

Meeting: Southwest Corridor Steering Committee
Date/time: Monday, Dec. 12, 2016
Place: Tigard Town Hall, 13125 SW Hall Blvd., Tigard

Committee Members Present

Craig Dirksen, Co-chair	Metro Council
Bob Stacey, Co-chair	Metro Council
John Cook	City of Tigard
Neil McFarlane	TriMet
Steve Novick	City of Portland
Lou Ogden	City of Tualatin
Gery Schirado	City of Durham
Rian Windsheimer	ODOT
Ken Gibson	King City
Danny Doyle	Beaverton
Roy Rogers	Washington county
Krisanna Clark	City of Sherwood

Metro Staff Present

Chris Ford, Matt Bihn, Yuliya Kharitonova, Michaela Skiles, Eryn Kehe, Anthony Buczek, Elissa Gertler

1.0 Welcome and introductions

Co-chair Craig Dirksen called the meeting to order at 9:06 a.m. and welcomed the committee members and public to the meeting. The committee members introduced themselves and noted their jurisdictional affiliation.

Co-chair Dirksen gave a brief overview of the meeting agenda. He pointed out that the committee would be making several decisions today. The decisions included:

- Consideration of edits to the project Purpose & Need, based on recommendations from staff
- Consideration of which light rail project components to study in the Draft Environmental Impact Statement (DEIS), based on recommendations from staff and further analysis provided
- Consideration of appointing the members of a Community Advisory Committee (CAC) to advise the Steering Committee in identification of the Locally Preferred Alternative (LPA), based on nominations from staff

Co-chair Craig Dirksen and co-chair Bob Stacey thanked Commissioner Steve Novick for his work on the Southwest Corridor Plan Steering Committee and applauded him for his service in the region. Mayor John Cook commended Commissioner Novick for his efforts to reach out and work together, and to support each other's visions.

Commissioner Steve Novick thanked the committee for the comments and Tigard voters for keeping the Southwest Corridor Plan project going.

Co-chair Dirksen announced that King City's representative Mr. Al Reu would be retiring, Mr. Ken Gibson will serve as interim for the time being, and that the new King City representative would be appointed early next year.

2.0 Consideration of the Steering Committee meeting summary from November 14, 2016.

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from November 14, 2016. With all in favor, the meeting summary was approved unanimously.

3.0 Public Comment

Mr. Roger Averbek, Oregon Walks, expressed his support for the proposed edits to the project Purpose & Need recommended by project staff. He also recommended adding a performance metric to the Draft Environmental Impact Statement (DEIS) process.

Mr. Samuel Copelan, Tigard resident, expressed support for the Southwest Corridor Plan project. He urged the committee to consider extending the proposed bicycle and pedestrian corridor from Southwest Hall Boulevard and Hunziker Street to Southwest Hall Boulevard and Durham Road in Tigard. Document was provided and included as part of the meeting record.

Ms. Michelle Rocheid, Tigard resident, voiced her opposition to light rail and raised concern if it would be practical. She noted that the budget for the project can be used for purchasing electric vehicles. Ms. Rocheid suggested that future technology will fulfill transportation needs.

Ms. Marianne Fitzgerald, Southwest Portland resident, expressed concern about lack of specificity regarding what will be studied in relation to the West Portland Crossroads area. In addition, she urged the committee to consider reconstructing the existing Barbur Boulevard/Capitol Highway bridge over I-5 and expressed concern about elimination of park & ride in Tigard. Document was provided and included as part of the meeting record.

4.0 Recap of staff recommendations, report on further analysis

Mr. Matt Bihn, Metro, gave an overview of the staff recommendations on project's connections and alignments. Recommendations on connections included:

Marquam Hill connector

- Tunnel to elevator
- Elevator/path to
 - Upper tunnel to elevator
 - Underpass/path to trench and elevator
 - Terwilliger crossing/path to elevator

PCC-Sylvania campus connector

- Bike and pedestrian improvements to connect campus to light rail stations
- Enhanced bus service (bus shuttle, park shuttle)

Recommendations on alignments included:

- Remove Clinton branched alignment
- Only consider 70th Ave, not 69th Ave, for Clinton through-routed alignment
- Remove alignment that transitions from adjacent to I-5 north of Crossroads to center-running Barbur Boulevard south of Crossroads

Additional staff recommendations included:

- Remove Hunziker station and park & ride
- Increase Bridgeport station park & ride capacity to be studied
- Add language to explain need for purpose: "Ensure benefits and impacts promote community equity".

Mr. Bihn continued his presentation with an overview of adjacent to I-5 alignment considerations. He stated that alignment options have four I-5 transition options and include:

- Barbur
- I-5 Barbur TC – 60th
- I-5 26th – 60th
- I-5 Custer – 60th

Mr. Bihn gave a brief overview of the relative cost comparison for each alignment segment and preliminary property impacts. He stated, that the Project Team Leaders (PTL) were in agreement that Barbur center-running alignment option is preferred, if it can be demonstrated that it works with traffic. PTL reached no consensus regarding of which components should be included in Draft Environmental Impact Study (DEIS) and expressed desire to simplify and expedite DEIS in order to balance it with risks.

In conclusion, Mr. Bihn reminded the committee that they will be making decision on whether to leave adjacent to I-5 in the study or to remove one or both adjacent to I-5 options from study in DEIS, and summarized risks and rewards for both choices.

The committee deliberated and expressed concern that that if the decision is made to remove adjacent to I-5 alignment options, it would leave limited choices in the future. The committee inquired if it would be possible to receive additional information on traffic analysis, cost comparison and property impacts prior to making major decisions. They also commented on leaving adjacent to I-5 in the study to ensure there is another option in case Barbur Boulevard alignment does not work, and have an opportunity for public to see which alignment is a better option.

5.0 Consideration of edits to the project Purpose & Need

MOTION: Co-chair Bob Stacey moved to accept the edits to the project Purpose & Need, based on recommendations from staff.

ACTION: With all in favor, the motion passed unanimously.

6.0 Consideration of which light rail project components to study in the draft environmental impact statement

MOTION: Co-chair Bob Stacey moved to accept light rail project components to study in the Draft Environmental Impact Statement (DEIS), based on recommendations from staff and further analysis provided.

ACTION: With all in favor, the motion passed unanimously.

7.0 Nominations to the Community Advisory Committee (CAC)

Ms. Eryn Kehe, Metro, started her presentation with an overview of the CAC application process and elaborated on the demographics of the applicants. She presented the outcomes of the application process which included:

- 17 filled seats
- 10 men and 7 women
- 8 Portland, 7 Tigard, 2 Tualatin
- 2 open seats to fill later (person of color, business/property owner on Barbur)

Mr. Neil McFarlane made a suggestion to include a representative from the Committee on Accessible Transportation (CAT) to represent seniors and/or people with disabilities.

8.0 Consideration of appointing the members of a community advisory committee to advise the Steering Committee in identification of the locally preferred alternative

MOTION: Co-chair Bob Stacey moved to accept nominations to the Community Advisory Committee to advise the Steering Committee in identification of the locally preferred alternative.

ACTION: With all in favor, the motion passed unanimously.

9.0 Overview of next steps

Mr. Chris Ford, Metro, gave a brief update on the Southwest Corridor Plan. Mr. Ford summarized NEPA objectives and described what will be included in the Draft EIS when it is released in December 2017. He explained, that official public comments on the Draft EIS will take place between January 2018 and February 2018, total of 45 days, and will be:

- Official public and agency comments on findings
- Considered by decision makers in selection of LPA
- Responded to in Final EIS

Mr. Chris Ford stated that Locally Preferred Alternative (LPA) will be decided on between February 2018 and June 2018 and will include:

- CAC and Staff recommendations
- Steering Committee selection
- Adoption by affected agencies
- Adoption by Metro Council and integration into RTP

Mr. Ford stated that Final EIS would be released in the summer of 2019 and it will respond to comments on DEIS, confirm the potentially significant impacts of LPA, and confirm mitigations and predict their effectiveness. Record of Decision from FTA, documenting entire set of actions, will also be released in the summer of 2019.

He concluded his presentation with a brief overview of how public can get involved with the Southwest Corridor Plan project.

10.0 Adjourn

There being no further business, Co-chair Dirksen adjourned the meeting at 10:42 am.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	12/12/16	Meeting agenda	121216SWCSC-01
2	Summary	11/14/16	11/14/16 meeting summary	121216SWCSC-02
3	Document	12/05/16	Email from Don Baak	121216SWCSC-03
4	Document	12/06/16	Email from Samuel R. Copelan and MAX Expansion 2015 illustration	121216SWCSC-04
5	Document	12/06/16	Email from Marcia Leslie	121216SWCSC-05
6	Document	12/12/16	Letter from Marianne Fitzgerald	121216SWCSC-06