

Lake Oswego to Portland

TRANSIT PROJECT



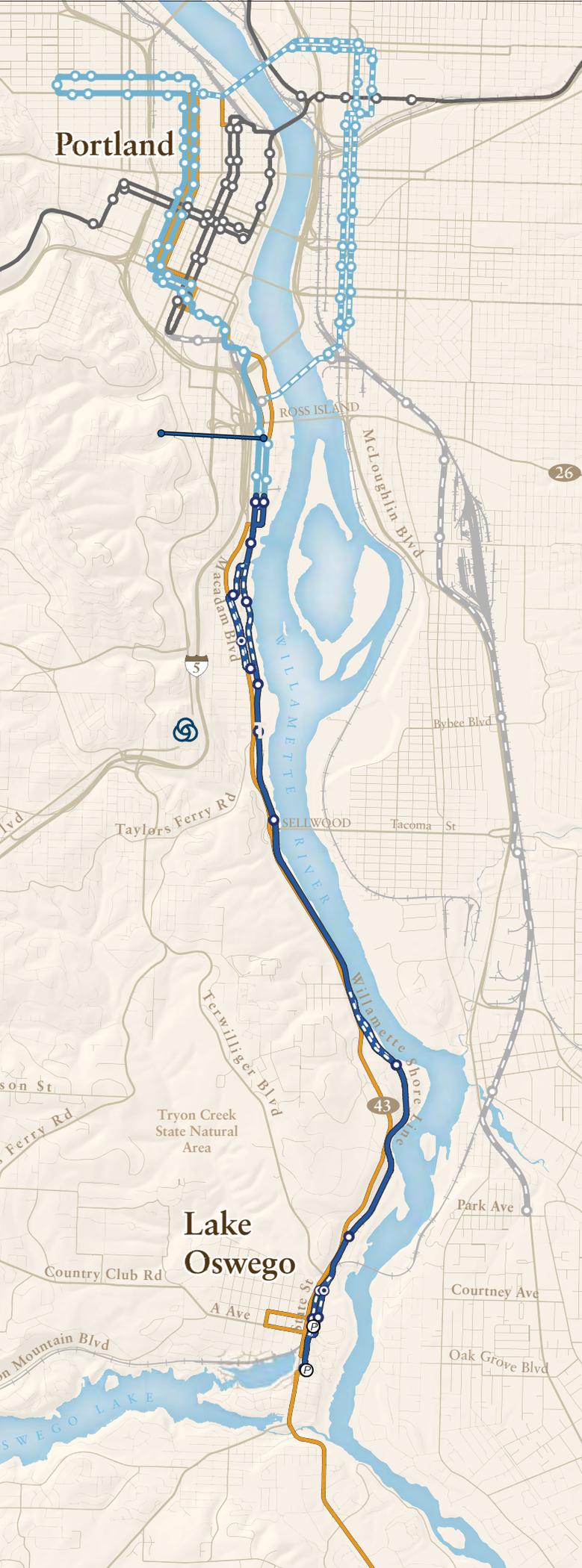
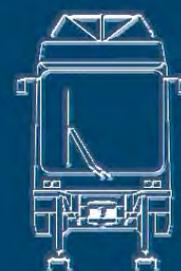
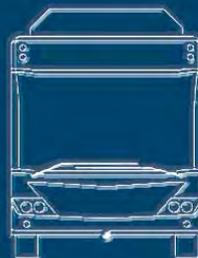
U.S. Department
of Transportation
**Federal Transit
Administration**

**DRAFT ENVIRONMENTAL
IMPACT STATEMENT**

Public comment report addendum

**PUBLIC HEARING
ATTACHMENTS**

February 2011



1/24/11

#3

Testimony:

By Rob Fallow
2916 BLUE GLASS WAY
W. LINN, OR 97068

Thank you all for the time you have spent in analyzing this project.

Streetcar is the fiscally responsible choice of the 3 options:

- **Do nothing costs us all in the long run and will force future generations to grapple with this problem without some of the assets in place now and at much higher costs to all.**
- **Enhanced Bus is a cop out and actually costs Lake Oswego citizens their portion of the local match and any local operations costs from local tax dollars. It gives us virtually nothing back. With Enhanced Bus, LO does get what undoubtedly will be a typical stand alone parking structure at Albertsons**

Attachment to public testimony: Rob Fallow

- Streetcar will cost ~~to~~ the property owners in Foothills Redevelopment and possibly to some business owners next to it depending on location of the line the much of the costs of the LO portion of the local match. Taxes on the new development will provide the rest. LO tax payers would not pay for Streetcar. Will not impact schools and fire and police services. *It will* Allow for development of Foothills to be the vital link of the downtown to the Willamette River

LO taxpayers will get:

- New construction jobs for the streetcar and Foothills construction.
- Permanent jobs in Foothills (est. of ²⁰⁰⁰ 2-2500)
- LT source of tax funds for future generations. Think of the impact of Kruse Way to current LO budgets.
- Generates construction excise tax for the schools.

MAY PROOVE

- ~~Gets~~ a potential solution to the looming sewage treatment plant problem (?another LOIS?)

LO business owners pay and have been paying considerable TriMet taxes for years and getting virtually no service compared to the rest of the Metro area.

Oregon residents continue to pay more taxes to Washington DC than we receive back. The funds are allocated already for Streetcar. Don't let the dollars go to some other state.

Don't believe the scare tactics, Don't believe the spin doctor being paid by a few non LO residents.

THIS IS AN ISSUE
FOR LO & LO
CITIZENS TO DECIDE

#11

**TESTIMONY BY BEVERLY BOOKIN FOR JOHNS LANDING OWNERS ASSOCIATION (JLOA)
IN THE HEARING BEFORE THE
LAKE OSWEGO TO PORTLAND TRANSIT PROJECT (LOTP) STEERING COMMITTEE (1/24/11)**

Good evening. I am Beverly Bookin and I represent the Johns Landing Owners Association (JLOA) on the Citizens Advisory Committee (CAC) related to this project. JLOA is composed of four condominium associations that lie between SW Macadam Avenue and the Willamette River clustered around SW Pendleton Street in the Johns Landing District. These associations are four of the seven condominium projects on the east side of SW Macadam Avenue representing hundreds of unit owners. I am also a land use planning consultant with nearly 30 years experience, so that I have followed the proposed extension of the Portland Streetcar into our neighborhood with both personal and professional interest.

Based on the input we have received from our neighbors, Johns Landing residents and businesses generally support the extension of the Streetcar from South Waterfront to Lake Oswego as part of the regional transit system envisioned in the 2035 Metro Regional Transportation Plan. Here are the benefits of the Streetcar in Johns Landing in the proposed Macadam Avenue alignment favored by the vast majority of stakeholders:

- Streetcar will provide more ridership capacity by 2035 than either the No-Build or Enhanced Bus options.. That's about 500,000 more riders a year system-wide by 2035 than the Enhanced Bus option.
- Based on experience in other inner-city Portland neighborhoods, a reliable fixed-transit system will boost property values of existing properties, which have been lagging in Johns Landing for several years.
- It also will spur significant residential, retail and office redevelopment particularly along the SW Macadam Avenue corridor, which will result in a significant increase in property taxes and system-development charges to fund future City services and infrastructure provision. Congestion also will be lessened by the increased opportunity for intra-district trips that can be taken on foot or by bicycle,
- While the initial capital costs seem high, the opportunities for federal match and lower annual operating costs, coupled with improved property values make the construction of Streetcar reasonable and feasible.

We realize that pulling the alignment out onto Macadam Avenue for a mile through the district is more expensive than keeping it on the Willamette Shore Line (WLS) alignment, but this provides far more potential ridership and redevelopment capacity and will be less intrusive and safer given the high residential densities between Macadam and the river. The portion of the WSL not used for the Streetcar can possibly be redeveloped as a companion bicycle/pedestrian trail for the Greenway, which is under-sized for its current utilization.

We believe that Lake Oswego will similarly benefit from the extension of Streetcar. I know that there are many opponents to the system south of the Sellwood Bridge. I am concerned to the degree to which these opponents have distorted the facts about this project. A reading of the opponents' website and other materials suggest that the entire cost of the line will be borne by Lake Oswego. In fact, there will be a sizeable federal match and local costs will be borne proportionately by local jurisdictions and, in some case, property owners, along the entire route. Suggesting that redevelopment in Lake Oswego along the proposed route is analogous to so many Washington Squares and will look like South Waterfront are designed to significantly misrepresent the nature and intensity of redevelopment that will be tailored to Lake Oswego's community character and voters' wishes. In fact I suspect that the resulting redevelopment in Lake Oswego will look much like Johns Landing at its full build-out, a medium-density mixed-used neighborhood.

In summary, we in Johns Landing generally are in support of the regional extension of the Portland Streetcar with the proviso that we have continued opportunity to have input in the shaping of its design and implementation. Thank you.

Submitted by Beverly Bookin, 5736 SW Riverpoint Lane, Portland, Oregon 97239, 503.245.2621
bookin@bookingroup.com

Attachment to public testimony: Bev Bookin

#13

**ANALYSIS OF NEIGHBORHOOD CONCERNS RELATING TO THE MILITARY ROAD TO SELLWOOD BRIDGE
SEGMENT OF THE LAKE OSWEGO TO PORTLAND TRANSIT PROJECT – December 2010**

Neighborhood Concern: Retention of public transit service to the Riverdale neighborhood

Present Situation: Bus service is provided by Tri Met lines 35 and 36 with stops at Military Road, Palatine Hill Road, Riverwood Road, Riverdale Road, Radcliffe Road and the Sellwood Bridge.

The following information has been extracted from the DEIS:

- The Project Purpose states in part “optimize the regional transit system by *improving* [emphasis added] transit within the Lake Oswego to Portland transit corridor” [Ref:1.1, Page 1-1]
- “Large decrease in access to transit in Segment 5” [Ref: Table 3.3-4, Page 3-48]
- “...there is generally a draw area of approximately 0.20 mile radius for a bus stop and 0.35 mile radius for a streetcar station.” [Ref: 6.1-4, Page 6-7]
- In 2000 some 1025 persons [592 households] lived in the unincorporated Multnomah County section of the Riverdale/Dunthorpe neighborhood [Ref: Table 3.3-1, Page 3-35]. It is interesting to note that Table 3.3-2, Page 3-37 uses a different number, 1078, for this statistic

No-Build Option: This option represents no change

Enhanced Bus Service Option: Bus stops at Palatine Hill Road, Riverwood Road, Riverdale Road and Radcliffe Road will be eliminated leaving bus stops at only Military Road and the Sellwood Bridge. Distances from the Riverdale intersection to the Military Road and the Sellwood Bridge stops are 0.6 miles and 1.1 miles respectively, far in excess of the “draw area” cited above. It is also fair to say that pedestrian use of Riverside Drive [Hwy. 43] is unsafe. Thus, this option completely eliminates public transit service to the Riverdale neighborhood which represents perhaps 500 persons and to the Lewis & Clark students who use the #35 and #36 bus lines.

Recommendation: Reinstate the bus stop at Riverdale Road which is the only signalized pedestrian crossing in this section of Riverside Drive.

Streetcar Option: In the DEIS, stations are identified only at Riverwood Road and the Sellwood Bridge, resulting in a distance of 1.7 miles between stations. For the same reasons as stated above, this configuration will result in the Riverdale neighborhood and Lewis & Clark students losing all access to public transit.

Recommendation: Add a streetcar station in the vicinity of the Lewis and Clark boat ramp opposite Radcliffe Road. With minor design changes, this “Radcliffe Station” could also provide much-needed pedestrian access to the south end of Powers Marine Park.

Andrew Franklin: Member, Lake Oswego to Portland Transit Project CAC

230 SW Riverdale Road
Portland OR 97219

Attachment to public testimony: Andrew Franklin

1/24/11

#14

I am Mertie Muller or Mrs. Richard Muller

We have lived over 45 years on Riverwood Rd in Lower Dunthorp with a long frontage on the railroad right away. I would like to share with you some history and my experiences living next to the tracks

Lake Oswego faces many challenges. You are restoring your lake to the gem it use to be. You are fighting hard to save your excellent schools. However traffic congestion from 3 sides is trying to crunch your town

The most troubling is on Highway 43 which connects you to Portland

The first instinct was improve the highway. It shouldn't be a big deal to add more lanes. Unfortunately the road has been widen as far as it can, Highway 43 follows an old plank and gravel road which was sliced into an very unstable mountain as the geologist recently confirmed after a landslide near the Sellwood Bridge.

Second option was to increase bus service which would only be a short term solution. And to be true full, most of us do not like busses anyway. You have all of the frustrations as if you were driving but don't have any control; when you go, where you go, and you have to sit with a lot of other people that are just as frustrated as you. Besides buses get stuck in traffic just like cars do, so they are never run on time, and you get we wet waiting for them

The 3rd solution is to use the railway right away which you own! Read your history. In the late 1800's to 1930's freight trains, the Red Electric, and street cars transported people and produce throughout the Willamette Valley from Portland and Eugene. Gradually paved roads were built. By the 1950's market road and then Freeways took over everywhere. Henry Ford had won! Everybody had their own car.

However, times have changed again. We have reached a critical mass that roads can't handle. The next time you are in NY or Boston check out their public transportation into the suburbs, Trains, subways, streetcars are everywhere. Upstate NY couldn't exist without their trains.

Don't be afraid. Approve the Street car to Portland and start planing how to extent it to I-5 and West Linn. Think about adding Catamaran boat service. We have done this before! We don't have to reinvent the wheel. We even have a current success to follow. Many though that the Pear District development wouldn't work. They put in almost no new parking places. But a street car runs though it.

John Landing made a mistake stopping the street car at South Waterfront. Easterners expect good public transportation and they are coming here in droves. Even the people from the San Francisco are use to trains. Look how Bart has gentrified Oakland and the East Bay. Look at the changes happening on the East side of the Willamette. Sellwood and Milwaulkie has upgraded a lot in the last five years and will accelerate the pace when they get their streetcars.

Run the street cars past my house. If it stops at the Riverwood crossing, it may even help the congestion on my road. As for noise, it's not as bad as leaf blowers or the recycling truck. Street cars run on a schedule and don't take that long to pass.

If you vacate the track, thank you for enlarging my lawn.

Attachment to public testimony: Mertie Muller

5/30/2006
Lake Oswego to Portland
Transit and Trail Study
Community Design Workshop
Riverdale Elementary School

My name is Mertie Muller. My husband Richard and I have lived at 11821 SW Riverwood Road for 42 years. The railroad right of way is 26 ft from the wall of my bedroom, but the railroad track is not new.

In 1885 and 1886, Portland and Willamette Valley Railroad bought the right of way for a train track between Lake Oswego and Portland. In July 1888, P&WVR ran their narrow-gauge steam train over a trestle around Elk rock to Portland. In 1890 Southern Pacific bought the line. A third rail was added between Dundee and Portland so that rolling stock with standard gauge could use the line until 1908 when SP began electrifying their lines out of Portland and the rail for narrow gauge train were removed. The Red Electrics went from Portland through out the Willamette Valley. Between Portland Union station and Lake Grove there was 14 stops. Although a tunnel through Elk Rock was built in 1921, the passenger service was gradually reduced with the Lake Oswego to Portland run being one of the last one to go. On September 1929 the last Red Electric left Union Station bound for Corvallis. SP continued running freight train past my house until 1983. November 1984, Portland Friends of the Willamette Green Way was asked to assist seven government entities in their effort to acquire the line to guarantee the preservation of the right of way for future mass transit. In the fall of 1988 the cities of Portland and Lake Oswego, Clackamas and Multnomah Counties and Metro purchased the 6 mile right of way. From 1987 to the present a tourist trolley has used the line.

With this history, and a population of over 35,000 in Lake Oswego, a return to a passenger train service between Portland and Lake Oswego is readily justified. The only questions is where to put the stops. The original stops were Portland, Mulbox, S. Portland, Fulton, Cemetery, Ewahwe, Riverdale, Rivera, Riverwood, Elk Rock, Rock Spur, Briarwood, Wilsonia, Oswego, Lake Grove. Although it is probably impractical to have 14 stops, I hope that one serves the Riverwood area and the tourist designation of Elk Rock gardens. One of the stops was at the public right of way down from the tracks to Riverwood Road that still exists on my south property line. The path from there up to the to the garden is still visible.

BIBLIOGRAPHY

Riverwood, Yesterday and Today by Margaret Pietsch, 1980, Lake Grove Printing Company, Lake Oswego, Oregon

Oregon's Iron Dream, by Mary Goodall, 1958, Metropolitan Press, Portland Oregon

#15

My name is Judi Umaki and I am a 38 year resident of Lake Oswego, I commuted downtown by bus for 13 years and continue to use it occasionally for pleasure.

Certainly you will receive many comments centered on the primary problem of the proposed streetcar from Portland to Lake Oswego: COST. No matter whose money, federal or local, 400+ million seems to be an unconscionable amount to spend on a project with limited ridership. The cost per ride is well beyond anything that makes sense. It is not “free” money. One way or another, it is taxpayer money, our money. It is incredibly more expensive than bus service.

Several other problems are apparent:

1. PARKING AND ITS BLIGHT ON OUR CITY. The necessary parking structures adjacent to State St. would be eyesores, as are all parking structures, and would be damaging to the appearance of our town. If the structure is to be masked by retail, it will be to the detriment of it and all other retail in the core area where many businesses are struggling.
2. TRAFFIC. The traffic generated at rush hour as people try to park or be dropped off will cause a great deal of congestion that we do not currently experience here. People will resort to finding parking on adjacent streets which will be a negative impact on the neighborhoods.
3. RIDERSHIP. Ridership studies have not asked the key questions: a) Do you currently ride the bus to Portland? b) Would you continue to commute by mass transit (i.e., streetcar) if the route differs from the current bus route?; c) If “Yes”, how many times a month would you use the streetcar?; and d) If you don’t ride the bus now, would you plan to ride the streetcar? To only ask people if they like the idea of the streetcar, which is obviously

Attachment to public testimony: Judi Umaki

more attractive than a bus, rather than if they will start using mass transit when they don't now is to have a useless statistic on which to base this immense investment.

4. TRANSFERS/SERVICE. More than half the current ridership of Bus 35 comes from West Linn, Oregon City or further south (Canby, etc.). The majority of commuters do so by car. Those of us who use or have used the bus do so despite the inconvenience of driving to parking. It is unrealistic to expect that people will drive and park to access Bus #35, get off in Lake Oswego to transfer to the streetcar and then possibly transfer again when they reach downtown to get closer to their place of business. When faced with this added inconvenience, more people will just drive from home to work.

While I have concerns about the enhanced bus option being considered, simply adding several express busses at peak commute times would encourage increased ridership and solve some of the potential future traffic problems. Another of the reasons to support bus service is that it drops riders in the central downtown along the transit mall rather than five blocks west for the streetcar.

5. VISION FOR LAKE OSWEGO. The primary impetus for the streetcar seems to be the desire of some Lake Oswego mayors, council members, city bureaucrats and developers to see Lake Oswego's Foothills area fully developed. There is little or no grassroots support for this concept. Most people who live in Lake Oswego chose to do so because it is a small town with proximity to a large city. If they wanted to live in a large city, like Bellevue, WA has become, for instance, they would have chosen to live in Portland. I am certain that given a choice as to have Foothills fully developed, most likely similar to South Waterfront, most Lake Oswego citizens would decline. By developing Lake Oswego beyond what most citizens desire, we are creating the traffic with which we then have to deal.

Lake Oswego at 38,000 is basically built out. To increase it to the 50,000 projected can only be done through the kind of urban density that this suburban community does not want.

The talk of adding a lot of affordable housing in any Foothills development is just that: talk. There is no profit in that for developers and little citizen will to have the city subsidize it. In addition, there is the problem of the sewer treatment facility in the area as well as forcing out businesses currently in the area.

Many thoughtful people are weighing in on this issue. I hope you will consider our points of view and not continue this headlong plunge into an enormously expensive project that is not warranted by population or the area or the ridership potential.

#16

**Tom Maginnis testimony at the DEIS hearing for the
Lake Oswego commuter rail, January 24, 2011**

I am an advocate of public transportation, including rail. I lived in Tokyo, Washington DC, and New York City. In DC it was useful. In Tokyo and New York, essential.

But this is not New York or Tokyo. This is Lake Oswego, where I can bicycle from the west border to the east border in less than 15 minutes. This light rail won't navigate Lake Oswego, and is useless as Portland transportation if you live west of Chandler road. It is much faster, easier and cheaper to drive directly to Portland from central and western Lake Oswego.

The Hwy 43 congestion relief argument is a makeweight argument, and not a very good one at that. The light rail is only useful to add value to the Foothills lots at enormous taxpayer expense.

Here are two alternatives. The goal of getting Foothills connected to Portland can be achieved for a fraction of the cost by connecting Foothills to the existing Milwaukie line by a new and direct train bridge. That however, transgresses a longstanding Lake Oswego policy of not connecting LO to the riff raff on the east side of the river. (Riff Raff that includes a substantial portion of my family.)

Or, run a line down the I-5 corridor with a spur to downtown LO. While that might be slightly more expensive, it will serve at least four or five times more commuters and will access most of Lake Oswego. At least that route stands a chance of being self-supporting, and better justifies the 1/3 to 1/2 half a billion dollars supporters want to spend.

In summary, the city couldn't have picked a less financially sound route. The costs are outrageous for a project that by running along the river, accesses less than half of its potential commuter population, especially when this nation is broke. Finally, anyone living west of Chandler road will never get anything out of this project, but they will pay for it for the rest of their lives.

Attachment to public testimony: Tom Maginnis

Submit via e-mail

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

Print



Date January 24, 2011

#19

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Janine Dunphy
Affiliation (if any) Resident - Lake Oswego
Address (required) 15450 SW Boones Ferry Road,, Lake Oswego, OR 97035
E-mail (optional) janine_dunphy@comcast.net

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other Street Car

Comment (use back or attach additional sheets if necessary)

See attached for full comments

MEMORANDUM

DATE: January 24, 2011

TO: Citizen Advisory Committee
Lake Oswego to Portland Transportation Options
Public Testimony Submission

FROM: Janine Dunphy
15450 SW Boones Ferry Road
Lake Oswego, OR 97035
Janine_dunphy@comcast.net

Dear Citizen Advisory Committee:

Thank you for your time. I am submitting this for the record to voice my opposition to the proposed street car option for Lake Oswego. Since that is really the only option that has had much attention given to it, it would be impossible to voice support for the enhanced bus at this point. I would have to choose, for the time being, the no-build option.

This does not mean there isn't a serious transportation need, not merely the want of a few for the Street Car, in Lake Oswego. There is a documented need and that need is a way for seniors, disabled and anyone else who doesn't drive to get around Lake Oswego.

Over the past five years two studies have been initiated by the City and paid for by the citizens of Lake Oswego – "The Lake Oswego Elderly and Disabled Special Needs Transportation Study" done in 2005 and "A Community Vision for Aging in Lake Oswego" done in 2006. Both of those studies, focused on the fastest growing demographic in Lake Oswego the 50+ age group. There was significant citizen input with the very clear, daily need expressed for some sort of "shuttle" program to travel around Lake Oswego. The few people who wanted easier access to Portland needed a way to get to the bus stop. The street car does not change that concern – there would still be no way to get

**For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232**

Attachment to public testimony: Janine Dunphy

MEMORANDUM

DATE: January 24, 2011

TO: Citizen Advisory Committee
Lake Oswego to Portland Transportation Options
Public Testimony Submission

FROM: Janine Dunphy
15450 SW Boones Ferry Road
Lake Oswego, OR 97035
Janine_dunphy@comcast.net

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Over the past five years two studies have been initiated by the City and paid for by the citizens of Lake Oswego – “The Lake Oswego Elderly and Disabled Special Needs Transportation Study” done in 2005 and “A Community Vision for Aging in Lake Oswego” done in 2006. Both of those studies, focused on the fastest growing demographic in Lake Oswego the 50+ age group. There was significant citizen input with the very clear, daily need expressed for some sort of “shuttle” program to travel around Lake Oswego. The few people who wanted easier access to Portland needed a way to get to the bus stop. The street car does not change that concern – there would still be no way to get to the street car. In fact the problem may very well be exacerbated since the street car would possibly minimize the existing bus service.

In addition to the above, there are so many other real reasons to be for any choice other than the street car.

Cost versus benefit – under no financial model is there a method of cost justifying the street car option. We don't even know all of the costs – who is paying for the parking garage and all of the commercial development that would need to be done in that location? There are way too many costs yet to be determined, let alone, who is going to pay for them – other than, of course, one way or the other tax payers will foot the bill. We cannot afford this.

Street car technology is old technology popular in the very early 1900's before we were fortunate enough to see the rise of the automobile and true individual mobility for the masses. Why on earth would we want to go back to those times? If the people alive then, were alive now, they would most surely tell you they were not the "good old days", but times of great inconveniences.

The majority of Lake Oswegans either work from home (I am one of them) or commute to the West, not North to Portland, a City, whose employment numbers are in decline. Who is going to ride the street car on a daily basis? I have met only one person who has said they would. Others have said they would use it when they had visitors or a special downtown Portland event – it is absolutely fiscally irresponsible to spend multiple millions of dollars for these few people. And, as mentioned above, our aging population – one of the highest in the region – has no need for daily trips to Portland.

Finally, I am truly concerned about changing the small-town character, safe community we currently have. Every single citizen survey shows these are two very important features to the majority of our residents. The street car would adversely change all of that – and unlike a revised bus plan – if it doesn't work out, it would be part of the physical landscape forever.

Respectfully submitted by:

Janine Dunphy
40+ Year Resident of Lake Oswego
Senior Advocate and Volunteer for Senior Issues

#21

Charisse Spada
10900 SW Riverwood Road
Portland, OR 97219

January 14, 2011

To Whom It May Concern:

The purpose of this letter is to highlight the negative impact implementing light rail on Riverwood Road would have on its inhabitants. There are a multitude of reasons as to why light rail should not be considered whatsoever, but I will only address the reasons why it should not be put on Riverwood Road specifically.

Riverwood Road is extremely narrow. Access by fire trucks, ambulances, and other large city vehicles would be negatively impacted in their ability to reach the homes on upper Riverwood on account of light rail traffic. Access to Highway 43 would cease to exist from upper Riverwood, which is both dangerous and inconvenient. If, for instance, there was inclement weather, all of these vehicles would have to use Military Road to have access to our homes. Military Road is an extremely steep and narrow road. Therefore, it would be highly likely that all access to Riverwood Road would be blocked. This is dangerous and makes no sense logistically.

The Riverwood Road neighborhood is full of homes with children and dogs. All of the inhabitants are very active on Riverwood, and the presence of light rail would completely alter this atmosphere for the worse, as well as create a safety hazard for children at play.

For me personally, I have to back out of my driveway very slowly every time I leave my home. Due to the fact that Riverwood Road is already incredibly narrow, I must exercise extreme caution and look both ways multiple times. The presence of light rail would again pose a huge safety hazard for me.

It is projected that it would cost an additional \$10,000,000 to run light rail on Riverwood Road instead of the existing trolley right of way. With the current state of the economy, particularly in Oregon, this is a foolish and irresponsible way to spend money when there are existing tracks already laid.

Please take everything I have said into consideration. This is a serious issue to my neighbors and myself. There is absolutely no reason as to why light rail cannot go on the existing trolley tracks. The safety of Riverwood Road residents should not be compromised, and our voices need to be heard.

Charisse Spada

Attachment to public testimony: Charisse Spada

#22

Streetcar Testimony

The Streetcar project creates jobs in Oregon. Lots of them with highly leveraged money so we can pull ourselves out of the economic crisis that is affecting everything: Schools, rebuilding city facilities for core services and real estate values.

The Streetcar is built in Oregon, the design was created in Oregon and the NW is one of the world's most prolific hydroelectric power-generating regions.

Diesel buses are built in Tulsa by Navistar. I grew up in Tulsa, it was "The Oil Capital of the World". Gas was 18 cents a gallon. The "oil capital of the world" is now probably somewhere near Dubai. Tulsa has received stimulus monies to recover their economy. Now gas is \$4.00 a gallon and is doubling in price every decade so that it will be at least four times the cost now by 2030 (unlike the DEIS estimate that was based on old information) and it subsidizes foreign nations that are not inherently friendly to the US to say the least. Nothing wrong with helping Dubai and Tulsa but Oregon and Lake Oswego should be **our** economic recovery focus, with renewable energy as the basis.

And don't buy the argument that diesel buses can be converted to gas-saving hybrid buses if and when needed. Trimet has said that converting the fleet to natural gas, less expensive than changing to hybrid buses, is prohibitively expensive, over a billion dollars.

Real estate brokers and urban planners say the Streetcar will have a strong positive effect on property values in Lake Oswego and we all know we need a rebound! Even those in our community who are on the fence about the Streetcar while recognizing it is a generally "a good thing", like a young high school student I was talking to who said she *drives* to Portland and sees no need for the Streetcar, say that *spiking gas prices* would strongly push them to ride the Streetcar rather than drive to Portland. Experts say that a gas price spike will (and has, in other times and locations) drastically change driving habits of the population. And gas prices will spike, they already are spiking, even with strong subsidies.

The cost to LO families of the Streetcar local funding is about equal to the auto insurance we pay on our second cars for two years by my rough calculations.

Oregon and Lake Oswego need the Streetcar for jobs and economic vitality and we can afford the seed money to get it.

Attachment to public testimony: Craig Stephens

#05

Testimony on the LO Street Car Proposal 1/24/11

I am Henry Kass and I reside in Lake Oswego at 10 Mozarteum Court in the Mountain Park neighborhood.

I wish to make one basic point today: *whatever we do* **we can no longer kick the can down the road on this transportation issue.**

Here are some reasons:

- Highway 43 is currently congested. *For example* Try driving 43 between Lake Oswego and West Lynn during rush hour, let alone commute from Portland to LO.
- The situation will only get worse in the future:
 - 1 million more people will move into the metro area in the next 20 years
 - Fossil fuel will still be a factor in transportation and still a factor in air pollution. And in all likelihood it will also have risen considerably in price. Therefore, transit solutions that rely on fossil fuel and its derivatives bear heavy costs
- Widening 43 may not be feasible. ODOT estimates the cost of widening the route at *the* 100s of millions\$. Moreover, it would take an estimated 50-60 homes in Dunthorp. **By contrast, building the streetcar line**

Attachment to public testimony: Henry Kass

is like building ^{less} two new traffic lanes on 43 at much less the cost and displacement of homeowners.

- Yes, the streetcar costs more to construct than bus alternatives, but it is over **one and a half million dollars** cheaper to run a year than the various bus proposals and has the advantage of traveling on its own right away much of its path, thereby avoiding other vehicular traffic. Once more, its costs will be shared by multiple jurisdictions and the federal government as part of a larger transportation system. *Our costs will range from 12-17 mil.*
- A street car line will open Lake Oswego to the entire growing mass transit rail system being built in this metropolitan area. Of course this is important to seniors like me who want to stay here even after our driving career is limited, or over, but in the long run it will provide a safe and convenient means of transportation for everyone.
- It opens the Foothills area to development, not as another Washington Square as some would have it, but ^{as} a desirable **neighborhood** residential and commercial area bringing needed tax dollars into a

community that has already built up most of its open space.

- Finally, look at back at the objections to then Commissioner Hales' efforts to build the downtown Portland street car line. I remember two colleagues of mine at PSU, both economists, predicting it would only be used by tourists and that it would be a general waste of public funds. Well, I ride that street car line regularly and it is full day and night not only with tourists, but ^{with} plenty of *Portlanders from all walks of life as well*. It has become a model for the nation. **So if you have questions about the feasibility of the street car, I invite you to ^{take the opportunity} come along with me and actually ride it!**

1/24/2011
#27

My name is Rob LeChevallier. I have lived in Lake Oswego since 1964 and worked in downtown Portland from 1978 to 1989 when we moved our law office out to Kruse Way. At that time you could still get into downtown Portland during rush hour in about 15 to 20 minutes. Today, the traffic on I-5 is often backed up to Wilsonville.

Over the next 20 years, our population growth will put more pressure on all arterials into Portland. The streetcar creates the equivalent of another lane of traffic along Highway 43 which cannot be easily or inexpensively widened due to the basalt cliffs. My hope is that the streetcar will eventually be extended to Marylhurst and West Linn. It could also be eventually connected to Lake Grove and Tualatin using the existing rail line

We will have the new MAX Line on the East side of the river connecting South Waterfront and OMSI to Milwaukie but nothing on the West side. Metro is developing a streetcar and light rail system. We need to be part of that system.

In the South Waterfront, OHSU is building a new medical school and medical research center that will employ 6 to 7,000 people. Many of those employees are going to want to live in Lake Oswego due to the many amenities our community has and its excellent school system. The streetcar will be a draw to these new citizens as they will be able to commute to work and eliminate one vehicle. The streetcar will benefit our business community as more people will come here to shop, eat at our restaurants and go to the theatre. The new housing in the Foothills area will benefit our community and provide more housing choices and provide new younger families for our school system.

When I was a freshman in high school in Lake Oswego many years ago, I entered an essay contest on what I wanted Lake Oswego to be like by 1976. The winners of that essay contest had lunch with Governor Tom McCall and we learned about preserving Oregon's farmland and quality of life through better planning.

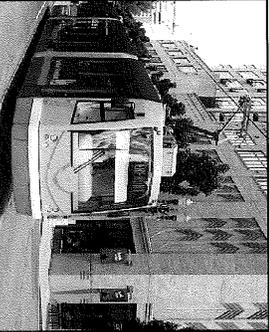
Today we have the opportunity to plan our future. The question is whether we will rise to the challenge and take advantage of the opportunity to do so.

I endorse the streetcar as the way to preserve our quality of life here in Lake Oswego.

Rob LeChevallier
1570 Bonniebrae Dr.
Lake Oswego, OR 97034.



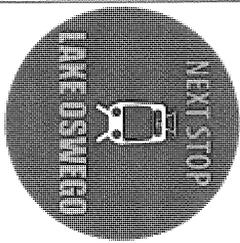
Attachment to public testimony: Rob LeChevallier



**With a Million People Coming to the Region
We Must Protect Lake Oswego
That means Streetcar!**

Jobs, Families, Livability, and a Future We All Want

As more people come, we need a place that protects our neighborhoods

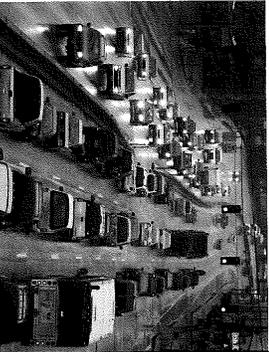


- Developing quality housing in Foothills provides a way to grow without neighborhood infill.
- Many of our children can't afford to return to the town they grew up in. This provides starter condos and apartments for our families.
- Finally we will have a place for our seniors to downsize and stay in Lake Oswego.

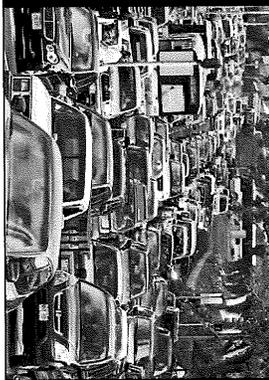


This Makes Sense!

- This is lowest cost rail line in the region's history in large part because we own the right of way.
- Lake Oswego's portion is about 3 to 4 % of the total cost – between \$12.5 and \$17.5 million. This would come from fees on new development. Meanwhile, new tax revenue would help to support Lake Oswego schools and other infrastructure.
- Lake Oswego's share would not come from the General Fund, protecting schools, police and other city services.
- Transportation costs are most families' second highest expense. This is a cost-effective option that doesn't contribute to Highway 43 congestion.
- Cost to build streetcar will never be less than it is today due to inflation and cost escalation in the construction industry.
- Streetcar is the only alternative that adds capacity to the corridor and continues to operate fast despite gridlock on Highway 43.



Enhanced Bus Doesn't Solve Anything



- ⊗ Highway 43 just gets more congested and buses will get stuck in traffic.
- ⊗ Operation and maintenance cost is about **\$60 million higher for enhanced bus** than streetcar over the next 25 years — yet carries fewer passengers than streetcar.
- ⊗ Brings 300-space park and ride to Old Town without the benefits of redevelopment (non-scientific Old Town email survey indicates only 25% like enhanced bus and many did not realize there was a park and ride planned)
- ⊗ Buses have less capacity than streetcars and have a shorter lifespan (12 years vs. 40 years).
- ⊗ The streetcar would carry 1,500 more trips a day than enhanced bus which is significant and adds up to over a half million more trips a year compared to the enhanced bus.
- ⊗ Enhanced bus requires \$20 million in local match that cannot include the value of the Willamette Shore Line right of way.

Let's build a Lake Oswego for our children and grandchildren.

We need to be financially wise, sustainable and protect our community. We need to think Long Term.

www.NextStopLakeOswego.com



KAREL JACOBSON

#25

As someone who has been involved with Lake Oswego's civic and business community for many years, I speak tonight in favor of the Streetcar alternative for the Lake Oswego to Portland transit project. I also favor the development of the prime Foothills location, and the advantages it will bring. These projects go hand in hand. It makes sense to do it now. We own the valuable right of way. The costs will never be less. The Oregon congressional delegation is supportive and well positioned to maximize designated federal funding for the project.

Construction related to Foothills and Streetcar will provide jobs. The streetcars will be built in Clackamas County. Many of the additional 6,000 workers in the expanding OHSU campus in south waterfront will want to live here, and they will have school aged children. Downsizing local boomers will move to Foothills. In turn, the new housing units will create demand for goods and services from the local business community. Shoppers will ride the Streetcar to LO and commuters will take it to work in Portland or connect to other lines.

As much as we might like it to be otherwise, the types of local funding available for the Lake Oswego Streetcar and the Foothills development cannot be used to pay for schools. But, the property values added to the rolls by Foothills will enhance the tax base available to fund the Lake Oswego School District. Anyone who has been around since the mid eighties can testify to the value of the dramatic property tax increases available to Lake Oswego as the buildings of the Kruse Way Development were annexed to the City. The same thing will result from a Foothills development along the streetcar line. The Streetcar and Foothills projects are good for business and great for the community at large.

Attachment to public testimony: Karel Jacobson

Submit via e-mail

TEL 503 797 1700 | FAX 503 797 1930

Print



Date 1/20/2011

#33

Lake Oswego to Portland Transit Project

Draft Environmental Impact Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) Peter Sweet

Affiliation (if any)

Address (required) 796 First Street

E-mail (optional) tallsweet@gmail.com

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I am a retired banker living in downtown Lake Oswego. During my career I have enjoyed commuting by rail in Philadelphia, CT/NY and Chicago. On the other side of the scale, I have also commuted by car from Santa Monica to Downtown Los Angeles. Initially, I thought adding a Streetcar was a good idea based on my prior rail experience. I have also used the Portland Streetcar occasionally for jaunts in Downtown Portland to get around (either free or \$.50 for seniors). Having read the 543 page DEIS report, which I understand cost \$4.3 million to prepare, I came to realize that this isn't about reducing congestion or speeding up commuting time to attract riders and improve the environment. It is an effort to leverage Federal dollars to develop a very difficult building site called Foothills in order to raise the City's assessment values and attempt to avoid necessary cuts in their budget.

At a time when government entities at every level are increasing their indebtedness to cover budget shortfalls, instead of focusing on reducing unsustainable programs and public employee compensation, I find it offensive that our elected leaders are deceitful in disclosing their true agendas. Stating that most of the money is coming from the Feds is disingenuous.

I have also read the 2008 appraisal of the Trolley Right-of-Way that was purchased in 1988 for less than \$2 million. I understand the cost to prepare the appraisal was \$3,500. Having read and made real estate loan decisions based on appraisals during my career, I would characterize this appraisal, as, what we used to call a "made-as-instructed" appraisal, with hardly any mention of the Cost and Income Methods and solely focusing on the more generally accepted, Across-the-Fence ("ATF") method of valuing Right-of-Ways. Normally, that would seem to be the proper course. I have read several articles that appear to substantiate this as the preferred method. However, Sales Comparables shown for the 17 Sections of the Right-of-Way are filled with weak comp examples. Some compare sales of commercial property on the South Waterfront property at the height of the building boom. Others compare ATF property to prime residential →

next page

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

Attachment to public testimony: Peter Sweet

waterfront property sales. The appraiser applies an Enhancement Multiplier to these (inflated) values to account for the difficulty and expense of assembling contiguous properties along the 6.45 mile R-O-W. At a 1.65 times multiplier, he has picked a midpoint of other R-O-W Enhancement Multipliers. Does this R-O-W compare to those multiplier examples? Should the multiplier be reduced to take into account the costs of building a Streetcar, demo-ing buildings, building new streets and driveways, dealing with landsides, etc.? Apparently not. It seems to me that the exercise was to maximize the appraisal to minimize the out of pocket costs by the local government entities in calculating their local match. This appraisal process rings familiar and may not be too distant from those wonderful appraisals submitted to mortgage brokers, Fannie Mae and Freddie Mac over the last decade. If one were to use a Cost Method of appraising, the original cost of \$2 million would have to be compounded at 19.6% over 20 years to reach the \$108 million appraisal figure. It is highly unlikely that values have risen that much when residential values in the Portland market only rose 6.6% per year during that period. Compounding the \$2 million at 6.6% only results in a value of \$8.2 million. In looking at an Income approach, the R-O-W has no value since any use as a passenger or freight line would be operated at a negative cash flow. It befuddles me how little the appraiser charged for such a formidable task of valuing all 17 sections and comparing this R-O-W to others around the country. I have seen small commercial project appraisals cost significantly more during my lending career. Maybe the appraisal money was shifted to the \$4.3 million cost of the DEIS. Will the forthcoming, updated appraisal use similar methodology?

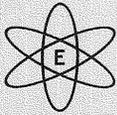
In my opinion, The DEIS does not adequately explore alternative bus schemes. Perhaps that is because the consultant to the Streetcar Project, Shiels Obletz Johnsen, will benefit more if the Streetcar is chosen as the preferred alternative. The selection of Enhanced Bus or Express Bus alternatives would not require an expensive multi-story parking garage at the Albertson's location. A Park 'n Ride surface lot location south of Lake Oswego would seem to be less expensive. This would also reduce the congestion in Downtown Lake Oswego. Rail commuting works in our major cities that have it because there are limited stops and the rider easily experiences the benefit. I don't believe a Streetcar with numerous stops will give that commuter the same experience, particularly for West Linn and Oregon City commuters who will be forced to transfer to the Streetcar adding more time to their commute. As a result, the estimates of ridership are wildly overstated in my opinion.

As a banker, I was taught to use a Cost/Benefit and Return on Investment Analysis for projects presented to me. The Streetcar alternative strikes out on all counts. It removes too few cars (estimated at 100) during rush hour for the expense involved. It will disrupt businesses already in a precarious position during a lengthy construction period, putting many of them out of business. And, in my opinion, it will change the village atmosphere of Downtown Lake Oswego into a more congested, not less congested, city.

Let's be cost conscious and environmentally sound by building a safe bike path, forget the Streetcar and try Express Buses from Lake Oswego to get people out of their cars.

There have to be places in Portland where there is a more acute rush hour congestion problem. The Federal dollars would be better spent on those bottlenecks, including replacement of the Sellwood Bridge or building a new bridge between Lake Oswego and Milwaukie.

Now is the time to heed the warnings of the municipal bond market, husband our reserves, fix our endemic problems and avoid increasing debt and the burden on our taxpayers.



Elton Research
EXPERT WITNESS TESTIMONY

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971.226.3120 (OR)

600 NE GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930



Metro

Date _____

#36



David A. Elton
WRITER & RESEARCHER
ELTONRESEARCH@MSN.COM

ELTONRESEARCH.COM

Go to Portland Transit Project

Statement and preliminary Section 4(f) assessment comment

(Please print)

Name (required) _____

Affiliation (if any) _____

Address (required) _____

E-mail (optional) _____

Include my e-mail in your project notification list.

Comment topic(s) (check all that apply)

- Land use and planning
- Economic activity
- Community Effects
- Public safety and security
- Environmental impacts
- Transportation
- Finance
- Alternatives and/or design options
- Section 4(f) preliminary findings of *de minimis* impacts to public parks
- Other _____

Comment (use back or attach additional sheets if necessary)

I AM VERY much AGAINST this
 Right now. (1) TOO EXPENSIVE
 BUT IF PRIVATE FUNDER
 SURE

DAVID ELTON, CEO ELTON Research
 2800 Wembley Park Rd
 LAKE OSWEGO 97034
 JUST
 LLP

For questions about or problems with this form, call 503-797-1756 or email trans@oregonmetro.gov.
Mail to: Lake Oswego to Portland Transit Project, 600 NE Grand Ave., Portland, OR 97232

Attachment to public testimony: David Felton

Testimony Before the Lake Oswego-Portland Transit Project Steering Committee

**John A. Charles, Jr.
January 24, 2011**

I wish to make three brief points at this hearing.

First, the supposed operating cost savings associated with the streetcar don't exist. Proponents are confusing light rail with streetcars; a two-car light rail train *may* have efficiencies in reduced labor, but that advantage is lost in a one-car streetcar.

Moreover, a bus brings in much more fare revenue at lower operational cost than a streetcar, because the bus operator is also the fare inspector. For light rail or the streetcar, operators are hidden away in locked compartments, so expensive fare inspectors must be hired. In fact, the cost of fare enforcement has been so expensive for the streetcar that for most of the past 9 years, there have been no fare inspectors at all, so it has generated little revenue, as noted below:

**Summary Operating Statistics for Streetcar Operations
2005-2010**

	Annual boardings	Total annual fares	Total operating cost	Cost per/boarding	Revenue per/boarding
FY 05-06	2.59 million	\$100,605	\$3,727,014	\$ 1.44	\$.04
FY 07-08	3.55 million	\$ 145,817	\$ 4,891,560	\$1.28	\$.04
FY 08-09	4.00 million	\$ 120,000	\$ 5,417,947	\$ 1.34	\$.03
FY 09-10	3.91 million	\$ 211,914	\$5,306,451	\$ 1.36	\$.05

In contrast, riders on the #35 bus pay much more per/boarding:

Summary Operating Statistics for #35 Bus Line

	Average weekday boardings	Estimated total daily fares	Daily operating cost	Cost per/boarding	Revenue per/boarding
Fall 2010	3,790	\$5,040	\$13,492	\$3.56	\$1.33

Thus, replacing the #35 means that the *farebox recovery ratio for transit service in that corridor would drop from 37% of operations cost on bus to 4% on rail*. And since the streetcar also has much higher capital costs, the streetcar is simply infeasible.



Second, the easiest way to improve transit in the HW 43 corridor would be to **augment the #35 line with Express Bus service operating from Oregon City to Portland on HW 43, only at the morning and afternoon peak periods**. If the current stop at the Lake Oswego transit center were eliminated on the #35 Express (a time savings of 7 minutes by itself), and the total number of stops between Lake Oswego and the South Waterfront District were reduced from 26 to 5, express service would shave roughly 15 minutes off the trip for the Lake Oswego-Portland segment. None of the options outlined in the EIS come close to this kind of improved performance.

Third, this project is really being pushed as a property redevelopment concept, not a transit concept, based on the assumption that high-density neighborhoods with streetcar service generate high levels of transit ridership. But that assumption is false. Over the past several months we have collected actual travel data on all trips entering and leaving the South Waterfront District, an area widely considered by planners to be a streetcar success story.

As seen below, the market share for streetcar use is quite modest, at 9%, and most of that use is concentrated at one building, the OHSU Health and Healing Center. For the rest of the district, auto use represents more than 90% of all trips.

**Trip Counts for the South Waterfront District
Average Weekday, 6:00 a.m. – 10:00 p.m.**

	All passenger-trips	Market share of trips by mode
Auto/truck	17,023	79%
Streetcar	1,832	9%
Bicycle	1,076	5%
Bus	926	4%
Pedestrian	642	3%

Note: Research was conducted on various good-weather weekdays during the months of May-January, 2010-2011.

Conclusion

The least-cost transit improvement option for the Macadam Avenue corridor would be to offer express bus service during the peak hours. The Steering Committee should reject the options presented in the draft EIS and terminate all further planning for this project. If property owners in the John’s Landing district or the Foothills Neighborhood of Lake Oswego desire to redevelop their areas with high-density, mixed-use construction, that is their business. But it has no relevance to the topic of improving transit in the Macadam Avenue corridor.

#48

Dear Elected Officials,

My husband and I live on SW Midvale Rd off Highway 43 in the Birdshill neighborhood. We moved here in 2005 with the plan of starting a family. What drew us to this neighborhood is the Lake Oswego Schools. With the severe economic downturn, we are astonished that there is discussion recently of closing 3 elementary schools, and possibly combining middle schools and high schools. Yet, Lake Oswego Mayor Jack Hoffman, select Lake Oswego City Council Members, and many in the county, state, and Metro continue to promote a half-billion dollar Streetcar project?

This Streetcar project is expected to cost up to \$460 million dollars (future 2017 dollars). I keep hearing by law "we can't use money from "budget A or B" for the school budget. I keep hearing that "if we don't take the federal money, somebody else will". But does that mean we have to take it and spend it??

Oregon is facing over a \$3.0 billion dollar general fund deficit. Our country is 14 trillion dollars in debt. We do not know how long and how bad the economy is going to get. What are our priorities? Is a transportation project more important than educating our children and providing public safety? How is our local governments going to pay for this? And what budget is the money going to be taken from? The money has to come from somewhere.

We have entered a new, very uncertain time in our state and country. We are asking our elected officials to put the brakes on spending projects that are not a necessity right now. We must prioritize better. Our family is not spending like we used to. We have adjusted our lifestyles. We are saving more because we are uncertain at what the future holds.

My husband and I have always tried to stay informed at how our taxpayer money is being spent. It seems our elected officials from local to the national levels are not adjusting their spending habits as our family has. This is unacceptable to us. What kind of debt-ridden future do our children have to endure?

We are asking to put a stop to the Lake Oswego Streetcar and focus our energy and resources on educating our children.

Thank you,
Michelle and Amir Mehrabi
1750 SW Midvale Rd
Portland, OR 97219

Attachment to public testimony: Michelle Mehrabi

1/24/2011

#49

Project Steering Committee - Lake Oswego to Portland Transit Project

When I came to the City Lake Oswego in March of 1991 as the new Planning Director, I soon learned about the trolley and the right-of-way that had been purchased for a future high-capacity transit route connecting Lake Oswego to Portland. I remember questioning the purpose of such a project and was told it would bring customers to businesses in Downtown Lake Oswego and relieve future congestion on Highway 43.

Twenty years later there is no high-capacity transit but there are more businesses in Downtown Lake Oswego and presumably more customers or the businesses would not have come. Congestion has increased on 43 and Metro projects that it will get even worse over the next 25 years.

So now, as promised, we are told that the streetcar is the solution to the problem of congestion. But the DEIS states that compared to the alternative of an Enhanced Bus service, the streetcar will only eliminate 100 more cars during the PM peak rush hour. So at 9 times the cost of Enhanced Bus service, it will not be the most cost-effective way of reducing congestion on Highway 43.

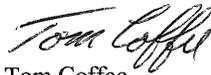
But we are also told, as before, that it will attract more customers and businesses, and in addition, attainable housing and a more vital urban environment with street activity until 11 at night! All of which will have the added bonus of increasing the City's tax base.

These are the problems that the streetcar alternative at 9 times the cost of the bus is intended to solve?? I suggest that the streetcar is a money pit of a solution in search of a problem.

Spending \$4.3 million on the DEIS, another \$20+ million on more study and preliminary engineering to get to the Final EIS without knowing that the streetcar will even receive any federal funding is not a prudent use of public money in these times.

The market will determine whether there will be redevelopment in the Foothills, not the streetcar. The community will decide just how interested it is in having a more vital urban environment in its east end. There are more cost-effective ways of increasing the City's tax base through a meaningful economic development strategy that increases the redevelopment potential of existing employment areas.

The findings of the DEIS that conclude that the Streetcar should be the preferred alternative are based on flawed data and overly optimistic financial estimates. The streetcar may be "preferred" by its proponents but its environmental, community and fiscal impacts are not justified by the so-called problems it is intended to solve.



Tom Coffee

4183 Fruitwood Ct

Lake Oswego, Oregon 97035

Attachment to public testimony: Tom Coffee

#521

Speech 2011-01-24

My name is Kerry Chipman. I'm a 20 year Johns Landing resident; member of the Board of the South Portland neighborhood association; and the neighborhood association alternate to the CAC.

I'm here representing the neighborhood association to urge you to support the In Street Macadam streetcar option through Johns Landing and to reject the Willamette shoreline option, primarily because the In Street option benefits the neighborhood while the Willamette shoreline option simply adds yet another transit corridor through my neighborhood.

South Portland already contains four major transit corridors in a very compressed geography: I 5; Barber/front Avenue; Macadam Avenue/Highway 43; and U.S. 26.

All of these benefit the region at the expense of neighborhood cohesiveness and connectivity.

We have been told that we must continue to sacrifice this cohesiveness and connectivity for the benefit of the region. We do not agree.

We believe sacrifice should be shared, and it's time for the region to share our sacrifice.

The sacrifices we are asking you to make by choosing the In Street Macadam option are minor.

It may or may not cost the region a little more money.

It will add a couple of minutes of transit time for Lake Oswego commuters.

On the other hand, it will greatly benefit Johns Landing condominium residents; Macadam Avenue businesses; and residents on the west side of Macadam.

We are asking our political leaders to stand up for us instead of asking us to once again accept a project that primarily benefits somebody else.

Attachment to public testimony: Kerry Chipman

#60

JANUARY 24, 2010

TO: LOPT STEERING COMMITTEE

FROM: CAROLYNE R. JONES, 2818 POPLAR WAY, LAKE OSWEGO, OR 97034

SUBJECT: TESTIMONY TO BE SUBMITTED INTO THE PUBLIC RECORD

IN LAKE OSWEGO, CHAPTER 50 OF THE DEVELOPMENT CODE REQUIRES THAT FOR ALL NEW DEVELOPMENT WITH SENSITIVE LANDS FIRST BE DELINEATED AND THAT A TREE COUNT BE DONE. I AM CONCERNED THAT THE PROCESS HAVING TO DO WITH THE PROPOSED LAKE OSWEGO TO PORTLAND STREET CAR HAS BEEN DESIGNED TO PRE-EMPT LAKE OSWEGO CODE. THERE IS A WETLAND IN FOOTHILLS. HIGH-DENSITY DEVELOPMENT WILL CREATE MORE STORM WATER DISCHARGE INTO THE WETLAND AS WELL AS, INTO THE WILLAMETTE. FROM THE SELLWOOD BRIDGE TO LAKE OSWEGO THERE ARE SEVERAL STREAMS WHERE FISH ON THE ENDANGERED SPECIES LIST SPAWN. THE CORRIDOR SHOULD BE PRESERVED AS SIGNIFICANT ENVIRONMENTAL HABITAT AND NOT DEVELOPED UNDER CHAPTER 50.

MY PROPERTY IS IN GLENMORRIE WHICH IS ALSO SITUATED ON THE WILLAMETTE RIVER JUST AS THE FOOTHILLS DISTRICT IS. OVER 50% OF THE PROPERTIES THERE WERE OVERLAYED AS SENSITIVE LANDS RESTRICTING THE PROPERTY OWNER'S USE, AS WELL AS THE PROPERTY VALUES. IN GLENMORRIE DEVELOPMENT IS PROHIBITED FROM A WATER RESOURCE TO TOP OF BANK, WHICH IN THE CASE OF FOOTHILLS WOULD MEAN STATE STREET AS TOP OF BANK. WHY SHOULD FOOTHILLS BE ALLOWED TO DEVELOP WHEN THE PROPERTY OWNERS IN GLENMORRIE ARE PROHIBITED FROM DOING SO. RECENTLY A NEIGHBOR OF MINE ASKED TO CREATE A PATHWAY ON HIS PROPERTY WHICH WOULD ALLOW SCHOOL CHILDREN TO AVOID WALKING ON GLENMORRIE DRIVE WHICH IS UNSAFE DURING RUSH HOUR. THE OWNER WAS TOLD NO, THAT HIS PROPERTY WAS NOW A "NO TOUCH ZONE". THERE ARE NO FISH IN GLENMORRIE'S STREAMS WHICH ARE STORM WATER DRAINS. AGAIN, WHY SHOULD DEVELOPMENT BE ALLOWED ALONG THE RAIL LINE WHEN MY PROPERTY CANNOT BE DEVELOPED?

BEFORE THIS TRANSIT PROJECT IS APPROVED, THERE WILL NEED TO BE COMPLIANCE WITH LAKE OSWEGO'S DEVELOPMENT CODE, CHAPTER 50. ALSO, THE UNREST AMONG PROPERTY OWNERS WHO'S PROPERTY RIGHTS HAVE BEEN TAKEN WILL HAVE TO BE RESOLVED BEFORE THE STREET CAR IS APPROVED AND FOOTHILLS DEVELOPED.

Attachment to public testimony: Carolyn Jones

#68

January 2011
The Streetcar
How Much Will It Really Cost?

I have attended dozens of meetings in which consultants discuss expensive projects. Invariably, the consultants provide detailed assessments of the value of the project along with less detailed cost assumptions and projections. Never have I heard these same consultants discuss cost overruns, a problem that seems to plague public projects, especially recent ones in Oregon. This brings us to the Streetcar Advocacy Report, otherwise known as the Draft Environmental Impact Statement (DEIS). The cities cost, according to the consultants is calculated as follows: total cost multiplied by local share less the right of way value multiplied by Lake Oswego's 20% share. Using the formula, I have calculated the cost at up to \$33 million. For the following reasons, I predict that cost will increase significantly!

Capital Cost – In 2008 our share of the project cost, including the contribution of the right of way, was \$0. In November 2010 it was \$12 to \$19 million. If the federal/local dollar split changes from 60/40 to 50/50, like Milwaukie light rail, our cost will increase to \$18 to \$26 million. Streetcar advocates count on the Willamette Shore right-of-way as a reason to build the streetcar. But, the value of the right-of-way is pegged at three times the growth rate of home prices over the past 20 years. If the growth rate is only two times, then the Lake Oswego cost increases to \$25 to \$33 million.

Operating Cost – The consultants estimate the Streetcar will cost \$3.78 million per year to operate. Wilsonville and Washington County are spending \$0.3 million and \$2.0 million annually to pay operating costs for the Wilsonville/Beaverton commuter rail line. If Lake Oswego pays 20% of Streetcar operating costs, the city will pay \$0.75 million per year. Not only would it be helpful to know how we intend paying for operating costs and future increases, but what we have to give up. Is it road maintenance, schools, or fire service?

Economic Development – Since the DEIS advocacy report was issued, the consultants have admitted that there is a mistake in the estimated development from the Streetcar. The square footage was overstated by 250%. If potential development was overstated by 250%, will the related funding, i.e. property taxes, be overstated, and by how much? And does this create a deficit and where?

Ridership – Even with potential development overstated by 250%, according to Metro the adjusted development will not change ridership! The consultants tell us that development and ridership are based on separate, different assumptions. It's difficult to believe that reducing development will not affect ridership.

Travel Time – As it stands now, for \$33 million we gain 6 to 10 minutes travel time over an "enhanced bus" system, according to the consultants.

Attachment to public testimony: Jeff Gudman

Foothills, Stafford and Traffic Congestion – In the words of the cities August 31, 2010 letter to the LCDC, increased densities in Foothills from development "will likely require additional lanes along Highway 43 through the downtown, which would greatly impact existing buildings and the intimate scale and character of the street". In other words, we could see a six lane road through the city, a solution that will destroy our small town feeling and culture.

Now is not the time to listen to consultants to approve this project. As Warren Buffett advises, "don't ask the barber if you need a haircut."

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Please note the column is a reflection of my views and not necessarily those of the City Council

November 2010
Streetcar Funding
Show Me the Money

Harry Truman – “I never give them hell, I just speak the truth and they think it is hell.”

The truth is the Lake Oswego estimated share of the Streetcar capital cost keeps escalating. In addition to contributing the right of way, the City has to pony-up cash. In September 2008, the cash contribution was \$0. In August 2010, it was \$6 million. In September 2010 it was \$6 to \$8 million. In November 2010 it is \$12 to \$19 million. If the federal/local dollar split changes from 60/40 to 50/50, like Milwaukie light rail, the required Lake Oswego dollars will increase again.

If estimated cost increases weren't bad enough, Council has not been candid on funding sources and trade-offs. Where will Lake Oswego find the money? And, perhaps more important, what projects won't be done if we proceed with the Streetcar project?

Council says neither property taxes, general funds nor general obligation bonds will be used to pay for the Streetcar. However, in the 2010/2011 budget, Council approved \$1.1 million from the General Fund Reserve for the Foothills framework plan including Streetcar analysis. The primary source of revenue of the general fund is property taxes.

The Council vaguely says the Streetcar could be paid for by an urban renewal district, a local improvement district, transportation system development charges, and other private sources.

New Urban Renewal District (Tax Increment Financing - TIF) – One of the major problems with a new or expanded TIF district is its adverse effect on public revenue and services, including school funding. All tax revenue above a certain amount must be used in the TIF district and not to fund other services. Plus, a TIF district is funded by property taxes.

Existing Urban Renewal District (LORA) – If monies from the existing LORA district are used for the streetcar/parking garage, what projects currently planned for LORA won't be done – new library, Wizers property redevelopment, Block 45 or 46 redevelopment or other projects?

Local Improvement District – A local improvement district is where business/homes/etc., inside a geographic area, agree to a self assessment. The equivalent of increased property taxes.

System Development Charges – System Development Charges are incurred when building occurs. If there is no building, there are no charges. Does the city plan on loaning Tri-Met money to build the Streetcar until such time development occurs? Why would the city get into the banking business?

Only Those Who Benefit Will Pay - A Council mantra is only those who will benefit will pay. Who will benefit? Is it the elderly couple on a fixed income that lives 10 minutes walking time from local shopping/services; or the young Lake Oswego family that live 15 minutes away from the Streetcar but who works in Tigard and Wilsonville; or the struggling business owner with increased fixed costs due to the Streetcar and uncertain increased revenue? The Council has not addressed and explained why the benefits exceed the costs of a Streetcar project.

Let's Vote On General Obligation Bonds - The Streetcar is a large, discretionary capital project, involving costs, benefits, and tradeoffs. After a full discussion, it should be subject to voter approval of general obligation bonds. We should have a say in how the money is spent and how the Streetcar is financed. In the last analysis, it's our money, isn't it?

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October 2010
Foothills/Streetcar & Stafford
The Council Trying to Have it Both Ways
And
Wants to Decide Before We Have all the Costs

When Yogi Berra said, "I knew I was going to take the wrong train, so I left early...", he could have been talking about spending up to \$458 million on the Lake Oswego Portland Streetcar. How can we avoid buying up to a \$458 million ticket and taking the wrong train?

On Streetcar and traffic congestion, Council is trying to have it both ways i.e., Council is opposed to development of Stafford Triangle due to cost, but is using a traffic study of Stafford Triangle development to justify the Streetcar. On one hand, Council talks about opposition to significant development in the Stafford Triangle due to tremendous infrastructure costs. On another hand, the City has sent the Oregon Land Conservation and Development Commission a letter stating that, based on a 2005 Metro 2025 traffic model, 85% to 90% of the increase in traffic on Highway 43 will come from development of 7,000 new housing units in the Stafford Triangle. In typical bureaucratic logic, the City is claiming the Streetcar will mitigate traffic from 7,000 new housing units, which the City opposes.

The Council can't have it both ways. If Council opposes significant development in the Stafford basin due to infrastructure costs, they can't use phantom traffic generated by significant development in the Stafford basin to justify a Streetcar.

We can't afford a Streetcar that keeps getting more expensive. In 2006, Streetcar advocates told us the Lake Oswego Portland Streetcar would cost \$75 -125 million [Lake Oswego Review May 4, 2006]. Now the cost is to spend up to \$458 million and rising. And it costs \$21 million **more** to build it in Foothills, rather than using the existing Union Pacific right of way.

We should not agree to buy a Streetcar before we know the real price tag to local taxpayers, homeowners and small businesses. **The mayor wants to decide on the streetcar 18 months before we know how much it will cost us.** That's just absurd. The financial capability of TriMet to undertake another substantial service extension (at a time when TriMet is obviously under severe financial stress with the Portland/Milwaukie Light Rail and unfunded liabilities approaching \$1 billion) is another huge question. If the project goes over budget, will Tri-Met pick up the extra cost? I don't think so. Will Lake Oswego citizens have to pick up the extra cost? Probably.

The Streetcar is not the best way to solve congestion on Highway 43. Planners in City Hall know that over 20 years, approximately 85% to 90% of increased traffic on Highway 43 comes from building 7,000 units in the Stafford Basin [letter from Lake Oswego to State of Oregon - August 31, 2010] Want to stop that congestion? Don't urbanize in Stafford which is opposed by West Linn and Tualatin and the policy direction

of our own Comprehensive Plan. Don't urbanize the Stafford basin and there is no justification for the Streetcar.

The Streetcar/Foothills project is the highest cost/highest risk path at a time of maximum financial insecurity for taxpayers, homeowners, small businesses and local governments. It appears that emotional desperation to participate, rather than reasoned analysis, drives the Council to talk about process rather than policy.

Just because Yogi Berra left early for the wrong train, doesn't mean Lake Oswego citizens have to also do so.

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August 2010
Foothills/Streetcar – A Solution in Search of a Problem

The Foothills/Streetcar project is a solution in search of a problem. The mayor says the Streetcar/Foothills project is a problem-solving legacy. What are the problems Council is trying to solve and why is Foothills/Streetcar the best solution?

The Council thinks Streetcar/Foothills redevelopment will solve the following problems – assist revitalizing downtown; be a prudent use of city resources; attract new, younger families; increase property taxes to the city; reconnect to the river; create the city's next great neighborhood; provide low income housing; meet Metro density requirements; provide opportunities for aging in place in the community; reduce commuting time; be consistent with community values; provide for the best use of limited city resources; be ready for the next real estate upswing; etc. This sounds like a magic solution.

Let's look at four aspects of the purported problem-solving Foothills/Streetcar legacy:

Traffic Congestion – The Streetcar is projected to cost approximately \$380 to \$458 million including the rail right of way contributed value of \$94 to \$108 million. The result will be approximately 400 fewer cars. The Streetcar cost is approximately \$1 million for each car not needed. Is this an effective use of dollars? No, it is not.

Prudent Use of Lake Oswego Resources – There are seven governments who will pay the Streetcar local match dollars. They are Lake Oswego, Portland, Clackamas County, Multnomah County, Metro, Tri-Met and the State of Oregon. The current local match dollar estimate is between \$47 and \$66 million. The Lake Oswego estimated contribution is \$6 million. The federal/local dollar split assumption is 60/40. If the split goes to 50/50, like the Milwaukie light rail, then the dollars required from Lake Oswego will increase by 25%. Where will the Lake Oswego dollars come from? What projects and work won't be done by proceeding with Streetcar/Foothills? The council needs to answer these questions.

Provide Additional Parking – The Streetcar terminus will have about 300 transit only user parking spaces in the Albertson's parking lot. Currently, there are 225 spaces between Starbuck's to Subway and State Street to Albertsons. Assuming 25 spaces are lost to the streetcar, this leaves 200 existing spaces. Where precisely will the city put the additional 100 spaces? Where will parking be for shoppers? Unless the city tears down existing buildings three hundred plus parking spaces will require multi-level parking. Is a multi-level parking structure at this location a reflection of our community values? No, it is not.

Increasing Property Taxes – To generate additional property taxes, why is the Streetcar/Foothills redevelopment more important than redeveloping the Pilkington commercial area or offering a sewer hook up incentive program for properties inside the cities urban services area but not inside the city limits? Foothills/Streetcar is not the best means of generating additional property taxes.

So now you ask, since I don't believe in magic solutions, what should we do? It's easy, though perhaps not politically exciting. One - finish the work of the Lake Oswego Redevelopment Agency (LORA) with the resources available to LORA. Two - identify the projects needed for Foothills/Streetcar redevelopment; make the case to the citizens and ask for voter approval of a general obligation bond measure to do the projects. If the citizens want to raise taxes to spend millions of dollars to redevelop Foothills/Streetcar they will vote for it. If the citizens vote no, we stop. It can be done. It was done for our schools and our open space.

But don't shove solutions like Foothills/Streetcar down citizens "throats". It is not consistent with good governance nor is it fair to citizens and their tax dollars. After full disclosure, let us vote on this "legacy" project.

The city should be spending ongoing tax dollars on to the hard day-to-day work - maintaining standards, paving the roads, repairing pathways, simplifying regulations, providing police/fire services, and maintaining our parks and library. It's not magical, it's just practical.

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June 2010
Foothills & Streetcar Project – Costs, Benefits, and Priorities

In *Winnie-the-Pooh*, there is a significant moment when Winnie is asked whether he wants honey or milk with his bread. He contemplates a few moments and replies “both.” If you are Winnie-the-Pooh, you can avoid thinking about costs, benefits, and priorities. However, if you are a politician, especially in this economy, you cannot avoid them. At least not forever, or, as Margaret Thatcher said, only “until you run out of other peoples’ money!”

This brings us to the Foothills District and a Streetcar between Lake Oswego and Portland. Is it a good idea? Generally, yes. But that’s not the end of the questions. Three more questions which should be answered are: 1) What is it going to cost; 2) What are the incremental benefits and; (3) Why is spending money on the Foothills/Streetcar project more important than maintaining roads and parks, providing high quality police, fire and library services, paying down the \$20.2 million debt on the WEB, or any of the other projects which require dollars. In other words, it would be helpful to articulate some standards for prioritizing use of our scarce money.

We’ve done it in the past to great success. Our strengths as a City resulted from constant examination of costs, benefits, and prioritizing projects. For example, our wonderful parks, terrific library, and first rate police and fire services. It was also the case regarding our remake over the last 30 years. The two significant strategic decisions were formation of the Lake Oswego Redevelopment Agency (LORA) and annexation of most of the Kruse Way properties. Each time there was vigorous discussion of costs, benefits, and priorities.

One of the benefits touted by the Council is the development’s fair market value. The Council talks about a possible market value of \$1 billion. Since the project has approximately 120 acres, that’s a value of about \$8.3 million per acre. That value seems high given the value of the adjacent LORA district. The estimated real market value of the LORA district (168 acres) is about \$386 million (approximately \$2.3 million per acre). The estimated real market value of all the property in the entire city (7,200 acres) is about \$9.0 billion (approximately \$1.2 million per acre). A redevelopment value of \$1 billion (\$8.3 million per acre) strains believability. A City consultant noted the developable acreage is less than 120 acres. If the developable acreage is less than 120, the value per acre is even less believable.

Let’s look at the purported tax benefit to the City. If the value is \$1 billion, that generates significant incremental property taxes. But what if the value of the Foothills redevelopment is not \$1 billion but less, a value more consistent with other values in the City? Since the creation of LORA, the City has spent about \$38 million in LORA capital projects, for an estimated value of \$386 million. Assume the City spends \$38 million in the new Foothills redevelopment district and assume the value is 1.5 times the per acre value of LORA. The Foothills value would be \$413 million. Using standard net present value financial analysis with a 6% discount rate over 100 years, the answer is a

net cost to the City, i.e., the net present value of the incremental property taxes (\$30.2 million) is less than the \$38 million cost.

The framework for analysis is straightforward. How much will the City spend (\$30 million, \$50 million, \$100 million or more) for how much incremental tax revenue it will receive?

Thus far, the Council has only vaguely focused on purported benefits. The Council must identify and quantify costs, benefits, and priorities before it decides to start large capital projects. Is a \$1 billion value for the redevelopment believable? What are the costs? Why is the Foothills/Streetcar project more important than dollars needed elsewhere in the City? The Council may want milk and honey, but it can't have both forever.

650 words
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Draft Environmental Impact Study
Streetcar Projections
2005 – 2035 Households

Traffic Analysis Zone	2005 Households	2035 Households	Change	Approximate Neighborhood
100	668	804	68/68	Outside/Mt. Park
101	511	674	163	Mt. Park
936	578	764	186	Westridge/Childs/Blue Heron
937	653	805	152	Rosewood
938	477	580	103	Jean/Pilkington
939	1,000	1,178	178	W Lake Grove/Bryant
940	1,609	2,176	567	Palisades
941	518	661	143	McVey/S. Shore
942	423	823	300/100	N. Stafford McVey/S. Shore
943	927	1,442	515	Hallinan/Skylands/ Glenmorrie/Marylhurst
944	2,021	3,839	1,818	Lakewood/Old Town/ FAN/Foothills/Forest Hills/Evergreen
945	165	209	44	Birdshill
946	723	879	156	East Forest Highlands
947	444	557	113	SE Lake Grove/CC N. Shore/Lakeview/Summit
948	913	1,099	186	Uplands/West Forest Highlands
949	1,479	1,720	241	Mt. Park
950	512	598	86	Holly Orchard
951	1,035	1,353	318	Waluga/Lake Grove
952	360	516	156	Lake Forest
953	730	941	211	Lake Forest
954	389	490	101	Lake Forest
955	995	1,179	184	Westlake
956	1,315	1,547	232	Oak Creek
Total	18,445	24,834	6,021	

Individuals

Bookin, Bev	4
Chipman, Kerry	32
Coffee, Tom	31
Dunphy, Janine	12
Fallow, Rob	1
Franklin, Andrew	5
Felton, David	27
Gudman, Jeff	34
Jacobson, Kared	23
Jones, Carolyn	33

Kass, Henry	17
LeChevallier, Rob	20
Maginnis, Tom	11
Mehrabi, Michelle	30
Muller, Mertie	6
Spada, Charisse	15
Stephens, Craig	16
Sweet, Peter	25
Umaki, Judi	8
Worsley, Kathe	24

Community organizations

Cascade Policy Institute	28
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