



**Steering Committee Meeting**  
**June 10, 2019**  
**Tigard City Hall | 1325 SW Hall Blvd. | Tigard. OR**

**Present**

Doug Kelsey: TriMet General Manager  
Councilor Robert Kellogg: City of Tualatin  
Councilor Roy Rogers: Washington County  
Mayor Jason Snider: City of Tigard  
Councilor Craig Dirksen: Metro  
Commissioner Chloe Eudaly:  
Rian Windsheimer: ODOT Region 1 Manager  
Mayor Gery Schirado: City of Durham

**Welcome & Introductions**

TriMet General Manager Doug Kelsey welcomed guests and committee members, reviewed agenda and future meeting schedule. Doug asked for any corrections to draft notes from last month's meeting; there were none.

**Public Comment**

Anton: Friends of Terwilliger – GRC & MH Connector Working Group strongly prefers the funicular. Friends of Terwilliger strongly prefers the funicular, meets the project criteria best. Strongly opposed Bridge & Elevator. Rather see no connector than Bridge & Elevator. Willing to use Federal approval process if Bridge and Elevator option are selected.

Wayne Stewart: This particular station would server 10k + riders per day, large number of staff members arriving and departing in the dark. Funicular solution is a great solution, it would take people further in and would protect from elements. Elevator would force people to maneuver an unsafe crossing; force people with mobility impairments to maneuver up to an 8% grade to get to the hospital campus. Look for a solution that would last for 50-70 even 100 years. Encourages the committee not to choose the cheapest solution.

John Charles: Tigard home owner. Cascade Policy Institute. Refutes light rail ridership projections. Look at past performance forecast, for every single line the ridership forecast has been wrong in predicting more riders than the actual daily ridership. Opposes project price for the number of people it will serve.

**Project Cost & Schedule Update**  
**Process for defining minimum operable costs**



**TriMet Director of SWC Leah Robbins:** Leah provided an update on “SWC Cost Elements Scorecard” graphic, noting that estimated costs exceed the project’s target. Some progress has been made, work is not yet done; items highlighted include;

- Technical issue at the downtown tie-in, looking at grade separation with a cost of 20million;
- Marquam Hill Connector cost will be updated based on today’s decision.
- Station shift and potential consolidation discussions to take place in the fall.
- Viaducts along the woods segment, while potential funding streams have been discussed to fund this as a separate project, cost estimates have been updated to include project potentials to avoid the structures, no decisions have been made yet, more discussion to come in the future.
- High cost of property, technical and environmental team have been working to reduce cost of high value property, we have avoided a number of those properties about \$39million dollars in savings, discussions will continue with partner staff as we look to do more of that.
- Crossroads decision allowed for a significant savings on structure design, ODOT and technical team currently exploring different structure type & design to shorten the span that goes over I-5.
- Operations & Maintenance Facility; Internal discussion taking place on master planning of Ruby Junction and SW Corridor facility, targeting reduction on cost to the project site.
- LPA Alignment of Upper Boones Ferry At-Grade contributed significant savings.

About \$100 million of scope reduction, \$358 million still the starting point; More updates to come in July as team continues to work on next estimates; September is the next decision point where the Regional funding strategy will need to be defined and aligned with our funding plan; this is an iterative process, decisions and design work continues and will continue for a long a long time.

**MOS** (Minimum Operable Segment); a definition of a segment of the LPA to be included in the FEIS as a potential standalone project should funding strategies change or cost change; FTA requires a MOS be identified, must fit with all criteria to make for a competitive FTA project. Criteria: Local commitment and project justification; cost effectiveness, future land use, congestion, future mobility and economic development as well as environmental benefits; will be developing these alternatives with stakeholders and looking at modeling criteria that address all of the criteria outlined; will bring back those potential MOS options to you for a selection in September to be included in the FEIS; both LPA full length project and MOS will be included in FEIS as required by FTA.

## **Discussion**

**Gery Schirado:** “Able to function as a stand-alone project” - what does this mean in context to the whole SWC project?

**Leah:** It must be able to operate within our full MAX system; MOS would be a portion of the entire alignment but not the entire alignment; how far south would an MOS be that



the project would still be cost effective, have a funding strategy and bring the ridership that the region has paid for.

**Mayor Jason Snider:** We need to have important discussions about the downtown Tigard station location if the project does not make it all the way to Bridgeport per memorandum of understanding.

**Commissioner Roy Rogers:** TriMet is doing a wonderful job. As we get into the MOS, we need to be very clear about what our financial commitment is.

**Commissioner Robert Kellogg:** Please explain in more detail the SWC cost elements. Last meeting we voted against the grade separation at UBF, why not do an at-grade treatment at this intersection as opposed to UBF? MHC – does the cost include the baseline LPA or is it in addition to?

**Leah:** Entry into downtown, the LPA assumed crossing Caruthers & Sheridan; very congested streets connection to 26; DEIS and traffic analysis recommended grade separation due to operational, traffic and property considerations. UBF and tie in comparison; operation constraints at the tie in, are significantly more difficult than the operational constraints at UBF. The MHC includes cost in addition to the baseline. All deltas are taken against base cost.

**Commissioner Chloe Eudaly:** Councilor Rogers can you clarify the county line you mentioned earlier?

**Councilor Rogers:** County line at 99W where it crosses 65th Ave to I-5.

**Mayor Jason Snider:** Slide number 7 – talk us thru in more detail – are the pieces of the pie all equal? It appears that way. How are each of these measured?

**Leah Robbins:** Yes, all parts are equal at 16.67% of the overall project rating. In addition to these equal factors, there's also the local funding commitment factor. Would like to bring this back next month in more detail on how these factors are measured.

## **Marquam Hill Connector**

**Carol Mayer Reed, Urban Design Team:** Upper routes on MH; goals & objectives; public process review; open house feedback; options (bridge elevator, inclined elevator, etc.); estimated capacity & travel time; GRC has recommendation for inclined elevator – Arial tram and tunnel were eliminated; encourages us to assess and investigate the landing and alignment alternatives to assess impacts and cost; Explore private/public partnerships to address additional costs. CAC has a lot of questions – continue further study of cost, environmental and utilities impact as travel and wait times. Inclined elevator and Bridge & Elevator are modes preferred.



## Discussion

**Mayor Gery Schirado:** What does the platform look like to cover the 240ft to the elevator from the tower? Distance is an open sidewalk? Exposure to inclement weather?

**Carol:** Yes, it would be a pedestrian part scape that riders could see from the station; Exposure to weather is correct.

**Mayor Jason Snider:** Are we confident that the incline elevator will not require an operator to run it? This is a huge cost issue consideration in the future. Bridge and Elevator and inclined elevator - how much difference in where they land near the OHSU campus?

**Carol Mayer Reed:** No different than riding a normal elevator; similar to boarding Max station at Zoo; the landing at OHSU is about ½ block for the bridge and elevator, it is possible to take the incline elevator to Casey Eye by going under Terwilliger it would get riders an extra 100 feet closer.

**Mayor Gery Schirado:** The terminus that lands people closest to campus will be to the East of Terwilliger? Financial page – slide 18 – why the \$10million difference, does that include the incline elevator underground crossing?

**Carol:** It possible that the incline elevator could pass underneath Terwilliger by doing an underground crossing.

**Dave Unsworth, TriMet:** Will cost more to go under Terwilliger than to go over. Lot of conflict with utilities by going under.

**Councilor Craig Dirksen:** Regarding horizontal distance walking to each station, wouldn't the distance be the same whether bridge & elevator or funicular? There are different options with the funicular? Is there anything technical that would preclude from going under the campus as opposed to over?

**Carol:** There are different landing places when working with a tower to avoid the view corridors, there could be a longer or shorter walk. It's a matter of height and visual impacts.

**Dave Unsworth, TriMet:** Process is trying to minimize impact to the Historic resource and the park itself; several federal regulations that need to be followed; Portland Parks has concerns on significantly changing the view and the feeling of the historic resource. Going underneath would have similar issues to deal related to storm water pipes, water pipes and fiber optics.

**Councilor Craig Dirksen:** Earlier on, we had concerns on the impact the funicular would have on vegetation and wildlife crossing in the area, seems this issue still exist?



**Carol:** the trackway could be lifted up to allow for wildlife passage underneath; construction footprint is smaller than bridge due to clearance and staging.

**Commissioner Chloe Eudaly:** Clarification on distances for each option. The longer people have to walk may deter the amount of people that might use the options; any concerns about vibration by digging under if going under Terwilliger?

**Carol Mayer Reed:** Depending on bridge and elevator tower position, there will be some distance involved getting to it; Terminus could be pushed to get closer to the station, it will depend on design; inclined elevator takes a lot of distance off of walking. There were vibration concerns with the tunnel and elevator; 140 foot zone around buildings that perform surgery.

**Skai Dancey OHSU:** Parking needs to be made available to each patient that needs and any employees that require it. Pay employees to ride bikes or walk, valet services, paid bus ticket; Working on two projects with the city to increase access: ADA Accessible path, between Terwilliger and Casey Eye institute and Express elevators from the new hospital expansion up to the 9th floor. Hospital expansion project; elevator tower and bridge connector makes most sense to OHSU. Echoes CAC in that both options be further studied.

**Fred Miller:** Came here to talk about process. Options narrowed to 2 – Bridge and Elevator and Funicular; funicular is the preferred option; leave B&E in the corner of the table; working groups' least favored alternative is the B&E – expect pushback if you take this route.

**Doug Kelsey:** Opens meeting up to members for comments

**Mayor Gery Schirado:** Dwelling on options from getting people from Gibbs Street to OHSU – make it more protective from the elements – I prefer the funicular option.

**Commissioner Roy Rogers:** We've seen what happens when we cut costs. Cut what we need to cut to get to Bridgeport and sideline some of the other options.

**Councilor Robert Kellogg:** Is it more important to get another 10k people to Bridgeport or to have a more convenient ride for people to get to OHSU? If there were no connector at all, would that save 10-15million dollars? Footprint looks like there's enough room to house a bus shelter on OHSU – can't this be an option?

**Dave Unsworth:** If there were no connector at all we would lose about 6k riders and we would have to find another way to connect them. There's about 3 bus lines that come from SW Corridor that can be expanded/altered.

**Mayor Jason Snider:** Share many of the already expressed concerns and comments from the others. I feel like we're being asked to make decisions with incomplete



information. Struck by fact we're being asked to make decisions without total information. Will give serious consideration to how PBOT feels. Keep both options until we know true cost pressure of project.

**Doug Kelsey:** What's the net deficit now?

**Leah Robbins:** Still \$250 million plus

**Councilor Craig Dirksen:** Adding more buses to already congested areas is not a viable option. Looked at many ways to link MAX to MH – feels confident committee left no stone unturned. I prefer the funicular option. This project has many goals, not just serving OHSU, such as getting the terminus to Bridgeport, serving surrounding areas of Tualatin, Tigard, Lake Oswego and surrounding areas. Base cost of project needs to come down. I recommend TriMet continues to study both options and consider other alternatives and find ways to reduce costs and impacts.

**Commissioner Chloe Eudaly:** Eliminating the connector is not going to bridge the gap between connector and Bridgeport; I can speak to the challenges of getting up the hill, vital to have the connector to the hill. I prefer the funicular; Supports steering committee desire to continuing further study of both options. B & E challenges – can't consider costs. This is an effort to preserve the natural beauty of the area. The visual impact to the park with the B & E is too severe. Would be disappointing to remove the connector. We are seeing lack-luster ridership because the options for transit just aren't getting people close enough to where they need to go in short enough amount of time.

**Doug Kelsey:** Right choice removing the least net capacity off the table; comfortable advancing with both options right now; requesting data on how ridership would be impacted by not building a connector and instead increasing bus service; need to figure out how we will compete together at Federal level; getting to Tualatin is critical – another partner not here today and should be acknowledge is the Governor's office who put forth \$25 million in this year's budget to support this project, part of that is going to Tualatin.

Everyone agrees.

### **Station Access and Park & Rides**

**Fiona Cundy, TriMet:** We are talking to other cities about strategies and creative solutions; station access; shared mobility hubs; park & rides, two flavors: structured garages or surface lots; goals and objectives; viable locations; criteria that will make them successful; we are launching a public on line survey today regarding 3 different scenarios concerning park and ride. The survey will be available in English and Spanish and it will go through June 28th. Coming back in July to preview what the public input shows, and dive in deeper on station access and Park and Rides.

**TriMet General Manager** thanks the committee and guests and adjourns the meeting.