



PORTLAND TO MILWAUKIE LIGHT RAIL PROJECT

Question & Response Resource

Updated July 1st, 2008 ~ 4th Edition

Fourth Posting: No. 30 - 36

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Please continue to visit this resource as City staff intends to post new information as additional questions are raised.

Those interested are encouraged to submit additional questions to wheelerg@ci.milwaukie.or.us.

In the months ahead Milwaukie's City Council and residents will be hearing more and more about the Portland to Milwaukie Light Rail Project.

Metro will publish its study analyzing the alignment in May and in July the Milwaukie City Council will act on the Steering Committee recommendation for a Locally Preferred Alternative and pass on one of its own to the rest of the region.

Many in Milwaukie have opinions regarding Light Rail. As this conversation unfolds it will be increasingly important that residents have access to information to help inform their opinions.

This site represents the City's best effort to offer interested citizens that kind of a resource - a place where people can learn what light rail, and the Portland to Milwaukie Light Rail Project, is and isn't.

Thanks for visiting, and if you have questions please contact Milwaukie Information Coordinator Grady Wheeler by emailing him at wheelerg@ci.milwaukie.or.us.

This section will grow as the conversation evolves, so please check it from time to time for additional information. City staff will do its best to track this conversation and answer questions that are raised.

1. **Question/Comment:** Light Rail brings crime to the areas it travels.
(Feb. 4th, City Council Meeting)

City of Milwaukie Response: Numerous reports have been written and studies have been conducted across the U.S. and Europe regarding general crime patterns and criminal behavior on and around transit systems. The general conclusions are that transit mirrors its surrounding communities. A study of transit security by the U.S. Department of Transportation noted that transit stations with high crime rates are generally located in neighborhoods with high crime rates. Similarly, a study of the Los Angeles Green Line light rail revealed that inner city stations showed a decrease in crime that generally followed a decrease in crime throughout Los Angeles County. Relatedly, crime in the higher income western suburbs did not increase after the Green Line was built (Liggett, R , Loukaitou-Sideris, A, and Isek, H Journeys to Crime: Assessing the Effects of a Light Rail Line on Crime in the Neighborhoods, 2002). In 2006, RTD of Denver which administers the FASTRACKS light rail system conducted a review of one Denver light rail station and revealed that crime rates at the station directly correlated to the amount of crime in the surrounding neighborhood (Denver Regional Transportation District, Technical Memorandum: Neighborhood vs Station Crime Myths and Facts November 16, 2006).

Closer to home, since November of 2007 TriMet has taken a number of actions to increase safety and security on the MAX light rail system. These include the addition of police officers and more are planned for 2009, the addition of security officers, streamlining enforcement of TriMet code, improved ticket vending and validation machines, and the establishment of new police precincts to augment law enforcement efforts.

2. **Question/Comment:** Businesses suffer during MAX construction and due to inhibited access once the line is completed. (Feb. 4th, City Council Meeting)

City of Milwaukie Response: Interstate MAX was constructed between Nov. 2000 - May 2004. TriMet data shows that during that time more than 50 new businesses opened along the line. To minimize construction impacts on existing small businesses, TriMet worked closely with businesses before, during and after construction. Crews ensured access to businesses, created and installed "Open for Business" signs to keep traffic flowing to businesses, and worked in shorter segments to minimize the impact on any one area for an extended period of time. TriMet worked with the Portland Development Commission to provide low-interest loans to help businesses bridge a disruption in revenues and leverage the improved retail market with the opening of the new line. TriMet also provided technical and marketing support to businesses and funded an advertising campaign to attract customers. The broad-based campaign included advertisements, direct mail, promotions, financial assistance, workshops for the businesses, and a "Lunch Bus" that brought 14,000 people to Interstate restaurants. The Portland to Milwaukie project would mirror these efforts in Milwaukie and along the entire line.

3. **Question/Comment:** If public funding reaches 70% a public vote is not required. (Feb. 4th, City Council Meeting)

City of Milwaukie Response: There is no set amount of funding that triggers a public vote. Certain funding strategies require public votes, such as bond measures, like the one voted on for North-South Light Rail in 1998. Federal, state and local revenue sources are still being identified to fund the project. The public approved funding in 1990 for light rail to Hillsboro and also for the South/North corridor in 1994.

4. **Question/Comment:** Would investing in the bus system be a more cost-effective use of transportation dollars? (Feb. 19th, City Council Meeting)

City of Milwaukie Response: The Federal Transit Administration (FTA) administers federal funding to support a variety of locally planned, constructed, and operated public transit improvement projects throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. Projects submitted to the FTA must meet “cost effective” thresholds in order to receive funding. Capital costs (one-time costs for building the project) are higher for light rail projects than for bus projects, however ongoing operating costs are lower for light rail than for buses. From 2000-2002, the region studied expanded bus service using Bus Rapid Transit in this corridor and found it to be less efficient and cost-effective than light rail. One of the greatest factors in FTA’s cost effectiveness rating is the ability of a transit project to reduce travel times. Light rail’s most significant advantage over buses is its ability to operate on exclusive tracks, irrespective of street traffic. This benefit allows transit riders to consistently save time and avoid congestion, thus improving our region’s productivity and economic competitiveness.

5. **Question/Comment:** How much noise does MAX generate compared to freight train traffic? (Feb. 19th, City Council Meeting)

City of Milwaukie Response: In general, light rail is quieter than freight service, since it uses lighter vehicles, and has different operating requirements for warning horns. For more information regarding horn noise please see Question/Comment no. 36.

6. **Question/Comment:** Will light rail actually increase congestion during peak travel times because of the number of commuters that drive to station areas and park and ride facilities? (Feb. 19th, City Council Meeting)

City of Milwaukie Response: Metro studies indicate there would be a reduction of traffic on McLoughlin Boulevard and parallel streets with the addition of Light Rail. To that point, travel models show Portland to Milwaukie Light Rail would create a reduction of 50,000 to 70,000 daily vehicle miles traveled in the year 2030. Where Park and Rides do create additional congestion at specific intersections, the light rail project will be required to make improvements to mitigate that congestion (like extra turn lanes or traffic signals to improve flow). Experience shows that the majority of transit riders walk to light rail stations. A 2005 survey of riders on the Interstate MAX found that approximately 70 percent of respondents walked to station platforms, while only 10 percent drove to a station. This is significant considering that more than 50 percent of those same respondents indicating having a car available to make that trip.

7. **Question/Comment:** How wide will the Light Rail corridor be through Downtown? (Feb. 19th, City Council Meeting)

City of Milwaukie Response: Cross sections provided by TriMet indicate a station with a single platform is 15 to 20 feet wide. Stations with two platforms are 24 to 30 feet wide. Stations are 200 to 250 feet long - long enough to accommodate two trains.

8. **Question/Comment:** Why are only two alignments being studied? (March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: The two alignments being reviewed are products of extensive public outreach efforts. The "Tilamook Branch" alignment is the product of a working group process that began in August of '03 and concluded in May of '04. The Working Group involved the efforts of more than 40 Milwaukie business and Neighborhood leaders. The Locally Preferred Alternative alignment (LPA) is the product of a process that began in 1990. City Council approved the LPA in 1998 and then revised it in 2003 to incorporate further feedback from Milwaukie residents.

9. **Question/Comment:** Why isn't a representative of the Historic Milwaukie NDA on the Citizens Advisory Committee? (March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: No specific neighborhoods from either Portland or Milwaukie were sought for formal representation on the CAC. Instead, Metro elected to seek committee members based on applications and interviews conducted with interested parties. These volunteers represented a variety of interests throughout the segment. Metro finalized its selection of local residents, business leaders and public institutions, schools and community groups from areas of the entire alignment. In looking at representation, Metro also considered geographical representation to ensure that members lived in all parts of the study corridor.

10. **Question/Comment:** Why isn't a McLoughlin option being studied?

(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: In response to several Downtown stakeholders' concerns, in the summer of 2007 Mayor Bernard asked the project to more closely examine alternate Downtown alignments that might use McLoughlin Boulevard and/or Main Street and/or 21st Avenue. Two workshops were held and citizens generated nine alternatives. Project staff synthesized those into four alternatives that were extensively studied and then presented to Milwaukie's Planning Commission and City Council. Based on that analysis, both bodies concluded that because of incompatibility with the Downtown and Riverfront framework plan, risk to other functional requirements of Main Street, and prior local support for, and technical affirmations of, a non-main street option should not be added to the study. For more information regarding the impacts of a McLoughlin alignment see Question/Comment no. 35 of this report.

11. **Question/Comment:** Why doesn't the study include/compare other transit options?

(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Studying options for high capacity transit in the South Corridor is in its second decade. The current SDEIS is only the latest phase of that study. Beginning in 1999 the South Corridor study evaluated river transit, high occupancy vehicle lanes, high occupancy toll lanes, busway, bus rapid transit and commuter rail. After extensive public input and technical evaluation, busway and bus rapid transit options were selected to move forward for more detailed analysis. In 2001, light rail was reintroduced to the study at the request of community representatives.

The 2002 South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) compared five transit alternatives with a no-build alternative. The transit alternatives included bus rapid transit, busway and light rail routes. In April 2003, the Metro Council recommended light rail after extensive public comment and input from local jurisdiction partners, including support from the Milwaukie City Council.

12. **Question/Comment:** Will Metro consider only building part of the 6.5 mile segment between Portland and Milwaukie? (March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Not likely. The SDEIS studied an alignment that extends from downtown Portland to either Lake Road or Park Avenue. The alignments studied represent the minimum size and scale to meet the purpose and need of the project. Nonetheless, the project's steering committee and local jurisdictions can recommend alternatives in response to the information provided within the SDEIS.

13. **Question/Comment:** Who makes the final decision on the project?
(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Metro makes the final decision about the Locally Preferred Alternative (LPA), under advisement from many sources. In May the draft SDEIS will be published. A 45-day public comment period began on the date of publication. Three open houses and a public hearing were held to gather public comment. The Citizen Advisory Committee will forward its LPA recommendation to the Steering Committee. The Project Management Group (PMG) will forward technical findings to the Steering Committee. The Steering Committee will send its LPA recommendation to the local jurisdictions. In July our City Council will forward its LPA recommendation to Metro for a final vote later that month. The cities of Portland and Oregon City, Clackamas and Multnomah counties, ODOT and TriMet will also forward recommendations to Metro.

14. **Question/Comment:** Where can people find the project's formulas and projections for ridership?
(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Complete ridership projections are included in the SDEIS. At the February 19th Council Meeting staff from the City and Metro reported that ridership in 2030 is projected to range from between 22,000 to 27,00 per average weekday, with between 8,000 and 12,000 new system riders (depending on the alternative selected.) Metro staff is available to explain how the ridership model in constructed, including the data and methodologies that are used.

15. **Question/Comment:** What is the expected federal/local funding split for the project? (March 12th, Oak Grove Station Area Workshop)

City of Milwaukie Response: The project is expecting the federal share to be around 60%, and the local share to be 40%.

16. **Question/Comment:** With the cost of materials going up, will this project be prohibitively expensive? (March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Current projections show the project costs at about \$1.2 to \$1.4 billion. These project costs account for inflation and take into account the recent spikes in materials and fuel costs, as well as other cost factors. TriMet has stated that its cost projections have become more accurate in recent years, and that all four MAX projects (Eastside, Westside, Airport and Interstate) have been completed on or under budget. The FTA has a rigorous risk assessment process that ensures accurate capital costs. To review the costs and financing chapter of the SDEIS visit http://www.metro-region.org/files/planning/p-m_sdeis5.pdf

17. **Question/Comment:** Was the Park Avenue Park & Ride added to bolster ridership?
(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: While extending the line to Park Avenue and to a Park and Ride facility at that location would add ridership, that is not the only reason behind the proposed extension. The alignment option that includes a Park Avenue Park and Ride was added to the study because of questions pertaining to the project's southern terminus - meaning, questions about the best place to stop the line. The terminus needs to have a large Park and Ride to intercept traffic and allow convenient access to light rail. Traffic and land use impacts of a terminus in Downtown Milwaukie will be evaluated along with the Park Avenue terminus. Milwaukie's adopted terminus of 2003 at the then-named Kellogg site helped address these questions, but when the City discovered its prior commitment to the Kronberg family to maintain that site as a park, that option was taken off the table. One other benefit of the Park Avenue Park and Ride to Milwaukie is that it would help capture additional northbound commuter traffic before it reaches Milwaukie's Downtown.

18. **Question/Comment:** Why isn't information made public before the SDEIS is released?
(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Much information has been made public prior to the SDEIS publication. However, Metro needs to be sure that the study information is acceptable to the FTA before publishing the entire document. As it is an FTA document, they control when it is released for public comment. City staff and representatives from Metro and TriMet have been updating City Council regularly on findings of the SDEIS. Presentations were made at the Dec. 18th, 2007, Feb. 19th, 2008, March 18th, 2008, City Council meetings and data was shared at the Station Area Workshop of March 19th to help inform the discussion. Analysis of different components of the SDEIS will be conducted until just prior to the study's publication.

19. **Question/Comment:** Following Milwaukie Chief Kanzler's recommendation, a police force of 150 officers needs to be in place in order to adequately patrol the entire system. (Feb. 4th, City Council Meeting)

City of Milwaukie Response: Chief Kanzler submitted a seven-page memo to TriMet General Manager Fred Hansen on January 11th detailing a strategy to improve security on the current and future light rail system. <Copy of report> Chief Kanzler's memo responded to a request for safety and security strategies to be shared at a safety summit held in Clackamas County. The memo's first recommendation is to create 3-4 sub-stations, or precincts, to provide closer supervision for the different segments of the system. Under this recommendation Chief Kanzler suggests staffing levels for each substation. Later in the document Chief Kanzler states, "Staffing of the precincts would be dependant on a comprehensive crime/complaint analysis of the region. Generally, each precinct would be commanded by a lieutenant, and work shifts supervised by sergeants. I would anticipate the need for 150 to 160 sworn personnel to provide regional transit police service." Chief Kanzler clarified his memo to say that 150 officers was offered as a goal for TriMet to achieve over time, and that near-term staffing levels should be based on crime data that's collected on the system. He said the ultimate size of the TriMet police force will depend on the results of that analysis, TriMet's evolving security strategies, and the size of the overall light rail system. Since the memo was submitted TriMet has established Westside and Eastside Precincts and is planning to open a South Precinct once the I-205 line is opened. Currently the Eastside Precinct is staffed with six officers with four more to start by July 1. The Westside Precinct is staffed with five officers. TriMet aims to increase its transit police force to 43 officers by July 2008. TriMet and its law enforcement partners will continually monitor the effectiveness of the precincts and their staffing levels.

20. **Question/Comment:** With only 20% of the region's jobs in Portland, there's a greater need for inter-town connections, which light rail does not provide. (March 12th, Oak Grove Station Area Workshop)

City of Milwaukie Response: Serving suburb-to-suburb transit is best accomplished using a variety of modes. As is outlined in an Oregonian article published on May 20, 2007, there isn't any one solution to completely serve inter-suburban mass transit. <Article link> However, as the light rail system grows, more communities will be accessible by MAX and inter-regional travel will improve. After the I-205 line is built light rail will serve the Clackamas Town Center, Gresham, Portland's Hollywood and Lloyd Districts, the Rose Quarter, Pioneer Courthouse Square, Goose Hollow, the Oregon Zoo, Beaverton, Hillsboro, N. Portland, the Expo Center and Portland International Airport. Using the bus system or streetcar from these destinations increases the area mass transit serves quite considerably. Depending on where you live and where your job is, you might have to take more than one light rail trip (train-train, train-bus, or bus only) to reach your destination. Despite this, it's hard to say light rail doesn't help make these trips more reliable. Finally, 20% of the regional jobs being located in Portland represents a considerable number of commuter trips into Portland.

21. **Question/Comment:** Is light rail planned to connect to Oregon City? Would that be via McLoughlin or I-205? (Lewelling Meeting, April 3)

City of Milwaukie Response: No, there is no plan to connect light rail to Oregon City. However, Oregon City is a regional center and will most likely eventually be connected to the transit system with high capacity transit, but the mode (light rail, rapid bus service, commuter rail, etc.) and the route will be evaluated and determined through a different process. When, how and where light rail will be extended to Oregon City is uncertain. Metro is going to spend the next year on a High Capacity Transit Plan to define the next set of transit priorities for the region.

22. **Question/Comment:** When do local jurisdictions and the State need to have the match by? (March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: Local match for the project will be required within 60 days of TriMet's executing a Full Funding Grant Agreement with the Federal Transit Administration, likely to occur in 2011 or 2012. However the project partners' commitments to providing the local match will need to happen sooner - probably later this year. This is important so the Finance Plan can be published in the Final Environmental Impact Statement in early 2009. These local commitments are important for securing both state and federal funds.

23. **Question/Comment:** Light Rail is not an effective economic engine. (Feb. 4th, City Council Meeting)

City of Milwaukie Response: Analysis conducted as part of the SDEIS process concludes that the Portland to Milwaukie Light Rail project is expected to generate up to 13,700 new jobs and up to \$540 million in personal earnings in construction-related economic activity. Economic studies show that more than \$6 billion in development has occurred within walking distance of MAX stations since the decision to build in 1980. More specifically, during the construction of Interstate MAX, TriMet developed new contracting methods to ensure monies being spent to build the project stayed within the region. As a result, \$13 million in contracts went to Portland minority and women-owned firms during the construction of Interstate MAX. Light rail also influences land development with locations near transit stations often yielding benefits to property owners seeking to sell or develop their land. Land sales and ensuing investment in existing or new buildings in turn drives local economies, through direct and indirect employment, spending and property value appreciation. However, these benefits are not automatic, and it's important that transit improvements be located in areas with reasonably healthy real estate markets and relatively few indicators of stagnation and distress. City staff believes Milwaukie's downtown core meets these criteria and would benefit from such transit improvements.

24. **Question/Comment:** How will the local share be funded? Will there be an increase in local property taxes or some type of tax on local businesses? (Emailed Question)

City of Milwaukie Response: The local share of this project will be sought from the jurisdictions partnering in the project: the State of Oregon, Metro, TriMet, City of Portland, Portland Development Commission, City of Milwaukie, Clackamas County, OHSU, and possibly Multnomah County. In June of 2007, the Oregon legislature approved \$250 million to fund this project through lottery-backed bonds. The City of Milwaukie hasn't determined how it will fund its share of the local match, but its preference will be to evaluate the variety of methods other jurisdictions have used to help fund light rail (Portland, Clackamas County, Hillsboro, Beaverton, Gresham). These communities used a variety of funding sources. At this time it is not anticipated that there will be an increase in local property taxes or taxes on local businesses.

25. **Question/Comment:** What effect will light rail have on existing bus service? It doesn't seem like the park and rides would be big enough if we don't have good bus service to feed into the line. (Lewelling Meeting, April 3)

City of Milwaukie Response: Milwaukie's recently updated Transportation System Plan (TSP) gives guidance on this. The TSP contains two policies relevant to this question. One states that any savings derived from new transit capacity be contained and reinvested within the Milwaukie service area. The other states that smaller park and rides should be located within the city and larger park and rides (like those associated with light rail) should be located on the city fringes. Please refer to the Public Transit chapter of the TSP for more information (<http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/documents/04completeTSP/Ch%207%20Transit.pdf>.) With regard to the bus lines themselves, TriMet has stated that light rail would replace the high frequency bus service from Milwaukie to Portland on McLoughlin (line no. 33) in order to avoid duplicate service. Nearby bus service will be reviewed before the project opens in 2015 to ensure the best possible bus connections.

26. **Question/Comment:** Some areas in Portland along light rail add density by allowing 10 story-buildings. Would this happen in Milwaukie?

(March 10th, Historic Milwaukie Neighborhood Meeting)

City of Milwaukie Response: The quick answer is, “no.” But To really answer the question it’s best to explain the relationships that exist between municipalities and Metro. Metro is the governmental agency responsible for overseeing the implementation of regional goals and objectives. In planning for future growth in the region, the Metro Council requires each local jurisdiction in the Metro region to identify each city’s capacity for accommodating growth. In 1997, based on the land available for new construction and the development densities allowed by our zoning code, the City of Milwaukie identified a capacity for 3,188 new dwelling units within the city limits. This number was then adopted into Metro’s “Functional Plan” as Milwaukie’s obligation for absorbing a share of projected regional growth. Provided the City remains in compliance with the Functional Plan, neither Metro nor any other government or agency has grounds for demanding Milwaukie accept additional growth or density, regardless of whether light rail or any other public improvement is constructed in the City. Zoning, which determines density, is a matter of local control. The City has no plans or policies that would prefigure an alteration of zoning for the purpose of increasing development densities. For an even more complete answer, please review the memo the City’s Planning Department composed in response to this basic question that fully describes Milwaukie’s Regional and Local Density Requirements. <Link to Memo>

27. **Question/Comment:** What is the voting history on South Corridor light rail projects?

City of Milwaukie Response:

1994 - Voters in the TriMet service district, which includes the majority of Clackamas, Multnomah and Washington counties (www.trimet.org/pdfs/code/TriMet_Code_Chapter_3.pdf), approved a measure with a 63% yes vote for a 25-30 mile light rail line from Clackamas County through Milwaukie and Portland into Clark County, Wash.

1995 - Clark County, Wash., voters rejected (2 to 1) a ballot measure for the Washington portion of the line plus a 9 mile extension north from Vancouver to Hazel Dell.

1996 - Following the Clark County defeat, in August 1995 and the Oregon Legislature passed a \$750 million transportation package. Opponents of the package gathered enough signatures to refer the package to a statewide voter in 1996.

1996 - Voters rejected the package by a vote of 53 percent to 46 percent. While the measure failed statewide, it was approved by a majority of the voters within the TriMet service area. TriMet then began to focus on an “Oregon only” extension.

1998 - The Oregon-only alignment was a measure to approve \$475 million for a 16-mile project between Clackamas Town Center and Kenton. The measure failed in Clackamas and Washington counties, but passed in Multnomah County, failing overall (52 percent to 48 percent).

28. **Question/Comment:** Based on the voting history, why does light rail in the South Corridor keep coming back?

City of Milwaukie Response: Following the 1998 defeat, light rail was taken off the table as an option in the south corridor. The South Corridor project has returned because many people in the south corridor, including Southeast Portlanders and Milwaukians and their elected representatives, reviewed the various modal options for the corridor in the early 2000's and concluded light rail had the most potential for meeting the most needs in the corridor.

As to the voting history and what it represents, there are several different ways to interpret those events. As detailed above, voters in the region approved \$475 million for South/North light rail in 1994, but turned down ballot measures to fund the development of light rail in the south corridor two other times (1996 and 1998). Some contend these votes demonstrate that, in the eyes of voters, light rail is not a viable transportation alternative. Others believe that the elections failed because of concerns with the project's cost, alignment, displacements and the use of property taxes. And some believe that competing funding measures that were also on the ballot competing for the same limited taxpayer dollars. Still others believe that the failure at the ballot box does not justify a dismissal of light rail, in the same way the failure of parks or library funding measures does not indicate the public does not support parks or libraries. For example, in 2004 the North Clackamas School District levy went down by a margin of 57% to 43%. In 2003 Clackamas County voters turned down a road and street maintenance fee by a 68% to 32% margin. In 2002 Clackamas County voters voted down a public safety bond measure by a 55% to 45% margin. Despite these results, it would be hard to argue the public does not support investing in our schools, road improvements, or public safety.

Finally, each of the light rail projects that were voted on in the 1990s were different from one another. The light rail projects that appeared on the 1994, 1996, and 1998 ballots were substantively different from one another and are different from the project that is being discussed today.

29. **Question/Comment:** Will Portland to Milwaukie Light Rail relieve congestion on McLoughlin Boulevard? (Feb. 19th, City Council Meeting)

City of Milwaukie Response: Light rail adds travel capacity to the corridor and offers people an option if they want to avoid driving in traffic on McLoughlin, and there is expected to be more traffic every year. As population grows - and it is expected to grow by 1 million people over the next twenty years - McLoughlin's capacity is certain to decline. But with light rail serving the south corridor, that decline will occur at a slower rate. Traffic models show trips in the south corridor will increase by 9 to 17% by the year 2030, but that the introduction of light rail would result in a 3% reduction in these traffic volumes on McLoughlin Blvd. during the p.m. (2-Hour) peak period. Light rail is also expected to take away about 400 hours of delay every day. The project would also reduce the daily vehicle miles traveled in the region by up to 69,000. So while "congestion" can be a matter of degrees, it's safe to say that light rail helps address the capacity problem in the McLoughlin corridor.

30. **Question/Comment:** During a.m. and p.m. peak periods how frequently would trains be passing through Downtown?

(May 7th, City Council Meeting)

City of Milwaukie Response: In 2015, the year light rail would open if constructed, trains would pass through Downtown every 10 minutes in each direction during the peak periods. In 2030, trains are projected to pass through Downtown every 7.5 minutes in the peak periods in each direction.

31. **Question/Comment:** How much would the Portland to Milwaukie alignment cost to operate on an annual basis? (Feb. 4th, City Council Meeting)

City of Milwaukie Response: According to the SDEIS, depending on the alignment, the projected annual operating cost would be in the range of \$5.59 to \$6.84 million.

32. **Question/Comment:** How would the City of Milwaukie come up with it's project match of \$5 million? (June 4th, St. John's the Baptist Meeting)

City of Milwaukie Response: In order to preserve the current level of city services, all of which are supported by an annual budget of approximately \$44 million, the City would look to borrow money to provide its match. The City's done this in the past to finance capital projects. In 1991 the City borrowed \$5 million to pay for the construction of the Public Safety Building. (Milwaukie Finance Director Ignacio Palacios estimates that would be close to \$9 million in today's dollars.) As with the PSB project, the City would pay back its loan over a period of years and would not raise property taxes in order to meet its obligation.

The most likely scenario would be for the City to issue bonds that would be repaid over a period of 20 years at an approximate interest rate of 6%, perhaps lower depending on market conditions. The City's annual payment would be approximately \$350,000, and would be repaid from the General Fund.

As of now the project's partners are only asking local jurisdictions for funding commitments. When Milwaukie would be asked to begin making actual contributions to the project has yet to be determined.

33. **Question/Comment:** On June 3, 2008, Milwaukie City Council passed a resolution stating its preference for a single station at Lake Road, no matter where the line terminates. Does TriMet have the authority to change station locations in Milwaukie? (June 4th, St. John's the Baptist Meeting)

City of Milwaukie Response: It's unusual for station locations to change after they've gone through an LPA and FEIS approval. Should circumstances cause either TriMet or Milwaukie to consider station locations other than Lake Road, the two agencies would work together to determine how, where and whether to make a change. There is no precedent of TriMet changing station locations without first addressing the issue together with the local jurisdiction.

34. **Question/Comment:** What will the traffic impacts be on Downtown's east-west collector streets when trains pass through Downtown - especially in light of the fact traffic increases around school sites in the mornings and afternoons?
(May 7th, City Council Meeting)

City of Milwaukie Response: The SDEIS focuses on traffic impacts in the year 2030 the "p.m. peak hour," i.e. the heaviest traffic period of the day around the evening commute time. For most downtown Milwaukie intersections, they found that the most congested single hour is 4 p.m. to 5 p.m.

There are two effects the light rail project would have on Harrison, Monroe, and Washington Streets. The first is there would be gated crossings; when the gates come down, they would create an average delay of about 40 seconds for each vehicle "caught" by a gate closure. On Harrison, where the traffic volumes are highest, in the year 2030, in the p.m. peak, the gate closures would generate an average queue of about 13 vehicles.

The construction of a station and, possibly, a Park and Ride in downtown would also increase usage of some downtown streets, but the only significant impacts according to the SDEIS standards would be on the SE Washington/McLoughlin Boulevard intersection. The SDEIS includes several possible mitigations, such as intersection reconfiguration, to address this issue. The SDEIS reported that the p.m. peak hour traffic volumes on Harrison, Washington, and Lake would increase between 50 and 130 trips (depending upon the option and the street), an increase of roughly 5 to 15% over the no-build in year 2030.

35. **Question/Comment:** Why doesn't Light Rail work on McLoughlin Boulevard?
(June 4th, St. John's the Baptist Meeting)

City of Milwaukie Response: This issue is addressed in Question #11 of this document, but here is a more detailed look at the impacts a McLoughlin alignment would create.

- o The alignment would result in seven property displacements along McLoughlin in the northwest portion of the Downtown. (Milwaukie Cleaners, Farmers Insurance Labor Works, Key Bank, Chan's Steakery, Spring Creek Coffee)
- o The alignment would require another reconstruction of McLoughlin Boulevard. *This stretch of McLoughlin was reconstructed in 2006 at a cost of more than \$4 million.*
- o The alignment would require between 48,000 to 62,000 square feet of Milwaukie Riverfront Park, depending on whether the tracks were located in the center of McLoughlin or to the west of the roadway.
- o A McLoughlin alignment would reduce the space available for the Trolley Trail from Riverfront Park to SE 22nd Avenue.
- o Introduces a significant barrier between Downtown and the Riverfront - which is in direct conflict with one of the principal goals of the City's Downtown and Riverfront Plan.

36. **Question/Comment:** The City's been working on establishing a Quiet Zone to quiet train horns in town. How will the Light Rail project impact this effort?

City of Milwaukie Response: In order to answer this question it's important to clarify that there are two issues at work.

First of all, the City, with widespread support from the community, is trying to establish a Quiet Zone that would quiet the freight trains using the Union Pacific Railroad main line. To do so, the City needs to construct "supplemental safety measures" at three of the crossings along this line; Harrison Street, Oak Street, and 37th Avenue. These traffic control devices and safety measures median barriers that would prohibit cars from crossing the median to avoid railroad gate arms) would make it so trains no longer need to blow their horns. The project is anticipated to cost \$310,000, but is currently unfunded. Due to budget constraints, the 2008-2009 budget does not earmark funding for this project, so the City will continue to look for funds to complete the improvements that would allow the Quiet Zone to occur.

The Light Rail project would not be located on the Union Pacific main line, but is planned to run alongside the Tillamook Branch which runs to the south of the main line and through downtown Milwaukie east the Portland Waldorf School and Milwaukie Lumber.

In keeping with the City's efforts to quiet train horns in the City the City intends to apply for a train horn waiver and quiet zone designation from the Federal Railroad Administration for the light rail project before the light rail line is to be constructed. TriMet has included the cost in the light rail budget for the supplemental safety measures that would be required in the application.