



Southwest Corridor Plan Steering Committee
Monday, April 7, 2014
10:00 a.m. to 11:45 a.m.
Beaverton Activities Center

Committee Members Present

Craig Dirksen, Co-chair
Bob Stacey, Co-chair
Steve Novick
Lou Ogden
Denny Doyle
Gery Schirado
Al Reu
Jason Tell

Metro Council
Metro Council
City of Portland
City of Tualatin
City of Beaverton
City of Durham
City of King City
ODOT

Alternate Members Present

Marc Woodard
Alan Lehto
Linda Henderson
Andy Duyck

City of Tigard
TriMet
City of Sherwood
Washington County

Metro Staff

Malu Wilkinson, Juan Carlos Ocaña-Chú, Matt Bihn, Michaela Skiles, Francesca Patricolo, Alan Gunn, Brian Harper, Anthony Buczek, Tim Collins, Camille Tisler

1.0 Welcome and introductions

Co-chair Bob Stacey, Metro Councilor, welcomed the committee members and audience to the meeting and invited them to introduce themselves.

2.0 Consideration of the Steering Committee meeting summary from January 13, 2014

Co-chair Stacey asked the committee to consider the meeting summary from the January 13, 2014 Southwest Corridor Steering Committee meeting. Mr. Jason Tell moved to accept the summary without revision. All committee members voted to accept the summary.

3.0 Public Comment

Due to the agenda item requesting action on removing some high capacity transit (HCT) design options, Co-chair Stacey suggested that public comment be moved to the beginning of the agenda. He asked that those giving public comment hold their comments to three minutes.

Mr. Jim Howell, a former transit planner for TriMet, made a presentation that outlined the current frequent service in the Southwest Corridor. He made a proposal for future southwest frequent service lines and a light rail tunnel, with a connection between OHSU and the South Waterfront. His PowerPoint presentation is attached to the record.

Mr. Steve Shop, an activist from Tualatin, expressed concern about the lack of video and audio at the meeting. He noted that at the previous meeting, he asked for a number outlining the total cost for the project thus far, but he has not received that number. He then explained the problems with the public process in the Clackamas County green line project.

Mr. Doug Allen, with AORTA, outlined eight considerations for the project. His statement is attached to the record.

1. A light rail tunnel serving OHSU should move through the DEIS process.
2. Computerized ridership modeling should play a significant part in deciding between alternatives.
3. Options with significant differences require separate model runs.
4. A tunnel between OHSU campuses needs to be considered.
5. A tunnel variation that deletes Multnomah Village should be considered.
6. Not running surface HCT on Barbur should be considered.
7. A tunnel running from South Waterfront to the Tigard Triangle should be studied.
8. Tunnel costs should be based on the Robertson tunnel and geo-technical analysis, as well as costs considering economies of scale.

Mr. Dan McFarlane, with AORTA, offered support to Mr. Howell's proposal, noting that sometimes light rail is more expensive on a surface alignment than in a tunnel and is a great deal more disruptive. He expressed the belief that light rail is the most effective option for high capacity transit corridors; however, he noted that this is only the case if the rail is built correctly.

Mr. Gordon Hovies, of the Tualatin Valley Fire and Rescue board, expressed concern about public safety (police, fire, and medical) tying in with the existing and proposed transit. Particularly, he was concerned that the fire department and American Medical Response (AMR) that serve South Waterfront would not be able to respond to that area in a timely manner. Additionally, he was concerned about public safety's access to the new Tilikum Crossing.

Mr. Roger Averbeck, asked that meetings focus more on station area planning and less on the feasibility of the alignments. He noted the importance of tying transit into the land use visions for the communities in the corridor.

4.0 Consideration of the appointment of addition members of ID Southwest

Co-chair Stacey asked for a motion to approve the proposed new members and alternates for the ID Southwest committee.

Mayor Lou Ogden made a motion to approve the proposed new members and alternates. Commissioner Novick seconded the motion, and it was approved unanimously.

5.0 Discussion of next steps & calendar for the Southwest Corridor Plan in light of the Tigard vote

Co-chair Dirksen noted the importance of acknowledging the vote, and explained that the project partners need to continue their public outreach efforts. He asked that Councilor Marc Woodard comment on the situation.

Mr. Woodard read a statement in Mayor Cook's absence regarding the Tigard City Council's plan of action in light of the ballot measure. The full statement is attached to the record.

Commissioner Steve Novick noted his appreciation for the continued engagement, but explained that he will be more comfortable when the November vote provides more clarity on whether or not the citizens want the study to continue. Mr. Andy Duyck expressed similar eagerness for the November clarifying vote, in hopes that it will allow the committee to move forward with more confidence.

Mayor Ogden outlined the need for public support in whatever project plan moves forward. He noted the importance of informing the public of how this project will affect their daily lives. He said that without public support the project should not advance, and regardless of the vote, a high level of public outreach and due diligence needs to be done.

Mr. Andy Duyck noted that Washington County is still committed to funding the draft environmental impact statement (DEIS), because without it, there will be nothing to put before the Tigard voters. Co-chair Dirksen reiterated that sentiment; he asked for a general nod from the committee members to show their support for moving forward with the process until the benefits and costs have been ascertained.

6.0 Report on Corridor Design Workshops

Ms. Wilkinson informed the committee that project partners hosted Corridor Design Workshops in Southwest Portland, Tigard, and Tualatin. She noted that staff is attempting to enhance the project's public engagement process to reach a more diverse population. In total 44 participants signed in at the events, though more were present. She explained that there was general agreement on the early removal proposal, excepting the long tunnel, which staff took into account. She noted that the memo outlining the proposal will help inform the committee's June decision regarding what should move forward into the DEIS.

She thanked the Steering Committee members who attended the workshops, the staff who put them on, and the citizens who participated.

Councilor Woodard suggested that part of the outreach process involve reaching out to different community organizations.

7.0 Consideration of the staff proposal for early removal of High Capacity Transit design options

Mr. Matt Bihn explained that during the refinement process staff used the Steering Committee's July 2013 recommendation to find design options that meet the outlined criteria. There are now over 50 options, and NEPA requires that all feasible options be considered. Through design it became apparent that some options are not viable, so the Steering Committee asked that some alternatives be removed early, in order to focus resources on the analysis of the remaining options. He informed the committee that staff is recommending 14 options be removed.

He briefly outlined each option being proposed for early removal, but referred committee members to the memo for further information. He noted that through the corridor design workshops it became apparent that the public did not support the early removal of the long tunnel, so it was taken out of the proposal.

Commissioner Novick asked the cost of not removing options; Mr. Bihn explained that each option that remains will be studied further, though he noted that including the long tunnel would not significantly increase costs at this time.

Mayor Ogden inquired about using a standard cost analysis to get orders of magnitude; he also asked about what was lost in that estimate. He expressed concern about losing development opportunities with the tunnel. Additionally, per Mayor Ogden's inquiry, Mr. Bihn explained that the current designs don't include a short tunnel between the OHSU campuses, but that most of Mr. Howell's other suggestions tie in well with the current tunnel designs.

Mr. Bihn informed the committee that more information will be brought to the committee on May 12 to help them decide what to take into the environmental impact study.

Mayor Denny Doyle moved to remove the options proposed for early removal, and Mayor Ogden seconded the motion. The motion passed unanimously.

8.0 Station area planning update

Mr. Brian Harper explained the process up to this point for narrowing potential station areas. He noted that as some alignments are eliminated, some station areas will be eliminated. Additionally, staff has examined how station areas will fit with current local land use plans, the most supportive multimodal projects, and the redevelopment opportunities. Mr. Harper then outlined the opportunity to explore different alignments and development opportunities in Downtown Tualatin, Downtown Tigard, and at PCC Sylvania.

Per Commissioner Novick's inquiry, the committee discussed previous difficult decisions surrounding the placement of station areas including the Interstate MAX station which could have been sited closer to Legacy Emmanuel.

Co-chair Dirksen expressed his desire to identify the communities that should be served, then choose the alignment accordingly. Likewise, Councilor Woodard noted the need to discuss the type of development needed around each station.

Per Mayor Ogden's inquiry, Mr. Bihn explained that the committee will get more information about riders' origins and destinations during the EIS process. He further explained that staff can run a "no build" scenario that compares the corridor with and without high capacity transit. The committee discussed the potential for duplicative service and whether or not that would result in cuts to local service.

Mr. Harper explained that staff is trying to connect local jurisdiction's land use plans and the forecasted growth numbers to prepare for the future.

9.0 Upcoming public engagement

Mr. Juan Carlos Ocaña-Chú outlined the upcoming engagement opportunities including Community Planning Forums and a public comment period. He noted that all input collected during the public comment period will be brought to the Steering Committee at the June 9 meeting, and he invited the committee members to attend the forums.

Ms. Wilkinson added that staff intends to have three elements included in the recommendation the Steering Committee will be considering.

1. Smaller set of HCT design options for EIS
2. Small set of complementary multimodal projects
3. Potential station locations

10.0 Adjourn

Co-chair Stacey adjourned the meeting at 11:40 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Camille Tisler

Attachments to the Record:

| Item | Type | Document Date | Description | Document Number |
|------|----------|---------------|---|------------------|
| 1 | Agenda | 04/07/14 | April meeting agenda | 040714swcpssc-01 |
| 2 | Summary | 01/13/14 | 1/13/14 meeting summary | 040714swcpssc-02 |
| 3 | Document | 03/31/14 | Proposed new ID Southwest members | 040714swcpssc-03 |
| 4 | Memo | 03/31/14 | PTL recommendation for early removal | 040714swcpssc-04 |
| 5 | Document | 03/31/14 | Draft HCT Design Options Proposed for Early Removal | 040714swcpssc-05 |
| 6 | Document | 03/31/14 | March 2014 design workshops report | 040714swcpssc-06 |
| 7 | PPT | 04/07/14 | Mr. Howell's presentation | 040714swcpssc-07 |
| 8 | Document | 04/07/14 | Mr. Allen's comments | 040714swcpssc-08 |
| 9 | Document | 04/07/14 | Councilor Woodard's comments | 040714swcpssc-09 |
| 10 | PPT | 04/07/14 | Station Area Planning | 040714swcpssc-10 |