



Southwest Corridor Plan Steering Committee
Monday, May 12, 2014
9:00 a.m. to 11:00 a.m.
Multnomah Arts Center

Committee Members Present

Craig Dirksen, Co-chair
Bob Stacey, Co-chair
John Cook
Steve Novick
Lou Ogden
Denny Doyle
Gery Schirado
Bill Middleton
Al Reu
Roy Rogers
Neil McFarlane
Jason Tell

Metro Council
Metro Council
City of Tigard
City of Portland
City of Tualatin
City of Beaverton
City of Durham
City of Sherwood
City of King City
Washington County
TriMet
ODOT

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 Dirksen, Metro Councilor, welcomed the committee members and audience to the meeting and invited the committee members to introduce themselves. He explained that today the committee will be discussing which options and alternatives may be studied further.

2.0 Project partner updates

Co-chair Dirksen asked that committee members give brief updates from their jurisdictions as needed.

Mayor Cook, City of Tigard, noted Tigard's efforts to engage the public including public forums Tigard has hosted and councilor interactions with residents.

Mr. Tell, ODOT, noted several early implementation projects in the corridor including several flashing beacons at intersections, Barbur transit center stairs, and sidewalk infill.

Mr. McFarlane, TriMet, explained that at TriMet's end of May meeting they will consider raising the total bus service levels to or above pre-great recession levels. This will include raising frequent service in the evening and on Saturdays as well as providing better service to PCC Sylvania students. Additionally, the average age of buses in the TriMet fleet is being reduced from 12 years to 8 years by 2016.

3.0 Consideration of the Steering Committee meeting summary from April 7, 2014

Co-chair Dirksen asked the committee to consider the meeting summary from the April 7, 2014 Southwest Corridor Steering Committee meeting. Ms. Camille Tisler noted an amendment to Mr. Gordon Hovies public comment. Mayor Ogden moved to accept the summary so amended, and Mayor Middleton seconded the motion. The meeting summary was accepted unanimously.

4.0 Consideration of the appointment of one additional member of ID Southwest

Mayor Ogden moved to add Mr. Chad Hastings as a member of the ID Southwest committee. Mr. McFarlane seconded the motion which passed unanimously.

5.0 Review SWCP anticipated timeline

Mr. Alan Lehto informed the committee of the anticipated timeline for the project through the draft environmental impact statement (DEIS) and after. Referring to a graphic (available in the record), he outlined the National Environmental Policy Act (NEPA) process, the local processes, and the FTA process. Additionally, he noted the level of design the project would be in during each phase of the processes.

Mr. Lehto reviewed what each process involves and what the outcomes would be, as well as the importance of the scoping process. He explained that studying more design options and alternatives will disallow staff from focusing resources and attention on the more promising alternatives, which necessitates as much narrowing as possible early in the project.

Per committee member request, he then clarified a potential timeline, dependent on local decisions and funding.

- DEIS process – 2 years, based on local desires to be prudent with public resources
- Final EIS process and project development to the record of decision – 2 years
- Engineering and finance plan refinement – approximately 3 years (from date of record of decision)

Committee members discussed the timeline and asked for clarification on which parts of the timeline were mandated and which were self-imposed. Mr. Lehto explained that the DEIS timeline is self-imposed and the final EIS/project development timeline is imposed by the FTA. Additionally, he noted that following the record of decision, the project must move forward substantially within three years or the decision must be renewed.

Per Commissioner Rogers's inquiry, Mr. Lehto informed the committee that there are no other new starts/small starts projects in the pipeline for the next four to five years. He did, however, note that the Powell-Division Transit and Development Project may or may not try to acquire this type of funding, but he explained that having two projects in the pipeline is not unfeasible.

Committee members discussed funding needs for the project as it moves forward. Commissioner Rogers inquired about how much funding is needed for each of the upcoming phases and how that funding will be acquired. Co-chair Stacey noted that there is a two year budget in place for the DEIS process, and Ms. Malu Wilkinson explained that funding following the DEIS needs to be discussed collaboratively by all the partners.

Mr. McFarlane, referring to future costs, impressed upon the committee the importance of the narrowing process. He explained that the number of alternatives studied in the DEIS will directly affect the cost of the process. Mr. Tell also expressed concern about gathering the funds to match the new starts capital funds.

6.0 Public engagement update

Mr. Juan Carlos Ocaña-Chíu offered a summary of the activities in which staff has engaged and opportunities for public comment they have pursued. He outlined the information gathered during April's public engagement process and noted that most of the information is feedback regarding multimodal projects and station areas. He explained that staff is developing an enhanced engagement strategy in order to reach a larger audience.

From the April report, Mr. Ocaña-Chíu highlighted the April 10th Community Planning Forum, an online questionnaire (also made available in hardcopy), and the top eight station locations and top five multimodal projects pulled from the 372 public comments received.

He informed the committee of upcoming engagement opportunities including: a questionnaire asking for feedback on the draft recommendation, a Community Planning Forum taking place on May 13, and a business summit.

Mr. Tell mentioned that while attending a forum last week in the SW neighborhoods, questions were asked that the committee members and project staff did not have the

information to answer. He asked that traffic impact analysis be available to answer those questions in the future.

Committee members discussed the disparity in the number of responses that will be received from different jurisdictions. Commissioner Rogers inquired about potentially weighing responses based on geography. Mayor Ogden noted that it is each committee member's responsibility to advocate for their jurisdiction's interests.

7.0 Review and discuss the staff proposal for DEIS

Mr. Matt Bihn outlined the organization of the recommendation packet and highlighted the recommended options. He noted that in some sections there are different options for both bus rapid transit (BRT) and light rail, but in others the options are the same. He explained that the bullet point list included with each option is not a comprehensive list of information on that segment, but the appendices, with further information for each section, will be released later this month.

Mr. Bihn overviewed each alignment option for both BRT and light rail along each segment of the route, with its constraints and possibilities. He informed the committee that as high capacity transit (HCT) alignments are removed, so are multimodal projects that directly relate to specific alignment options.

Per Mayor Ogden's inquiry, Mr. Bihn explained that one tunnel option would be slower than the corresponding surface options. Additionally, following Co-chair Dirksen's comment, he noted TriMet is exploring another Highway 217 crossing option, but it hasn't been fully analyzed.

Mr. McFarlane expressed interest in exploring a branch service in which transit would split in the Tigard Triangle or south of downtown Tigard, sending some service to downtown Tigard and some directly to Tualatin. He noted that TriMet staff could begin to explore that option. Per this comment, Mayor Cook gave a brief overview of the zoning make up in the Tigard Triangle.

Commissioner Rogers inquired about how these options will leave open the opportunity for taking commuter rail to Sherwood eventually. Mr. Bihn explained that service could be extended from Tigard down 99W or the whole line could simply be extended to Sherwood. Co-chair Stacey pointed out that the region has an entire agenda of logical extensions for HCT.

Ms. Malu Wilkinson noted that more discussion must take place prior to the June 9th decision. Mr. Bihn explained that it is possible to bring back an option if necessary.

8.0 Public Comment

Ms. Marianne Fitzgerald, of SWNI, expressed concern about Metro's public comment process and its focus on individual comments. She also noted the need for further attention to improvements on Capitol Hwy.

Mr. Roger Averback, of SWNI, expressed concern that the multimodal project list in the Portland segment is inadequate. He suggested that the list remain flexible and projects be added to increase ridership. He also expressed concern about the lack of emphasis on the Southwest Service Enhancement Plan in the recommendation.

Mr. George Brown expressed concern regarding the environmental impact statements and the projected timelines associated with the statements. He believes that safety and the environmental impact statements should be at the forefront of the project. Additionally, he asked for further explanation of the high tunneling costs. Mr. Bihn explained that the project team is recommending that one tunnel option move forward for light rail, but that no tunnels be considered for bus rapid transit. He also noted that a consultant was hired by TriMet to do the cost estimates. Mr. McFarlane added that the cost estimates will be released soon.

Mr. Mark Morgan noted the critical need for adequate notification of residents in impacted neighborhoods, so the project will have adequate input and residents will be aware. He also noted that he believed each of the options is subject to the NEPA formulae, and requested a chart of each option's advantages and disadvantages be made available to the public. Ms. Wilkinson responded that the project team is working to enhance the public involvement process, and appendices will be made available soon that contain some of the information requested, though some will not be available until the project is in the NEPA process.

Mr. Floyd Smith, of AORTA, requested that the deep tunnel for light rail be kept as an option until information can be made available which shows it to be unviable.

Mr. Jim Howell, of AORTA, expressed his support for the long tunnel providing alternate service to I-5 south. He noted the increased capacity the tunnel would provide, and he asserted that it is more important to have buses feed the HCT stations than to focus on pedestrian access.

Mr. Doug Allen, of AORTA, compared the decision the committee will make in June to several transit decisions made in the region previously. He asserted that in order to obtain quality light rail transit, more technical analysis must be done on the tunnels.

Mr. Scott McClain, of SWNI, requested that tunnel cost discrepancies be discussed further, then that the information regarding costs be made available to the public.

Mr. John Gibbon expressed his agreement with Mr. McFarlane's comment about further study of splitting the line in Tigard.

At this point, Mayor Ogden noted the need for determining funding sources and sharing that information with the public.

9.0 Adjourn

Co-chair Stacey adjourned the meeting at 11:07 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	05/12/14	May meeting agenda	051214swcpssc-01
2	Summary	04/07/14	4/7/14 meeting summary	051214swcpssc-02
3	Memo	05/05/14	Draft recommendation for SW Corridor HCT	051214swcpssc-03
4	Document	05/06/14	Draft recommendation for further study	051214swcpssc-04
5	Document	05/05/14	Station area planning executive summary	051214swcpssc-05
6	Document	05/2014	Draft public involvement report: April 2014	051214swcpssc-06
7	Document	11/2013	Project process/schedule	051214swcpssc-07
8	Document	05/05/14	Proposed new ID Southwest member	051214swcpssc-08
9	PPT	05/12/14	Mr. Jim Howell's presentation	051214swcpssc-09