



Southwest Corridor Plan Steering Committee

Monday, May 13, 2013

9:30 to 11:30 a.m.

Tualatin Police Station, 8650 SW Tualatin Rd., Tualatin, OR 97062

Committee Members Present

Craig Dirksen, Co-chair

Bob Stacey, Co-chair

John Cook

Denny Doyle

Charlie Hales

Neil McFarlane

Skip O'Neill

Lou Ogden

Roy Rogers

Gery Schirado

Loretta Smith

Jason Tell

Suzan Turley

Metro Council

Metro Council

City of Tigard

City of Beaverton

City of Portland

TriMet

City of Lake Oswego

City of Tualatin

Washington County

City of Durham

Multnomah County

ODOT

City of King City

Committee Members Excused

Bill Middleton

City of Sherwood

Alternate Members Present

Metro Staff

Robin McArthur, Elissa Gertler, Malu Wilkinson, Catherine Ciarlo, Matt Bihn, Anthony Buczek, Clifford Higgins, Emma Fredieu, Tim Collins, Dana Lucero, Juan Carlos Ocana-Chiu

1.0 Welcome and introductions

Co-chair Craig Dirksen, Metro Councilor, called the meeting to order at 9:30 a.m. and invited committee and audience members to introduce themselves. He thanked the attendees for travelling to Tualatin and noted that the transit evaluation results would be the focus of the meeting. Co-chair Dirksen also asked for brief updates from the project partners. Mr. Neil McFarlane, TriMet, noted that TriMet would soon implement service improvements connecting bus lines 12 and 94.

2.0 Consideration of the Steering Committee meeting summary from April 22, 2013

Co-chair Dirksen asked the committee to review and consider the meeting summary from April 22, 2013. Mr. Jason Tell, ODOT, motioned to adopt the minutes. Mr. Tell's motion was seconded. Hearing no opposition, Co-chair Dirksen stated that the committee would adopt the meeting summary.

3.0 Transit evaluation results

Ms. Malu Wilkinson, Metro, discussed the transit projects evaluation results. She explained that, in July 2013, the committee would identify aspects of transit projects to study further, such as transit mode, destination, policy direction, and the SW transit service enhancement plan. Ms. Wilkinson differentiated between the July 2013 decision point and the project refinement and Draft Environmental Impact Study (DEIS) phase considerations.

Ms. Wilkinson noted that the committee would identify the level of exclusive right-of-way to study further for bus rapid transit (BRT) and consider how the amount of right-of-way relates to potential federal funding. Co-chair Dirksen explained that levels of exclusive right-of-way could be planned in phases to allow for further growth and funding in the future.

Mr. Matt Bihn, Metro, presented the high capacity transit (HCT) evaluation results (included in the meeting packet). He reminded the committee that they would not be making a decision on specific transit alignments from the evaluation, but rather on specific questions posed by the evaluation. He discussed the evaluation results regarding ridership and operational costs for light rail transit (LRT) and BRT, differences in results based on destination, and differences in results based on specific connections. He highlighted factors for the committee to consider in July when deciding the kinds of HCT projects to study further.

Mayor Lou Ogden, City of Tualatin, asked if the HCT models included capital costs. Mr. Bihn replied that the cost data included only operational costs. Co-chair Dirksen requested more information on capital costs and potential amortization schedules before the July decision point. Co-chair Dirksen also wondered if the model included traffic impacts. Mr. Bihn clarified that traffic impact data would be part of the refinement or DEIS phase.

Mr. McFarlane noted the uncertainty of the model for ridership in a BRT system. He asked Mr. Bihn if the BRT model includes a measurement of "attractiveness" for BRT or LRT systems. He also wondered if the no-build option assumed the raw demand for transit

services in the corridor. Mr. Bihn replied that the operating costs of the no-build option were adjusted for trunk bus service to meet the future peak demand in the corridor, which meant that the model assumed a higher frequency of bus service than currently exists.

Mayor Ogden asked if the new riders projected in the model represented car drivers choosing to use transit. Mr. Bihn explained how the model established the ridership numbers and clarified that the new riders in the evaluation results were car to transit converts. He clarified that an LRT system would have higher operational costs per vehicle operated, but would cost less than BRT because with a larger carrying capacity fewer LRT vehicles and operators would be required to accommodate peak demand in the corridor. As a result, operating costs per rider would also be less with LRT.

Commissioner Roy Rogers, Washington County, wondered how LRT or BRT systems would improve inter-corridor travel. Mr. Bihn believed that the discussion on TriMet's Southwest Service Enhancement Plan later on the agenda would answer that question.

Mayor John Cook, City of Tigard, requested more information on how the cities of Cleveland and Eugene were able to operate their BRT systems cheaper than an LRT system, and if that could be done in Portland. Mr. Bihn described infrastructural and geographical factors that would make it difficult to run similar BRT systems in Portland and clarified that he would need to know more information about Cleveland or Eugene's systems to answer the question further. Mr. Alan Lehto, TriMet noted that those systems run with much less demand and ridership than in the SW Corridor.

Mr. Bihn explained that the no-build model included some Southwest Service Enhancement Plan assumptions for new transit service, including cross-corridor routes. Mr. McFarlane believed that the Southwest Service Enhancement Plan study would better describe travel throughout the corridor. Commissioner Rogers addressed the increased economic development and employment areas in the SW Corridor, which he believed could change ridership demographics, and stated that there would be a large demand for inter-corridor transit options. He advocated for a modest investment in transit to and from Portland, with additional investment in inter-corridor service.

Mayor Ogden agreed that future inter-corridor transit services are necessary, in addition to larger HCT projects. He supported investment in local improvements initially and leveraging those investments for larger transit project. Mr. McFarlane noted the differences in annual capital and operating costs for HCT and local services. He explained trade-offs between local and HCT systems to the differences in cost. Co-chair Dirksen added that the lower operating costs of an HCT system may allow for greater investment in local transit plans.

Commissioner Rogers reiterated his concerns that the model does not include new industrial or employment growth in the region. Mr. Bihn replied that the model the regionally adopted 2035 used land use projections. Councilor Suzan Turley, City of King City, noted that most transit alignment options are on the east side of 99W. She wondered why many of the routes had not gone west of 99W, given increased development and new industrial lands on the west. Mr. Bihn replied that local project staff had asked for LRT alignments connecting to Tualatin rather than continuing down 99W to the west. He also noted that the west side of 99W could be

considered part of the plan area for a future WES corridor study. Ms. Elissa Gertler, Metro, explained that the SW Corridor Plan recommendation could include a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) to prioritize the WES corridor study.

Mr. Bihn addressed design alternatives for BRT, including connections to Portland Community College and whether BRT would run on SW Haines Street or an alternate street. He explained differences between connections from Capitol Highway or Barbur Boulevard. Mr. Bihn also described the refinement or DEIS phase decision between an LRT tunnel connection to Oregon Health and Science University (OHSU) or a station on Barbur or Naito, with walk access to South Waterfront. He explained that a tunnel connection would improve travel time and result in a net gain of 2200 riders, but would be more expensive than a surface connection. He also highlighted a future decision between an LRT route on Naito Parkway or Barbur Boulevard.

Mayor Charlie Hales, City of Portland, addressed the difficulty of considering a hub and spoke model in addition to LRT and BRT options. Co-chair Dirksen believed that additional information, such as capital cost details, would help to clarify how to consider a hub and spoke model. Ms. Gertler reminded the committee that they could continue to consider the hub and spoke model for further study in July if they needed more details.

Ms. Wilkinson encouraged the committee to provide feedback regarding any additional information they might need between now and July 22 to be prepared for the decision point.

Mr. Jason Tell, ODOT, believed that a short list of the questions to be answered in July and a brief narrative of each of the questions to be considered would be helpful to the committee.

Commissioner Rogers asked if financial information could be provided to show how each project partner would be impacted or benefited by different alternatives, and what sort of investments would be necessary for each partner to provide. Ms. Gertler replied that the level of information Commissioner Rogers requested would be part of refinement and DEIS phases. Co-chair Dirksen added that the SW Corridor Plan should serve all of the project partners and supported a shared investment strategy to improve each community in the plan area.

Mayor Cook expressed concerns that the decision process was moving too quickly and did not feel prepared to make a decision in July 2013. Co-chair Dirksen responded that while there are many decisions for the committee to make, the committee had spent two years gathering information for the decision in July and had already added an extra month to the decision timeline. He encouraged committee members to spend the extra month discussing the evaluation results with staff and community members. Co-chair Dirksen noted that the funding for Phase I of the planning process expires at the end of June and that any further delay would require additional funding. He asked the committee to use the July 22 meeting to make the decisions that can be comfortably made and leave more difficult decisions for the refinement and DEIS phases.

Mayor Ogden praised project staff for their efforts and analysis but did not feel prepared to make any decision in July. He expressed hesitancy to present information to his community without feeling comfortable himself.

Mayor Hales acknowledged the complex planning process and noted that he wanted more information regarding the land use plans of each of the project partners, but believed that the region was well-practiced to handle these kinds of decisions. He expressed confidence in the ability of the committee to make a decision on what to study further in July, and reiterated that the decision would not be final. Mayor Hales believed that the committee members should lead their communities in making decision for the SW Corridor Plan at this time, and that additional time for Phase I would be unnecessary.

Co-chair Dirksen praised the committee members on their discussion. He noted that there was time for one additional comment. Mayor Gery Schirado, City of Durham, expressed concerns about the lack of information on the capital costs of the projects and believed that subsequent meetings with the public would need to address that concern.

4.0 Upcoming public engagement

Co-chair Dirksen outlined the upcoming Economic Summit and Community Planning Forums as opportunities for public outreach. He expressed appreciation for the project partners' engagement with their communities.

5.0 Public comment

Co-chair Dirksen opened the meeting to public comment.

Ms. Kathy Newcomb, resident of Tualatin, provided a copy of her speaking points to committee members (included in the meeting packet) She encouraged the committee to continue to use public feedback to guide its decisions. Ms. Newcomb advocated for building a park and ride facility in Tualatin, and a direct BRT or light rail route on 99W from Portland to Sherwood. She also proposed increased bus service for line 94 and emphasized her belief that a BRT route should be built on 99W. Ms. Newcomb did not believe that Tualatin could tolerate any additional traffic and hoped to reduce single-occupation vehicles on Tualatin streets by five percent.

Mr. Jack Gonzalez, Parsons Brinckerhoff, noted that cities around the country are considering BRT concepts and many have sent delegations to look at working BRT systems. He suggested that the committee do the same.

Ms. Marianne Fitzgerald, SW Neighborhoods Inc., expressed concerns that the decision process was moving too quickly. She was eager to look at the data provided by project staff, but believed that data regarding emissions and vehicles per miles travelled in the region was missing. She believed that this data would be beneficial to the steering committee.

8.0 Next meetings and adjourn

Co-chair Dirksen adjourned the committee at 11:34 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Emma Fredieu

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	05/13/13	Meeting agenda	051313swcpssc-01
2	Summary	04/22/13	04/22/13 meeting minutes	051313swcpssc-02
3	Maps	5/13/13	High capacity transit alternatives	051313swcpssc-03
4	Factsheet	09/2012	Considerations for transit investments	051313swcpssc-04
5	Factsheet	09/2012	Considerations for funding investments	051313swcpssc-05
6	Factsheet	09/2012	What is BRT?	051313swcpssc-06
7	Flowchart	5/10/13	HCT decision points	051313swcpssc-07
8	Flowchart	4/18/13	Moving towards a shared investment strategy	051313swcpssc-08
9	Presentati on	5/13/13	HCT evaluation results	051313swcpssc-09
10	Memo	5/13/13	Talking points from Kathy Newcomb	051313swcops-10