

## SW Corridor Light Rail Project Community Advisory Committee (CAC)

Thursday, September 3, 2020, 5:30-7 p.m.  
Virtual Meeting Summary

### Present

Chris Carpenter – Government Affairs Director, FocusPoint Communications  
Rachael Duke – Community Partners for Affordable Housing (CPAH)  
Calista Fitzgerald – Designer, Former Tigard Planning Commission Chair  
Ethan Frelly – Tigard Chamber of Commerce, business owner  
Bill Garyfallou – Property/business owner  
Michael Harrison – Oregon Health & Sciences University (OHSU)  
Melissa Moncada – Engineer, West Portland Park Neighborhood  
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus  
Eric Sporre – PacTrust  
Lindsey Wise – Tigard Transportation Committee, transit commuter to PSU  
Bob Ludlum – Washington County resident, Veteran's advocate

### Not Present

Amanda Guile – Tualatin resident, commuter  
Elise Shearer – Tigard Town Center Advisory Committee, St. Anthony Parish  
Ian Stude – Portland State University (PSU)  
Ramtin Rahmani – Tigard resident, bicycle commuter to OHSU  
Debra Dunn - Synergy Resources Group(business consultant)

### Welcome & Introduction

Josh Mahar, TriMet

Josh welcomed attendees to the Zoom (virtual) meeting and noted the meeting was being recorded. Participants were reminded that TriMet and its employees are bound by the rules of a public institution and therefore cannot advocate in support of or opposition to the Get Moving 2020 funding measure. Michael Harrison, representative for OHSU, also noted the same about OHSU as a public institution. There were no edits to the August 2020 summary.

### Public Comment

Two public comments and one letter via email from Tigard Town Center Advisory Commission.

**Carol Spellman:** question regarding corner of Whitaker St & Barbur Blvd; will access at intersection south to north be available? Fiona noted Conceptual Design Report shows a signalized intersection.

What will the vibration be for that area given the new Bus and MAX usage? Josh noted they would be in touch individually on that issue.

**C. N. Kung:** - How will people using the new MAX line access bus stops on Marquam Hill and OHSU?

**Josh-** the project is building an inclined elevator known as the Marquam Hill Connector, connecting the Gibbs Street Station up to OHSU; pedestrian improvements are planned for better access. More information available at [trimet.org/swcorridor](http://trimet.org/swcorridor).

Josh read the Tigard Town Center Advisory Commission letter addressed to the Community Advisory Committee, noted the letter and response will be included in a package to CAC. Introduced General Manager, Dough Kelsey, to provide some updates about TriMet.

## Message from TriMet General Manager

Doug Kelsey, TriMet

Doug thanked the committee and project partners for their time and continued involvement. Everybody is working together in new and creative ways.

GM Kelsey provided an update on ridership, service, and safety measures in place to keep people safe on transit:

- Service was reduced in June; this week, service began to be added back to about 90% of where they were pre-COVID.
- Following guidance from the governor and the Oregon Health Authority, capacity on vehicles has also increased.
- To keep riders and employees safe, face coverings are required; face coverings and sanitizer dispensers are available on board all vehicles, LIFT vehicles and some trains.
- In addition to nightly cleaning of buses and trains, major touch points are disinfected on most vehicles throughout the day, with a goal of a 4-hour interval between disinfection. Over 300 people are tasked with cleaning and disinfecting vehicles, transit centers and rail stations. To date, over 2.8 million face coverings have been distributed.
- Ridership is starting to increase; In May, ridership was down 68%; in July, it was only down 59%, and we expect that trend to continue.
- TriMet riders will be able to pay their fare on buses using cash beginning Thursday, Oct. 1, 2020. Encourage riders to continue paying using the Hop Fastpass, for both safety and ease.

Earlier this summer, TriMet announced plans to divert \$1.8 million from transit police funding to invest in a community-based approach to public safety. TriMet pledged to reimagine public safety on the transit system, and there is a lot of work now underway. Major outreach efforts are underway, including an online survey. More information can be found at: [trimet.org/publicsafety](http://trimet.org/publicsafety). General Manager Doug Kelsey noted TriMet is continuing to plan for a post-pandemic future, and is ready to work with communities in addressing the challenges of growth, congestion, climate change and affordable housing that have been central to the Southwest Corridor project. Based on Metro's 2015 modal share, 4% of the trips are provided on transit; in comparison to other cities like London (42% of trips on transit); expansion like this is needed. It is not just about building new infrastructure, it is also about policy moves for integrated mobility, giving people options, speeding up transit.

TriMet has worked to increase reliability and speed on the system. After many changes, on-time performance went from 75% on MAX to well over 90% on a regular basis, buses are at 80-90%.

In addition to Southwest Corridor, projects like the Steel Bridge and Better Red are going to speed up the entire system; every train in the system goes across the Steel Bridge. People are

moving all over the place, not just linear into a central business district anymore. This is where Transit Oriented Development (TOD) is crucial. Building for next generations, thinking 50-75 years ahead, making it part of our cultural fabric.

TriMet recently introduced and the board approved guidelines on Transit Oriented Development (TOD) for the region. Looking to build densification and equity to address issues of mobility and get to a point where owning a car is no longer a need; expand the radius to access transit. Hollywood Transit Center is a prime example of equity development. Using our own assets to help people become future customers. More information is available at: [trimet.org/tod](http://trimet.org/tod)

**Bill** – asked if there were any suggestions that Doug had identified that could be applied as the project progresses.

**Doug**- currently balancing economic picture first through partnerships and the changing times: continuing to look at evolution and challenging our partners and ourselves on zoning and densification. Taxpayer funds are at stake, we have an obligation to be cost effective.

**Rachel** - Appreciates the multiple social goals the project is trying to achieve, transit been the main one; how does TriMet feel about prioritizing affordable housing knowing that the market takes care of market rate housing?

**Doug** – encourages reviewing the TOD policy recently approved by the TriMet board. This is a delicate balance, we are committed with our partners in achieving affordable housing, the numbers set are minimum targets of 30%, overall TriMet's average are at about 60-66% of affordable housing with our partners.

**Guy** – reiterated 30% commitment is a baseline, currently working with partners on anti-displacement initiatives and potential TOD projects along the alignment. The project is looking at the alignment holistically; promoting mixed income projects. TriMet actively working on initiatives tied to the alignment is confident requirements set in Affordable Housing MOU will be exceeded.

**Doug**- Through the TOD program and TOD guidelines TriMet is even interested in working on deals with air rights over tracks for developers to build over the tracks, like in other places around the world.

## Southwest Corridor Construction Planning

**Leah Robbins, TriMet** - presented on construction and planning process; types of contracts, delivery methods and contracting considerations based on project complexity, competition, and capacity.

- Low bid contract\_ Design/Bid/Build - baseline for public contracting work, project is design, bid the project-wait for the bid, and build project; bids are based on final design.
- Negotiated contracts\_ Design/Build (DB) –TriMet has many forms of negotiate contracts. The contractor is a partner with TriMet in delivering the project; walking through final design together, understanding design and total cost together to avoid surprises.
- Construction Manager/General Contractor (CMGC) - these methods have been used in the past.

Walked through some complex areas of the Southwest Corridor project to take into consideration: Walls, structures that go over freeway systems, replacement of the existing Barbur roadway and viaducts, Marquam Hill Connector, Maintenance and Operations Facility with tracks and energized systems to maintain vehicles, structure and surface Park & Rides.

Each one of these components have their own level of complexity and working together to build a contract plan to deliver all of this on time and a project that is on time and budget takes a lot of discussion.

Multiple delivery methods and multiple contracts are used to match the project complexity. For example the Orange Line was broken down geographically.

Looking ahead to Southwest Corridor, the planning process includes; selecting a contractor early, developing sequencing, a detailed plan during design to include contractors' value into design & develop conduct of construction including maintenance of traffic during construction, work hours and business support and community outreach plan.

The Steel Bridge Project, TriMet's most recent and biggest light rail revitalization effort in 34 years, used a CMGC contract: 28 days of round the clock work, 672 hours of demolition, construction, and testing, finished on schedule Aug 28, 2020.

## Disadvantaged Business Enterprise (DBE) Engagement

Aidan Gronauer, TriMet

Aidan highlighted TriMet's commitment to strengthen small businesses while expanding transit, committing to increasing opportunity for businesses owned by Black, Indigenous, People of Color and Women. Ensure the workforce reflects the diversity of the region.

A Disadvantaged Business Enterprise (DBE) is a small for-profit business, 51% owned and controlled by individuals who are both socially and economically disadvantaged as defined by federal government.

Aidan detailed the economic benefits and the DBEs metrics from the Orange Line and provided an update on the Southwest Corridor design phase and goals during the planning phase.

**Bill-** noted these are great benefits and asked how this is advertised to target audiences.

**Aidan-** outreach is done to various groups, community members and organizations who work with minorities and women; unions, non-unions, trades colleges and pre-apprenticeship programs.

**Bill-** asked what type of vibration mitigation strategies are planned along Barbur Blvd. and Corridor.

**Leah-** FEIS will identify location and types of tools to be used for noise and vibrations mitigations.

**Michael-** noted similar goals for construction projects; how do you work with DBE contractors after they are awarded a large contract that puts them over the DBE threshold?

**Leah-** historically we have worked with contractors who started in one aspect and grow their internal capacity to become Prime Contractors; an example is Raimore Construction currently working on the Division Transit Project. Raimore started as a trucking company and went on to becoming a Prime Contractor. We want to help bring new tools to our contracts that help grow these businesses.

**Aidan-** DBE community has many different goals; the project allows the opportunity for growth for companies who are ready to move out of the DBE status as well as opportunities to get foot in the door for the newer contractors.

## Tigard Transit Oriented Development (TOD) Work Plan

Leah Robbins, TriMet

Leah recapped the work plan to collaborate with Tigard to identify station design improvements that best support future TOD around the stations. The City of Tigard is leading work plan with TriMet support in identifying opportunities around Elmhurst, Hall, and 68<sup>th</sup> stations. Both groups

are working closely on identifying changes and opportunities in 30% design as shown in the Conceptual Design Report. Elmhurst was the first station to undergo this exercise.. Work is underway for Hall and 68<sup>th</sup> stations, any changes and outcomes from this process will be captured in the 60% designs.

**Ethan** - noted of the business community feeling like financial burden is being placed on them. It is becoming increasingly hard to support the funding measure.

## Round Table Discussion: Feedback and Engagement

Josh Mahar, TriMet

Josh facilitated a round table discussion to hear from each CAC member, including preferences for the date of the committee's November meeting.

**Calista** – Nov 12<sup>th</sup> follows Veterans holiday but has no issues on moving dates; thanked staff for listening and answering questions thoughtfully and quickly and covering a lot of ground; thank you for getting information back when answers are not readily available.

**Bill** - agreed with Calista's comments.

**Lindsey** – Glad to see all work on TOD, Tigard community is concerned with CDR, glad to see work is continuing on designs.

**Rachael** - agreed with all comments and noted she has learned a lot about transportation.

**Chris** - echoes everyone's comments, appreciates all responses to concerns, and adjustment to issues as they come up.

**Eric** - if the vote does not pass, is there a backup plan for light rail in Southwest Corridor?

Appreciates the work and transparency, although he does not always agree, he appreciates all the work from staff.

**Josh** - Our work continues on the assumption that this funding will happen. We will discuss next steps in November after the vote.

**Michael** - has seen Raimore Construction's work on Division Transit Project; they are doing a great job, appreciates the approach and effort TriMet is taking on supporting local businesses, helping people where property acquisitions are needed and making sure the contractors and workforce represent the broader community. Enjoys working on this world-class operation.

**Ethan** - thank you for being responsive and transparent, appreciate all the work you have done. Happy and would like to see the project move forward, on edge to see what things will be like at the next meeting.

**Melissa** - the preparation for these meetings is evident, appreciate all information provided. You've listen to the community. Neighborhood appreciates the full built project and are interested in seeing project move forward.

**Rebecca** - has been great to have housing conversation, participation with TriMet on PCC connections; appreciates joint work; board and students are strong supporters.

## Meeting Adjourn

Josh Mahar, TriMet

Josh thanked the group and reminded everyone the next meeting will be, Thursday, October 1, 5:30-7:00 p.m.. Attendees were told they could send an email to [swcorridor@trimet.org](mailto:swcorridor@trimet.org) with any further questions or comments.

## Addendum

Committee Member Bob Ludlum was unable to use his microphone during the Zoom meeting. His comments were captured afterward and have been added to these notes.

Comment on Doug Kelsey's update:

- Excited to hear about stretching TriMet's assets from Doug Kelsey. Something I've been a squeaky wheel about for a while. Particularly appreciated the concept of "looking at all the options" and the idea of monetizing TriMet's air rights. I think there is a lot of potential here with public support for efficiently using TriMet's assets to get more for the public dollar on transit.

General comment for roundtable discussion:

- I think we need to make a broader case for this transportation ballot measure and I'd like to see more marketing. With the pandemic, protests, etc. not sure many people are aware or understanding the benefits of this project right now.