



**SWC Steering Committee  
Tigard Library 13500SW Hall Blvd.  
November 4 2019**

**Members present:**

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

Doug Kelsey opened the meeting by welcoming Committee members, attendees and staff. He reviewed the meeting agenda, which included reference to the November 18 meeting when the Committee will vote to recommend the project scope and funding assumptions as well as the project interim terminus. He stated there would be no decisions this evening. Doug then welcomed partner comments.

**Craig Dirksen, Metro Councilor,** read a statement from Metro and the cities of Portland and Tigard in support of TriMet maintaining existing travel lanes on Barbur while continuing to find scope reductions that minimize cost and additional funding to continue the goal of building a light rail line with a terminus at Bridgeport Village. He stated Metro staff has issued a recommendation of funding for major projects for a potential transportation funding measure in November 2020, including \$975 million for the Southwest Corridor Light Rail project. He noted that figure is \$125 million more than was previously suggested. Councilor Dirksen stated this project is part of Metro's high capacity transit plan that was adopted by the region in 2009, and that Metro views the project as critical to providing mobility and infrastructure as the region grows.

**Chloe Eudaly, City of Portland Commissioner,** stated that as a partner in the project, she wants investments that connect as many people as possible through good transit. She noted that a narrower Barbur corridor is not a viable option at this time. She stated that she will continue to focus on making sure that every mile and every station on the project successfully supports people walking and biking to transit, which is central to Portland's goals for equitable travel solutions to move people through congested parts of the region.

Doug then thanked Metro for recommending additional funding to the project and stated that it shows commitment to the project. Doug stated the project will not proceed with the previously discussed Barbur refinements. He then welcomed Chris Deffebach, sitting in for Washington County Commissioner Roy Rogers who arrived late, due to a previous commitment.



## Public Comments

**Zephyr** introduced himself and stated that he has been following TriMet since 1996. Zephyr described concerns with carbon issues related to buses. He urged the public to contact TriMet to give feedback on carbon issues and encouraged the public to recycle.

**Bill** introduced himself as a business owner and member of the project's CAC. He noted the option of rebuilding the two viaducts on Barbur is a big cost and encouraged the project to run the alignment along I-5 instead. Bill also noted his concerns for previously established plans for Barbur, which included bike lanes, sidewalks and efficient transit, and asked if the project was giving up on those plans.

**John**, a SW Portland resident, stated his support for abandoning the Barbur refinements. John stated his concerns about the impact on stormwater by having four lanes on Barbur. He thanked the Committee for their work and expressed his support for the project going to Bridgeport.

**Sharon** introduced herself a homeowner. She noted her concerns as a homeowner, noting that Hall Boulevard appears too narrow. Sharon asked who she should talk to in order to get answers to her concerns and previous Steering Committee meeting minutes. She was directed to a staff member present for notes from previous meetings.

**Xavier**, a Tualatin resident, stated his concerns about the design of the project and the impacts it will have on the communities it will serve. Xavier said he is concerned the project will serve Tigard more than other communities. Xavier noted the need for grade separation on the alignment as a safety issue.

**Art** said he supports light rail, but does not support the project alignment. He stated the project will disrupt the corridor and impact trees. Art said he believes the alignment on Barbur is not the right option. He stated his support for a bus rapid transit system for Barbur. He said that a better bus system in the corridor would be better than a light rail project.

**Carine**, a Tigard resident, thanked the Committee for the opportunity to comment. She said she is a transit advocate. Carine said supports the line reaching Tualatin, noted that Bridgeport Village employees are service workers, and are highly dependent on transit. She urged the Committee to consider the long term consequences of decisions that will be made for the project.

**Karen**, a SW Portland resident, expressed her concerns for eliminating lanes on Barbur Boulevard. She noted that Interstate Avenue is slow, and that could be a consequence for Barbur if lanes are removed. She asked the Committee to reconsider removing lanes from Barbur.

Committee members then replied to public comments.



**Doug Kelsey, TriMet General Manager**, advised Karen that the reduced lanes on Barbur were no longer part of the project plan.

**Chloe Eudaly, City of Portland Commissioner**, replied to Art that bus rapid transit is not a long term solution to the growth the region is expecting.

**Doug Kelsey** thanked the public for their comments.

### **Recommendation to close cost/funding gap**

**Doug Kelsey** introduced the next part of the meeting, where staff will present updates on scope reductions and the revised funding plan. He noted that there was a budget gap identified during the summer of approximately \$462 million. Doug said collective efforts from partners has reduced that amount to less than \$100 million. He thanked staff for their work and noted that there is additional work ahead.

**Leah Robbins**, TriMet Director of the Southwest Corridor Light Rail Project, provided an overview of the current scope refinements. Leah said the team's recommendation is to move forward with the Locally Preferred Alternative (LPA). She presented a slide on recommended scope adjustments, which focused on reducing impacts to businesses and residents (slide six). The total amount of scope reductions is currently \$129 million. Leah reviewed the team's exploration of the Barbur refinements, which were thought to include up to \$200 million in cost savings due to fewer property impacts. She stated the technical feasibility and cost savings of the refinements eroded as design progressed, and had little public support. Leah then shared an example of the LPA cross-section in Barbur. It would include light rail, sidewalks, bike lanes, stormwater facilities, two auto lanes in each direction and other features. She said the team will continue to reduce impacts where possible.

**Leah Robbins** also discussed the recommended funding adjustments (slide nine). After the scope refinements and potential additional funding the current budget gap is approximately \$93 million. She stated that the team recommendation is a reaffirmation of the LPA.

**Malu Wilkinson**, Metro Investment Areas Manager, reviewed project benefits for the region (slide 13). She noted the project will fill a gap in the transit system, expand the region's rail system and help focus regional growth. She said the project will help improve streets and help the region achieve climate-smart goals. She said the project will support the estimated 75,000 new residents in the Southwest Corridor and help reduce projected congestion. Malu also reviewed the Southwest Equitable Development Strategy, a project investment strategy that will occur in coordination with project development. The strategy will help define how equitable development can occur along the alignment with a major public investment in infrastructure. She noted the project will connect people who live and work throughout the region.



**Kelly Betteridge**, TriMet Program Manager of the Southwest Corridor Light Rail project, reviewed the project principles. Kelly stated the team confirmed that the LPA is the best project (slide 18) and noted how the project will reduce impacts and costs. She also discussed the interim terminus, also called the minimum operable segment (MOS). She said the purpose of selecting an MOS is to identify a segment of locally preferred alternative that provides the most cost effective solution with the greatest benefits for the project. Kelly said the staff recommendation for a MOS would be in the Bonita/Upper Boones Ferry (slide 20) general location as it is the most cost effective location and would be the most competitive for federal funding, aside from the LPA. She reviewed the next steps, which include the November 18 meeting with the intent to confirm the project recommendation. Kelly noted once the recommendation is approved, the project team will begin conversations to develop funding inter-governmental agreement with project partners identified in the finance plan. Kelly also shared milestones expected in 2020: Publishing the conceptual design report and sharing it with the public, completing the environmental process and applying to enter the FTA Engineering phase of the project.

**Doug Kelsey** then asked the Committee to provide comments to the presentation.

**Rian Windshimer, ODOT Portland Metro Region Manager**, stated he is excited the Committee is focused on the goal of reaching Bridgeport. He thanked Metro and the committee working on the 2020 regional funding measure.

**Jason Snider, Tigard Mayor**, thanked the project team for their work. He stated his support for the location of the interim terminus. He said the City of Tigard believes the interim terminus should be south of downtown Tigard.

**Robert Kellogg, Tualatin City Councilor**, thanked the public for attending the meeting and noted his support for the project getting to Bridgeport. He referenced the congestion estimates and said the project must build all the way to Bridgeport. He noted that project partners are looking for resources to close the current funding gap.

**Roy Rogers, Washington County Commissioner**, thanked the project team for their work in coming up with solutions to reduce cost and increase project funding. Roy stated Washington County's support for the project getting to Bridgeport, and not having a terminus at Bonita. He said that the project won't work as well if it ends in Bonita.

**Chloe Eudaly** asked staff if bike and sidewalk infrastructure exists between Upper Boones Ferry and Bridgeport.

**Leah Robbins** replied that the alignment in that area is in a private development area, and that the project would improve sidewalks and crossings. Leah said that there are some sidewalks on connecting roadways.

**Chloe Eudaly** expressed her concerns for the limited bicycle and pedestrian infrastructure in the project scope, and did not support building more Park & Ride



infrastructure. She expressed her concern with a disconnect between the community's concerns with climate change and the willingness to act.

**Craig Dirksen, Metro Councilor**, said he was encouraged by what he heard this evening. He described how the corridor needs more capacity to support the 75,000 people who will soon live in the corridor. He expressed his belief that the project should get to Bridgeport. He complimented project staff on their work to reduce project scope to create a transportation system needed for the rest of the 21st century.

**Doug Kelsey** thanked project partners and the Committee for their work. He noted that the project will help address climate change and support future generations. Doug stated his support to drop the Barbur refinements. He also said the project must get to Bridgeport. Doug asked Committee members to share any concerns with the draft recommendation. He thanked the public for attending the meeting. He noted the Committee will return on November 18 for the final recommendation.

### **Meeting Adjourned**

#### **Next meeting:**

- **Monday, November 18, 9 a.m. at Tigard City Hall**