

**SW Corridor Light Rail Project
Community Advisory Committee (CAC)**

**Thursday, April 4, 2019, 5:30-7:30 p.m.
Tigard Public Works Auditorium
8777 SW Burnham St., Tigard**

NOTES

Present

Angela Handran, Tualatin resident, Line 96 rider, PSU employe
Bill Garyfallou, Barbur Blvd property owner
Calista Fitzgerald, Tigard Transportation Committee
Chad Hastings, CenterCal Properties/Bridgeport Village
Chris Carpenter, Oregon and Southern Idaho District Council of Laborers
Elise Shearer, Tigard Transportation Committee and St Anthony's Parish
Eric Sporre, PacTrust
Ethan Freilly, Tigard Chamber of Commerce
Julia Michel, PSU
Lindsey Wise, Tigard Transportation Committee
Melissa Moncada, West Portland Park resident, and structural engineer
Michael Harrison, OHSU
Rachel Duke, Community Partners for Affordable Housing
Ramtin Rahmani, Tigard resident, OHSU employee and bike commuter
Rebecca Ocken, PCC

Absent

Debra Dunn

OPENING

Jennifer Koozer, TriMet Community Affairs Manager, welcomed the committee members and guests, and asked if there were any corrections to the draft notes from last month's meeting. There were none.

PUBLIC COMMENT

1. Wayne – Resident. Provided letter to CAC (attached). Lives off Terwilliger Blvd approximately a mile from OHSU. The Marquam Hill Connector is important to the park and to the city. Terwilliger Park, built in 1903 by the Olmsted brothers is part of the Portland 40 miles loop system. This park is the closest to the brother's vision of any park they built. The 1983 Terwilliger Park plan calls to protect views and the natural area. The bridge, funicular and two tram towers impact the park too much and would require too much clearing of trees. The only option is a tunnel plus elevator to preserve park. The tunnel would leave Terwilliger

untouched. Elevators could serve Casey Eye; add a security station, bike garage and waiting area with a light and airy connector through the tunnel. What about an art walk? Requesting you to consider protecting the park and selecting the tunnel and elevator.

2. Danny – General Manager of Circuit Boulderling Gym. Thanks to TriMet for having an open house on April 2nd. There was a large showing of community members. He invited committee members to come to the gym and see that they serve 2 to 80 year old guests. TriMet is listening and there are more alternatives and refined routes that are better options. There are over 1,600 signatures and 300+ emails rejecting the 74th alignment. One thing we ask TriMet to discuss is a station on Durham and if it is needed because cost is high and it could be cut.
3. Cynthia – Attorney for Bridgeport Land that includes Men’s Warehouse, DSW Shoes, Bed Bath & Beyond and Bridal Exclusives. She specializes in condemnation work and has been involved in the DEIS process. Originally, the LPA route didn’t impact their property; the 74th alignment hasn’t been through DEIS and needs to go through due process. Thank you for listening and asking questions about the vetting process for the alignment options. Bridgeport Land has eight businesses and how many employees does that really impact? She is concerned about the timeline and pressure for a quick decision. We need additional cost information.
4. Brad – Owner of Interstate Roofing. Thank you for looking into other routes. Option 4 (referencing to the matrix) employee impacts on 74th are underrepresented. Land in 74th area is precious, even taking 6 feet would greatly impact a business. Please come down to 74th at the peak morning and evening commute because eight business impacts is not realistic. If there hasn’t been a DEIS, how do we know there are only eight businesses impacted? Please ask for more time to make decisions. The right project is better than the cheapest project.
5. Dennis – Tigard resident. What is the goal? There is no reason to go to Bridgeport when you can stop at Tigard and add a Park & Ride. People should use WES instead of building a light rail line.

PROJECT STATUS AND BUDGET – LEAH ROBBINS

We are in the environmental review phase and have started project development, driving towards funding. The project scope needs to be refined to fit within the regional funding strategy and federal funding request.

An initial cost for the project was developed by using the DEIS designs, but our latest cost estimate is over budget by \$358 million.

The scope included in this estimate includes rebuilding Barbur Blvd through the viaducts, managing storm water, adding bikeways, adding some Park & Rides, adding a maintenance facility in Tigard, and traffic and environmental mitigations, including elevating the trackway over Upper Boones Ferry Road. Some scope needs to be eliminated or partner funding identified to meet the budget. Rebuilding the viaducts is

the largest single item and is included in cost estimate at \$200 million. Property acquisitions on this project are costly. Can the project be narrowed to reduce impacts to business and residents along the entire corridor? The maintenance facility in Tigard is needed, but could the foot print be reduced?

Ramtin – What does narrowing mean?

Leah – Narrowing is site specific, for example in the central Barbur section, a 15-foot sidewalk could be narrowed and still meet standards. Landscape could also be narrowed.

Leah continued to next steps; there will be a new estimate in the summer and will include assumptions for FEIS. This will be the starting point for funding agreements with local partners.

Eric – Is the B2B matrix part of funding? Are the East of WES impacts included in the estimate?

Leah – The estimates includes the LPA alignment with an elevated acrossing of Upper Boones Ferry.

Rachel – What is the conversation about alternative ending point? Is there a process?

Leah – Yes, eventually we need to identify a “Minimum Operable Segment” for the FEIS, but first we want to design a project that can get all the way to Bridgeport.

Leah continued, that to get to Bridgeport we have to win on all the cost cuts shared tonight. The cost of building the line all the way to Bridgeport will not be lower in the future.

Ramtin – How much have you budgeted for parking?

Leah – The current estimate includes one structure with 710 spaces at Bridgeport. We are focusing on existing parking and surface lots at other stations. The average structured parking costs about \$50k per stall. The number of parking spaces will be lower than what was modeled in DEIS, but the exact amount has not yet been determined.

Lindsey – What about the funding in 2020? Are you ready to submit to the federal government for engineering?

Leah – Projects can’t formally enter the Engineering phase without 30% of the non-federal funding share secured. Local commitments from partners have to be done first, second is a vote and then we ask the federal government.

Lindsey – If you were unable to secure funding would the DEIS would still hold?

Leah – It could be reevaluated, but the DEIS would still be valid if the project was put on hold.

Leah concluded that no one element can carry the weight of the project and she will be back to share progress and information.

BONITA TO BRIDGEPORT ALIGNMENT OPTIONS – SCOTT ROBERTSON

Scott began that we are coming back with six options since the last CAC meeting. We are looking at options to lower project costs. The LPA is the original alignment in the DEIS, which includes a station at Bonita, property impacts to Village Inn and traffic impacts which led to the Steering Committee to recommend exploration of additional options. There are no fatal flaws with the LPA alignment, but it does require mitigations. Those mitigations brought us to the LPA elevated alignment that would cross 72nd Ave and Upper Boones Ferry on a long structure, adding about \$55M more to the project cost.

Bill – Is Village Inn impacted by the LPA elevated?

Scott – The alignment option is not tied to the Bridgeport station location. Once the alignment has been determined, the exact location of the station can be determined.

The cost of the elevating the LPA brought us to explore the 74th Ave alignment because it was found to be a shorter alignment with shorter travel time and a lower cost, but there are business displacements with the widening of the street's cross section. Additionally, there are impacts to natural resources including Ball and Fanno Creeks. Those business and environmental impacts brought us to a 74th refined option with a smaller cross-section. The impacts could be narrowed to between 6 and 14 feet with two traffic lanes and parking strip, and involve less natural resource impacts. This option moves the alignment closer to the WES tracks. Utility poles would need to be relocated along with a large Comcast fiber line. There is a risk with being closer to the WES tracks. A potential multi-use path on 74th Ave could require additional impacts.

Ramtin – What is the risk of being close to WES?

Scott – Light rail is required to be 25 feet from tracks for safety. Costly safety walls, railroad permitting and rail road schedule could increase the cost.

This brought us to explore an alignment East of WES within an easement on east side of WES tracks. Cost would be higher than 74th alignment, but include less natural impacts, less business impacts, but the same rail road risk.

This brought us to explore the LPA refined at grade which would be at-grade at Upper Boones Ferry and 72nd with a Park & Ride in Tualatin.

Elise – In the East of WES alignment, do you build a wall between the WES and light rail?

Scott – A safety wall is less expensive than elevating, but you don't need to do both.

Eric – Aren't we trying to get away from elevating the light rail? Also, is it possible to get the length of the structures?

Scott – Elevating the light rail is expensive but this is a shorter overall line.

Scott continued that the walksheds at the Bonita station are the same, but the 74th alignment could reach more residential properties at an Upper Boones station.

Bill – Regarding land use, which is better to attract light rail users? Residential? Commercial? Industrial?

Staff responded that the ridership model takes many factors into account; density and more diversity of land use typically leads to higher ridership.

- Staff will follow up with the factors in the ridership models.

Scott continued that there are many potential designs for the Bridgeport station, which will continue to be explored.

Rachel – Is there demographic information that includes kinds of jobs, incomes, number of people in the station walksheds?

- Staff will follow up with demographic data for the area.

Ramtin – Has Tigard looked at upzoning? Is congestion pricing considered in the ridership model?

Staff confirmed that there is no current effort to upzone and the model does not assume congestion pricing. However, ODOT will assume there is SW Corridor light rail in their modeling.

Eric – Questioned the nine businesses shown as impacted in the table for the East of WES option; should be 21 businesses and 700 employees.

Scott – We are using Metro data, but we can update with additional information from property owners. Some of the impacts could be reflected in the difference between partial and full impacts. Some properties would have an impact to only landscaping.

Melissa – What were the LPA community comments during DEIS?

Jennifer – Two options were in the DEIS, one was the LPA and other option paralleled I-5. There were lots of concern about the I-5 because of the potential business displacements.

Michael – What are utility risks listed in the table? Is there a number of impacts or a cost?

Scott – The 74th alignment utility impacts are reflected in the cost estimates, but they do not include additional schedule risk.

Melissa – Can the wetland impacts be mitigated elsewhere?

Scott – The impacts can avoid by structure, but additional mitigation could be required.

Jennifer provided a recap of the Bonita to Bridgeport outreach, which included mailings and open houses. The comment cards from the open houses favored the LPA elevated option.

Ramtin – When will the Steering Committee make a decision?

Jennifer – There will be an open house on April 25. Staff findings will be presented to you at the May 2 meeting. The Steering Committee is scheduled to make a decision on both the Bonita to Bridgeport alignment and the Marquam Hill Connector at its May 13 meeting.

MARQUAM HILL CONNECTOR – CAROL MAYER REED

Carol Mayer Reed began with information about the Marquam Hill connection from the Gibbs station. OHSU has approximately 12k employees, the VA has approximately 3k employees, and there are additional medical facilities on the hill also. Carol reviewed the area and the goals and criteria to construct a new connection from Barbur to Marquam Hill. People are moving at different speeds in different conditions and 24/7 safety and access for all users is the largest goal of the project. Protecting the unique character, environment and views are also important. The park has trees like Oregon White Oak that need to be protected. When selecting a mode we need to consider whether we charge a fee, what is the constructability, will it require tree removal, what are impacts and do we need an attendant? A Green Ribbon Committee of design professionals, agency leaders, OHSU and Friends of Terwilliger is working towards recommending one to two modes. A working group of agency staff and Marquam Hill stakeholders is meeting every two weeks to provide the Green Ribbon Committee information. Currently, the committee is exploring three modes;

- Bridge and elevator.
- Tunnel and elevator.
- Inclined elevator, also known as a funicular.
- [Note: at the April 10 Green Ribbon Committee meeting, the group asked for additional study of an aerial tram as well.]

Next steps include in-person and online open houses, and briefings with TriMet's Committee on Accessible Transportation, the Portland Design Commission and Portland City Council.

Ramtin – Will these options add a lot of time? Walking a long distance doesn't seem feasible for the majority of the people that need this.

Carol – The Line 8 could be the preferred option for some people.

Ramtin – Bike commuters need to be taken into consideration also.

Bill and Melissa – Will there be a matrix similar to the Bonita to Bridgeport alignment options?

Jennifer – Yes, we will share information to compare among options with you, and do want input from the CAC. But because of the complexities of the Marquam Hill Connector, the majority of the analysis is going through working group and Green Ribbon committees.