



SW Corridor Light Rail Project Steering Committee

**Monday, February 11, 2019, -10:30 a.m.
1900 SW 4th Avenue, Room 2500 (2nd floor), Portland**

Present

Doug Kelsey - General Manager, Chair

Councilor Craig Dirksen – Metro

Commissioner Chloe Eudaly – Portland Bureau of Transportation

Councilor Robert Kellogg – City of Tualatin

Mayor Gery Schirado – City of Durham

Mayor Jason Snider – City of Tigard

Rian Windsheimer – ODOT Region 1 Manager

Absent

Commissioner Roy Rogers – Washington County

Welcome, introductions

Doug Kelsey, TriMet General Manager, Chair

Doug Kelsey thanked Councilor Craig Dirksen and Metro for their work getting the project to this point. He explained this is the Region's largest project to date and that the role of the Steering Committee is to guide this project to completion including funding, design and construction. The committee proceeded with introductions.

Tualatin City Councilor Robert Kellogg noted that constituents in Tualatin are eager for this project to address congestion and provide more reliable transportation.

Tigard Mayor Jason Snider noted the unprecedented redevelopment opportunity that the project brings to the Tigard area.

ODOT Region 1 Manager Rian Windsheimer described the importance of transit in the region's transportation solutions.

Metro Councilor Craig Dirksen discussed growth in Tigard and the need for more transportation choices.

Durham Mayor Gery Schirado noted his city's common boundary with Bridgeport and looks forward to continuing to advance the project.

Doug Kelsey reflected on the successful planning led by Metro, noting that the project is only at about 5% design, with many complex decisions ahead, including assembling funding.

Public comment

Keith Liden said he wanted to bring awareness to bicycle access and infrastructure at transit stations. He acknowledged the improvements on SW Barbur but said more bicycle and sidewalk infrastructure is need to connect to stations.

Kelly Walsh, attorney representing Interstate roofing at 15065 SW 74th Ave, said that rerouting the line onto 74th Ave is a significant change to the LPA, representing over 10% of the project in mileage. It would take out many family businesses, follows the creek, and has environmental risks. Not sure if this route meets the standard of the greatest public good with the least private injury. She suggests raising the grade at Upper Boone's Ferry and remaining with the LPA.

Brad Satran, Interstate Roofing, said 74th Ave is a blue-collar street. We are roofers, mechanics, carpenters, artisans, sign makers and metal fabricators. More thought needs to go into the 74th Ave route and it should be taken off the table. It will remove over 50% of the buildings there. Interstate roofing employs over 100 families. This street has hundreds of working class families that would be negatively affected.

Shelley Metzler, President of Interstate Roofing, said the business moved into its "forever home" a year ago. If the project reroutes 74th Ave, they will not be able to use the building as it is designed to suit their needs.

Attorney Andrew Stamp and his constituents support the DEIS LPA. The LPA minimizes public impacts. Options B and C wipe out the Bridgeport shopping center. If the route is on 74th Ave, 120 jobs will be lost. There are no nearby locations for a relocation.

Attorney Cynthia Fraser submitted a letter and said the 74th Ave route doesn't meet the least private injury standard. Nowhere in the LPA is the Bridgeport shopping center impacted. We have 120 employees impacted and there is a possible \$32 million replacement that you will have to deal with. There has been no evaluation from an environmental standpoint.

Mary Ann Fitzgerald submitted a letter from Crestwood Neighborhood expressing a strong preference for B1, which is no longer on the table. Between the remaining options of unrefined B2 and the Collins tunnel, we prefer Alternative B2. We do not support the Collins option.

Equitable development and affordable housing efforts

Malu Wilkinson, Metro Investment Areas Manager

Chris Ford, Metro Investment Areas Project Manager

In 2009, the SW Corridor was identified as an area growing at twice the rate of any other area, impacting traffic and public transit. The Steering Committee chose to extend MAX light rail from PSU to Bridgeport, providing a reliable, 30-minute commute, serving jobs Portland as well as in Tigard and Tualatin. We project 43,000 daily rides by 2035, and serving one in five rush-hour commuters in the I-5 corridor.

Because light rail creates both opportunities and challenges for communities, the Federal Transit Administration (FTA) provided Metro with an \$895,000 grant for SW Equitable Development Strategy (SWEDS). SWEDS intends to provide positive outcomes for all types and existing households in the corridor. We are in partnership with agencies Washington County, Tigard, Portland, and TriMet. We are looking to coordinate housing for all incomes, jobs for people of different abilities, connections to the incredible educational opportunities in the corridor that can enable people to move up the income ladder. We are funding six pilot projects for example OHSU and Immigrant and Refugee Community Organization (IRCO) work together to take low income people and train them for med tech positions to move up the income ladder.

Review of project status and schedule

Dave Unsworth, Project Development & Permitting (FTA submittal)

Leah Robbins, Project Director

(Outreach & new CAC; Project Development, Engineering, Construction, Finance slides; schedule going forward)

Leah Robbins: the project is still in the environmental review phase, with the Final Environmental Impact Statement (FEIS) targeted to be complete next year. The Draft Environmental Impacts Statement (DEIS) last year identified many questions and potential impacts to avoid, minimize or mitigate.

We will be continuing design work for several years, with construction beginning in 2022 for the line to open in 2027.

The Locally Preferred Alternative (LPA) route has up to 13 stations, connecting homes, jobs and major educational institutions. There are many design decisions for the Steering Committee, and there will be community engagement at every level, including input from a Community Advisory Committee (CAC).

The Steering Committee's near-term decisions will help refine the project scope and budget by the middle of this year. This includes the route at Crossroads and between Bonita and Bridgeport. It is important to make these decisions early, but the project will also take the time necessary.

Dave Unsworth: More than 1,200 people provided comments on the DEIS and LPA. The previous Steering Committee asked the team to address these comments, many of which are reflected in these near-term decisions. These include the Marquam Hill connection, Park & Rides and station locations. Staff will assemble data for the environmental process, gather public input, and bring this information to the Steering Committee for decisions.

Leah Robbins: Each phase includes a continuing cycle of community input and technical work that helps refine the design. Within the federal funding process, project is

now in the Project Development phase, which is a two-year period, at the end of which 30% of the local funding must be secured, and the design will advance to 30%. The next formal phase is engineering, when the design advances to 100%, and begins acquisitions and contracts for construction. Construction is also several years, which would begin in full force after receipt of a Full Funding Grant Agreement (FFGA), which is the contract for the federal government to pay its share of the project.

Dave Unsworth: Local funds are in place for the Project Development phase, to bring the design to 30%. This summer, the project will be solidifying cost estimates and seek local funding commitments from project partners. In November 2020, Metro will ask voters to support a regional transportation funding measure. If these local funding commitments are successful, the project will be able to request Federal dollars from the Federal Transit Administrations very competitive New Starts grant program.

Leah Robbins: There are two joint venture design contracts in place to bring the project to 30% design: Southwest Transit Partners and Urban Design Integration Group, employing many local firms and Disadvantaged Business Enterprises (DBEs).

Light rail alignment at Portland Crossroads **Jeb Doran, Senior Project Manager**

When selecting the LPA, the Steering Committee kept two options on the table for the Crossroads area (where Barbur and Capitol Hwy cross over I-5). The committee directed more study of alignments known as Alternative B2 (south of Crossroads) and Refinement 2 (north of Crossroads). The CAC also recommended a third idea, the Smith option. The design team evolved those into five options, and applied metrics from the DEIS. The team asked for community input between October and January at three well-attended open houses.

With the first set of options, the metrics and community input identified traffic issues with at-grade crossings. There was also discussion about impacts to Woods creek and park, station locations, pedestrian access and development opportunities. Based on this input, the team narrowed the options to two: Alternative B2 and Collins, on north side of Crossroads. The team developed graphics to show how these options would span over I-5 and other roads.

At community meetings, there was very strong support for Alternative B2, due to concerns with the Collins option from impacts to residences and Woods creek and park.

Early in the process, there seemed to be potential for cost savings with the options on the north side of Crossroads, but after more analysis and understanding of potential bridge structures, there does not appear to be a significant cost difference.

Light rail alignment between Bonita and Bridgeport **Jeb Doran, Senior Project Manager**

In this area, the DEIS raised two issues for which the Steering Committee directed the team to explore alternatives. The study identified traffic issues where light rail would cross Upper Boones Ferry Road, and the study received hundreds of comments advocating against the potential displacement of Village Inn at the Bridgeport terminus station.

The team is just starting to develop metrics and gather public input on options being explored here.

To address the traffic issue at Upper Boones Ferry Road, the tracks could be elevated over that intersection; however this results in a very long and costly structure. This also raises questions about investing in an elevated station here.

These cost issues led the team to revisit some pre-DEIS design ideas, which led to exploring a route via 74th Ave. That option would allow for a shorter structure over Upper Boones. As noted in the public comment period, this option could impact some different businesses, and the team is working to learn more. There are also questions about how this alignment could traverse PacTrust properties south of Upper Boones Ferry Road.

For the terminus station at Bridgeport, the LPA design included station and bus hub together, east of 72nd Ave and north of Bridgeport Road, with a Park & Ride garage, connected via pedestrian bridge, on the south side. The bus hub would require relocation of Village Inn. The team explored a number of options for reconfiguring the station, bus hub and Park & Ride, each with impacts to different properties and businesses on the east side of 72nd Ave.

Via a 74th Ave alignment, the station could be on the west side of 72nd Ave, with the bus hub and Park & Ride on the east side.

These options raised questions from the public about pedestrian access, safety, and impacts to private property. There were also preferences for avoiding at-grade crossings and consolidating transit facilities.

There will continue to be public meetings and conversations with property owners in this area.

Committee roundtable

Portland City Commissioner Eudaly thanked the people who provided public comments, and noted the City of Portland's priorities: First, getting people out of cars and onto transit in order to reduce congestion and make progress toward climate goals. We're

not going to be expanding our roads; rather we can improve transit and build more housing closer to jobs.

Second, increasing safety and infrastructure for active transportation. Would rather see investment in making it easier to walk, bike and bus than building big Park & Rides. Most importantly, protecting existing communities from transit-induced gentrification. Need to preserve developable land for additional housing; come to terms history of transit investment leading to higher property values and rents, then displacing people who are transit-dependent.

Commissioner Eudaly also encouraged staff to conduct outreach with renters, business owners and employees, not just property owners.

Tigard Mayor Snider noted the area of most concern is the route between Bonita and Bridgeport. There is a lot of work to find the right solution that mitigates traffic. He agreed with Commissioner Eudaly's comments about traffic, but noted that some driving and parking is necessary in the suburban environment. Also getting more comfortable with Hall station.

Metro Councilor Dirksen noted that the overriding goal is to provide people with more transportation options. It's not a question of whether we want to get people out of their cars – it is not physically possible to provide driving lanes for everybody to drive everywhere. We need to provide more options for the whole system. He noted there are still ideas being explored to find the best solutions with the lowest cost and fewest impacts.

ODOT Region 1 Manager Rian Windsheimer commented about traffic and the importance of Park & Rides in areas that allow people to take transit who otherwise couldn't. Also glad to see options still being explored to deliver the most efficient project that will attract the most riders.

Tigard City Councilor Kellogg asked about the timeline for a decision on the route between Bonita and Bridgeport. Leah Robbins replied that the intent had been for a decision in March, but the project will take as much time as necessary to make an informed decision.

Councilor Kellogg asked for more information about commuters between Tigard/Tualatin and Portland, to help inform decisions about the route and station locations. Tualatin had hoped the terminus would be within the city. One way to increase access to the system would be adding a WES station at the Bonita light rail station.

Doug Kelsey closed the meeting with a reminder that these decisions will influence the way goods and people move around the region for many years.