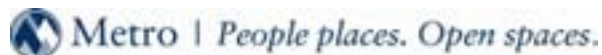


Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

**Adopted by the Metro Council
July 24, 2008**



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Appendix A: Metro Council Resolution No. 08-3959 adopting the Portland-Milwaukie Light Rail Project Locally Preferred Alternative

Appendix B: Adopted local jurisdictions, agency resolutions and letter in support of the Portland Milwaukie Light Rail Project Locally Preferred Alternative

- City of Milwaukie
- City of Oregon City
- City of Portland
- Clackamas County
- Multnomah County
- Portland Development Commission
- Tri-County Metropolitan Transportation District of Oregon (TriMet)

Appendix C: Citizen Advisory Committee Future Work Program Considerations
Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred
Alternative Report

1. SUMMARY

1.1 Report Purpose

This *Portland-Milwaukie Project Locally Preferred Alternative Report* presents the recommended implementation strategy and the Locally Preferred Alternative (LPA) for transit improvements in the Portland-Milwaukie Corridor. This Report documents the amendment to the 2003 LPA and defines the elements of the 2008 Portland-Milwaukie LPA. The LPA recommendation has been made based on information documented in the *Portland-Milwaukie Supplemental Draft Environmental Impact Statement* (SDEIS) (Metro: May 2008), public comment received, as well as other studies listed in section 5.1. The recommended LPA is shown in Figure 1.

1.2 Locally Preferred Alternative Recommendation

The recommended Portland-Milwaukie Light Rail Project Locally Preferred Alternative (LPA) is a light rail transit with alignment, terminus, stations, park-and-ride facilities, a new bridge for transit, bicycles and pedestrians across the Willamette River, and bus and streetcar elements as follows:

Alignment

- Connecting to the southern end of the new light rail mall alignment in downtown Portland with a SW Lincoln Street alignment.
- Refined SW Porter Street to SE Sherman Street Willamette River Crossing.
- Tillamook Branch Alignment south of Tacoma.

Terminus

- Park Avenue terminus

Light Rail Stations

Stations would include stops and shelters at: SW Lincoln Street/Harbor Drive, South Waterfront, Oregon Museum of Science and Industry (OMSI), SE Clinton Street, SE Rhine Street, SE Holgate Boulevard, SE Bybee Boulevard, SE Tacoma Street, SE Lake Road, and SE Park Avenue. A future station is planned at SE Harold Street.

Park-and-Ride

Park-and-ride facilities would be located at the Tacoma and Park Avenue stations. Both facilities would include 1,000 parking spaces.

Bus Improvements

The Portland-Milwaukie Light Rail Project LPA includes bus use of a transitway from SW 1st Avenue to approximately SE 8th Avenue and bus-related improvements at intersections and stations, including a new Bus Stop Shelter Area near the downtown Milwaukie (SE Lake Road) station.

Ruby Junction Maintenance Facility

The Portland-Milwaukie Light Rail Project LPA includes an expansion of the existing Ruby Junction Operations and Maintenance Facility to accommodate additional light rail vehicles associated with the operation of the Portland-Milwaukie Light Rail Project.

Future Streetcar Improvements

The Portland Streetcar, a distinct transit mode from light rail, could share some of the improvements made for light rail including the new Willamette River crossing, with light rail tracks also used by streetcars. Track connections would need to be made by a separate streetcar project plan and funding effort.

Project Finance Consideration

Securing local matching funds to complete the finance package has not yet been completed. If project revenues and project cost estimates cannot be balanced, a minimum operating segment (MOS) with a shorter alignment and a southern terminus at SE Lake Road could be pursued, consistent with the 2008 Portland-Milwaukie SDEIS.

A decision to proceed with a SE Lake Road minimum operating segment (MOS) will require prior Steering Committee consultation. Prior to making the decision on the MOS, the timing and specific level of the priority for the future SE Lake Road to SE Park Avenue segment would be addressed by the Project Steering Committee given required local match and the status of Small/New Starts program and ratings. The SE Lake Road to SE Park Avenue segment, if required, will remain a regional transit priority until constructed.

1.3 Next Steps

The LPA would include local approval to proceed with the following next steps:

- Submit FTA New Starts and Preliminary Engineering applications.
- Initiate a Final Environmental Impact Statement (FEIS).
- Clarify and reach agreement on the project elements that will be reduced, deferred or eliminated to reduce project costs by the time the FEIS is published.
- Undertake actions to finalize the capital and operating financial plan for the project by the time the FEIS is published.
- Resolve project issues identified during and after publication of the SDEIS.
- Conduct analysis with City of Portland by January 2009, to determine the optimal location of a single station to serve the RiverPlace and the South Auditorium areas.
- Control Project scope and cost. There will be consultation with the Steering Committee prior to major discretionary scope changes such as addition or deletion of stations, park and ride lots and bridge type.

Figure 1.1 2008 Locally Preferred Alternative



* Lake Road Minimum Operable Segment (MOS):
A Lake Road MOS terminus would include a 275 space park and ride at Lake Road, and a 1250 space park and ride at Tacoma.

** The Lincoln and Harbor Stations will be consolidated into a single station. The New Starts application will include the Lincoln Station.

2. ALTERNATIVES CONSIDERED

The purpose of this section is to provide a brief description of how the previous 2003 South Corridor LPA decision was made and how it relates to the Light Rail Alternative and design options that were examined in the *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement (SDEIS)* (Metro: May 2008). For a complete description of these alternatives, please see the *Portland-Milwaukie Light Rail Project SDEIS*, Chapter 2 Alternatives Considered and Appendix L, Background on Alternatives Development. Chapter 5 of this report describes the modes and alignments that have been studied in the corridor.

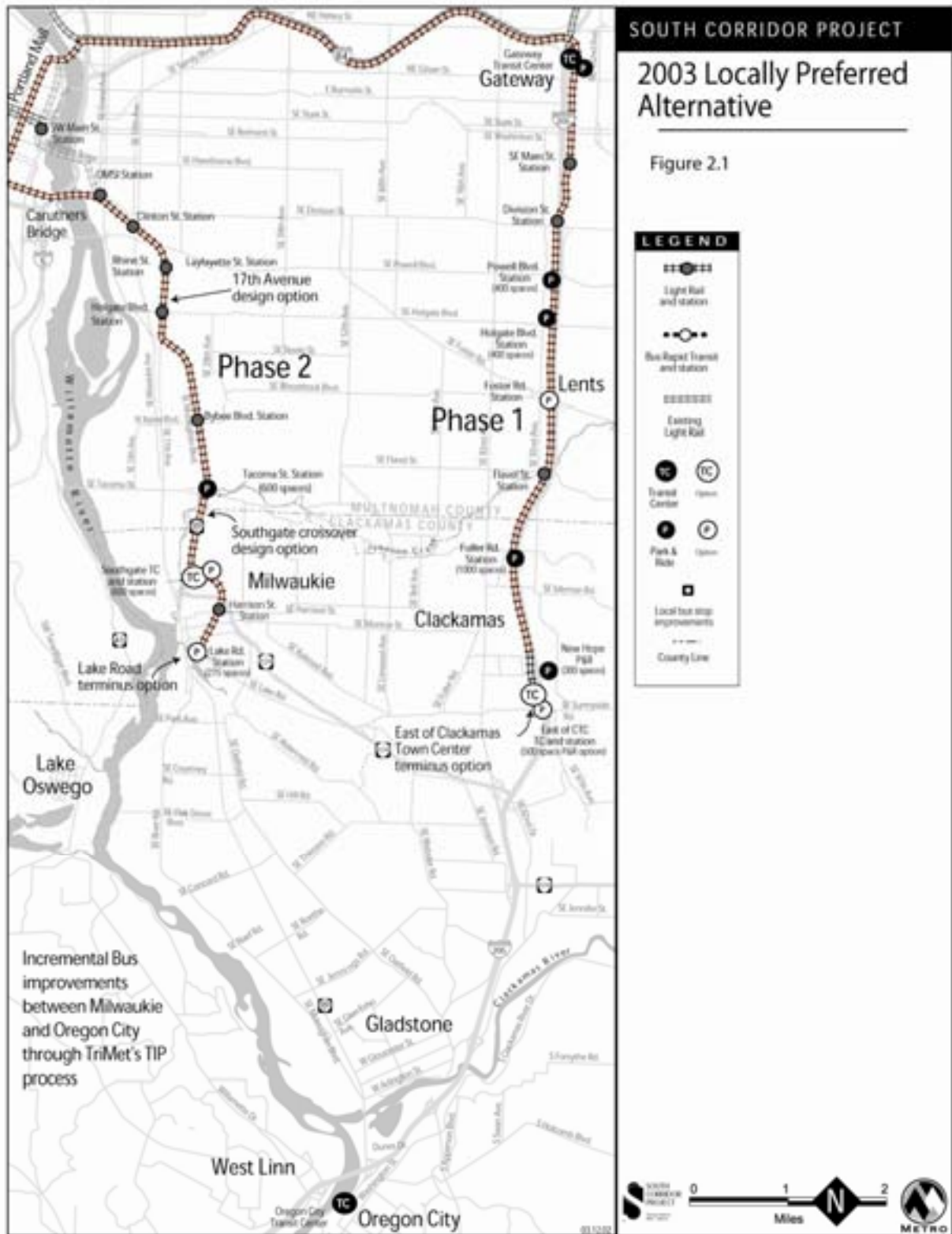
2.1 Portland-Milwaukie Light Rail Project Context in the South Corridor

On April 17, 2003, the Metro Council adopted a two-phased major transit investment strategy for the South Corridor (see Figure 2.1). Phase 1, the I-205/Portland Mall Light Rail Project, was selected as the Phase 1 Locally Preferred Alternative (LPA), to be followed by Phase 2, the Portland-Milwaukie Light Rail Project. The I-205/Portland Mall Light Rail Project was approved by the Federal Transit Administration (FTA) in a full funding grant agreement, with construction that commenced February 2007, with an opening scheduled for September 2009.

This LPA Report addresses Phase 2 of the South Corridor—the Portland-Milwaukie Light Rail Project.

In 2003, the project sponsors and Metro found that in the Portland-Milwaukie segment, the Light Rail Alternative was preferred over busway, bus rapid transit (BRT) and a No-Build Alternative because:

- **In 2020, Milwaukie Light Rail would have the highest number of transit trips in this segment** of any alternative, adding over 20,000 light rail trips in addition to I-205 light rail for a combined total of over 53,000 daily light rail trips in the South Corridor.
- **The Milwaukie Light Rail Alternative would provide the fastest travel time** of any of the Alternatives between Milwaukie and downtown Portland.
- **Light rail station areas would provide excellent opportunities for transit oriented development** in southeast Portland and in downtown Milwaukie.
- **Milwaukie Light Rail would provide better neighborhood transit service** than the BRT or Busway Alternatives, by providing accessible, high-capacity transit service to southeast Portland neighborhoods, Milwaukie and downtown Portland.
- **The Milwaukie Light Rail Alternative generated significant community support** in Milwaukie, southeast Portland and downtown Portland.
- **The Milwaukie Light Rail Alternative would have fewer environmental and displacement impacts** than the Busway Alternative.
- **Milwaukie Light Rail would be compatible with and would augment the regional light rail transit system** offering direct service to downtown Portland, the Rose Quarter and north Portland as well as easy transfers to the Blue and Red Lines between Hillsboro, downtown Gresham and the Portland Airport.



2.2 2008 Portland-Milwaukie Project SDEIS Alternatives

The 2008 SDEIS Light Rail Alternative was developed in response to modifications to the 2003 LPA proposed by citizens and local governments. These modifications were based on:

- A 2003 LPA work program element directing that options to the LPA alignment in the vicinity of the Milwaukie North Industrial area be investigated in order to mitigate impacts to businesses on SE McLoughlin Boulevard. This resulted in the creation of the Milwaukie Working Group that recommended the Tillamook Branch alignment design option in 2004 to the Milwaukie City Council.
- Demand for park-and-ride in the South Corridor.
- Interest by the City of Milwaukie and Clackamas County in a more southerly terminus outside downtown Milwaukie to serve light rail riders and park-and-riders further to the south and to maximize the quality and availability of downtown Milwaukie real estate for mixed-use, moderate density redevelopment.
- Substantial development in the South Waterfront area including a new Oregon Health & Science University (OHSU) building and plans for a future campus that include additional medical-related research and health facilities; an estimated increase in employment of over 10,000; ten planned new residential towers for 5,000 residents; and a need to have light rail be a part of an improved transportation system for the area.
- Completion of the Portland Aerial Tram and the desire for a closer connection between the tram and light rail.

Accordingly, starting in 2006 the Refinement Phase for the Portland-Milwaukie project examined and the Steering Committee narrowed alignment options in and south of Milwaukie and for the Willamette River crossing. As a result, Willamette River crossing alignment options, a Tillamook Branch alignment option and alignment options with a 0.84 mile extension of the southern terminus to SE Park Avenue were included in a 2008 Portland-Milwaukie SDEIS as part of the Light Rail Alternative. A No-Build Alternative was also included.

2.2.1 Portland-Milwaukie Light Rail Alternative

In 2008, the SDEIS Light Rail Alternative, including alignment and design options, included:

- **2003 LPA** from the Portland Mall to SE Lake Road in Milwaukie, with approximately 6.4 miles of light rail, 11 stations, and a new bridge across the Willamette River joining OMSI and RiverPlace.
- **Willamette River crossing options** between the South Waterfront District and southeast Portland, with four new alignment options in addition to the 2003 LPA river crossing, plus options for bridge height, bridge type, and whether the bridge would accommodate buses in addition to light rail, streetcar, bicycles and pedestrians.
- **Tillamook Branch Line**, an alignment option in the Milwaukie North Industrial Area that would transition to an alignment along the existing Tillamook Branch Railroad Line just south of the Tacoma Station and would include the extension to SE Park Avenue.
- **Extension to SE Park Avenue**, an alignment terminus option that would extend light rail approximately 0.84 mile from SE Lake Road to SE Park Avenue, add up to two stations, and provide additional park-and-ride capacity at SE Park Avenue.

Other localized options included:

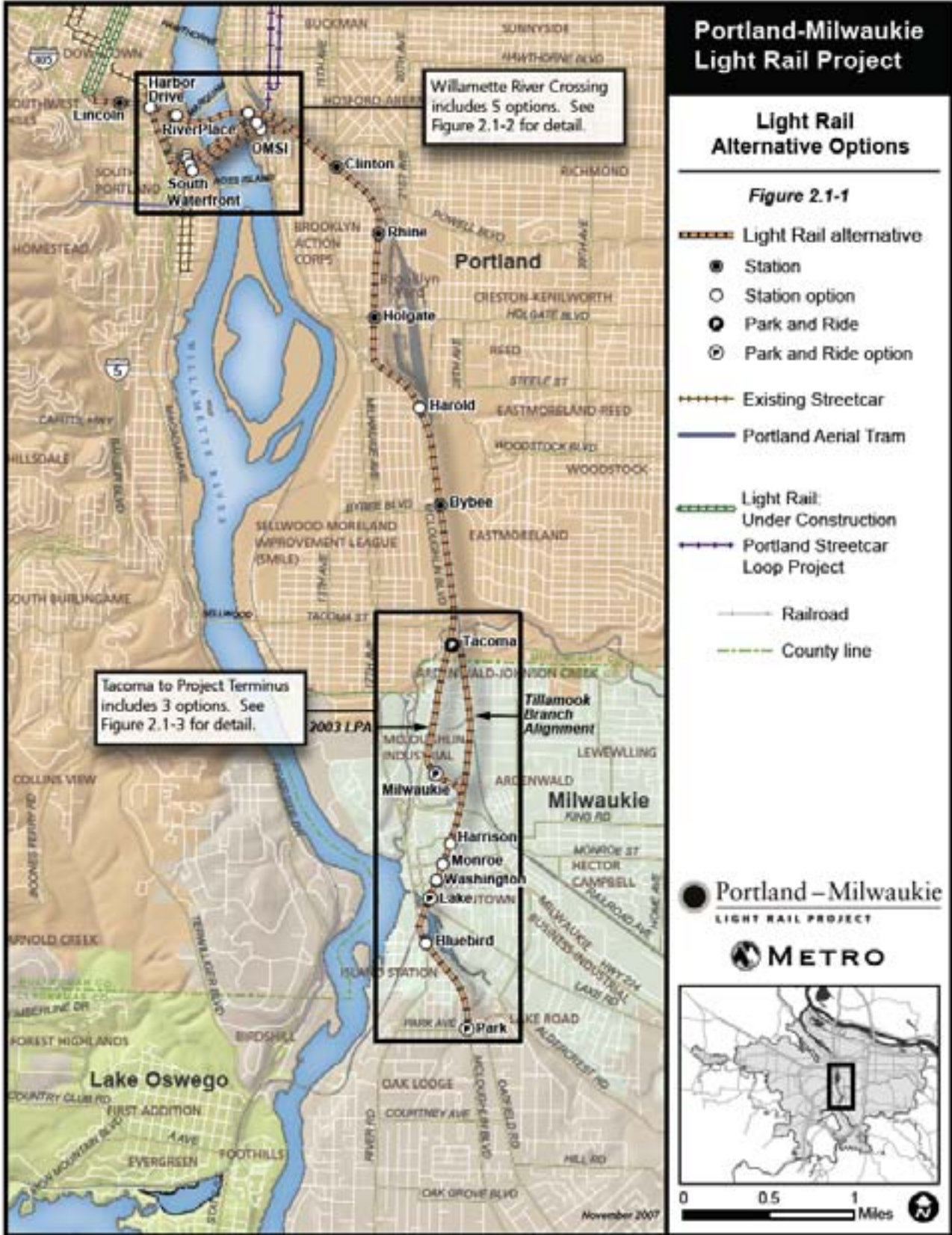
- SE Harold Street Station, an additional station in southeast Portland between the Bybee and Holgate Stations.
- Washington and Monroe Station options in downtown Milwaukie, in addition to the station at SE Harrison Street that was identified in the 2003 LPA.
- Options for elevated or at-grade crossings of the Oregon Pacific Railway (OPR) Line east of the Willamette River and across SE McLoughlin Boulevard south of downtown Milwaukie.
- Expansion of the Ruby Junction Operating and Maintenance Facility.

The analysis of the Light Rail Alternative was based on comparing the 2003 LPA to the alignment and design options, and each design and alignment option was combined with the 2003 LPA for analysis. For example, the Tillamook Branch Line option was combined with the 2003 LPA river crossing, and the Willamette River crossing options were combined with the 2003 LPA terminus at SE Lake Road. Figures 2.1-1 through 2.1-3 illustrate the alignment options evaluated in the Portland-Milwaukie SDEIS.

2.2.2 No-Build Alternative

The **No-Build Alternative** is required under NEPA and represents future conditions without the Portland-Milwaukie Light Rail Project. The No-Build Alternative represents both a possible outcome of the process and a reference point to gauge the benefits, costs, and impacts of the Light Rail Alternative.

The No-Build Alternative includes assumptions about future growth in population and employment in the region and in the project corridor through the year 2030, and the regional transportation system with the committed transportation investments that would occur with or without the Portland-Milwaukie Light Rail Project. The No-Build Alternative roadway improvements are projects in the corridor that are currently planned and for which a source of funding has been identified. They are the projects listed in the “financially constrained” project list of the 2004 Regional Transportation Plan, the currently adopted transportation plan for the region. Transit service would increase at a rate of 0.5% a year. See Table 2.1-1 of the SDEIS for a summary of the transit and roadway improvements included in the No-Build Alternative



Portland - Milwaukie Light Rail Project

Project Options: Willamette River Crossing

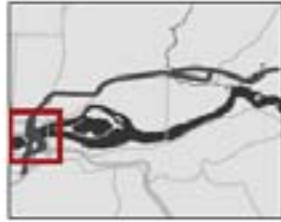
Figure 2.1-2

- 1. 2003 LPA
- 2. Meade-Sherman
- 3. Meade-Caruthers
- 4. Porter-Sherman
- 5. Porter-Caruthers

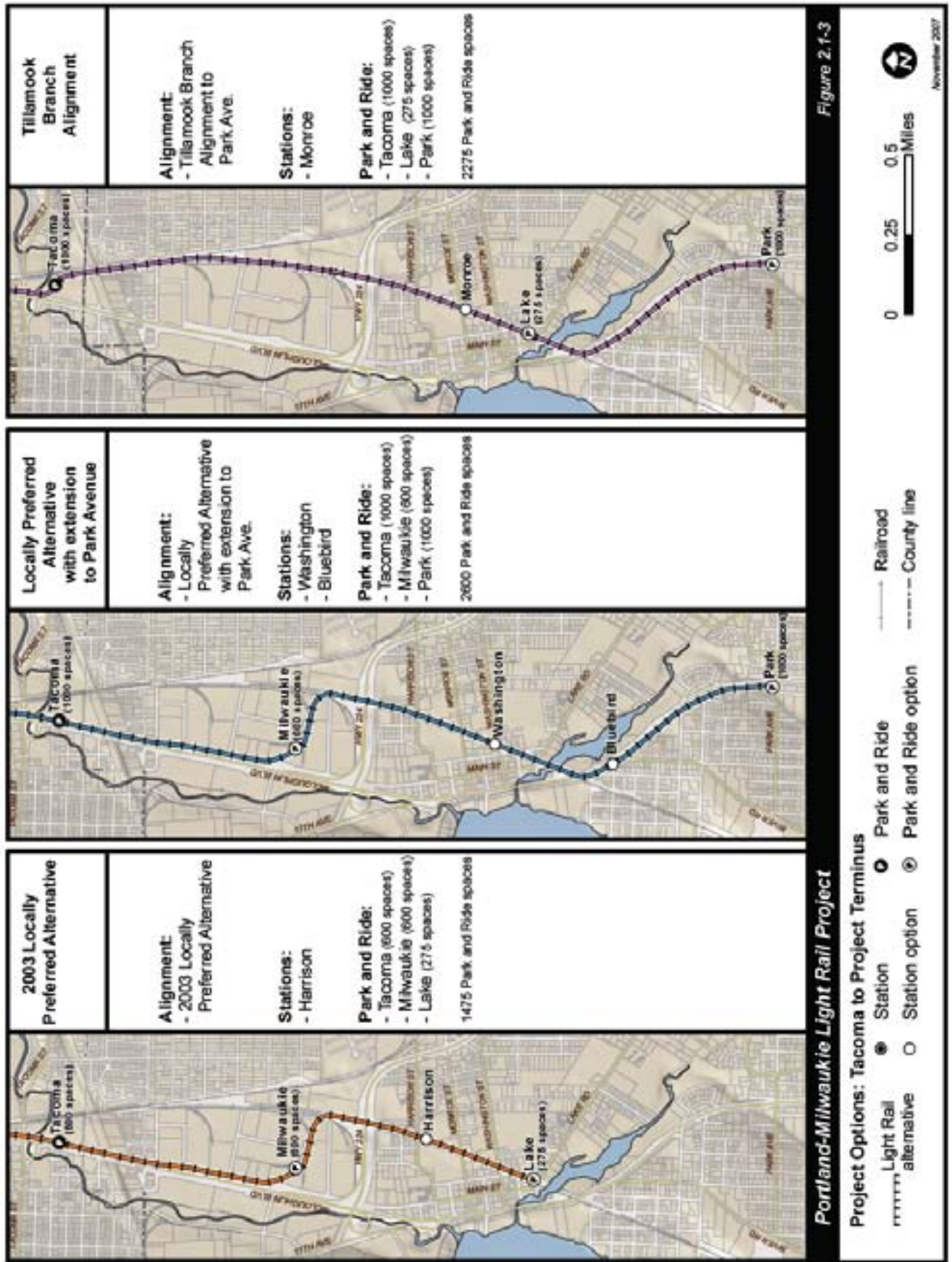
○ Station option

- Existing Streetcar
- Portland Aerial Tram
- Portland Streetcar Loop Project
- Railroad
- Arterial road

● Portland - Milwaukie
LIGHT RAIL PROJECT



Crossing Options:
1. 2003 LPA
2. Meade-Sherman
3. Meade-Caruthers
4. Porter-Sherman
5. Porter-Caruthers



3. PUBLIC OUTREACH AND INVOLVEMENT

3.1 Portland-Milwaukie SDEIS Distribution and Public Comment

The *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement* was distributed on May 1, 2008, and notice of availability was published in the *Federal Register* on May 9, 2008. This document was also circulated and discussed at four community open houses (May 21, 22, 27, and 28, 2008). The 45-day local public comment period ends at noon, June 23, 2008 and has included numerous neighborhood meetings and a public hearing on June 9, 2008. The South Corridor Steering Committee made the initial recommendation for the Locally Preferred Alternative (LPA) for the Portland-Milwaukie Light Rail Project. This *Portland-Milwaukie Project Locally Preferred Alternative Report* documents the amendment to the 2003 LPA and defines the elements of the 2008 Portland-Milwaukie LPA.

3.2 Portland-Milwaukie LPA Decision Process

The South Corridor Steering Committee considers the LPA recommendation on June 26, 2008. It will then be considered by local jurisdictions, ODOT and TriMet, the Joint Policy Advisory Committee on Transportation (JPACT) and by the Metro Council (See Figure 1.4-1). The final LPA decision will be made by the Metro Council after consideration of:

- Public comments on the Portland-Milwaukie SDEIS made during the public hearings and as documented in the *Portland-Milwaukie Project Public Comment Report* (Metro, June 2008).
- Data and analysis included in the *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement*.
- Consistency with the study Purpose and Need and the project's adopted goals and objectives.
- Consideration of recommendations from the following committees and jurisdictions on the following dates:

Portland-Milwaukie Citizen Advisory Committee	June 12
City of Oregon City Commission	July 2
TriMet Board of Directors	July 9
Multnomah County Board of Commissioners	July 10
Joint Policy Advisory Committee on Transportation	July 10
Milwaukie City Council	July 14, 15
City of Portland Council	July 17
Clackamas County Board of Commissioners	July 17
Metro Council	July 24

The recommendations and resolutions adopted by the committees and jurisdictions listed above will be contained in Appendix B of the Metro Council's Final LPA Recommendation.

Figure 3.1 Locally Preferred Alternative Adoption Process and Schedule



4. LOCALLY PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

The recommended locally preferred alternative is a Light Rail transit project that would extend the light rail that is currently under construction on the Portland Transit Mall to a terminus at SE Park Avenue in Clackamas County. The LPA is based on the 2003 LPA and the options analyzed in the SDEIS. Specific elements of the LPA are discussed below. Figure 4.1 illustrates the Portland-Milwaukie LPA.

4.1. Willamette River Crossing Alignment: Refined Porter-Sherman

A. Location

From the terminus of the Portland Mall Light Rail alignment located between SW 5th and SW 6th Avenues at SW Jackson Street in downtown Portland, light rail alignment would be extended east crossing SW 5th Avenue and the I-405 on-ramp and would continue east in the center of SW Lincoln Street, then cross SW 1st Avenue and through to SW Naito Parkway in the location of a currently existing building. Proceeding east and crossing SW Naito Parkway, the light rail alignment would turn south on the east side of SW Naito Parkway. The light rail would proceed over SW Harbor Drive on a structure and under the I-5/I-405 elevated roadways on a structure and continue south along the east side of SW Moody Avenue to an intersection of SW Moody Avenue and a future SW Porter Avenue in an alignment proximate to the southern edge of the OHSU campus. The light rail would then turn east and cross the Willamette River on a modified Porter-Sherman alignment to a point on the east side of the Willamette River at SE Sherman Street, just north of the Portland Opera building.

B. Alignment Options Considered

The following alignment options were considered for the Willamette River crossing. Additional alignments were considered in the refinement phase and were narrowed by the Steering Committee to the alignments listed below.

- 2003 LPA (SW RiverPlace to south OMSI parking lot)
- SW Meade to SE Sherman
- SW Meade to SE Caruthers
- SW Porter to SE Sherman
- SW Porter to SE Caruthers

C. Rationale for Selection

The City of Portland convened the Willamette River Partnership, a committee of local property owners, businesses and agencies in the vicinity of the proposed bridge crossings. The committee was charged with coordinating private development plans and investments with City utility, street and park improvements and the light rail project. After a series of meetings, they recommended a refined Porter-Sherman crossing described in “A”, above. All the more southerly river crossing design options (Meade and Porter on the west bank and Sherman and Caruthers on the east bank) share similar advantages over the 2003 LPA river crossing alignment.

Figure 4.1 2008 Locally Preferred Alternative



The refined Porter-Sherman crossing compared to the 2003 LPA would:

- Serve almost 3,000 more residents and more than 4,000 additional employees.
- Add 1,200 to 1,400 light rail trips a day between downtown Portland and Milwaukie or Oak Grove.
- Reduce total transit travel time to South Waterfront by 5 minutes (23 minutes compared to the No-Build).
- Have fewer noise impacts and would impact one less park.
- Be more likely to serve as a catalyst for development in the area.
- Provide substantive travel time benefits for buses, with over 13,000 riders gaining benefits.

In addition, the refined Porter-Sherman crossing would have several additional advantages not shared by all of the other southerly crossing options. It would:

- Avoid the greater business and property impacts required by the Meade-Caruthers or Porter-Caruthers options.
- Be compatible with the OHSU and OMSI master plans.
- Be more compatible with the South Waterfront Willamette River Greenway Plans for natural habitat area between SW Porter Street and the Marquam bridge.
- Offer a short walk connection to the Portland Aerial Tram, which provides access to more than 10,000 jobs on Marquam Hill.

D. Issues to be Addressed by Staff

The following issues will need to be further addressed

- Final bridge height, and bridge type (including number and size of in-water piers).
- Coordination with City of Portland on Willamette Greenway plan modifications.
- In-water and riparian habitat avoidance, mitigation and enhancement measures.
- Amount, extent, timing, cost and light rail Project cost burden for an elevated alignment in the South Waterfront area.

4.2 Preferred Light Rail Alignment: Tillamook Branch to Park

A. Location

The locally preferred alternative includes the Tillamook alignment in the Milwaukie North Industrial Area and a terminus at SE Park Avenue. From SE 8th Avenue to SE Tacoma Street the alignment is the same as the LPA adopted in 2003. On the east side of the river, following along the west/south side of the Union Pacific Railroad (UPRR), the light rail alignment would cross SE Powell Boulevard and go south along SE 17th Avenue to SE McLoughlin Blvd. The alignment would then continue south between SE McLoughlin Boulevard and the UPRR tracks to SE Tacoma Street.

At SE Tacoma Street the preferred Tillamook alignment would proceed south about 300 feet and then turn southeast. The Tacoma Street Station would be located south of Johnson Creek and a 1,000 space parking structure would be located at this site. The alignment would cross under the Springwater corridor bridge then be elevated to just north of Highway 224. The alignment would cross under Highway 224 and then run south along the west side of the Tillamook Branch railroad right-of-way to SE Lake Road. The light

rail would cross over SE McLoughlin Boulevard on a grade-separated structure and proceed south along the west side of SE McLoughlin Boulevard to SE Park Avenue.

B. Alignment Options Considered

The following alignment options were considered for the portion of the light rail alignment between SE Tacoma Street and SE Park Avenue:

- The 2003 LPA alignment along SE McLoughlin Boulevard and SE Main Street through the Milwaukie North Industrial Area with southern terminus at SE Lake Road.
- 2003 LPA alignment as described above with a southern terminus at SE Park Avenue.
- The Tillamook Branch Alignment with the extension to SE Park Avenue.

C. Rationale

Tillamook Branch Alignment. Compared to the 2003 LPA or the 2003 LPA to SE Park Avenue, this option would:

- Require fewer impacts to traffic and freight access for businesses in the Milwaukie North Industrial Area.
- Result in fewer acquisitions and displacements of North Industrial Area businesses.
- Reduce light rail travel time by one minute along the length of the segment.
- Cost less to construct (approximately \$39 million).
- Avoid adverse impacts to the historic ODOT building and grounds on SE McLoughlin Boulevard.
- Have support of the businesses in the North Industrial Area and is similar to the Milwaukie Working Group Recommendation from the 2004 process.
- Avoid traffic impacts at SE Ochoco and SE Milport Streets.

Park Terminus. The SE Park Avenue terminus is preferred, although funding is not assured. While substantial efforts will be made to find sufficient funds to construct to Park Avenue, a minimum operating segment (MOS) to Lake Rd is also indicated.

Compared to the Lake Road terminus, the Park Avenue terminus would:

- Increase the number of people using transit to get to downtown Portland.
- Put up to 1,600 more households and approximately 1,250 jobs within a ½ mile walk of the light rail system.
- Reach more commuters in north Clackamas County by maximizing park-and-ride opportunities with 1,000 more spaces.
- Increase ridership by over 2,000 rides each day.
- Would intercept significant park-and-ride trips south of downtown Milwaukie before it reaches the Milwaukie Town Center.
- Avoid impacts of a park-and-ride in downtown Milwaukie.

D. Issues to be Addressed by Staff

With the SE Park Avenue terminus, the following issues would need to be addressed:

- Developing cost reduction strategies that will allow for the extension to SE Park Avenue terminus.
- Developing capital and operating finance plan for the SE Park Avenue terminus.
- Addressing the additional noise and vibration impacts.
- Mitigating the potential impacts to two additional parks.

4.3 Locally Preferred Alternative Light Rail Stations: Portland

A. Location

The recommended Locally Preferred Alternative includes stations at the following locations:

- Lincoln/Harbor
- South Waterfront
- OMSI
- Clinton
- Rhine
- Holgate
- Bybee
- Tacoma

The station at Tacoma includes a structured park-and-ride with 1,000 spaces.

B. Options Considered

The following station locations were considered based on the 2003 LPA, findings of the *Refinement Report* (Metro 2007) and recommendations of the Willamette River Partnership, and the project Steering Committee:

- Lincoln
- Harbor Drive
- RiverPlace
- South Waterfront
- OMSI
- Clinton
- Rhine (formerly Lafayette)
- Holgate
- Harold (studied as an optional station)
- Bybee
- Tacoma

C. Rationale

The station locations selected in Portland are based on the adopted 2003 LPA, except as follows:

- The Lincoln Station was relocated from the 2003 LPA location on SE Harrison Street because the light rail alignment was relocated to SE Lincoln Street because the Portland Streetcar has been constructed on SE Harrison Street.
- The selection of the revised Porter-Sherman Willamette River crossing alignment precludes a station at RiverPlace. The Harbor Station, which was intended to serve RiverPlace, is discussed below.
- A station option at SE Harold Street was studied the SDEIS, though it was not included in the 2003 LPA. It is also discussed below.

4.3.1 Lincoln and Harbor Stations

A. Location.

The Lincoln Station studied in the SDEIS would be located in the South Auditorium District on SW Lincoln Street between SW 4th and SW 1st Avenue. The Harbor Station studied would be located over SW Harbor Drive and SW Moody Street in SW Portland near RiverPlace. Because of topography and light rail alignment grade considerations, the Harbor Station would be required to be an elevated station. The location of these two stations will be reexamined prior to January 2009.

B. Reasons to Consolidate Lincoln and Harbor Stations

The Harbor Station was preliminarily evaluated and is recommend to be consolidated with the Lincoln Station in the 2008 LPA because:

- Ridership to and from the Harbor station is estimated to be among the lowest of any station (900-1,200 boardings per day).
- The delay to each trip due to an additional stop reduces overall ridership, reduces the transit user benefits, and negatively affects the cost effectiveness to a significant degree—17,000 light rail riders and 21,000 bus riders daily would pass through Harbor Station and be slowed by 30-60 seconds if there were an additional stop.
- 70 percent of the riders at the Harbor Station would be transfers.
- The Lincoln Street station would be only 500-800 feet from the Harbor station.
- Most trips are within walk access to another station and have access to streetcar that will serve OHSU and OMSI as well as downtown.
- The cost of the Harbor Station, elevated 35 feet above SW Harbor Drive, (\$17 million) would be substantially more than other at-grade stations.
-
- An elevated station would require property from PDC redevelopment parcels.
- An elevated station would require steps, a ramp and possibly an elevator, which would make it less convenient for passengers than at-grade stations.

C. Consideration

Prior to January 2009, the project will reexamine the Lincoln and Harbor stations and identify a single station location that optimizes ridership, is fiscally responsible and serves the RiverPlace and the South Auditorium areas.

4.3.2 Harold Station

Examination of the potential for a future Harold Street station is identified as a future work element. See Chapter 6 Future Work Program for additional detail.

A. Location

The Harold Street Station would be located between SE Harold Street and SE Ellis Streets on the east side of SE McLoughlin Boulevard in SE Portland.

B. Reasons Not to Advance

The Harold Street Station was not recommended to be included in the 2008 LPA:

- Low ridership (1,400 boardings per day even with a pedestrian bridge that would provide access to neighborhoods to the east) compared with other stations.

- Most of the station area is within ½ mile of either Bybee or Holgate Stations.
- Most riders could be served by the existing #19 Woodstock or other routes that will benefit from using the new Willamette River bridge, which will increase reliability and decrease bus travel times
- 19,000 daily light rail riders traveling through the station would experience a 30 to 60 second delay, thereby reducing the cost effectiveness of the Project.
- Harold Station would be considered as a future station with track offsets designed to accommodate a station.

C. Considerations

Current land uses and zoning do not adequately support a Harold Station at this time. A Harold Street Station would benefit by having a multi-use bridge over the railroad tracks at SE Reedway Street to connect the Reed neighborhood and Reed College. The cost of the bridge is estimated at \$6-8 million.

D. Future Evaluation

The Harold Station is considered a future station with track offsets and infrastructure designed to accommodate a future station. Reasonable accommodations will be made for infrastructure requirements, which may include signal communication handholes, manholes, casings and conduits for utility feeds to the track, during design and construction.

As part of PE and future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a future Harold Station will be evaluated.

4.4 Locally Preferred Alternative Light Rail Stations: Milwaukie and Clackamas County

The preferred locations for stations are at Lake Road in Milwaukie and at SE Park Avenue in the Oak Grove neighborhood of Clackamas County.

4.4.1 Preferred Milwaukie Station: Lake Road

A. Location

The station is located on the north side of SE Lake Road, south of SE Adams and west of SE 21st Avenue adjacent to the railroad tracks in the downtown Milwaukie.

B. Alternatives Considered

Stations at SE Harrison Street, SE Monroe Street, SE Washington Street and SE Lake Road were studied in the 2008 SDEIS. A park-and-ride with 275 spaces was studied in the SDEIS. This option is discussed in section 4.5.1 below.

A station and park-and-ride at the former Southgate Theatre site was included in the 2003 LPA, and studied as part of 2003 LPA alternative in the SDEIS. A station at Bluebird was studied as an option with the extension to SE Park Avenue.

C. Rationale

Under the Park Avenue terminus option, one station in downtown Milwaukie is recommended.

A single station at SE Lake Road is preferred because it:

- Is the closest of the four stations studied, to Main Street, the retail spine of downtown Milwaukie.
- Encourages the greatest possible use of Main Street, helping to activate the entire length of the street with pedestrian activity compared with the other station alternatives in downtown Milwaukie.
- Provides downtown Milwaukie with the anchor the Downtown Plan suggests is necessary for strengthening Main Street.
- Supports the City of Milwaukie’s plans for redevelopment.
- Will be highly convenient to the Milwaukie High School.
- Has community support and was recommended by the Milwaukie City Council.

Selection of a Tillamook Branch alignment in the North Industrial Area precludes the station and park-and-ride at the former Southgate Theatre site.

4.4.2 Bluebird Station

A. Location

The SE Bluebird Street Station would be located just north of SE Bluebird Street, on the east side of SE 22nd Avenue and along SE McLoughlin Boulevard in the City of Milwaukie.

B. Reasons Not to Advance

The Bluebird Station was not recommended to be included in the 2008 LPA or advance to the 2008 FEIS because:

- The station would need to be elevated and station construction costs and visual impact would be substantially greater than at-grade stations.
- The light rail ridership would be significantly lower than other stations along the light rail line (the Bluebird station is estimated to have only about 1,400 boardings and alightings daily compared with the station median of 2,748)
- The real estate potential of the surrounding area is very limited because of existing zoning and land uses.
- There are existing commercial uses that would have to be acquired and displaced at the site.

4.4.3 Lake Road Park-and-Ride

A. Location

A park-and-ride facility for the Lake Road Station located at SE Lake Road and SE Washington Street in downtown Milwaukie was evaluated in the SDEIS. It is not recommended to be included in the LPA.

B. Reasons Not to Advance

The Lake Road park-and-ride facility is not recommended to be included in the 2008 LPA for the Project to SE Park Avenue. It is included in a Minimum Operating Segment (MOS), which is discussed below. The reasons for the recommendation include:

- The park-and-ride would not conform to the City of Milwaukie's guidelines for parking within the downtown area.
- The extension to Park would provide a location further south for many park-and-ride trips and would bring less traffic into downtown Milwaukie.
- This 275 space structured park-and-ride lot would be difficult to construct next to Kellogg Creek and would be expensive (\$17 million).
- If an MOS with a Lake terminus is constructed, this park-and-ride would be needed in order to serve the southern portion of the alignment and to provide sufficient park-and-ride for the project.

4.5 Minimum Operating Segment: Lake Road

Final cost estimates and finance plans have not yet been completed. A Minimum Operating Segment (MOS) terminating at SE Lake Road would only be pursued if sufficient funds to construct the preferred alignment with a terminus at SE Park Avenue can not be identified. The preferred alternative would remain a SE Park Avenue terminus.

A. Location

A Lake Road Minimum Operating Segment (MOS) would use the Tillamook Branch alignment and would have a southern terminus at SE Lake Road – until such time as additional funds were secured to extend the light rail further south. A station would be located at SE Lake Road. The Park Avenue Park-and-Ride would not be constructed until the line was extended to Park Avenue. Therefore, the Lake Road MOS would include a park-and-ride with 275 parking spaces located south of SE Washington Street and west of SE Main Street, and the Tacoma Park-and-Ride would increase to up to 1,250 spaces.

B. Rationale

This option would only be selected if sufficient funds to construct the preferred alternative can not be identified. The preferred alternative is the terminus at Park Avenue. In order to accommodate the demand for park-and-ride at the southern end of the project area, a park-and-ride would be necessary with the terminus at SE Lake Road. The park-and-ride structure could transition to city use when the project is completed to the Park Avenue terminus.

4.6. Additional Improvements

4.6.1 Ruby Junction Operations and Maintenance Facility

A. Location

The Ruby Junction Operations and Maintenance Facility is located in the City of Gresham near SE 199th and SE Burnside.

B. Rationale

The Ruby Junction facility would need to be expanded to accommodate the additional light rail vehicles that will be required for the Portland-Milwaukie project.

4.6.2 Bus Improvements

A. Location

Capital improvements for buses associated with the project include a transitway and bus-related intersection improvements from SW 1st and Lincoln to approximately SE 8th and SE Powell Boulevard. Service improvements include a new bus route to connect Milwaukie and the Clackamas Regional Center.

B. Rationale

Use of the new bridge and transitway decreases travel time and increases reliability because the buses do not have to travel on congested roads and bridges.

C. Considerations

Access control for buses entering SE Powell has yet to be determined and will be coordinated with the Oregon Department of Transportation.

4.6.3 Future Streetcar Improvements

A. Location

The Portland Streetcar could be accommodated on the Willamette River Bridge and portions of the transitway.

B. Rationale

The Portland Streetcar alignment could share some of the improvements constructed as part of the Portland-Milwaukie project, and has been planned to use the Willamette Bridge that would be constructed. The streetcar is a distinct project and mode and the track connections and switches would be a separate project.

4.6.4 SE Water Avenue Relocation

Location

The project will seek to accommodate the development of the current SE Water Avenue detour as the permanent SE Water Avenue alignment.

5. BACKGROUND AND ALTERNATIVES CONSIDERED AND NOT ADVANCED

5.1 Project History

The *Portland-Milwaukie Light Rail Project SDEIS* is a supplement to the *South Corridor Project Supplemental Draft Environmental Impact Statement* (2002).

In addition to the 2002 and 2008 SDEIS's, the following documents were prepared and public has reviewed and comments have been gathered in association with these documents in the long-term work effort to assess an LPA for the Portland-Milwaukie Light Rail Project:

- *Tier I and Tier II South/North Alternatives Analysis* (1993)
- *South/North Draft Environmental Impact Statement* (1998)
- *Portland-Milwaukie Transportation Alternatives Study* (2000)
- *Downtown Amendment to the Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement* (2003)
- *Portland-Milwaukie Refinement Report* (May 2007)
- *Portland-Milwaukie Light Rail Project Downtown Milwaukie Alignments Review* (June 2007)
- *Portland-Milwaukie Light Rail Project Downtown Milwaukie Workshop Summary SE Main Streets/SE 21st Avenue* (August 2007)
- *Portland-Milwaukie Light Rail Project 2008 SDEIS Public Comment Report* (June 24, 2008)

5.2 Transit Modes and Transit Substitutes Considered

The transit modes (in addition to light rail) and transit substitutes (HOV and HOT lanes) that have been evaluated or considered¹ in the past for the South Corridor and Portland-Milwaukie area include:

- River transit
- Commuter rail
- High Occupancy Toll (HOT) and High Occupancy Vehicle (HOV) lanes
- Busway
- Bus Rapid Transit (BRT) including intelligent transportation management (ITS)
- Streetcar

The reasons the modes were not advanced are detailed in Chapter 2 of the 2008 SDEIS.

¹ Streetcar was not evaluated in an environmental document in this corridor, but was rejected due to operational cost and lower carrying capacity.

Figure 5.2.1: South/North Corridor Project Development Process

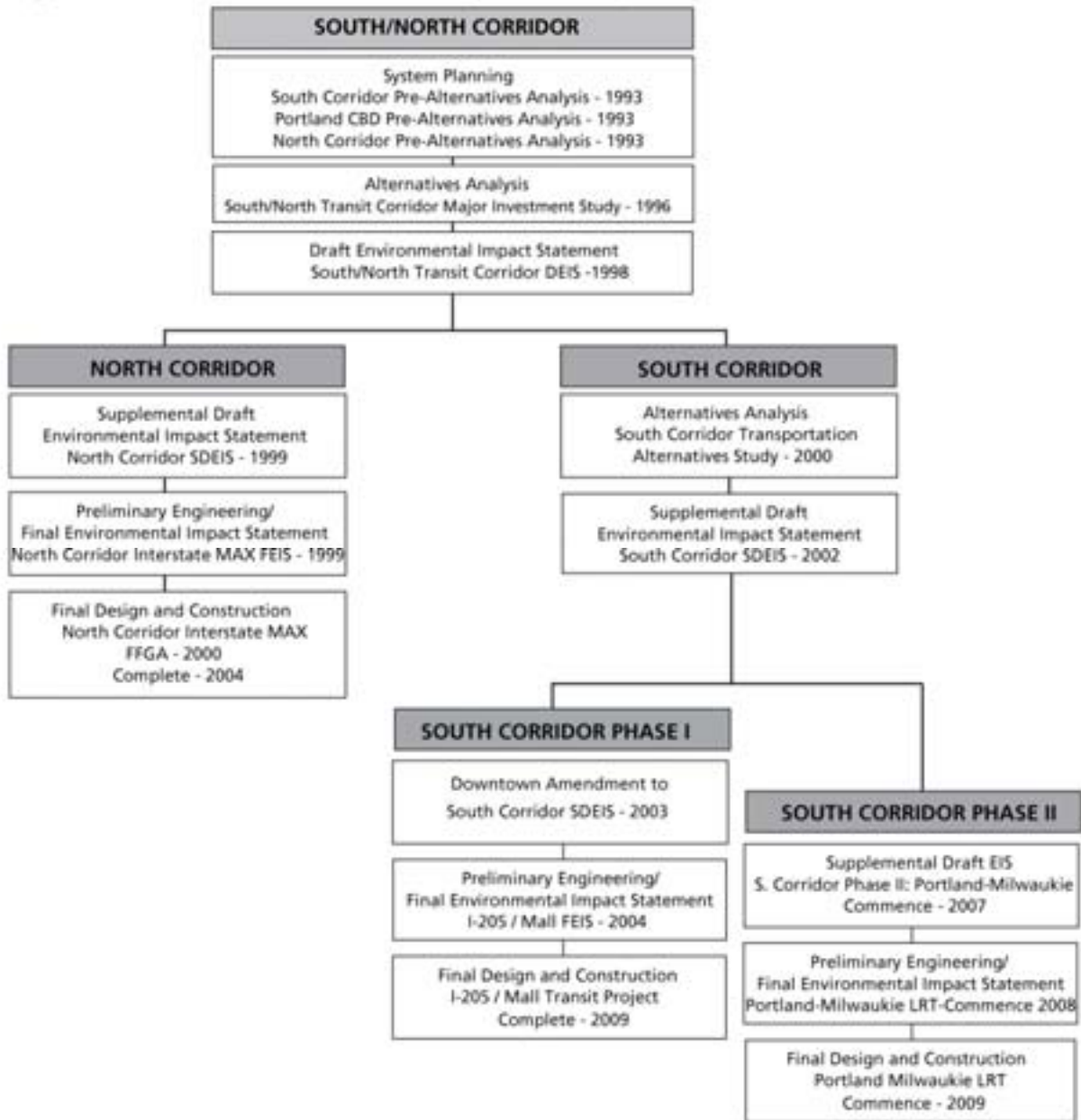
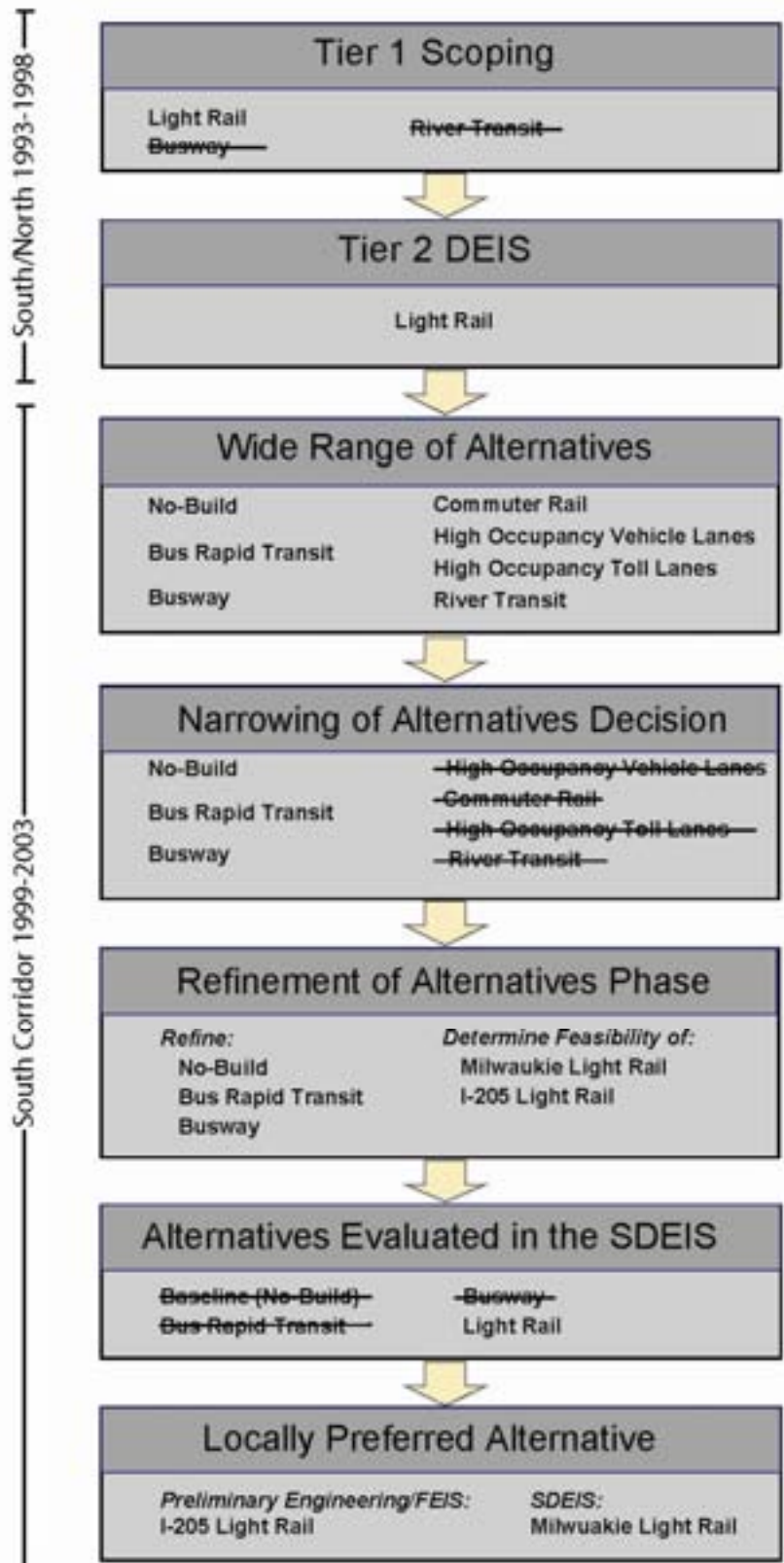


Figure 5.2.2
Narrowing and Refinement of Modal Alternatives
1993-2003



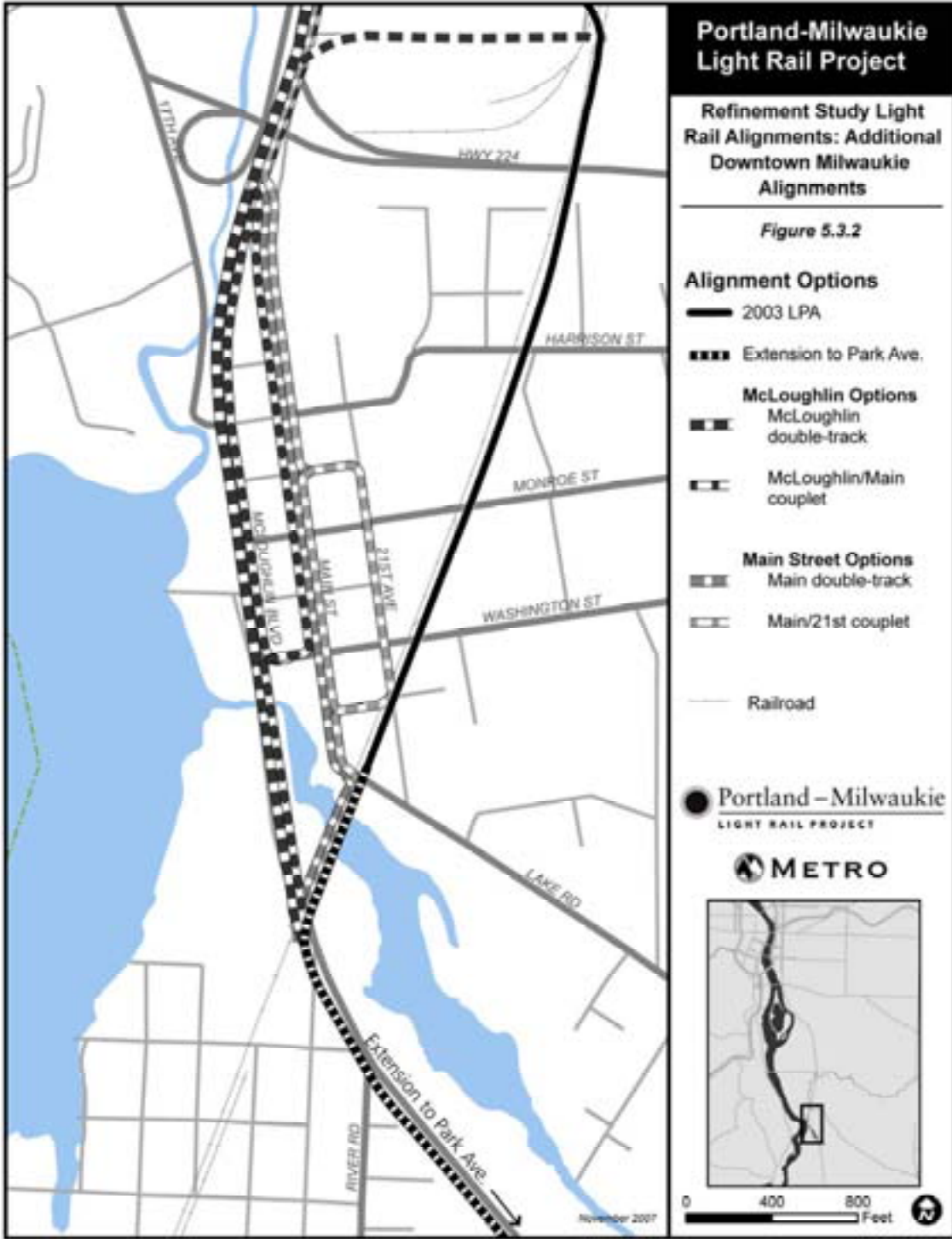
5.3 Transit Alignments Considered and Not Advanced

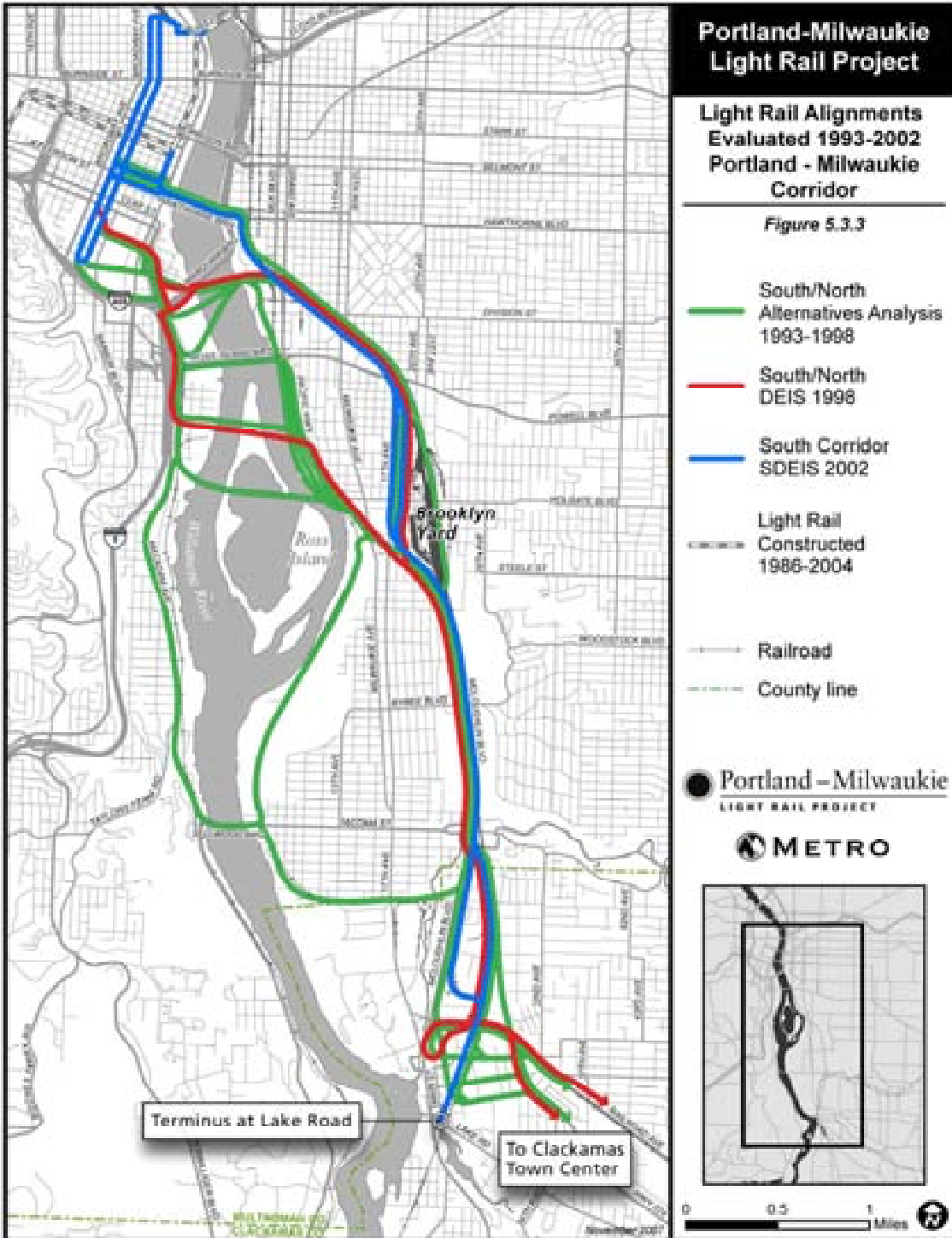
The following transit alignments were considered and not advanced:

- Nine options considered in 2004 Milwaukie Working Group situated in the Milwaukie Industrial area transitioning between McLoughlin Blvd and the Tillamook Branch line shown in Figure 5.3.1
- Six alternatives analyzed in 2007 Refinement Study with alignments located in the downtown Milwaukie area along McLoughlin Blvd, Main Street and 21st Ave shown in Figure 5.3.2
- Numerous alignments and combinations of alignments in the Portland-Milwaukie corridor studied between 1993 and 2002 illustrated in Figure 5.3.3

More details about these alignments and why they were eliminated may be found in Chapter 2 and Appendix L of the 2008 SDEIS.







6. FUTURE WORK PROGRAM

The following additional work has been identified that should proceed in order to complete the project:

- Develop and submit a New Starts Program Application.
- Develop and submit an application to enter Preliminary Engineering.
- Finalize the project financing plan.
- Prepare a Final Environmental Impact Statement.

Staff should consider the interplay between desired project features and cost and financing considerations in completing the above work program. Considerations include:

- Reducing the number of light rail vehicles initially purchased for opening year plus five years instead year 2030 capacity.
- Examination of the potential for an at-grade crossing of SE McLoughlin Blvd near SE Lake Road, recognizing substantive ODOT concerns.
- Building a combination of smaller structure and surface or surface only park-and-ride at SE Park Avenue.
- Removing the Darigold freight rail spur located at approximately SE 6th Avenue.
- Selecting an appropriate bridge type based on input from the community and consideration of the environment impacts, cost, aesthetics, greenway, transit and navigational needs.
- Relocating bike lanes to SE16th Avenue or location other than SE17th Avenue and redesigning SE 17th Avenue.
- Conducting a technical and public involvement analysis to optimize a station location to best serve the RiverPlace and South Auditorium areas.
- Defining specific project finance, ridership, and land use performance measures that would trigger a future light rail station at Harold Street.
- Further examination of the Tacoma Park-and-Ride to better calibrate optimal number of parking spaces.
- Development of Minimum Operating Segment (MOS) to Lake Road if project revenues and project estimates cannot be balanced. If the MOS to Lake Road is constructed, it would include a 275 space park-and-ride at SE Main and SE Washington Streets, and an increase at Tacoma Park-and-Ride up to 1,250 spaces.
- Development of a Bus Routing Plan to maximize use of the transit investment.
- Measures to minimize impacts to existing businesses and properties along the corridor, including a relocation strategy to find locations in the immediate vicinity and the future economic viability of remainder parcels.
- Coordination with the Portland Office of Transportation and ODOT on the design of the Sheridan Street intersection to accommodate the future I-405 northbound off-ramp.
- Further examination of an alternative to the SE 8th Avenue/SE Powell Boulevard intersection for bus access to the transitway across the Willamette River, recognizing ODOT's concern regarding a new bus only signal on SE Powell Boulevard.
- Completion of the station area planning work, which commenced in the fall of 2007, in partnership with the Cities of Portland and Milwaukie, and development of recommendations for further study.
- Jointly managing with the City of Portland, completion of any further station location evaluations called for by the station area planning recommendations prior to March 2009.

- Coordinate with the City of Portland on station area development strategies it may undertake on specific stations in the corridor in order to optimize ridership and future redevelopment potential.
- Coordinate with City of Portland as it develops a Central Eastside/Southern Triangle Circulation Plan that addresses bus access and circulation needs for the Central Eastside area, including the potential for a relocated SE Water Avenue with the City of Portland. The project will seek to accommodate the development of the existing SE Water Avenue detour as the permanent location for SE Water Avenue, however, design and construction of the permanent relocation are not included in the project.

**Metro Council Resolution No. 08-3959 adopting the Portland-Milwaukie Light Rail Project
Locally Preferred Alternative**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008) RESOLUTION NO. 08-3959
PORTLAND-MILWAUKIE LIGHT RAIL)
PROJECT LOCALLY PREFERRED) Introduced by Councilor Robert Liberty
ALTERNATIVE AND FINDING CONSISTENCY)
WITH THE METRO 2035 REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, no build, river transit, commuter rail, busways, bus rapid transit, high occupancy vehicle lanes, high occupancy toll lanes and light rail transit have been analyzed since the early 1990's, culminating in the 2000 South Corridor Transit Alternatives Study and the 2002 South Corridor Supplemental Draft Environmental Impact Statement; and

WHEREAS, in 2003, in consultation with its local government partners, Metro Council adopted Resolution No. 03-3303, "For the Purpose of Amending the Locally Preferred Strategy for the South/North Corridor Project to Define a Two-Phased Major Transit Investment Strategy for the South Corridor," which established a Locally Preferred Alternative (LPA) light rail alignment between Portland and Milwaukie as Phase 2 (the "2003 South Corridor Decision"); and

WHEREAS, since the 2003 South Corridor Decision, interest has been expressed in providing a Phase 2 Portland-Milwaukie light rail alignment that would better serve the newly emerging South Waterfront development, an alignment that would have fewer impacts to the North Milwaukie Industrial Area and a southern terminus that would serve unincorporated Clackamas County south of the City of Milwaukie; and

WHEREAS, Metro in partnership with TriMet, the cities of Portland and Milwaukie, Clackamas and Multnomah Counties and the Oregon Department of Transportation, identified several alternative light rail alignments to the 2003 LPA to address concerns raised about the 2003 LPA alignment; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the 2003 LPA as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, the 2008 SDEIS was provided to the public via Metro's web site and by libraries in the project area as well as to those who requested it by e-mail, telephone or in person; and

WHEREAS, a public 45-day comment period was provided between May 9, 2008 and June 23, 2008 and public comments were taken at four open houses, a public hearing, by mail, telephone, comment card and e-mail; and

WHEREAS, all public comment from the various sources was compiled in the Portland-Milwaukie Light Rail Project Public Comment Report (June 2008); and

WHEREAS, the Portland-Milwaukie Citizen Advisory Committee was formed in summer 2007 and met regularly, reviewing the project plans and the SDEIS, and the Committee has made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Steering Committee, comprised of elected officials from affected jurisdictions along the alternative alignments and directors of TriMet and ODOT, have met regularly during the preparation of the 2008 SDEIS and have made recommendations concerning a LPA; and

WHEREAS, the Metro 2035 Regional Transportation Plan (RTP) Financially Constrained System includes Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment; and

WHEREAS, Metro 2035 RTP Financially Constrained Project number 10901 describes an LRT alignment that connects Portland, North Macadam, OMSI, Brooklyn, Milwaukie and has a Park Avenue terminus which is consistent with the Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Phase II (PE) Portland to Milwaukie is in the Metropolitan Transportation Improvement Program (Metro no. 1149); and

WHEREAS, the refined Portland-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership and would have fewer impacts on downtown Milwaukie; and

WHEREAS, at its meeting on July 10, 2008, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore,

BE IT RESOLVED that Metro Council:

1. Adopts the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:
 - a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near

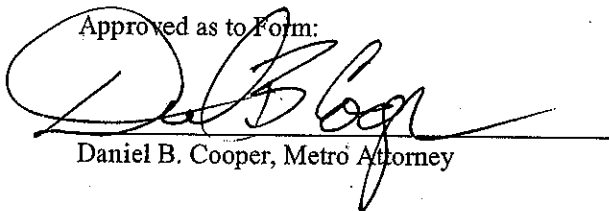
the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

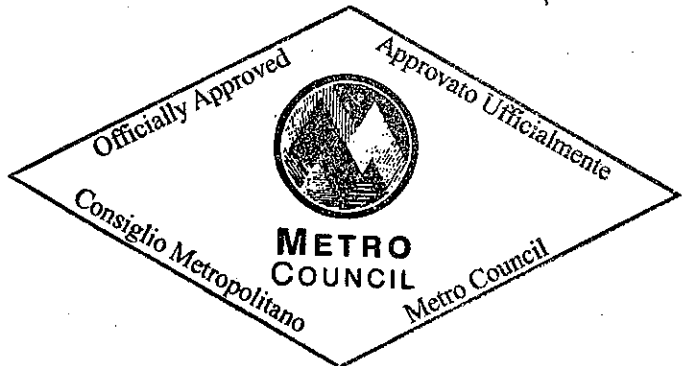
- b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;
 - c. A southern terminus at Park Avenue.
2. Finds that the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in Exhibit A is consistent with the Metro 2035 Regional Transportation Plan Financially Constrained System Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment.
 3. Directs Metro staff to work with TriMet, the Federal Transit Administration, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County to initiate Preliminary Engineering and the Final Environmental Impact Statement for the Portland-Milwaukie Light Rail Project.
 4. Directs Metro staff to work with TriMet, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County on the work program considerations, including a shorter alignment with a terminus at Lake Road as a Minimum Operating Segment if project revenues and project costs can not be balanced for a Park Avenue terminus, as included in the Locally Preferred Alternative Report.

ADOPTED by the Metro Council this 24th day of July, 2008.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



**Adopted local jurisdictions, agency resolutions and letter in support of the Portland
Milwaukie Light Rail Project Locally Preferred Alternative**

RESOLUTION NO. 69-2008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, endorsing the Portland-Milwaukie light rail locally preferred alternative, which includes an updated alignment that follows the Tillamook Branch rail line through Milwaukie, locates a station at Lake Road, and terminates at Park Avenue.

WHEREAS, the City of Milwaukie has endorsed previous Portland-Milwaukie light rail project alternatives (known also as South Corridor Phase 2) in 2003 and 2004 (by resolutions 12-2003 and 31-2004); and

WHEREAS, the City's Comprehensive Plan, Downtown and Riverfront Framework Plan and Transportation System Plan each support the revitalization of downtown Milwaukie such that transportation options, including transit, are more readily available for Milwaukians; and

WHEREAS, Milwaukie's downtown redevelopment efforts require both the availability of transportation options for new residents and employees, as well as the infusion of capital investment both private and public; and

WHEREAS, the Portland-Milwaukie light rail project is planned such that Milwaukie would benefit from enhanced transportation service, public facility improvements and new visibility to real estate developers and investors; and

WHEREAS, a recently completed Supplemental Draft Environmental Impact Statement (SDEIS) describes a No-Build Alternative and various light rail design options and related impacts, all of which having now informed the recommendation of a Locally Preferred Alternative (LPA) by the South Corridor Steering Committee, on which Milwaukie has been represented; and

WHEREAS, the public was invited to participate and comment on the SDEIS through an extensive process, and a public comment period was held from May 9, 2008 to June 23, 2008; and

WHEREAS, the Steering Committee's recommendation is consistent with that of both a Citizens Advisory Committee, which included Milwaukie citizens and business representatives, and a Project Management Group, which included City of Milwaukie staff; and

WHEREAS, the recommended LPA, by making use of the Tillamook Branch railroad right-of-way in Milwaukie, is consistent with the City Council's recommendation in 2004 (by resolution number 31-2004) to reflect the consensus among the participants of the "Working Group" process of 2003-2004; and

WHEREAS, the recommended LPA, by making use of the Tillamook Branch railroad right-of-way through downtown Milwaukie, is consistent with the Council's request of the Steering Committee regarding this section of the alignment in the summer of 2007, but which raises mitigation issues for nearby schools, neighborhoods,

parks, and businesses that are partially described in the SDEIS and Umbrella Agreement with TriMet (adopted by Council by Resolution number 59-2008) but which require further actions that will be defined in the Final Environmental Impact Statement; and

WHEREAS, the recommended LPA, by extending the alignment to Park Avenue, maximizes ridership on the line while minimizing traffic impacts in downtown Milwaukie and optimizing Milwaukie's downtown revitalization potential by locating terminal infrastructure outside of Milwaukie's small downtown; and

WHEREAS, the Council and residents of Milwaukie expect that the Umbrella Agreement with TriMet (adopted by Council by Resolution number 59-2008) will lead to TriMet's fulfilling a commitment to construct, maintain, and operate a light rail system that is safe, clean, and consistently operable, from stations and fare equipment to light rail cars, with the goal of creating a culture of respect for the system and its riders; and

WHEREAS, the Council's endorsement of the Portland-Milwaukie light rail project is based on the expectation of the Council and residents of Milwaukie that TriMet will take every possible action to ensure that intersections of surface streets and the light rail line will receive federal Quiet Zone designations; and

WHEREAS, the recommended LPA includes a single station in downtown Milwaukie at Lake Road, consistent with City Council resolution number 51-2008; and

WHEREAS, on July 14 and 15, 2008, the City Council conducted a public hearing whereupon, after hearing from those in attendance and wishing to speak, public input was closed and Council deliberated on the Steering Committee's LPA Recommendation; and

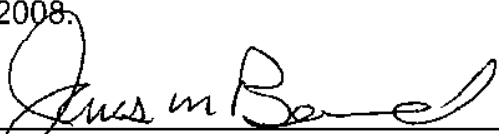
WHEREAS, the City Council wishes its recommendations to be known to future decision makers who consider the construction and operation of light rail in Milwaukie;

NOW, THEREFORE, BE IT RESOLVED that the City of Milwaukie endorses the Portland-Milwaukie light rail locally preferred alternative, which includes an updated alignment that follows the Tillamook Branch rail line through Milwaukie, locates a station at Lake Road, and terminates at Park Avenue; and

BE IT FURTHER RESOLVED that the City of Milwaukie hereby states its commitment to support the completion of the Portland-Milwaukie light rail project to Park Avenue and requests a statement of similar commitment from the Metro Council.

Introduced and adopted by the City Council on July 15, 2008.

This resolution is effective on July 15, 2008.


James Bernard, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Schrader Ramis PC

Pat DuVal

Pat DuVal, City Recorder

Jordan Schrader Ramis

City Attorney

RESOLUTION NO. 08-26

SUPPORTING THE 2008 SOUTH CORRIDOR PHASE 2 PORTLAND TO MILWAUKIE LIGHT RAIL TRANSIT (LRT) PROJECT LOCALLY PREFERRED ALTERNATIVE (LPA)

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the LPA from the previous 2003 South Corridor Study as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie, and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, a Citizen Advisory Committee; the South Corridor Steering Committee, comprised of elected officials from Portland, Milwaukie, Oregon City, and Clackamas County and the directors of TriMet and ODOT; and the Project Management Group, comprised of staff from the same jurisdictions, met regularly, reviewing the project plans and the SDEIS; and

WHEREAS, these three committees each made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the refined Porter-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

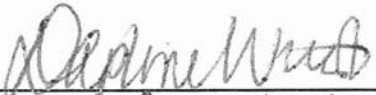
WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership, and would have fewer impacts on downtown Milwaukie; and


NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City, a municipal corporation of the State of Oregon that Oregon City supports the Portland-Milwaukie Light Rail LPA that generally includes the following:

- a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and
- b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;
- c. A southern terminus at Park Avenue.

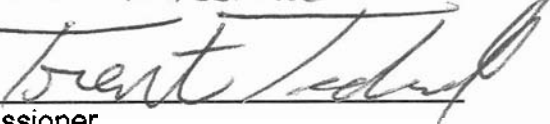
ADOPTED by the City Commission this 2nd day of July 2008.



Mayor Commissioner



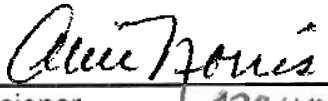
Commissioner



Commissioner



Commissioner



Commissioner Mayor

Comprising the City Commission
of Oregon City, Oregon

RESOLUTION No. 36625

Adopt the South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative and project conditions (Resolution)

WHEREAS, the Council approved Resolution No. 33225 on August 19, 1982, adopting the McLoughlin Boulevard Project including the Tacoma Overcrossing and other corridor improvements and supported efforts to build light rail in the corridor; and

WHEREAS, the Council approved Resolution No. 34033 on February 2, 1986 the recommendations for the Tacoma Interchange, which further reinforced the importance of neighborhood livability and transit in the McLoughlin Corridor, particularly light rail; and

WHEREAS, the Council approved the Central City Plan on March 24, 1988 that recommended improving the Central City's accessibility to the rest of the region to accommodate growth and develop the Central City as the region's transportation hub through the construction of the light rail system, and working with TriMet and other metropolitan area jurisdictions to locate and obtain funding to complete the regional light rail system; and

WHEREAS, the Council approved Resolution No. 35704 on June 18, 1998 approving the South/North Project's Locally Preferred Strategy (LPS) and Land Use Final Order for a preferred light rail alignment in the South Corridor-Southeast Portland to Clackamas County, North Corridor - North Portland to Clark Co, and downtown Portland; and

WHEREAS, the Council approved Resolution No. 35800 on June 16, 1999 amending the South/North LPS to designate the N. Interstate Avenue MAX alignment from the Steel Bridge to the Expo Center as the preferred alignment for the North Corridor in North Portland and the first construction segment; and

WHEREAS, the Council adopted on November 13, 2002 the South Waterfront Plan, and has the objective of achieving an overall a mode split of at least 30 percent and a work trip mode split of at least 40 percent for public transit, pedestrian and bicycle trips to the district by the year 2019; and

WHEREAS, the Council approved Resolution 36130 on March 19, 2003 that amended the South/North Locally Preferred Strategy to include a two-phased approach to the South Corridor with the I-205 and downtown mall segments as the first phase and the Milwaukie segment as the second phase; and

WHEREAS, the Council adopted Ordinance No. 178815 on October 13, 2004 the Transportation System Plan (TSP) (Update) that implemented the region's 2040 Growth Concept and State of Oregon transportation requirements, recommended the development of a light rail system and bus connections as the foundation of the regional transit system, and incorporated the South Waterfront Street Plan as part of the TSP and the Portland Comprehensive Plan; and

WHEREAS, the Council adopted Resolution 36188 on December 4, 2003, the South Corridor Project Locally Preferred Alternative Report and Recommendations and the South Corridor Land Use Final Order, which extended light rail service between Union Station and Portland State University along SW Fifth and SW Sixth Avenues; and

WHEREAS, Council adopted Resolution 36425 on July 5, 2006 approving the Eastside Transit Alternative Analysis Locally Preferred Alternative to establish the Portland Streetcar Loop connect the current streetcar with Lloyd District, Central Eastside, and OMSI and would connect RiverPlace utilizing the proposed Milwaukie light rail transit bridge, and

WHEREAS, OHSU has initiated master planning for the proposed 19-acre Schnitzer Campus and wishes the City of Portland to consider alternatives to the street options in the adopted South Waterfront Street Plan for the North District; and

WHEREAS, OMSI has initiated master planning for expansion of their facilities and wishes the City of Portland to consider a realignment of SE Water Avenue that involves the current temporary construction re-route of SE Water Avenue due to the Eastside Combined Sewer Overflow Project; and

WHEREAS, Metro and TriMet initiated the South Corridor Phase II-Portland to Milwaukie LRT Corridor Project in 2006 and prepared the Draft Environmental Impact Statement (DEIS), evaluating different alignments; and

WHEREAS, the project's Citizen Advisory Committee (CAC), comprised of citizens and representatives from the corridor, met numerous times during the preparation of the DEIS and reviewed public testimony to formulate an Locally Preferred Alternative (LPA) recommendation; and

WHEREAS, the Willamette River Crossing Partnership, a group made of key stakeholders in both banks of the River and representatives of government organizations, met numerous times and made recommendations for the alignment, bridge crossing and station locations in the South Waterfront and OMSI/Central Eastside areas; and

WHEREAS, the project's Steering Committee has adopted an LPA that closely resembles the CAC's recommendation, which includes a the modified Porter Sherman alignment, the Tillamook Branch alignment, a terminus at Park Avenue, and location of park and ride facilities and stations; and

WHEREAS, based on the findings in the Draft Environmental Impact Statement, the LPA recommendation best meets the project's Purpose and Need and generates higher transit riders than the No Build and 2003 LPA alternatives; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative (Exhibit A); and

BE IT FURTHER RESOLVED that the Council accepts the Willamette River Crossing Partnership's modified Porter/Sherman alignment and the program items identified in the Partnership's recommendations (Exhibit B); and

BE IT FURTHER RESOLVED, that the Council instructs the Portland Office of Transportation (PDOT), the Bureau of Planning (BOP), and the Portland Development Commission (PDC) to examine as part of the Central Portland Plan and the Portland Plan the optimal station locations to maximize development opportunities, community access, and further the goals of the 2040 Plan for compact and transit oriented developments; and

BE IT FURTHER RESOLVED, that the Council instructs City bureaus and PDC to work collaboratively with the Oregon Museum of Science and Industry (OMSI) and stakeholders in the Central Eastside on the proposed realignment of SE Water Avenue and future development plans; and

BE IT FURTHER RESOLVED, that Council directs City bureaus and PDC to work collaboratively with OHSU, Zidell Marine Corporation and other property owners in the North district of South Waterfront area on their future development plans, and directs PDOT to report back to Council on the progress of the Willamette River Crossing Partnership's recommendations regarding street improvements, greenway plans and phasing plans; and

BE IT FURTHER RESOLVED, that the Council instructs City bureaus and PDC to work collaboratively with TriMet in the design of the future bridge, and that said design shall be reported back to Design Commission and the Council; and

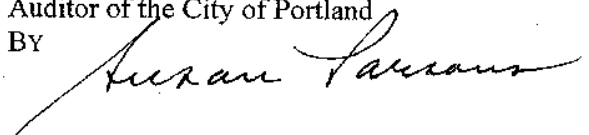
BE IT FURTHER RESOLVED, that the Council instructs PDOT to work with Metro, TriMet and project partners in the development of a Financial Strategy for the Portland-Milwaukie light rail project, to work with the Office of Management and Finance and other city bureaus and PDC to develop a financial strategy for the City of Portland's contribution and to report back to Council on the City's financial contribution to the project prior to finalizing any commitment by the City; and

BE IT FURTHER RESOLVED, that the Council requests that TriMet prepare a Conceptual Design Report in coordination with PDOT and to report back to the Council on the issues in Exhibit C as measures to be addressed during the next phases of the South Corridor Portland-Milwaukie Light Rail Project.

Adopted by the Council, JUL 17 2008

Commissioner Sam Adams
Paul Smith/ Mauricio Leclerc
July 10, 2008

GARY BLACKMER
Auditor of the City of Portland
BY



DEPUTY

Exhibit C

Post Locally Preferred Alternative (LPA) Recommendations

The City Council requests that TriMet prepare a Conceptual Design Report, in collaboration with the Portland Office of Transportation (PDOT), to be reviewed by the Portland Design Commission, Planning Commission, Portland Development Commission (PDC) and City Council prior to the completion of the preliminary engineering phase of the project. The report should address and resolve the following issues and opportunities.

A. General Recommendations

1. Willamette River Crossing: Coordinate with TriMet's bridge study to determine a bridge option that meets habitat, Willamette Greenway and navigational needs and is of high aesthetic value.
 - a. Provide access for pedestrians and bicycles with a minimum width of 20 feet if travel in both directions is combined onto one side of the bridge.
 - b. Coordinate with PDOT, the Bureau of Planning, PDC, the Bureau of Environmental Services and the Bureau of Parks and Recreation, on the bridge design and associated impacts to the Willamette Greenway, water quality and wildlife habitat and mitigation of associated impacts. Use the Streamline Permit Process for preliminary bridge design and permit uses.
 - c. Include the Portland Design Commission in reviewing and advising on the bridge design.
 - d. Report findings to City Council.
2. Station Development Strategies: Coordinate with the City of Portland to develop comprehensive station development strategies for stations located in the City of Portland and coordinate with the Portland Plan and Central Portland Plan.
 - a. Continue to partner with OHSU, PSU, and OMSI to develop a Science-Technology Corridor.
 - b. Coordinate with the Portland Development Commission's development activities along the alignment.
 - c. Evaluate station locations to optimize ridership and provide for spacing, access and future redevelopment.
 - d. Develop a public planning process for station area plans and development strategies for the stations along SE 17th Avenue and SE McLoughlin Boulevard.
3. Conceptual Bus Routing Plan: Undertake a conceptual bus plan to evaluate community transit service needs, minimizing overlapping bus routes by examining new cross town bus service between southeast Portland and southwest Portland, and north Portland and northeast Portland.
 - a. Bus Plan should define bus routes serving the recommended Willamette River Transit Bridge, and should insure adequate bus service to the South Portland area.
 - b. Consider new crosstown bus service options for the Bybee Station and Holgate Station.
 - c. Coordinate transit service with the Portland Streetcar Loop.
 - d. Prepare a comprehensive bus routing plan to address the bus service needs for the original South/North Corridor prior to opening of the line.

4. Work Force Plan: Work collaboratively to support TriMet's and PDC's work force diversity goals to foster apprenticeship training, maximize training opportunities and increase recruitment and retention of women and minorities involved with the construction of the project.
5. Property Impacts: Work with TriMet to minimize impacts to existing businesses and properties along the corridor as a result of the alignment.
 - a. Consider future economic viability of sites in designing alignment and stations.
 - b. Minimize right-of-way acquisitions.
 - c. Minimize loss of on-street parking.
 - d. Minimize loss of access to properties.
 - e. Encourage TriMet to partner with the Portland Development Commission to develop a business relocation strategy for businesses displaced by this project, with a priority for relocation within the immediate community and then the City of Portland as the next priority.
6. Bicycle and Pedestrian access: Provide adequate pedestrian and bicycle access to the stations and neighborhoods. Integrate stations to the adjacent areas by providing direct access, adequate sidewalks, lighting, signage, street crossings, public art and place-specific station design.
 - a. Provide ample, safe and convenient bicycle parking at stations.
 - b. Continue working with TriMet to resolve bicycle conflicts along the alignment and improve the bicycle network.
 - c. Explore the opportunity for multi-use paths along the alignment as part of right-of-way acquisitions, particularly in the segment between SE 11th Avenue and SE Sherman Street, and in the SE McLoughlin Boulevard corridor.
7. Natural Habitat: Provide for stormwater control and water quality treatment consistent with the Portland Stormwater Manual.

B. Station Recommendations

1. Station Locations: Perform additional public outreach and technical analysis to optimize location for the stations. Consider spacing, local access, efficient transit operation, cost and future redevelopment potential. Provide the results in the Conceptual Design Report.
 - a. Lincoln/Harbor Stations
 - i. Evaluate how to provide access to the regional transit system in the South Auditorium and RiverPlace areas to meet Central City transit commute mode split goals.
 - ii. Consider reducing the size of the light rail structure by eliminating the bus lanes.
 - iii. Evaluate the opportunities to optimize station location and integrate the station with adjacent vacant development parcels.
 - iv. Address capital costs and other trade-offs.
 - v. Compare results of a single station to two stations.
 - b. Southeast Stations
 - i. Optimize the station locations between the OMSI and Harold stations.

2. Specific Stations

a. SW Lincoln Street/RiverPlace Station Area

- i. Create a streetscape plan for the reconstruction of SW Lincoln Street that addresses street trees, lighting, bicycle facilities and standard width (12-foot) sidewalks.
- ii. Address multimodal circulation conflicts, specifically bicycle and pedestrian movements, at the 5th Avenue tie-in of South Corridor Phase II with Transit Mall light rail.
- iii. Consider utilizing an off-street multiuse path adjacent to I-405 as an alternative to bike lanes on SW Lincoln Street.
- iv. Coordinate station design with PDC development plans for the adjacent properties.
- v. Consult with PDC and Design Commission on design of elevated structure between Naito and Sheridan to ensure that the alignment preserves the aesthetic qualities of the Harbor Drive gateway and enhances pedestrian connections in the area.

b. South Waterfront Station

- i. Support the recommendations of the Willamette River Light Rail Crossing Partnership Committee.
- ii. Work with the City of Portland to coordinate with the development plans for the OHSU Schnitzer Campus and Zidell (ZRZ) properties, the LRT and the Streetcar Loop to specifically address any increase in the base elevation, including phasing, transitions, and cost-sharing/funding strategy.
- iii. Coordinate with the City of Portland to amend the South Waterfront Street Plan to reflect the recommended light rail and streetcar alignments.
- iv. Coordinate with the City of Portland to amend the South Waterfront Willamette Greenway Plan to reflect the recommended light rail alignment and design modifications to accommodate the light rail project while preserving the overall goals of the Plan, including pedestrian and bicycle connections to the Willamette Greenway.
- v. Coordinate with the Portland Office of Transportation and ODOT on the light rail guideway design to incorporate the future I-5 northbound off-ramp at SW Sheridan Street.

c. OMSI Station

- i. Coordinate with the City of Portland to address light rail project impacts on the Willamette Greenway, including pedestrian and bicycle connections between the bridge and station to the Willamette Greenway and impacts of the bridge structure over the Greenway.
- ii. Coordinate the station design with the adjacent property owners (OMSI and Portland Opera).
- iii. Allow for a future connection to the Eastside Loop streetcar.
- iv. Ensure adequate access routes to provide for oversized freight loads.
- v. Optimize the number of economically viable parcels resulting from acquisitions for the project.
- vi. Coordinate the development of OMSI Master Plan with the LRT Project, the Central Portland Plan, PDC's URA plan, and access and circulation needs of the district, including the proposed realignment of SE Water Avenue.

- vii. Develop a Central Eastside/Southern Triangle Circulation Plan as part the Milwaukie LRT Project. Continue to evaluate the proposed signal on SE Powell/ SE 8th Avenue for bus access and circulation as well as consider truck access as part of this recommended signal.
 - viii. Examine access and circulation needs for the Central Eastside area and for potential redevelopment adjacent to light rail stations.
- d. Clinton Station
- i. Optimize the station location based on an analysis of connectivity and redevelopment potential.
 - ii. Maintain a convenient east-west connection from SE Clinton Street bike boulevard to the west side of SE Milwaukie Avenue.
 - iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.
 - iv. Analyze impacts and best location for third light rail track.
- e. Rhine and Holgate Stations
- i. Conduct a feasibility study of the bicycle facility alternatives between 11th Avenue/Division Street and 17th Avenue/McLoughlin Boulevard, including improved north/south connections across Powell Boulevard.
 - ii. Ensure adequate access and freight truck turning movements from SE Holgate Boulevard to SE 17th Avenue.
 - iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.
- f. Harold Station
- i. Define specific project finance, ridership, and land use performance measures that would trigger this future light rail station.
 - ii. Analyze the structural and financing requirements to provide an east-west pedestrian connection along SE Reedway Street from Reed College to Westmoreland.
- g. Bybee Station
- i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Crystal Springs stream crossing.
 - ii. Enhance safety and security of the station design, including creating opportunities for active uses integrated into the station.
- h. Tacoma Station
- i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Johnson Creek stream crossing.
 - ii. Coordinate with the Bureau of Environmental Services on the impacts to the existing Combined Sewer Overflow line.
 - iii. Analyze the transportation system impacts, including impacts to the SE 17th Avenue/Tacoma Street intersection, of increasing the number of park and ride spaces to 1,250.
 - iv. Explore opportunities for redevelopment of the site, in addition to the park-and-ride structure, and joint development opportunities with adjacent properties.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Endorsing the 2008
South Corridor Phase 2 Portland to
Milwaukie Light Rail Transit (LRT)
Project Locally Preferred Alternative (LPA)

Board Order No. 2008-130
Page 1 of 2

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the LPA from the previous 2003 South Corridor Study as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie, and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, a Citizen Advisory Committee; the South Corridor Steering Committee, comprised of elected officials from Portland, Milwaukie, Oregon City, and Clackamas County and the directors of TriMet and ODOT; and the Project Management Group, comprised of staff from the same jurisdictions, met regularly, reviewing the project plans and the SDEIS; and

WHEREAS, these three committees each made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the refined Porter-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership, would have fewer impacts on downtown Milwaukie, and would provide opportunities for transit oriented development near the terminus; and

WHEREAS, the public involvement and comment process has been an integral part of the SDEIS process and has included participation from Clackamas County residents; and,

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Endorsing the 2008
South Corridor Phase 2 Portland to
Milwaukie Light Rail Transit (LRT)
Project Locally Preferred Alternative (LPA)

Board Order No. 2008-130
Page 2 of 2

WHEREAS, the citizens of Oak Grove and unincorporated Clackamas County will need to have continued involvement to ensure that community issues specific to a light rail terminus can be addressed as the project continues,

NOW, THEREFORE, BE IT RESOLVED that the Board of Clackamas County Commissioners supports the Portland-Milwaukie Light Rail LPA that generally includes the following:

- a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and
- b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;
- c. A southern terminus at Park Avenue.

And,

BE IT FURTHER RESOLVED that the Board of Clackamas County Commissioners will expect an active and proactive citizen involvement effort from the project team that focuses specifically on engaging the citizens and businesses in the vicinity of the Park Avenue Terminus to ensure that community issues are identified and addressed

ADOPTED THIS 24th DAY OF JULY 2008

BOARD OF COUNTY COMMISSIONERS



Lynn Peterson, Chair



Recording Secretary



Ted Wheeler, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: 503.988.3308
Email: mult.chair@co.multnomah.or.us

July 9, 2008

JPACT Members
c/o the Honorable Rex Burkholder, JPACT Chair
600 NE Grand Ave.
Portland, OR 97232-2736

Colleagues:

I am informing you that the Multnomah County Board of Commissioners will not be taking up a resolution on the Locally Preferred Alternative(LPA) for Phase 2 of the South Corridor Project Supplemental Draft Environmental Impact Statement(SDEIS). It is my understanding that a Board resolution is not required for the SDEIS.

I am proud to support the LPA for the Portland-Milwaukie Light Rail Project. The LPA was developed in good faith with regional partners and with the participation and input from the public. The various segments of the LPA reflect this such as the river crossing location, the station locations, the Tillamook Branch alignment, and the southern terminus. The successful completion of the SDEIS and LPA is the result of a vision with patient persistence that began over ten years ago with Southeast Portland residents and businesses. Connecting Southeast Portland and Milwaukie to the regional MAX system is long overdue.

I believe in collaboration around regional challenges and opportunities. As Chair of Multnomah County, I encourage the county to be active or supportive of regional efforts and partnerships. We need to bring the same level of collaboration demonstrated by the LPA around the maintenance of regional transportation infrastructure such as Willamette River bridges.

I commend and congratulate Metro, TriMet, Clackamas County, and the cities of Portland and Milwaukie on reaching an important milestone in the Portland-Milwaukie Light Rail Project. I appreciate the hard work that the Steering Committee, the Citizen Advisory Committee and staffs involved with managing the SDEIS and LPA recommendation. I look forward to supporting the project as it moves into the next phase of development and to working with Multnomah County's partners on a regional solution to maintaining Willamette River bridges.

Sincerely,

Ted Wheeler
Multnomah County Chair

Cc The Honorable Robert Liberty, Metro
The Honorable Carlotta Collette, Metro
The Honorable Lynn Peterson, Clackamas County
The Honorable Sam Adams, Portland
The Honorable Jim Bernard, Milwaukie
The Honorable Alice Norris, Oregon City
Richard Brandman, Metro
Fred Hansen, TriMet
Jason Tell, ODOT
Sue Keil, PDOT
Rick Williams, Citizen Advisory Committee Chair

PORTLAND DEVELOPMENT COMMISSION
Portland, Oregon

RESOLUTION NO. 6617

**RECOMMENDING THE CITY COUNCIL ADOPT THE SOUTH
CORRIDOR PHASE II: PORTLAND–MILWAUKIE LIGHT RAIL
PROJECT 2008 LOCALLY PREFERRED ALTERNATIVE AND
PROJECT CONDITIONS**

WHEREAS, the 1988 Central City Plan recommended improving the Central City's accessibility to the rest of the region to accommodate growth and develop the Central City as the region's transportation hub through the construction of the light rail system, and working with TriMet and other metropolitan area jurisdictions to locate and obtain funding to complete the regional light rail system;

WHEREAS, City of Portland Resolution 35704, on June 18, 1998, approved the South/North Project's Locally Preferred Strategy ("LPS") and Land Use Final Order for a preferred light rail alignment in the South Corridor-Southeast Portland to Clackamas County, North Corridor- North Portland to Clark County, and downtown Portland;

WHEREAS, City of Portland Resolution 35800, on June 16, 1999, amended the South/North LPS to designate the N. Interstate Avenue MAX alignment from the Steel Bridge to the Expo Center as the preferred alignment for the North Corridor in North Portland and the first construction segment;

WHEREAS, City of Portland Resolution 36130, on March 19, 2003, amended the South/North LPS to include a two-phased approach to the South Corridor with the I-205 and downtown mall segments as the first phase and the Milwaukie segment as the second phase;

WHEREAS, City of Portland Ordinance No. 178815, on October 13, 2004, adopted the Transportation System Plan ("TSP") Update that implemented the region's 2040 Growth Concept and State of Oregon transportation requirements, recommended the development of a light rail system and bus connections as the foundation of the regional transportation system, and incorporated the South Waterfront Street Plan as part of the TSP and the Portland Comprehensive Plan;

WHEREAS, Metro and TriMet initiated the South Corridor Phase II – Portland to Milwaukie LRT Corridor Project in 2006 and prepared the Draft Environmental Impact Statement ("DEIS"), evaluating different alignments;

WHEREAS, all alignments considered travel through the North Macadam and Central Eastside Urban Renewal Areas;

WHEREAS, the project serves the North Macadam area and provides multi-modal opportunities for the district; thereby furthering goals of the South Waterfront Plan, including the objective of achieving an overall mode split of at least 30 percent and a work trip mode split of at least 40 percent for public transit, pedestrian and bicycle trips to the district by the year 2019;

WHEREAS, City of Portland Resolution 36425, on July 5, 2006, approved the Eastside Transit Alternative Analysis Locally Preferred Alternative to establish the Portland Streetcar Loop, connecting the current streetcar with the Lloyd District and Central Eastside district, and would connect to South Waterfront and RiverPlace utilizing the proposed light rail transit bridge;

WHEREAS, the Oregon Health Sciences University (“OHSU”) has initiated master planning for the proposed 19-acre Schnitzer Campus, within the North Macadam Urban Renewal Area, including alternatives to the street options identified in the adopted South Waterfront Street Plan;

WHEREAS, the Oregon Museum of Science and Industry (“OMSI”) has initiated master planning for the expansion of their facilities within the Central Eastside Urban Renewal Area, including consideration of the realignment of SE Water Avenue;

WHEREAS, the project’s Citizen Advisory Committee (“CAC”), comprised of citizens and representatives from the corridor, met numerous times during the preparation of the DEIS and reviewed public testimony to formulate a Locally Preferred Alternative (“LPA”) recommendation;

WHEREAS, the Willamette River Partnership, a group made of key stakeholders on both banks of the River and representatives of government organizations, met numerous times and made recommendations for the alignment, bridge crossing and station locations in the South Waterfront and OMSI/Central Eastside areas;

WHEREAS, the project’s Steering Committee has adopted an LPA that closely resembles the CAC’s recommendation, which includes the modified Porter Sherman alignment, the Tillamook Branch alignment, a terminus at Park Avenue, and locations of park and ride facilities and stations; and

WHEREAS, based on the findings in the Draft Environmental Impact Statement, the LPA recommendation best meets the project’s Purpose and Need and generates higher transit riders than the No Build 2003 LPA alternatives.

NOW, THEREFORE, BE IT RESOLVED that the Portland Development Commission (“PDC”) Board of Commissioners recommends the City Council adopt the Steering Committee’s South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative (Exhibit A);

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council accept the Willamette River Crossing Partnership’s modified Porter/Sherman alignment and the program items identified in the Partnership’s recommendations (Exhibit B);

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt Park Avenue as the terminus for the alignment;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt the following as light rail stations inside City limits, pending additional analysis to determine the final number and location: Lincoln/Harbor Drive, South Waterfront, OMSI, Clinton, Rhine, Holgate, Bybee and Tacoma; and Harold is designated as a future station;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct the Portland Office of Transportation (“PDOT”), the Bureau of Planning (“BoP”), and PDC to examine as part of the Central Portland Plan and the Portland Plan the optimal station locations to maximize development opportunities, community access, and further the goals of the 2040 Plan for compact and transit oriented developments;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct City bureaus and PDC to work collaboratively with OMSI and stakeholders in the Central Eastside on the proposed realignment of SE Water Avenue and future development plans;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council direct City bureaus and PDC to work collaboratively with OHSU, Zidell Marine Corporation and other property owners in the North district of South Waterfront area on their future development plans;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct City bureaus and PDC to work collaboratively with TriMet in the design of the future bridge, and that said design shall be reported back to the Design Commission and the Council;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct PDOT to coordinate with TriMet to conduct a technical analysis and public involvement process to optimize a station location that supports the development goals and mode split goals for the south downtown area to best serve the RiverPlace and South Auditorium areas;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners instructs PDC to analyze options for generating funds to help finance the project, and, based on this analysis, recommend to the PDC Board a financially feasible plan for assisting the City of Portland in its contribution to a financial strategy for the project;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners instructs PDC to work with PDOT, Metro, TriMet and project partners in the development of a financial strategy for the project, understanding the Tax Increment Financing (“TIF”) limitations in the Central Eastside and North Macadam Urban Renewal Areas, which includes a recommended contribution from the City of Portland, and work with the Office of Management and Finance and other city bureaus to devise a financial strategy for the City’s contribution and recommend such strategy to the City Council for approval;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt Lake Road in downtown Milwaukie as a first phase terminus (or Minimum Operable Segment) if the Financial Strategy cannot identify sufficient local matching funds to balance project costs;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council request that TriMet prepare a Conceptual Design Report in coordination with PDOT and to report back to the Council on the conditions in Exhibit C as measures to be addressed during the next phases of the South Corridor Portland-Milwaukie Light Rail Project; and

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon its adoption.

Adopted by the Portland Development Commission on July 9, 2008.


Rerlee A. Castilla, Recording Secretary

PDC

PORTLAND DEVELOPMENT COMMISSION

Resolution Number 6617

TITLE: RECOMMENDING THE CITY COUNCIL ADOPT THE SOUTH CORRIDOR PHASE II: PORTLAND-MILWAUKIE LIGHT RAIL PROJECT 2008 LOCALLY PREFERRED ALTERNATIVE AND PROJECT CONDITIONS

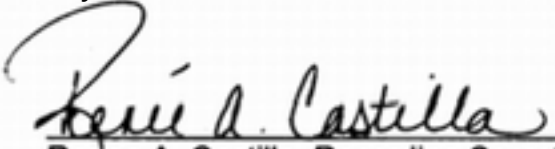
Adopted by the Portland Development Commission on July 9, 2008.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Mark Rosenbaum, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Sal Kadri	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Bertha Ferrán	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Charles Wilhoite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

Certification

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.



Renee A. Castilla
Renee A. Castilla, Recording Secretary

Date: July 15, 2008

Portland Development Commission

The Portland Development Commission's resolution included the same Post-LPA Work Program Considerations as the City of Portland's resolution. Please refer to Exhibit C of the City of Portland resolution.

RESOLUTION 08-07-56

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE PORTLAND-MILWAUKIE SEGMENT OF THE SOUTH/NORTH CORRIDOR LIGHT RAIL PROJECT

WHEREAS, TriMet is authorized by Oregon statute to plan, construct and operate fixed guideway light rail systems; and

WHEREAS, on May 9, 2008, Metro, TriMet and the Federal Transit Administration (FTA) published the Portland-Milwaukie Supplemental Draft Environmental Impact Statement (the "Portland-Milwaukie SDEIS"), evaluating light rail alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the public was invited to comment on the Portland-Milwaukie SDEIS during the public comment period from May 9, 2008 through June 23, 2008, and comments received during the comment period, including at a public hearing, seven open houses, three segment meetings, two community workshops, six station area planning meetings, are documented in the *South Corridor Portland-Milwaukie Light Rail Project SDEIS Public Comment Report* (June 2008); and

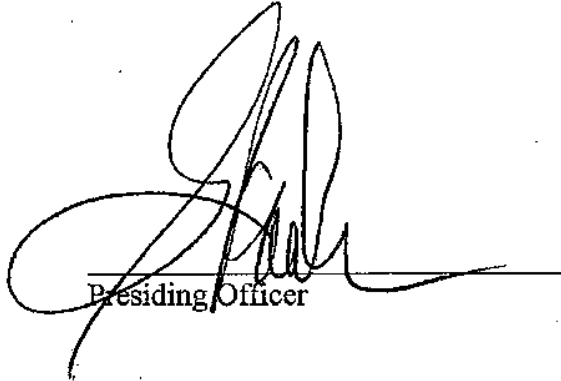
WHEREAS, the South Corridor Steering Committee and Project Management Group, Citizen Advisory Committee, City of Oregon City and Multnomah County have recommended that the Locally Preferred Alternative ("LPA") for the Portland-Milwaukie Segment of the South Corridor Light Rail be confirmed;

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. **THAT** the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of light rail on the Portland-Milwaukie Segment of the South Corridor Light Rail Project as shown in Attachment A, and that Metro Council amend the South/North Locally Preferred Strategy to reflect this change.

2. **THAT** the General Manager is authorized to request authority from FTA to enter into preliminary engineering in support of light rail on the Portland-Milwaukie Segment of the South/North Corridor Project.

Dated: July 9, 2008

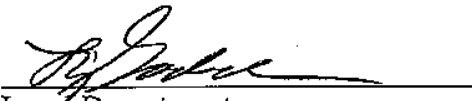


Presiding Officer

Attest:


Recording Secretary

Approved as to Legal Sufficiency:



Legal Department



* Lake Road Minimum Operable Segment (MOS):
A Lake Road MOS terminus would include a 275 space park and ride at Lake Road, and a 1250 space park and ride at Tacoma.

** The Lincoln and Harbor Stations will be consolidated into a single station. The New Starts application will include the Lincoln Station.

**Citizen Advisory Committee Future Work Program Considerations Amendment to the
Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report**

Citizen Advisory Committee Future Work Program Considerations Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

The Citizen Advisory Committee (CAC) was formed in the summer 2007 and met 14 times over the course of the project. The twenty-one CAC members were appointed by the project Steering Committee and include local residents, business leaders and representatives from public institutions and community groups. On June 12, 2008, the CAC came to consensus on an LPA recommendation, which was presented to the Steering Committee. The CAC forwards the following issues and suggestions for consideration as the project moves forward into Preliminary Engineering and implementation.

The CAC recommended the refined Porter-Sherman river crossing. Given that:

- The bridge decision should be evenly weighed in consideration to other alignment choices or options in the neighborhoods.
- Bridge landings need to support bike and pedestrian connections on both the east and west side.

The CAC recommended the Tillamook branch alignment. Given that:

- Need to consider future access to light rail for employees in Milwaukie's north industrial area.
- Concern about loss of park and ride spaces with a Tillamook alignment, thereby creating a need to consider future park and ride needs as the system grows.
- The CAC strongly supports moving the park and rides as far south as possible to get people onto transit as soon as possible.
- Need to solve future traffic issues at the Tacoma park and ride and access to McLoughlin Blvd;
- Strong consideration and efforts to assure safe pedestrian crossing of McLoughlin Blvd.
- Add a connector bus line through the industrial area to downtown Milwaukie.
- Improve bus alignments and connections to augment transit not served by the stations.

The CAC recommended the Park Avenue terminus. Given that:

- Explore the development of a green space at the Park Avenue park and ride that ties into the Trolley Trail and creates a "park" destination at the terminus.

The CAC recommended the following with regard to station areas:

- **Lake** - Provide shuttle service to North Main area of Milwaukie.
- **Harold** - The stations needs a pedestrian crossing to Reed College – perhaps a funding partnership with Reed and/or the railroad; hard wire the station now for potential development in the future.
- **Harbor** - Decision makers should consider the overall viability for the project, access, economic development, ridership and connectivity.

The CAC did not recommend a station at Bluebird. Given that:

- Provide attractive and safe pedestrian and bike access between the Bluebird area and downtown, Park and a Lake Road station; improve bus/transit service to Lake Road station; and the design of the line through the Bluebird area needs to be sensitive to local businesses that could have been served by a Bluebird station.

Additional considerations:

- Tacoma Street needs a dedicated lane onto McLoughlin Avenue southbound.
- A crosswalk at 17th Avenue and McLoughlin Avenue needs to be on north side.
- Bike and pedestrian access from Division/Powell bike corridor needs to have access to the bridge.

- Local transit service improvements are needed to serve the light rail line.
- Build to a quiet zone standard.
- The CAC concurs with the recommendations in the Safety and Security Task Force report – specifically increasing transit security including local police service.
- Maintain and develop pedestrian and bike routes from Clinton St./11th and 12th Avenues (Gideon Station) to the Willamette River at Caruthers, connecting with the Eastbank Esplanade and Springwater Corridor trails, as well as creating access to the bridge.