



SW Corridor Light Rail Project Community Advisory Committee (CAC)

Thursday, February 7, 2019, 6-7:30 p.m.
Tigard Public Library, 13500 SW Hall Blvd

Present (*arrived after introductions)

Chris Carpenter – Oregon & Southern Idaho District Council of Laborers
Rachael Duke – Community Partners for Affordable Housing (CPAH)
Debra Dunn – Synergy Resources Group Business Consultant
Ethan Frelly – Tigard Chamber of Commerce, Business Owner
Calista Fitzgerald – Designer Former Tigard Planning Commission Chair
Bill Garyfallou – Property/Business Owner
Angela Handran – Tualatin renter Transit commuter to PSU
Michael Harrison – Oregon Health & Sciences University (OHSU)
Julia Michel – Portland State University (PSU)*
Melissa Moncada – Engineer West Portland Park Neighborhood
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus*
Ramtin Rahmani – Tigard Resident Bicycle Commuter to OHSU
Elise Shearer – Tigard Transportation Advisory Committee St. Anthony Parish*
Eric Sporre - PacTrust
Lindsey Wise – Tigard Transportation Committee Transit commuter to PSU

Absent

Chad Hastings – CenterCal Properties Bridgeport Village

Welcome, introductions

Jennifer Koozer, TriMet Community Affairs Manager

Jennifer reviewed the agenda and gave a brief description of the meeting format. The committee members introduced themselves and described their aspirations for the light rail project.

Chris Carpenter, Oregon & Southern Idaho District Council of Laborers. Represents laborers -- builders of the project and commuters. Excited about the new connections the project will bring.

Debra Dunn, Synergy Resources Group (business consultant). History in transportation; business representative on this project. Excited about where this project is right now - it's been a dream for so long.

Ramtin Rahmani, Tigard resident; bicycle commuter to OHSU. Currently walks, bikes and takes bus and is excited about an additional mode of transportation and safety improvements along this corridor.

Ethan Frelly, Tigard Chamber of Commerce; small business owner. Experience in Chicago using transit; father; excited to be part betterment of community through transit, and better access to downtown Tigard / Portland.



Michael Harrison, Oregon Health Sciences University (OHSU).

Significant proportion of employees use transit, and increasing; this brings more options.

Angela Handran, Tualatin renter; transit commuter to Portland State University.

Loves Line 96 and excited about more transit options.

Melissa Moncada, Engineer; West Portland Park Neighborhood.

Commute, live, work, on alignment; mom to kids at Makham Elementary; worked on PMLR as a structural engineer, so will also provide that perspective.

Eric Sporre, PacTrust, local developer with many properties along the alignment that support thousands of employees.

Rachael Duke, Community Partners for Affordable Housing (CPAH).

Eight multi-family communities along the alignment, with six located very close to alignment; building one in the Tigard Triangle

Access to affordable transportation important for people who are low-income.

Lindsey Wise, Tigard Transportation Committee; transit commuter from Tigard to PSU.

Commutes from Tigard to PSU on Line 94. Interested in expanded access for transit; options to help with carbon goals.

Bill Garyfallou Barbur Boulevard business/property owner.

Excited about contributing to multimodal environment on Barbur; excited about future development being synergistic with Barbur Blvd.

Calista Fitzgerald, Designer; former Tigard Planning Commission Chair.

Knows the corridor well from many years living and commuting on Barbur, which she has commuted on for many years. Excited to bring her experiences to the committee to help shape the project.

Jennifer noted there may be an additional committee member representing the TriMet Committee on Accessible Transit (CAT).

Public comment (also see written comments attached)

Shelley Metzler: Property owner of two parcels on 74th Avenue. Shelley's family business has recently built its "dream" building here and believes they will no longer be able to use the building and the business will suffer if the 74th Ave route is selected.

Tony Hansen: Submitted a letter per Crestwood Neighborhood Association advocating for Alternative B1 at the Crossroads intersection, or Alternative B2 as a second choice.

Phil Pasteris: We need to take an elegant approach to elevating the train that goes from downtown to Tualatin and eventually it needs to go elevated from I-5/217 intersection all the way to the Tualatin River or alternatively to Bull Run all the way to Sherwood.

Brad Satran: Represents the blue-collar workers on 74th Avenue. He said that if that route is chosen, it would crush hundreds of blue collar workers; 500 jobs will be lost.



John Gibbon: Long history in this area. This project will have a huge impact on storm water.

Wendie Kellington: Alternatives B and C at Bridgeport would wipe out the [Bed Bath and Beyond] shopping center, the economic home for over 120 people. The taxes on the property alone are \$25 million. Tax revenue that the city receives is \$200,000 a year. Please stop the light rail at the Tigard Transit Center.

Cynthia Fraser: concerned because the LPA was changed without proper notice. Wiping out a shopping center is not a proper use of funds. The project needs to follow the original agreed upon preferred alignment in order to test least private injury.

Steve Stolze: Light rail on 74th Ave would make one-third of the property useless. It's unfair and should be reworked.

John Smith: Mother was struck by TriMet bus at a crosswalk while the walk signal was flashing walk. She is now severely disabled with brain damage. Lives on 79th Ave, about 348 apartments and condos, two elementary schools. This area needs sidewalks.

Stan: Business owner on 74th Ave. Just found out about the 74th Ave alternative yesterday; this will put people out of business, and hurt many people.

Committee charge, meeting structure, upcoming topics

Jennifer Koozer, TriMet Community Affairs Manager

- Roles and processes
- Project schedule

Jennifer reviewed the project timeline. Planning started in 2011, guided by a Steering Committee comprised of leaders from jurisdictions in SW Corridor. The 2018 Draft Environmental Impact Statement (DEIS) and public comments lead to a selection of the route, referred to as the Locally Preferred Alternative (LPA). Securing local and federal funding are important milestone in order to begin construction in 2022 and open the new service by 2027.

Metro led the planning phase and environmental study that lead to the selection of the route, and now TriMet will lead the design, construction and operation of the line; however, the project is a partnership between all of the jurisdictions.

Design will be an iterative process of developing concepts, gathering community input, and performing technical analysis and cost estimates.

Major decisions will be made by the Steering Committee, but the discussions within the CAC and other community engagement activities will inform these decisions, as well as the day-to-day decisions of staff. The CAC serves as a sounding board; at meetings staff will present design concepts and ask for your input and recommendations based



on the perspectives of the communities you represent. CAC members are also asked to serve as ambassadors for the project, and to help maintain two-way communications with the larger public. The group's job is to help get information to decision makers about the values and experiences of the communities the light rail project will affect.

Guidelines for the CAC's work include sharing your perspectives while making space for others, preparing for meetings in advance, and disclosing potential conflicts of interest.

All phases of the project will include an iterative process of using the input we hear from the community to help develop designs, along with technical and cost considerations, and repeating the cycle.

The project has applied to the Federal Transit Administration (FTA) for formal entry into the Project Development phase, which puts it in the pipeline to be considered for Federal funding. The application has been deemed complete, and approval for this phase is expected next month. This phase is about defining the project scope and cost, and completing a Final Environmental Impact Statement (FEIS), which responds to issues from the DEIS and documents strategies to avoid, minimize or mitigate potential impacts.

Next, the engineering phase includes securing all local funding and refining the design to 100%. During this phase, some property acquisition and early construction activities could begin, like moving utilities out of the way.

The construction phase could begin in late 2022, depending on funding. Federal funding is in the form of a Full Funding Grant Agreement (FFGA), which signals the FTA's commitment to fund its share of the project over a period of several years, thus requiring financing.

After construction, there is a testing and training phase before service can begin. Also during this phase, there would be a public process to consider changes in the bus network to complement and avoid duplication with light rail.

Regional funds have been committed for the Project Development phase. Next, partners will discuss contributions from each jurisdiction. In 2020, expect voters will be asked to participate in a regional transportation funding measure that includes SW Corridor and other transportation projects around the Metro region. The project needs to demonstrate a local funding commitment in order to be competitive for funding from the FTA. In order to keep on target with a \$2.7 billion project, cost is going to be an ongoing issue for all design issues during the Project Development phase.

Chris Ford, Metro Investment Areas Project Manager

- Equitable development and affordable housing efforts

The goal of SW Equitable Development strategy (SWEDS) is to provide positive outcomes for residents and workers in the SW Corridor so that all people can benefit from the investment and changes that come with light rail. This includes:

- Housing – avoid displacement and gentrification
- Workforce development
- Business stabilization

For example, we are funding pilot programs that include a partnership between OHSU and IRCO to provide training to lower skilled workers to help them qualify for higher paying positions in the medical field. SWEDS is guided by an oversight committee that includes SW Corridor project partners and community based organizations.

- Near-term CAC topics

Jennifer reviewed upcoming topics that are targeted for Steering Committee decisions in the next few months. This includes the route around the Crossroads intersection and between Bonita and Bridgeport, which will have brief presentations tonight and more full discussion at the March CAC meeting. Other topics include the Marquam Hill Connector at the Gibbs Station, Park & Rides, and station areas along the entire route.

Questions

Rebecca Ocken asked about the process leading up to the LPA.

Chris Ford answered that in 2009, Metro and partners identified SW Corridor as a high priority for high capacity transit. In 2011, the planning process began by asking communities where should transit go and what mode it should use (streetcar, buses, train). In 2013, there were 60 options to choose from, which partners narrowed and refined into the handful of options that were studied in the DEIS.

Eric Sporre noted that the March Steering Committee meeting is five weeks away. Is that enough time to make an informed decision about the route between Bonita and Bridgeport?

Jennifer Koozer answered that a community meeting is planned in two weeks and the project wants to gather as much information as we can to give to the Steering Committee. It will be up to the Steering Committee to determine if decisions are ready to be made.

Bill Garyfallou explained that he would not be here on the committee if his mind was already made up about project issues. He and the others will carefully consider the community's comments.

Rachael Duke asked how much time and data the committee will get before being asked to comment. Jennifer Koozer responded that members should let the team know what information is most helpful.

Lindsey Wise said that she would be interested in seeing ridership projections and information about walksheds.

Ramtin Rahmani said he would be interested in seeing what the property acquisition process looks like.

Jennifer asked the committee if there was agreement about the CAC's role and charge; the group agreed.

Jennifer introduced the design teams working on the project: SW Transit Partners (SWTP), the joint venture engineering team, and Urban Design Integration Group (UDIG), the joint venture urban design team. Both teams include subcontractors, many of which are owned by women and people of color, reflecting TriMet's commitment to supporting Disadvantaged Business Enterprises (DBEs).

Light rail alignment at Portland Crossroads

Jeramie Shane, Mayer Reed Landscape Architecture / design team

When selecting the LPA, the Steering Committee directed more study of Refinement 2 and Alternative B2. The CAC recommended a third idea. After extensive analysis and a series of community meetings, the options were narrowed to Alternative B2 and Collins. Feedback from the community has strongly favored Alternative B2, with continued concerns about the Collins option and its potential impacts to Woods Creek and park, businesses and homes. We've also learned there is no significant cost difference between the two options.

Rachael Duke asked if there an analysis of business displacement and impacts on the community.

Jennifer Koozer confirmed there was an analysis, which is summarized in a matrix on the project's website.

Ramtin Rahmani asked how loud the station be directly next to I-5.

Jennifer Koozer said it could be similar to stations next to Highway 84.

Melissa Moncada asked has there been an analysis of visual impact, and the perception of the driver in reference to B2.

Jeramie answered that visual impacts requires further study.

Light rail alignment between Bonita and Bridgeport

Kokila Lochan, VIA Architecture / design team

First, Jennifer explained that the two issues in this area. The DEIS identified significant traffic impacts at the Upper Boones Ferry Rd at-grade crossing, and the Steering Committee recommended exploring elevating the trackway over that road. The DEIS also received hundreds of comments opposing the potential displacement of Village Inn



displacement at Bridgeport station, and the Steering Committee recommended exploring alternatives.

Kokila Lochan explained the options the design team has been exploring.

An option that uses the LPA route with the trackway elevated over Upper Boones Ferry Road to avoid the traffic issues would result in a very long, costly structure, and has more property impacts than previously understood. It also calls into question the station at Upper Boones, which is among the lowest for projected ridership.

Via the LPA route, the team developed some alternative Bridgeport station designs that would not impact Village Inn, but would impact other adjacent private property.

The team is also exploring a route option that parallels the WES tracks and 74th Avenue south of Bonita Rd. This would allow for a shorter structure over Upper Boones Ferry Road. We've heard concerns about how this option would impact private property, businesses and jobs, and are continuing to explore adjustments to this option.

Via a 74th Ave route, the Bridgeport station could be on the west side of 72nd Ave. The team developed one station design that would have the station west of 72nd Ave, and the bus hub and Park & Ride across the street.

Committee roundtable

Calista Fitzgerald is concerned that there is not enough time CAC to make informed recommendations to the Steering Committee, and suggests a longer timeframe.

Michael Harrison said that he is not worried about the timeframe, but more importantly about how much information the CAC can get.

Bill Garyfallou noted the importance of reviewing a matrix of data together.

Rachael Duke noted appreciation for the public comments and wants to ensure that we not only listen to the voices of property owners, but also renters and business owners.

Eric Sporre noted that the LPA route was always adjacent to Fought Steel; recommends that we be careful on the facts in reference to design.

Debra Dunn asked for an analysis of traffic impacts on 74th Ave at the same level of detail as the railroad LPA route.

Jennifer Koozer recapped the issues that and input we've heard so far about the Bonita to Bridgeport route: concerns about potential impacts to private property and businesses; a preference for avoiding at-grade crossings; station designs that maximize



pedestrian access and safety; keeping the light rail platform, bus transfer area and Park & Ride as close together as possible.

The near-term design issue that needs to be resolved is the *route*, since it's such an important input for the FEIS. Work on station designs will continue much longer.

Committee concerns about the timeline will go back to project partners to explore adjustments that ensure the CAC has the information needed to feel comfortable commenting on this topic.

Upcoming meetings: Steering Committee (February 11 at City of Portland 1900 Building) and Bonita to Bridgeport (February 21 at Tigard Library).

Next CAC meeting:

Thursday, March 7, 2019

5:30-7:30 p.m.

Girl Scouts of Oregon and Southwest Washington

9620 SW Barbur Blvd Room 220, Portland, OR 97219