

SW Corridor Light Rail Project Community Advisory Committee (CAC)

Thursday, August 6, 2020, 5:30-7 p.m.
Virtual Meeting Summary

Present

Chris Carpenter – Government Affairs Director, FocusPoint Communications
Rachael Duke – Community Partners for Affordable Housing (CPAH)
Calista Fitzgerald – Designer, Former Tigard Planning Commission Chair
Ethan Frelly – Tigard Chamber of Commerce, business owner
Bill Garyfallou – Property/business owner
Amanda Guile – Tualatin resident, commuter
Michael Harrison – Oregon Health & Sciences University (OHSU)
Melissa Moncada – Engineer, West Portland Park Neighborhood
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus
Elise Shearer – Tigard Transportation Advisory Committee, St. Anthony Parish
Eric Sporre – PacTrust
Lindsey Wise – Tigard Transportation Committee, transit commuter to PSU

Not Present

Bob Ludlum – Washington County resident, Veteran's advocate
Ramtin Rahmani – Tigard resident, bicycle commuter to OHSU
Ian Stude – Portland State University (PSU)

Welcome & Introduction

Brandy Steffen, JLA

Brandy welcomed attendees to the Zoom (virtual) meeting and were told the meeting was being recorded. Participants were kept on mute to reduce background noise and feedback. There were no edits to the June 2020 summary.

Public Comment

There was one public comment.

Lonny, Tigard; I'm a daily transit user (bus, MAX and WES to get to/from work), former CAC member in earlier phase, Tigard resident and property owner, Tigard Transportation Advisory Committee, Fanno Creek Trail Committee, member of transit sub-committee, also a registered voter. I have a concern as a community member for the look of the operation center at Hall Blvd. Really interested in the look and what effort will be made to make it aesthetically pleasing. The Transit Center at Hall Blvd. and the result of the center is unclear. What effort has been made to make it look pleasing? Crossing Hall Blvd. is unsafe for people on bikes or walking, plus an issue for cars, and needs to be looked at closely. Some of you have used transit and it seems like cars have a right to the road. The tax exception for some employers is curious to say the best.

Get Moving 2020

Tyler Frisbee, Metro

Tyler provided an update on the measure that was unanimously referred to voters by Metro Council.

Lindsey asked if the measure does not pass, is this something that Metro would bring up again or just move on to other things.

Tyler said we can't predict the make-up and focus for a future Metro Council. However, the Southwest Corridor project would be delayed substantially and have a significant impact to the federal process; that would be a significant impact to the Southwest Corridor project.

Michael asked about the measure and if it has a 20-year life?

Tyler said that the measure has no sunset but in 2035 Metro would bring together a group of community leaders to identify a next set of investments.

Lindsey asked about the small business exceptions from the tax.

Tyler said it is for businesses with 25 or fewer staff.

Eric asked if federal funds do not come through for Southwest Corridor; do the other projects move through or just have money reallocated?

Tyler said that all of the other projects could move through. FTA has made many commitments to the project. Scott confirmed that FTA committed and will move forward with the next phase if the measure passes.

Lindsey asked if there is a communication plan for this measure for promotion, it is a huge package and many people are unaware of this scope.

Tyler said that as a public agency, Metro can't be involved with advocacy once a measure is referred. There is an outside entity that is doing communications.

Brandy asked if there was a location to look for that information.

Tyler said google Let's Get Moving 2020, Brandy shared the link on Zoom's chat feature
<https://www.oregonmetro.gov/public-projects/get-moving-2020/proposed-plan>

[Editors note: the above link is for the Metro information. The external entity information is at <https://www.letsgetmoving2020.com/>]

Amanda asked to have the PowerPoint distributed. One graphic with the project locations seemed Portland centric, so interested in looking at that more closely.

Tyler said that the measure is roughly proportional to population, but the easiest thing is to look at Metro's website [Oregonmetro.gov/transportation](https://www.oregonmetro.gov/transportation) and there is an interactive version of the map.

Kevin (Public) - How to package the procurement?

Scott TriMet has not, as state agency we have to get approval from board for non-low bid contracting method and are planning on using that method. Previously used design build and CMGC which are in the low-build exception category. The proposal will hit the streets early next year.

Historic Resources Overview

Aster Moulton, TriMet

Aster provided an overview of the different types of historic and cultural resources, as well as parks and recreation lands in the area. She also discussed the stakeholder engagement next steps, including follow up conversations about all of the impacted properties.

Calista asked how many properties are actually listed on the historical registry.

Aster said that TriMet is treating them the same in this project (whether they are listed or eligible to be listed). **Chris Ford**, Metro, confirmed that there are two properties affected on the registry. Everything that is potentially affected is part of the 106 process; the only two affected properties registered are the Jewish shelter home and South Portland Historic District.

Elise asked what the impact is to the Capital Hill Motel.
Noted we would get back to Elise on the answer.

Engagement Update

Amparo Agosto, TriMet

Amparo provided an update on the June and July neighborhood meetings that TriMet has been attending, as well as explaining the new Office Hours that will start on August 18 and will take place every third Tuesday of the month.

Final Conceptual Design Report (CDR)

Scott Robertson, TriMet and Kokila Lochan, UDIG

Scott and Kokila provided an update on the Conceptual Design Report (CDR) changes since the last time it was presented to the committee. The updates were presented in alignment with the project's principles, goals, and objectives for moving and connecting people, maintaining and creating equitable communities, preserving and restoring natural environment, and designing for the future. Several stations were looked at in greater detail along the corridor from north to south. The Conceptual Design Report (CDR) can be downloaded on TriMet's website now.

Bill asked how the parking structures will be screened or blend in with the existing buildings. Especially for the parking structures that are very large.

Scott said that much of that discussion will take place later. The CDR has plan views of each Park & Ride to show how the buildings will be integrated. **Kokila** added that there will be more work to soften the buildings, asphalt and concrete.

Melissa asked if TriMet can provide a crossing for ped/bike where they can cross in any direction, while all cars/trains stop (like on east coast)? It can be safer, with all the different modes.

Scott said that design is typically more successful in high density areas and it's more difficult with light rail due to signal timing for all modes. There is a potential at the Bridgeport Station that might be an option.

Amanda asked about affordable housing; is the 660 and 150 units, a goal or commitment?

Kokila it's a mix by the city standards minimums. Scott added that the Memorandum of Understanding (MOU) between Metro, the Cities of Portland and Tigard lists the minimum, non-binding goals.

Brandy checked in about timing and asked the group to stay an extra 15 minutes.

Rachel expressed appreciation for the presentation but most of the focus is November. Curious about non-affordable housing units (above 60%/Market rate) and will there be public investment in those housing units.

Scott said that is a great question; market rate housing. Barbur has 200 affordable units but TriMet is looking about how to get retail, business, and market rate housing. It's the town center so it's easy to go here. You could go above the suggested height to build taller (and we have that information for each potentially acquired site). The team has looked at market rate housing and where it is possible.

Rachel added that we know we want mixed communities, but curious of total percentage of public funds investment in market rate housing. Prefer to let the market do what it does well for market rate housing and have public funds spent on filling the gaps where the market is not working.

Scott said that is really hard because TriMet can't spend money on the building getting built but we can offer lower value of property. We are working closely with SWEDs and Metro, as well as the TriMet Transit Oriented Development (TOD) program, to avoid repeating mistakes made on past projects.

Lindsey asked about the Park & Ride area at Hall Blvd.

Scott said that there is an agreement with Tigard to figure out Transit Oriented Development (TOD) at Hall and Elmhurst and 68th Parkway. To the far left there would be a Park & Ride but are still working on site to use the space best for future TOD development. Should have an answer by the end of the year.

Elise asked about the storm water and retention ponds needed for Tigard, is there any opportunity to underground those to provide more parking and development space.

Scott said that absolutely efforts will be made to treat the water underground to allow more space for other uses. For Hall there is little stormwater/retention so TriMet may pay for creek restoration instead.

Elise asked if the Village Inn site is going to be taken over by a fast food drive through and if there is a traffic impact review.

Scott said that the traffic impacts are being reviewed now by DKS who is very familiar with this project. The site is for sale now, our design still shows that we can miss that site, but to purchase in the future we are currently showing it as a staging area, so can purchase it if that is the best approach for the project.

Melissa is the pandemic influencing design or construction? In places where we funnel people, is it changing the design to provide opportunities for distance?

Scott said that no it's not now but it's a great point. Buses/trains currently have 3' spacing and masks at all times; few operators are getting sick but we'll see how it unfolds. Hopefully those are all the measures we need. But if it doesn't go away, then we'll revisit the design to see what changes could be made. Our design teams are working more efficiently than ever and know that construction is taking place safely in other areas, so that hopefully shouldn't be negatively affected.

Round Table Discussion: Feedback and Engagement

Brandy Steffen, JLA

Brandy facilitated a round table discussion to hear from each CAC member, who were told they could pass if desired. Discussion was focused around the following questions:

1. What questions do you have about the CDR
2. Topics or issues you did not see addressed and would like more information about?
3. Where would you share the CDR final draft? And what would you need in order to share the project benefits with your community?
4. Other topics or issues you'd like to weigh in on?

Ethan added that there are many concerns beyond Tigard where they won't be seeing train service and there are concerns in the westside and not sure if we'll get backing from other chambers of commerce (Tigard is solidly behind the project).

Scott said it would be helpful to add the outreach plan during next month's meeting and what is planned for marketing. We TriMet cannot promote the project just state the facts. But we're interested in hearing how this is being promoted externally with the public.

Bill said that the business community he talks to has a very narrow view of the ballot measure. When Tyler presented, she provided a more comprehensive list of projects and that presentation would be great to share.

Melissa echoed that; the presentation from Metro was helpful and voters may not know the vast expanse of that measure. That information does need to get out there.

Lindsey asked if there will be lawn signs available for supporters.

Scott said they would get back to her on that.

Amparo added that TriMet is available to provide presentation to your groups, get you answers to any questions that you have, or provide handouts or talking points for you to present on your own.

Meeting Adjourn

Brandy Steffen, JLA

Brandy thanked the group and reminded everyone the next meeting will be Thursday, September 3, from 5:30-7:00 p.m., and will most likely be virtual depending on whether an in-person meeting is possible. Attendees were told they could send an email to swcorridor@trimet.org with any further questions or comments.