



SWC Steering Committee
April 8, 2019
Tigard City Hall | 1325 SW Hall Blvd. | Tigard. OR

Present:

Doug Kelsey, TriMet
Commissioner Roy Rogers, Washington County
Councilor Robert Kellogg, Tualatin
Mayor Jason Snider, Tigard
Councilor Craig Dirksen, Metro
Rian Windsheimer, ODOT
Mayor Gary Schirado, Durham
Chris Warner, City of Portland

Doug Kelsey opened the meeting and thanked committee members for attending recent outreach events. No decisions will be made today; instead the objective for today is to review the process and new information about the budget, the route between Bonita and Bridgeport, and the Marquam Hill Connector.

Doug asked if for any corrections to the agenda or notes from last month's meeting; there were none.

Project Schedule and Budget Status
Leah Robbins, TriMet

Leah reviewed the overall project schedule, noting we are still early in the two-year Project Development phase. Pursuing project funding, working towards a regional funding strategy. Draft funding plan includes Federal request \$1.25 billion dollars. Regional Funding request \$850 million and \$425 million local contribution, for a project scope target of \$2.375 billion. The most recent project cost estimate is at \$2.733 billion, leaving a gap of about \$358 million. Our team continues to work with partners to reduce scope while still fundamentally meeting the purpose and needs of the project. Next steps – looking to reduce footprint and update project cost estimate (summer 2019). Design estimate would become basis for negotiations with project funding partners and would become the working assumptions for the Final Environmental Impact Statement (FEIS).

Questions:

Rian Windsheimer: Appreciate the thought and creativity brought to the project. Thank you for thinking outside the box on how we may be able to achieve some of the objectives we are trying to reach in this corridor. As a committee, we need to think alternatively about the corridor asks for Barbur and how we may be able to bring some

additional funding to this project that may help us achieve desired outcomes with alternative resources.

Chris Warner: Thank you for your work on the Barbur viaducts. As parties to the jurisdictional transfer, we are very interested in hearing how those viaducts can be serviced.

Doug Kelsey: Thank you to all partners and staff who are part of this large and complex project.

Discussion Items

Light Rail alignment between Bonita and Bridgeport
Scott Robertson, TriMet.

Reviewed design options under consideration. Currently there are six options; working toward one alignment for the FEIS. Cost is what has lead us to explore options other than LPA;

- 1. LPA 2018: Draft Environmental Impact Statement (DEIS) analysis showed some traffic issues at Boones Ferry although no fatal flaws were indicated.
- 2. LPA Elevated – to avoid the traffic issues at Boones Ferry we looked at an elevated option over Boones Ferry. Proximity to 72nd Ave requires being elevated over 72nd Ave as well. Added about \$55 million to project.
- 4. 74th Ave – better travel time, lower cost, shorter segment. Would require 40-50ft purchase of adjacent properties which led to more displacements. Carries potential risk of additional environmental study due to impacts to natural resources at both Ball and Fanno Creek.
- 5. 74th Ave Refined – smaller cross section leads to fewer environmental impacts, and lower cost due to less property impact. Closer to WES and higher utility risks. Moved alignment slightly south at Durham Rd, skirting the Circuit gym instead of impacting the building.
- 6. East of WES – there is a 30-foot right-of-way controlled by ODOT, but this alignment has higher cost than either 74th alignments. Less natural resource impact. Risk to railroad is the same.
- 3. LPA at-grade refined – avoids some industrial properties near Bonita, includes split station at Boones Ferry to assure safe crossing. Traffic still an issue but working towards solutions to mitigate impact.

We believe the Option 3, LPA at-grade refined is best option and only way to get us to Bridgeport. With this route there are multiple options at the Bridgeport terminus, including one that doesn't require business relocations, "Option F."

Scott reviewed a comparison of options; Option 2, LPA elevated used as baseline for travel time; 30 minutes from Bridgeport to Downtown Portland. Options 2, LPA elevated

and 5, 74th refined, are least impactful on property acquisitions. Relocations vary; Options 3 and 5 have the lowest. We understand property owners have noted differences in our estimates of relocations and will look into these further. Utilities are always a risk; higher risks on both 74th Ave options. Costs: LPA at grade refined could save \$53 million, 74th Ave could save \$31 million, 74th Ave refined could save \$77 million and East of WES could add \$12.5 million due to elevation throughout the entire length. There is also risk of additional environmental study cost for all 74th Ave options. In terms of community engagement, we have received over 350 emails and letters, and over 325 people attend open houses and public meetings. Comment cards would indicate people prefer the LPA Elevated option. The concerns people most often cite are business impacts, as well as traffic and costs.

Mayor Snider: struck by the differences in walksheds. LPA makes more sense.

Councilor Dirksen: It's clear that there are impacts regardless of which option is chosen. With the LPA at-grade refined: what is the impact on traffic on Lower Boones Ferry? Is there an opportunity to combine or synchronize the signaling at the Boones Ferry intersection?

Scott: We will be studying potential mitigations in this whole area.

Commissioner Roy Rogers: Thank you for all for your hard work. Appreciate us getting down to a couple of options. It's no secret that I prefer the LPA. What's the possibility of adding the elevated structure later? I do like the Park & Ride south to avoid the Village Inn.

Scott: it's a cost issue -- if there are local funds available or other ways to resolve the funding issues that will be considered.

Councilor Kellogg: LPA at-grade is going back to that which was originally proposed. Is it effectively a \$55m problem to have the track elevated, and if that's the difference in this project getting down to Tualatin, in my perspective this is a fairly easy solution. We need to understand what can be done to mitigate those traffic impacts with the expected frequency with the MAX trains.

Mayor Snider: Make sure LPA at grade refined is studied very thoroughly. Need to understand what it all looks like for signal timing. It will be nearly impossible from what I know right now to support the 74th Ave options.

Mayor Schirado: how frequently does MAX impact road crossings going to Hillsboro or to Portland Airport? I personally second Mayor Snider's thoughts and comments. [Post-meeting follow-up: The existing MAX system has 50 gated crossings and 163 signalized crossings. As an example of frequency, trains Blue Line crossings in

Hillsboro are occupied by trains about every 7.5 minutes on average (and every 3.5 to 4 minutes during peak hour.)

Commissioner Rogers: concurs with comments of Snider and Schirado.

Councilor Kellogg: if we make a trade off here and put the crossing at-grade, what can be done to put traffic in different directions to lessen the flow on Boones Ferry and lessen the interruption?

Doug Kelsey: We will have to make challenging choices in upcoming meetings. Decrease scope or increase revenue or any combination of greater thinking.

Mayor Snider: let's have designers figure out how to make best at grade crossing that's ever existed.

Mayor Schirado: need to have materials available well in advance of May meeting.

Marquam Hill Connector **Carol Mayer-Reed, Urban Design Integration Team**

[\[Short video\]](#)

The connection to Marquam Hill is a very complex problem to solve. The Green Ribbon Committee will be developing a recommendation for the Steering Committee.

The Gibbs station is expected to be the second busiest on the line, serving commuters, students, patients, residents, visitors and employees. There are about 3,000 workers at the VA and about 11,000 at OHSU, and there are about 18,000 trips daily to the Hill.

Goals and criteria discussed: Access; equitable, efficient, convenient connections to all users all abilities all ages; safety and security. Regulatory issues include environmental protection and conservation zones, habitat, and protected view corridors. Other considerations include the historical significance of the Olmstead-designed Terwilliger Parkway, the connector's long-term sustainability, potential for user fee and need for attendant. Right now we are looking at potential modes, not locking in an alignment. There are many potential destinations on Marquam Hill.

Several options have been considered and analyzed. Right now the three modes under consideration are

- Bridge & Elevator
- Tunnel & Elevator
- Inclined Elevator (also know as funicular).
- (The Green Ribbon Committee also for cost information on an aerial tram)



Next steps include in-person and online open houses, a meeting with members of TriMet's Committee on Accessible Transportation (CAT), and a briefing with Portland Design Commission.

Councilor Kellogg: Is there a way to merge the current tram station and the new station?

Carol: no, the existing aerial tram cannot be retrofitted to include another stop.

Councilor Kellogg: We've talked a lot about getting up the hill, what's the proposed solution to get down the hill to South Waterfront? Is there an existing system of crosswalks to get down?

Carol: There need to be improvements to get people down to the area below Gibbs to the neighborhood.

Chris Warner: From the landing, how far is it to the buildings?

Carol: it depends on which buildings -- the closest buildings are Casey Eye Institute, and Elks Children's Clinic, and a hospital expansion is planned immediately to the west, which would have additional accessible connections. The ninth floor is the main circulation level for all buildings on campus.

Public Comment

Helen: Oregon State Bar supports the overall objective of public transit to the Tigard-Tualatin area. Fully vetted LPA option best choice. One of largest employers in area being affected by this project. Parking is essential to operations, any light rail option that interferes with parking will negatively impact business operations.

Molly: Member at Circuit. Wishes to save the Circuit. Circuit allows the opportunity for individuals of all abilities, all disabilities to climb there.

Shelley: Interstate Roofing. Thank you TriMet for your work on the alternative routes, grateful for the additional concepts to minimize impact. Please do not consider any route on 74th without a supplemental environmental study. Without a study there's not enough information on 74th to make a decision. Too many lives impacted, specifically family wage jobs. Believes numbers of business impacted are underestimated.

Paul: representing Bridgeport LLC. Locally preferred alternatives use public right-of-way; no apparent impact to client's businesses. Believes property acquisitions and relocations for non-LPA options are incorrect due to not addressing partial acquisitions that could completely damage the functions or improvements of the affected property, therefore resulting in higher costs than reflected in the comparison.



Courtney: Member of Circuit. Do not approve of 74th corridor route. Please consider environmental aspects of 74th route. Please save the Circuit.

Dylan: Circuit manager. The Circuit is a community hub where people gather to build communities. Supports any of the LPA options and encourages others to do the same.

Stan: Business owner on 74th. The location is very integral to our business. Take a look at the impact of moving the businesses off of 72nd.

Dean: Circuit member. Supports LPA options. Shares concern for the business and people who would be affected by the 74th options.

Anahi: Circuit manager. Unique place that appeals to people of all ages. Supports at-grade and LPA elevated options.

Andrew: Circuit member. Make a decision that saves the Circuit. It is a fundamental component of the Tigard community. Provides a safe and calm environment for people of all ages to participate together in a supportive environment.

Kelly: Represents Interstate Roofing and Circuit Gym. Do not consider any alignment that runs down 74th Ave. Chart from Scott is misleading. Urge you insist on supplemental environmental impact statement. Consider the LPA alternatives.

Lisa: Circuit member. Encouraging that TriMet is considering the LPA options. Save the Circuit. Space is vital to community livability.

Danny: Circuit General Manager. Thank you committee members and TriMet for your time and consideration to the community opinion. Supports any LPA lines.

Andrew: Circuit manager. Gym has boosted community and culture. We wouldn't just be displaced with a relocation, we'd be gone. Urge you to continue this data gathering process and come up with new opportunities. Oppose any 74th Ave. ideas that would destroy the gym.

Craig: Circuit fan. Encourage you to stay off 74th consideration, bond measure could be impacted if so much opposition exists. Stay with LPA.

Dumel: Circuit Founder. Gym would be difficult to re-locate within the city of Tigard. Bear in mind the voices of those speaking today; for every voice who has come before this committee today to advocate, there are probably 10-15 voices who could not be here today.



Andy: Owner Circuit. Apprehensive about any alignment along 74th and successful relocation. Gym is a very special place in the community. Concerned about choosing a route that has not gotten the same level of study and same degree of detail as the LPA.

Lee: Circuit member. Circuit has a unique brand and welcoming culture. Do not consider any proposal that affects the gym.