region.org/southcorridor) for details.
- ✓ Write a **letter** and send it to the Portland to Milwaukie Light Rail Project, 600 NE Grand Ave., Portland, OR 97232

Don't hesitate to contact us if you have questions. Call Metro at (503) 797-1756 or send an email to the address above.