

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, May 8, 2017
Time: 9 to 11:00 a.m.
Place: Council Chambers, Metro Regional Center, 600 NE Grand Ave., Portland
Purpose: Receive updates on Southwest Corridor Plan progress and briefing on branch vs. through configuration options.

9 a.m. Welcome and introductions Co-Chair Dirksen

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary Co-Chair Stacey
From Dec. 12, 2016 ACTION REQUESTED

PUBLIC COMMENT

9:15 a.m. Public Comment Co-Chair Dirksen
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee decisions.

DISCUSSION ITEMS

9:30 a.m. Southwest Corridor Plan updates Chris Ford, Metro & Leah Robbins, TriMet
Overview of recent and upcoming Plan activities, including environmental review, equitable housing and development efforts, Sustainable City Year Program, and LRT design work. Update on upcoming and long term schedule.
Discussion: Questions on recent staff efforts, upcoming decisions, or project schedule?

9:50 a.m. Public involvement updates Eryn Kehe, Metro
Review of Community Advisory Committee (CAC) meetings, including request for one addition to CAC, and public notification mailer. Preview of activities over next several months. Recognition of youth featured on MetroNews.
Discussion: Questions on recent and upcoming public involvement efforts?

ACTION ITEM

10:10 a.m. Consideration of appointing a new member to the Co-Chair Dirksen
SW Corridor Community Advisory Committee
ACTION REQUESTED *Steering committee action to add a member to the CAC.*

DISCUSSION ITEMS

- 10:15 a.m. Branch vs. Through configuration briefing Matt Bihn, Metro
Dave Unsworth, TriMet
Staff presentation on information related to LRT configuration options in Tigard.
- 10:30 a.m. CAC report on Branch vs. Through discussion Community Advisory liaison
Discussion: Questions on the analysis and information presented? What issues does the Steering Committee think are key considerations in this decision?
- 11:00 a.m. Adjourn

Materials for 5/8/2017 meeting:

- 12/12/2016 meeting summary
- Branch vs. Through briefing book

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



What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

When will the decisions be made?

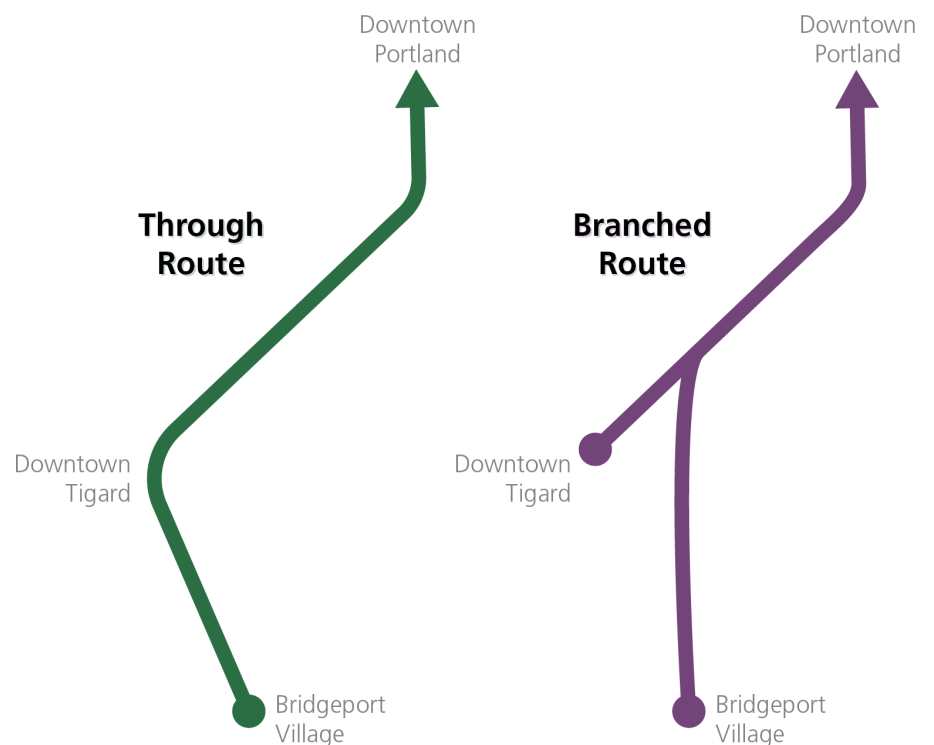
The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

The Southwest Corridor Light Rail Project could be constructed to operate in two different ways:

- **through route:** a single line connecting downtown Portland to Bridgeport Village via downtown Tigard
- **branched route:** two overlapping lines that split east of Highway 217 to serve downtown Tigard and Bridgeport Village separately.



The branched route option emerged in 2014 as a strategy for providing faster travel times between Portland and Tualatin while also connecting to downtown Tigard.

CONNECT

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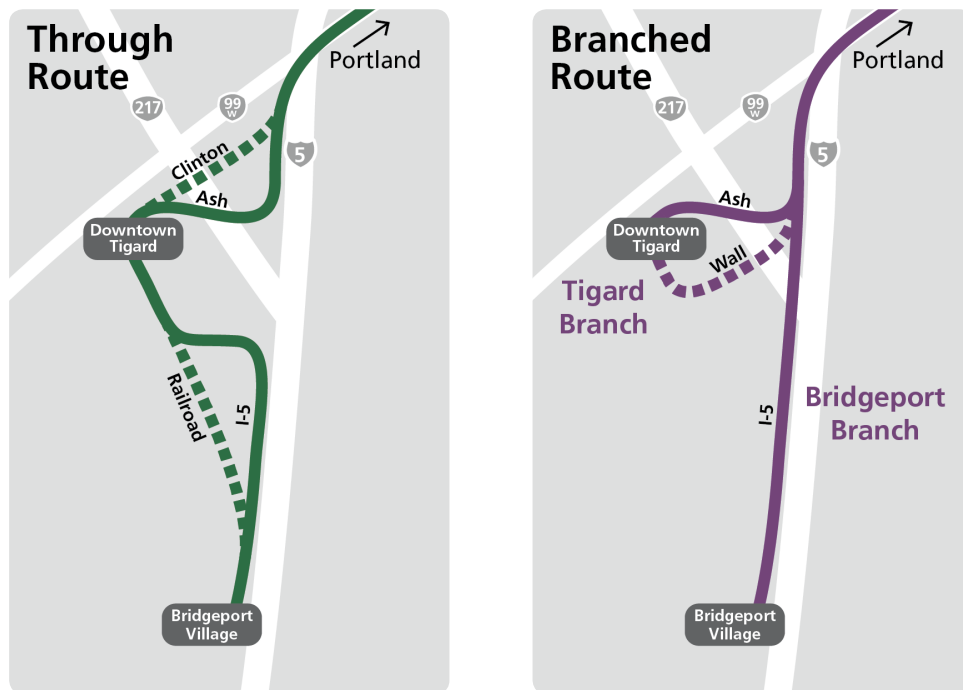
swcorridorplan@oregonmetro.gov

[@SWCorridor](https://twitter.com/SWCorridor)

503-813-7535

Related Alignment Alternatives

The branched and through routes include various alignment alternatives in Tigard and Tualatin (also called Segment C), which are illustrated in the maps below.



For ease of comparison, most information in this document assumes both options use the *Ash* and *I-5* alignments. Additional information is provided where the *Clinton*, *Railroad* or *Wall* alignments would affect the trade-offs between route configuration options. The Segment C alignment alternatives will also be discussed in more detail in separate decision briefing books.

For more information on the full range of alternatives under consideration, see the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org.

Key Considerations

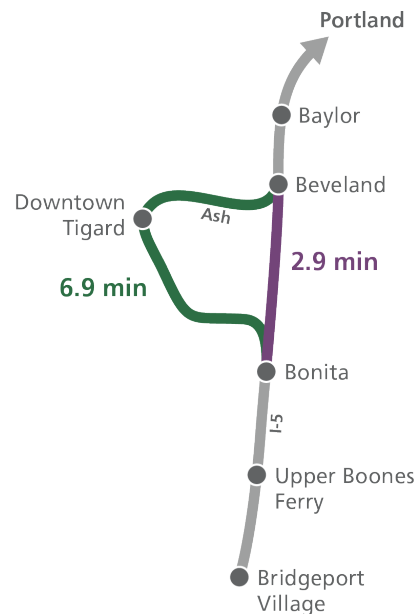
Based on currently available information, the key considerations in the decision between a through or branched route include travel time, connectivity, service frequency, ridership and operating cost. These considerations are examined individually on the following pages. A summary table is provided on the back page of this document. This document may be updated to include new relevant information resulting from the ongoing environmental analysis or updates to travel forecasts or cost estimates.

Travel time

A branched route would **save up to 4 minutes** between the Beveland and Bonita stations.

Through route variation:

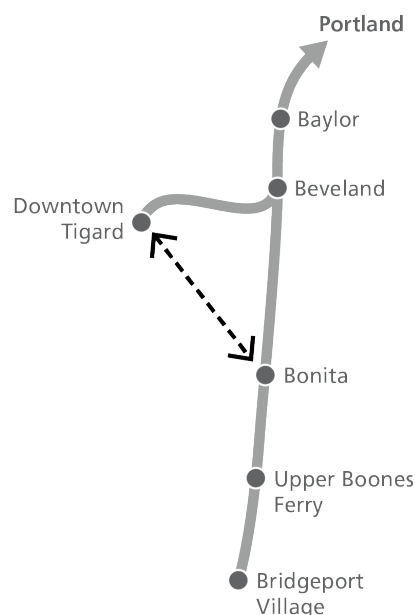
The Clinton and Railroad through route alignments would provide a faster travel time than the Ash to I-5 route assumed for comparison.



Connectivity

A branched route **would not directly connect** downtown Tigard with southeast Tigard and Bridgeport Village.

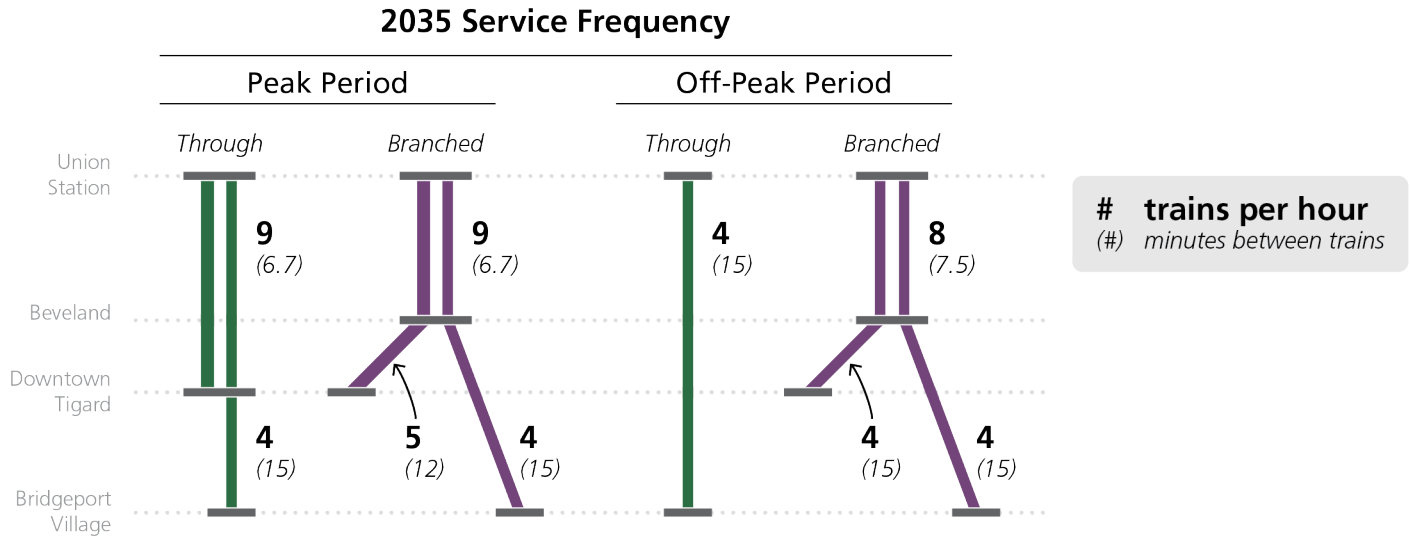
To make that connection, riders would need to transfer at the Beveland station or take a bus instead.



Service frequency

TriMet's policy is to operate MAX lines at a minimum frequency of 15 minutes all day, or four trains per hour. The through and branched routes would both meet that policy, and additional service would be added during the *peak period*, or rush hour, to serve the ridership demand. Because the branched route would include two partially overlapping MAX lines, each line would run at 15-minute service or better all day.

The diagram below illustrates the service frequencies assumed for 2035 for the branched and through routes.



Differences during the peak period (rush hour):

The branched route would have **less frequent peak period service in downtown Tigard** than the through route. All through route trains would stop in downtown Tigard, resulting in nine trains per hour during the peak period in 2035. With the branched route, four of those trains would serve the Bridgeport Village branch, leaving five trains per hour serving downtown Tigard. The result is longer waiting times for riders using the downtown Tigard station with the branched route.

Differences during the off-peak period (the rest of the day):

The branched route would have **more frequent off-peak service in Portland and the Tigard Triangle** (the triangle-shaped area bounded by I-5, Highway 217 and 99W). The TriMet policy minimum of four trains per hour would be sufficient for the off-peak ridership demand at the busiest point on the line (just south of downtown Portland). However, each branch line would need to meet the policy minimum, so the stations north of downtown Tigard would be served by a combined eight trains per hour. This extra service would reduce waiting times at those stations, but would also add operating costs that could otherwise be used to improve service elsewhere in the TriMet system.

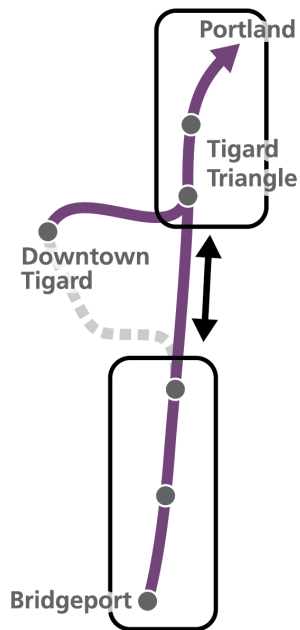
Ridership

Travel time, connectivity and service frequency differences between the through and branched routes described on the previous two pages would all affect ridership. The graphic below explains the isolated and net effect of these differences on the project line ridership.

Effects of changes from the through route to the branched route:

Faster travel time

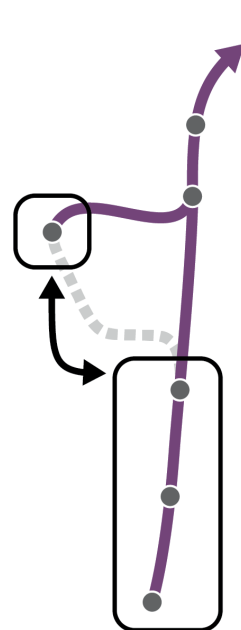
for riders traveling between stations north of downtown Tigard and stations south of downtown Tigard



+ 1,400
daily line riders

Reduced connectivity

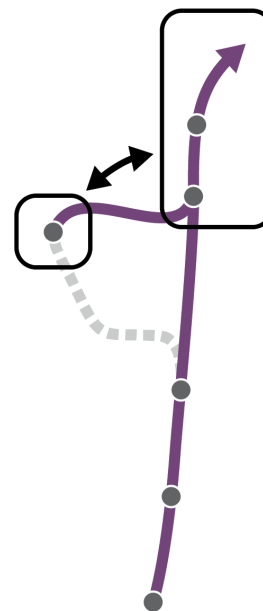
for riders traveling between downtown Tigard and stations to the south



- 1,400
daily line riders

Less frequent peak service

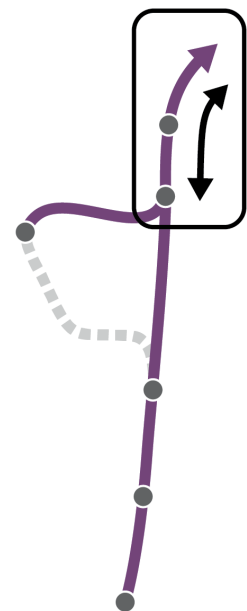
for riders traveling between downtown Tigard and stations to the north



- 2,400
daily line riders

More frequent off-peak service

for riders not traveling south of the Tigard Triangle



+ 4,000
daily line riders



Net change in daily line ridership:

- The branched route would attract **1,600 more line riders** than the through route, or a **4 percent increase**.
- Most of the branched route's ridership gains result from more frequent off-peak service (which could also be implemented with a through route).

Station usage:

- Most stations would have slightly more usage with a branched route than with a through route.
- The **downtown Tigard station would have 3,800 fewer ons and offs** (a 34 percent decrease) with a branched route because of the reduced connectivity and less frequent peak service. Some of these trips could be captured elsewhere on the line, while others would shift to other modes such as buses or driving.

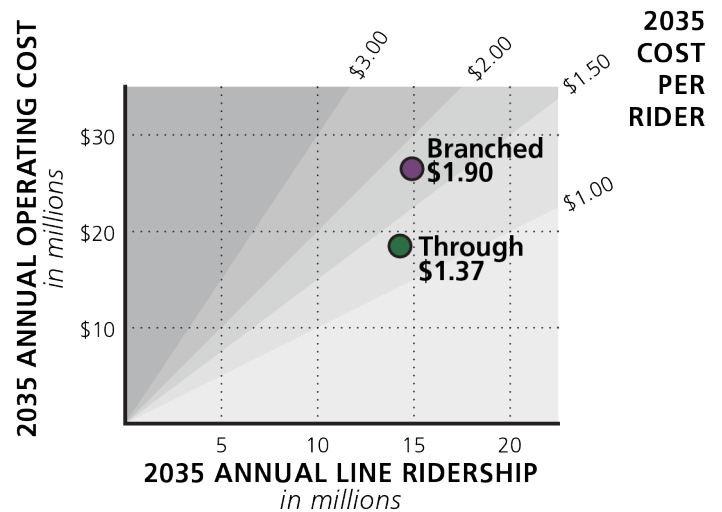
Operating cost

The branched route would cost \$8.1 million more to operate annually than the through route at 2035 service levels. For comparison, today it costs \$16.7 million each year to operate the MAX Green Line and \$4.9 million for the Line 44 bus.

This 44 percent increase in operating cost for the branched route over the through route would attract 4 percent more line riders, resulting in a **39 percent higher cost per rider**.

Through route variation: The faster travel times of the Clinton and Railroad alignments would reduce operating costs.

Branched route variation: The slower travel time of the Wall alignment to downtown Tigard would increase operating costs.



Operational complexity

A branched route would introduce **operational complexities that could impact on-time performance** of the Southwest Corridor line and other MAX lines.

A through route would have service frequencies that generally match those of the Green Line, allowing the two lines to be "interlined" as the Yellow Line and Orange Line are today.

North of where the two branches converge, a branched route would have more frequent service than the Green Line in the off-peak. As a result, four Southwest Corridor trains per hour would need to turn around at Union Station instead of becoming outbound Green line trains. The trains that turn around would need to merge with inbound Green Line and Yellow Line trains, which could disrupt the spacing of trains for all three lines and affect on-time performance.

Pending information

Some information that may be relevant to the decision between a branched and through route is still being developed, including capital costs and environmental impact analysis. The environmental analysis will consider impacts to both the natural and built environment, such as impacts to wetlands and displacement of residents and businesses.

An updated version of this briefing book will be released when new information becomes available.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the through or branched route options.

	Through Route	Branched Route
Transit Performance (Full Corridor)		
New system transit trips <i>2035 average weekday</i>	17,800 <i>range TBD</i>	18,700 <i>range TBD</i>
Line ridership <i>2035 average weekday</i>	41,600 <i>range TBD</i>	43,200 <i>range TBD</i>
Travel time: PSU to Downtown Tigard <i>2035 average weekday, peak period</i>	26.1 minutes <i>24.9 to 26.1</i>	26.1 minutes <i>26.1 to 27.9</i>
Travel time: PSU to Bridgeport Village <i>2035 average weekday, peak period</i>	32.9 minutes <i>31.1 to 32.9</i>	28.9 minutes <i>28.9</i>
Service frequency	More frequent peak service connecting downtown Tigard to the north	More frequent off-peak service in Portland and the Tigard Triangle
Operational considerations		Operational complexity could impact off-peak on-time performance
Finance (Full Corridor)		
Capital cost	TBD <i>(likely lower)</i>	TBD <i>(likely higher)</i>
Operating cost <i>based on 2035 operator hours</i>	\$18.4 million <i>range TBD</i>	\$26.5 million <i>range TBD</i>
New Starts rating	TBD <i>(likely higher)</i>	TBD <i>(likely lower)</i>
Access and Development (Segment C only)		
Specific measures TBD	TBD	TBD
Communities and Built Environment (Segment C only)		
Specific relevant impacts TBD	TBD	TBD
Natural Environment (Segment C only)		
Specific relevant impacts TBD	TBD	TBD

For Ash and I-5 alignment

Full range for all Segment C through or branched alignments

Assumptions

The primary information in the summary table is based on the Ash and I-5 alignments in Segment C (alternatives C1 and C5). Ranges are also provided to encompass the full range of Segment C alternatives for the through and branched route configurations. For full-corridor information, Alternative A1 (Barbur) is assumed for Segment A and Alternative B2 (I-5 Barbur Transit Center to 60th) is assumed for Segment B.

For more information on the range of alignment alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org.



Additional member suggested for Community Advisory Committee (CAC)

18. Ibrahim Turki – Muslim Educational Trust

Existing members of CAC

1. Rachel Duke – Community Partners for Housing, representative of housing experts
2. Michael Kisor - SW Portland neighborhood representative
3. Brian Newman – OHSU, Major employer, medical facility and education institution
4. Kathleen McMullen – PCC, educational institution
5. Ian Stude – PSU, educational institution
6. Roger Averback - Oregon Walks and Portland Pedestrian Advisory Committee representative
7. Jim Gardner - South Portland neighborhood representative
8. Arnie Panitch - TriMet Committee on Accessible Transit representative
9. Stephen Balding - Tigard Pedestrian and Bicycle Advisory committee representative
10. Debi Mollahan - Tigard Business representative
11. Linda Moholt- Tualatin Business representative
12. Chad Hastings - Tualatin employer and developer (Male, Bridgeport Village
13. Carine Arendes - Tigard Central City Advisory Committee representative
14. Evelyn Murphy - Tigard resident
15. Elise Shearer - Tigard resident
16. Lonnie Martinez- Tigard Transportation Advisory Committee representative
17. Tim Dickey - At large
18. Hold seat - Person of color
19. Hold seat - Business/property owner on Barbur Blvd.