



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Southwest Corridor Light Rail Community Advisory Committee Meeting
 Date: Monday June 25, 2018
 Time: 6:15 to 8:45 p.m.
 Place: Multnomah Arts Center, Room 30, 7688 SW Capitol Hwy, Portland
 Purpose: Ask final questions about DEIS findings and begin identifying areas of agreement on the Locally Preferred Alternative recommendation.
 Outcome(s): Build understanding of member perspectives and start building consensus.
 Goal: Fully discuss and identify CAC recommendation on at least two sections of the light rail alignment.

6:15 p.m.	Welcome and introductions	<i>Share</i>	Eryn Kehe, facilitator
6:20 p.m.	May meeting summary approval	<i>Decide</i>	All
6:25 p.m.	Public comment	<i>Listen</i>	All
6:35 p.m.	Project updates	<i>Listen/ Questions</i>	All
6:40 p.m.	Group discussion <ul style="list-style-type: none"> – Branch/Through (Section C) – Railroad/I-5 (Section C) – Barbur/I-5 (Section B) – Ash/Clinton (Section C) – Naito/Barbur (Section A) 	<i>Discuss</i>	All
7:40 p.m.	Identify areas of agreement for Locally Preferred Alternative recommendation	<i>Discuss</i>	All
8:40 p.m.	CAC participation in upcoming meetings <ul style="list-style-type: none"> – Open houses (6/26, 7/10, 7/12) – Public hearing (7/19) – August Steering Committee meeting (8/13) 		Eryn Kehe
8:45 p.m.	Close meeting		Eryn Kehe

The next CAC meeting is scheduled Monday, July 30 2018, 6:15 p.m. at Multnomah Arts Center

Meeting Summary



Meeting: Southwest Corridor Community Advisory Committee
Date/time: Monday, May 14, 2018, 6:15 – 8:45pm
Place: Multnomah Arts Center, Room 30, 7688 SW Capitol Hwy, Portland

Committee Members Present

Carine Arendes	City of Tigard Town Center Advisory Commission
Roger Averbeck	Oregon Walks
Rachael Duke	Community Partners for Affordable Housing
Jim Gardner	South Portland Neighborhoods
Vasilios Garyfallou	Barbur Boulevard business representative
Michael Kisor	Bicycle/Pedestrian Advocate & Southwest Portland resident
Lindsey Wise, Alt	Tigard Transportation Advisory Committee representative
Debi Mollahan	Tigard Chamber of Commerce
Brian Newman	OHSU
Elise Shearer	Tigard Transportation Advisory Committee
Ian Strude	Portland State University
Ibrahim Turki	Muslim Educational Trust

Committee Members Absent

Tim Dickey	At-large
Chad Hastings	CenterCal Properties
Serge Killingsworth	Tigard Pedestrian and Bicycle Advisory Committee representative
Lonnie Martinez	Tigard Transportation Advisory Committee representative
Kathleen McMullen	Portland Community College
Linda Moholt	Tualatin Chamber of Commerce
Evelyn Murphy	At Large
Arnold Panitch	TriMet Committee on Accessible Transit

Metro Staff Present

Eryn Kehe, Matt Bihn, and Lucy Folau

1.0 Welcome and introductions

Ms. Eryn Kehe, Metro, called the meeting to order at 6:15 p.m. and welcomed the committee members and public to the meeting.

2.0 Approval of Draft Meeting Summary

With three abstaining votes, Mr. Roger Averbeck, Mr. Bill Garyfallou, Ms. Lindsey Wise, members of the committee voted approval and the minutes passed.

3.0 Public Comment

Mr. Alexander Arrington, student at National University of Natural Medicine, spoke in favor of the Naito/Ross Island Bridgehead option as it relates to the Lair Hill area and the area around the NUNM.

Dr. Linda Nishi-Strattner, clinical psychologist and a minority woman business owner, representing the “Not on Beveland” group, reiterated the group’s support for the Elmhurst option, which would protect all of the small businesses on Beveland. She noted this would reduce project costs by eliminating the

need to purchase Beveland buildings and relocate businesses. Dr. Nishi-Strattner further observed that the Elmhurst option would move the station location closer to Costco, WinCo and Walmart, providing easier access for Trimet riders, and protecting a multi-family housing area on 72nd Street.

4.0 Project Updates

Ms. Kehe provided committee members with an update regarding the DEIS. She announced that the Seattle regional FTA office is doing a more in-depth review. FTA has asked for more project details before it is sent to other federal agencies. She noted that mid-June would be the earliest publication of the DEIS and the start of the 45 day public comment period.

Ms. Kehe updated the committee on community outreach, which included recent meetings at Masjid As-Saber Mosque, Hillsdale Neighborhood Association, Tigard Transportation Advisory Committee, City of Tigard Town Center Advisory Commission and Washington County Coordinating Committee. There was also a Community Alliance of Tenants event at Markham Elementary School, to discuss equitable and affordable housing in the Corridor. In addition, the City of Tigard held a breakfast meeting to discuss design modifications with both business and property owners from the Triangle and Hunsaker areas. Lastly, a meeting regarding Taylor's Ferry was organized that included SW neighborhood association leaders from around the Crossroads Area.

Ms. Kehe drew the committee's attention to the CAC Recommendation Worksheet as an example of what could be contained in the committee's Locally Preferred Alternative (LPA) recommendation to the Steering Committee. Ms. Kehe said she hoped the committee could come close to a consensus, or at least a two-thirds majority agreement, about the group's recommendation for three areas:

1. The alignment options studied in the DEIS (A, B, and C),
2. Support of the five design refinements/modifications, and
3. Any other considerations or concerns for choices chosen.

She explained that the LPA is just the route for the light rail. If individual members do not feel they can weigh in on the design modifications because there is not enough information, then members do not have to. She said the Steering Committee will most likely weigh in and give staff direction to either continue studying each one, or stop, and either come up with another idea or go back to the original alignment(s).

While the PCC Connector and the Marquam Hill Connector are not part of the LPA, they are part of the overall project. They will need their own process/committees to reach design decisions.

Once the DEIS is released, the committee will have at least two meetings (June 25 and tentatively July 23) to work through the DEIS. August 6 is the soonest date when the Steering Committee could choose the LPA. After the Steering Committee makes a recommendation, it will need to be passed through each of the city councils prior to consideration by Metro Council. Ultimately, the expectation is to include the LPA into the Regional Transportation Plan (RTP) that is scheduled for approval at the end of the year.

Ms. Kehe presented a quote from the CAC Protocols regarding the process of making a recommendation, including the definition of "consensus". She noted the goal is to work towards a point where a majority of members present at the meeting are in agreement.

5.0 Design Modifications Q&A

Mr. Matt Bihn, Metro, presented an overview of the design modifications (refinements) included in the initial route proposal, which included the following information:

- The Ash alternative was initially chosen because it had higher ridership, avoids Clinton's traffic impacts at Hall/99W, and provides two stations in the Triangle.

- There are three modifications in Tigard.
- Moving the first Triangle station further north allows for a station close to Hwy 99W at 68th Avenue, providing better access from 99W and neighborhoods to the north. This station might include a larger park & ride.
- Elmhurst will avoid the business impacts on Beveland.
- Moving the downtown station will avoid impacts to 70-80 units of privately owned, naturally occurring affordable housing on Ash.
- Property and business owners potentially impacted by any of these modifications have been notified of potential impacts.

Mr. Bihn reported that FTA requested to have the refinements included, to be as transparent as possible, rather than treating them as mitigations during the FEIS process. However, the level of analysis and study for the design modifications are not to the same level as the options studied in the DEIS. They require additional study during the FEIS.

Committee comments included:

- A committee member observed that by avoiding impacts to existing, unregulated housing along the light rail route, it will be as if the housing was lost anyway to the people living there, because the market/rents will go up and tenants will be forced out.
- Another committee member suggested developing employment opportunities for the underemployed in the same areas along the light rail to make the connection between affordable housing and jobs.
- A committee member asked about the WES station. Mr. Bihn responded that the WES station location will not shift, but could someday be moved closer to the MAX station.
- A committee member pointed out that there is a gap in the bicycle lanes between Hunsaker and Hall, on Hunsaker, and that it would be beneficial if those lanes could be reconnected.
- A member identified the need of a traffic signal at Taylor's Ferry and Capitol.
- Another committee member asked if there would be any environmental impacts to the head of Woods Creek between Taylor's Ferry and I-5.
- A member asked if it would be possible to add bicycle and pedestrian facilities on the new structure crossing over I-5.

Mr. Bihn responded to the last points, saying that none of the potential impacts for the modifications have been studied, and the addition of bicycle/pedestrian on the bridge would add cost and might not be eligible for the federal match.

Mr. Bihn further explained that the South Portland modification would avoid the Barbur viaducts. He indicated this modification would reduce construction impacts, avoid historic and park impacts, and reduce costs by building a new crossing for light rail to the east of the existing viaducts.

Several committee members spoke to the need for bicycle and pedestrian facilities on and around the new viaducts. The need for bicycle and pedestrian improvements was first identified in a 2013 ODOT Study. That plan said these improvements would be addressed by the SW Corridor Project.

Ms. Teresa Boyle, City of Portland, noted that ODOT would have information regarding the life span of the existing viaducts, such as rating structures for seismic improvements. Ms. Susan Hanson, ODOT, noted that she did not have that information, but explained that the viaducts, built in the 1930's, still have the wooden supports underneath, and that ODOT felt the SW Corridor Project would provide an opportunity to address the long-term future of the structures, and that widening the viaducts as they exist now is not an option.

Ms. Kehe noted the Committee's goal is to provide a recommendation that will get light rail to Tualatin and still meet the FTA rating requirements. The federal funding limitation does not stop the committee from recommending additional improvements that would be funded locally. Mr. Bihn mentioned that Metro is working on a funding measure for 2020 which will include a number of regional projects including bicycle and pedestrian facilities. The Ross Island Bridge project would be a candidate for alternate funding, rather than trying to include it in the SW Corridor project.

6.0 Group Discussion

Due to time constraints, Group Discussion was skipped in favor of discussing Section 7 of the agenda.

7.0 Comment period public involvement plans

Ms. Kehe then referred to the DEIS Comment Period Engagement Tasks handout, regarding plans for communication during the public engagement period.

Ms. Kehe encouraged any committee members to attend open houses. She noted that the "public hearing" portion of the Steering Committee meeting would take place prior to any decisions by the Steering Committee, potentially later in July in Tigard after the DEIS has been published and the public has had a chance to review it.

8.0 Confirm June Meeting Dates

The next SW Corridor Steering Committee will be Monday, June 11 at Metro.

The next CAC meeting is scheduled Monday, June 25, 6:15 p.m., Multnomah Arts Center.

9.0 Adjournment

Ms. Kehe adjourned the meeting at 8:40p.m.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	05/14/2018	May CAC Meeting agenda	051418SWCCAC-01
2	Summary	04/05/2018	April CAC Meeting summary	051418SWCCAC-02
3	Document	05/14/2018	Locally Preferred Alternatives Worksheet	051418SWCCAC-03
4	Document	05/14/2018	CAC Protocols – Approved 2017; Levels of consensus for crafting recommendations	051418SWCCAC-04
5	Document	05/14/2018	Levels of Consensus	051418SWCCAC-05
6	Document	05/14/2018	DEIS Comment Period Engagement Tasks	051418SWCCAC-06

5.2. Initial Route Proposal

This Draft EIS identifies a draft Preferred Alternative, known as the initial route proposal, to give the public and federal, state and local agencies, and tribal governments an opportunity to comment on a full-length light rail alternative. After the close of public comments on the Draft EIS, comments on the initial route proposal will inform the selection of the Preferred Alternative to study in the Final EIS (see Section 1.5, Next Steps, for more information).

Overview of Initial Route Proposal

Table 5.2-1 shows the alignment alternatives, design refinements and additional project elements that are included in the initial route proposal. The initial route proposal is a 12-mile through-routed light rail line with 13 stations, a Marquam Hill connection, a PCC-Sylvania shuttle and an O&M facility. The initial route proposal includes up to seven park and rides with a likely range of 2,000 to 3,650 spaces. The initial route proposal would use 32 light rail vehicles operating as two-car train sets (16 sets) at headways of 7 to 15 minutes in 2035, depending on location and time of day. If there is insufficient funding to construct the entire light rail line, the MOS for the initial route proposal would terminate in downtown Tigard.

Table 5.2-1. Initial Route Proposal Overview

Segment	Alignment Alternatives and Design Refinements ¹	Additional Project Elements
Segment A	Alternative A1: Barbur Refinement 1: Barbur Woods East-Side Running	Marquam Hill connection ²
Segment B	Alternative B2: I-5 Barbur TC to 60th Refinement 2: Taylors Ferry I-5 Overcrossing Refinement 4: Barbur Undercrossing	PCC-Sylvania shuttle ²
Segment C	Alternative C2: Ash to Railroad Refinement 5: Elmhurst Refinement 6: Tigard Transit Center Station East of Hall	Hunziker O&M facility

Note: O&M = operations and maintenance; PCC = Portland Community College; TC = Transit Center.

¹ The design refinements have not been analyzed at the same level of detail as the alignment alternatives in this Draft EIS. Design refinements would be incorporated into the Preferred Alternative in the Final EIS. Refinement 3, I-5 Undercrossing, was not selected because it was less promising than Refinement 4, Barbur Undercrossing, which covers the same area.

² The design for the Marquam Hill connection and the PCC-Sylvania shuttle route will be selected prior to the Final EIS through a public process that will involve the institutions, neighborhoods and appropriate resource agencies.

The light rail project will include a set of station access improvements that will be selected prior to the Final EIS. The Portland region will also seek to fund and construct the Bridgehead Reconfiguration separate from the light rail project if Alternative A1 is included in the Preferred Alternative.

Reasoning for Initial Route Proposal Selection

The initial route proposal was developed by project partner staff considering information from the Draft EIS analysis and public outreach. Table 5.2-2 compares the trade-offs between the initial route proposal, the base Draft EIS alignment alternatives that are included in the initial route proposal without design refinements, and the other alignment alternatives studied in this Draft EIS. See

Table 5.1-3 for a description of adverse impacts that could occur with the initial route proposal (not accounting for design refinements).

Alignment Alternatives

The primary factors that informed the selection of each alignment alternative in the initial route proposal were:

- **Alternative A1, Barbur**, would provide a shorter connection to Marquam Hill, have a faster travel time, and result in fewer property impacts compared to Alternatives A2-BH and A2-LA. The land use and transportation benefits of the Bridgehead Reconfiguration that would be included in Alternative A2-BH could be accomplished with a separate regional effort to fund and construct the Bridgehead Reconfiguration.
- **Alternative B2, I-5 Barbur Transit Center to 60th**, would offer more accessible and visible station locations, include more streetscape and safety improvements on SW Barbur Boulevard, result in fewer residential displacements, and better support the Barbur Concept Plan compared to Alternatives B3 and B4. Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads that would be necessary with Alternative B1.
- **Alternative C2, Ash to Railroad**, would be a Through Route, which would be more cost-effective to operate and would provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard compared to a Branched Route (Alternatives C5 and C6). The Ash alignment of Alternative C2 would provide an additional station in the Tigard Triangle, result in higher ridership, better support the Tigard Triangle Strategic Plan, and avoid a critical traffic impact compared to the Clinton Alignment (Alternatives C3 and C4). The railroad alignment of Alternative C2 would have a faster travel time and result in fewer impacts to businesses and employees than the I-5 alignment (Alternatives C1 and C3).

Design Refinements

The following design refinements in the initial route proposal were developed to improve the performance of the alignment alternatives while minimizing the environmental impacts described below:

- **Refinement 1, Barbur Woods East-Side Running**, would move the alignment to run along the east side of SW Barbur Boulevard for about a mile in The Woods, largely on aerial structure(s). The refinement would avoid replacing the Newbury and Vermont trestle bridges, which are potentially eligible historic structures. The refinement would also help reduce construction impacts to traffic on a facility that is one of the primary routes to and from downtown Portland. The refinement also carries potential cost and constructability advantages.
- **Refinement 2, Taylors Ferry I-5 Crossing**, would shift the light rail alignment to follow SW Taylors Ferry Road at the Barbur Transit Center and cross over I-5 just 5west of the Crossroads intersection. This refinement would reduce construction impacts on I-5 by providing a shorter light rail structure, reduce visual impacts, and offer cost and constructability advantages.

Table 5.2-2. Comparison of Initial Route Proposal to Other Alignment Alternatives

	Initial Route Proposal ¹ <i>Alts. A1, B2, C2 with Refs. 1, 2, 4, 5, 6</i>	Base Draft EIS IRP Designs <i>Alts. A1, B2, C2 (no refinements)</i>	Change from Base Draft EIS IRP Designs to Other Alignment Alternatives									
			Segment A		Segment B			Segment C				
			<i>Alt. A2-BH</i>	<i>Alt. A2-LA</i>	<i>Alt. B1</i>	<i>Alt. B3</i>	<i>Alt. B4</i>	<i>Alt. C1</i>	<i>Alt. C3</i>	<i>Alt. C4</i>	<i>Alt. C5</i>	<i>Alt. C6</i>
Transit travel time												
PSU-Tigard TC	24 to 25 min	26min 10sec	+1m	+1m	-1m	+30s	-50s	Similar	-1m10s	-1m10s	Similar	+1m50s
PSU-Bridgeport	30 to 31 min	32min 30sec	+1m	+1m	-1m	+30s	-50s	+30s	-50s	-1m20s	-3m30s	-3m30s
Ridership												
Line riders	43,000 to 44,000	41,200	+300	+300	Similar	Similar	Similar	-600	-600	-800	+1,600	+900
New transit trips	19,000 to 20,000	17,500	-900	-900	Similar	Similar	Similar	-400	-400	-500	+800	+600
Displacements²												
Residential units	80 to 100	163	+12	+84	Similar	+3	+46	Similar	-80	-80	Similar	-78
Businesses	100 to 120	121	+5	+8	-7	+5	+1	+4	-9	-13	+18	+8
Employees	1,200 to 1,700	1,016	+160	+123	+31	+96	+27	+458	+563	+105	+192	+222
Cost³												
O&M (annual)	\$22 M	\$22 M	Similar	Similar	Similar	Similar	Similar	Similar	Similar	Similar	Similar	Similar
Capital (YOE - 2024)	\$2,600 to \$2,800 M	\$3,300 M	+\$130 M	+\$160 M	+\$10 M	-\$30 M	-\$30 M	+\$70 M	+\$120 M	+\$60 M	+\$30 M	+\$60 M
Other												
Additional trade-offs			Longer walk to Marquam Hill Land use and transp. benefits of Bridgehead Reconfig. Better supports Barbur Concept Plan	Longer walk to Marquam Hill Naito reinforced as a barrier	Adds complex reconstruct. of Crossroads bridge Better supports Barbur Concept Plan	Less supportive of Barbur Concept Plan	Less supportive of Barbur Concept Plan		Critical traffic impact at SW Hall Blvd. near Pacific Hwy. Less supportive of Tigard Triangle Strategic Plan	Critical traffic impact at SW Hall Blvd. near Pacific Hwy. Less supportive of Tigard Triangle Strategic Plan	Less frequent service to downtown Tigard	Less frequent service to downtown Tigard No impact to wetlands

Note: BTC = Barbur Transit Center; IRP = initial route proposal; M = million; O&M = operating and maintenance; TC = Transit Center; YOE = year of expenditure.

Cells are shaded to indicate how other alignment alternatives compare to the base Draft EIS IRP designs for each factor:

Worse		Similar		Better
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¹ Numbers are approximate and subject to change because the design refinements have not been analyzed at the same level of detail as the alignment alternatives in the Draft EIS. Some of the design refinements would also be compatible with other alignment alternatives not included in the initial route proposal, but the change in impacts and benefits would differ.

² Numbers include the Hunziker O&M facility and a Marquam Hill connection. Connection 1A is assumed for the purpose of comparison (Connections 1B and 1C would result in the same displacements, and Connection 2 would result in fewer displacements).

³ Reflects costs displayed in Table 5.1-2

- **Refinement 3, I-5 Undercrossing**, was not selected for the initial route proposal because it was less promising than Refinement 4, Barbur Undercrossing, and would cover the same area.
- **Refinement 4, Barbur Undercrossing**, would use a shorter aerial crossing over I-5 paired with an undercrossing below SW Barbur Boulevard, which would reduce visual impacts and construction-period traffic impacts on I-5. This concept would also shift the Baylor Station and park and ride to SW 68th Avenue just south of Pacific Highway, which would provide improved station spacing and increased ridership.
- **Refinement 5, Elmhurst**, would shift the alignment and station from SW Beveland Street slightly to the north, on SW Elmhurst Street. This refinement would reduce impacts to businesses on SW Beveland Street and would result in faster transit travel times and increased ridership.
- **Refinement 6, Hunziker**, would shift the alignment from SW Ash Avenue to southeast of SW Hall Boulevard. This refinement would avoid residential displacements along SW Hall Boulevard and SW Ash Avenue and reduce traffic impacts by avoiding at-grade auto crossings of SW Hall Boulevard.

Locally Preferred Alternative

Community Advisory Committee Recommendation worksheet

The following three questions provide an outline for the Southwest Corridor Light Rail Community Advisory Committee's (CAC) recommendation to the Steering Committee. These are the components that compose a Locally Preferred Alternative, and the elements of the proposed transit project that the region would ask Federal Transit Administration to fund. The CAC members will strive to arrive at group answers to which the most members can agree by their last meeting.

Together, the group will select:

1. From the available options studied in the Draft Environmental Impact Statement, does the group recommend? (Pick one in each category)
 - a. Barbur (A1), Naito with Bridgehead(A2-BH) or Naito limited access (A2-LA)
 - b. Barbur (B1), I-5 BTC- 60th (B2), I-5 26th-60th (B3), or I-5 Custer - 60th (B4)
 - c. Ash to I-5 Through (C1), Ash to RR Through (C2), Clinton to I-5 Through (C3), Clinton to RR Through (C4), Ash and I-5 Branched (C5), or Wall and I-5 Branched (C6)?

2. Does the group support continued exploration of the following design refinements/modifications? Why or why not?
 - a. Viaducts Yes/No Why? _____
 - b. Taylor's Ferry Yes/No Why? _____
 - c. 99W undercrossing Yes/No Why? _____
 - d. Elmhurst in Triangle Yes/No Why? _____
 - e. Hall station downtown Yes/No Why? _____

3. Are there considerations for these choices that the CAC hopes the Steering Committee will consider?

Community Advisory Committee (CAC) Protocols—Approved 2017

We agree when making recommendations that:

- a) We will work toward consensus setting aside personal interests in order to seek the best solution for all stakeholders (Consensus is the point at which all members can support the decision as the most viable decision for the group as a whole, although it may not be an individual's personal favorite)
- b) If it is clear that consensus cannot be reached, then two thirds of CAC members present will be required for an outcome to be represented as a committee recommendation; other views will be recorded in the meeting summary and forwarded to decision makers as a dissenting opinion or minority report
- c) Without two thirds support, we have not reached agreement and no formal recommendation can be made.

Levels of consensus for crafting a recommendation

Level 1: **Blocking:** *"I do not agree with the group's proposal. I feel the need to block its adoption and propose an alternative."*

Level 2: **Abstain:** *"I feel we have no clear sense of agreement among the group. We need to talk more before considering a decision."*

Level 3: **Stand Aside:** *"I have major concerns with the proposal, and agree to stand aside and let the group proceed with it."* The choice to stand aside may be based on (but is not limited to) any of the following:

- Disagreement with the proposal, or the process used to reach the decision;
- Personal values or principles;
- Personal impact or need, e.g. *"I can't afford this"* or *"I'd have to leave the group."*
- *"I may not be especially enthusiastic about it, but I can accept the group's proposal."*

Level 4: **Consent with Reservations:** *"I support the basics of this proposal, and have one or more minor unresolved concerns. I think this proposal is the best choice of the options available to us."*

Level 5: **Full Agreement:** *"I am enthusiastic about the group's proposal and am confident it expresses the best wisdom of the group."*



PORTLAND • TIGARD • TUALATIN

SW Corridor

Light Rail Project

The Southwest Corridor Plan is a partnership of:

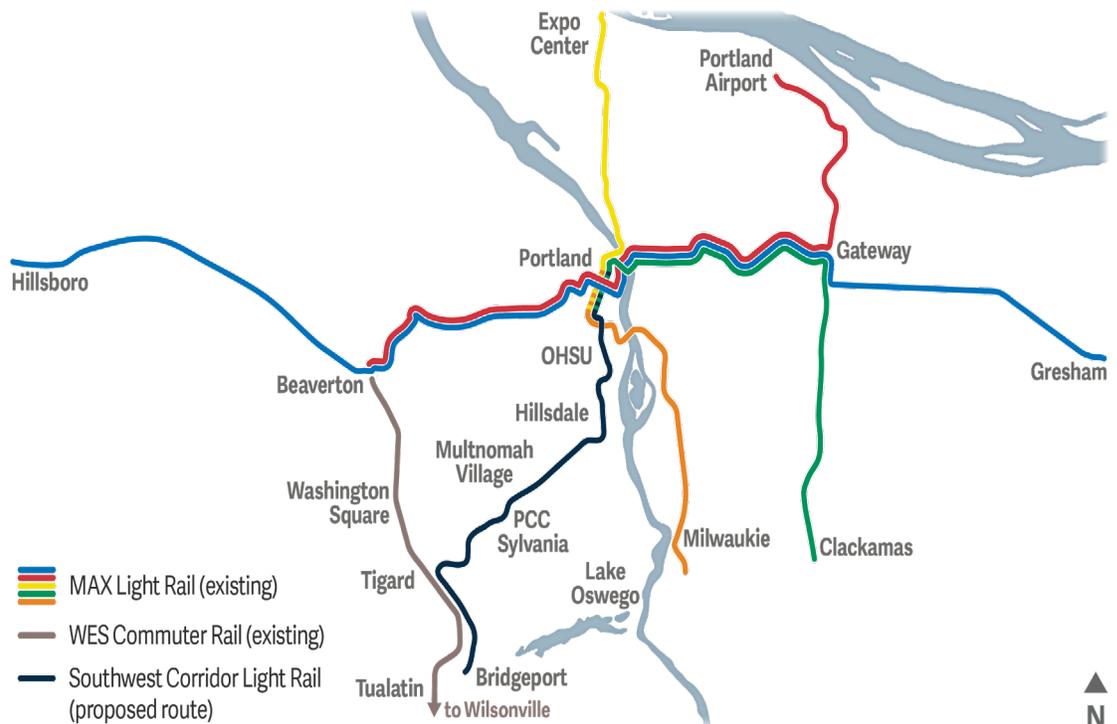
- Beaverton
- Durham
- King City
- Metro
- Oregon Department of Transportation
- Portland
- Sherwood
- Tigard
- TriMet
- Tualatin
- Washington County

Add your voice to light rail decisions

Route options are being considered for a new MAX light rail line serving Portland, Tigard and Tualatin.

For the past year, engineers, planners and scientists have studied and documented how adding light rail in Southwest Portland, Tigard and Tualatin could affect the area. The resulting report, known as the Draft Environmental Impact Statement (DEIS), is now available for public review. Based on this report, project staff identified an initial route proposal for public comment.

Project partners want to hear from you to improve the project and to help them make a recommendation on the final light rail route this summer. Read on to learn about an initial proposal for the light rail route, what else comes with light rail, the Draft Environmental Impact Statement and how you can help shape the project.



Learn more...

swcorridorplan.org

 @SWCorridor

swcorridorDEIS@oregonmetro.gov

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What topics are analyzed in the Draft EIS?

The Draft EIS considers short-term, long-term, indirect and cumulative impacts on the following elements of the natural and built environment:

- Transportation, including public transportation, auto traffic, parking, walking, biking, freight and safety
- Property acquisitions, displacements and relocations
- Land use
- Economics
- Communities
- Visual quality
- Historic, archaeological and cultural resources
- Parks and recreational resources
- Geology, soils and hydrology
- Ecosystems
- Water resources
- Noise and vibration
- Air quality and greenhouse gas emissions
- Energy
- Hazardous materials
- Utilities
- Public services
- Safety and security
- Environmental justice

Want to learn more?

See page 6 to learn how to find the full Draft EIS or contact staff with questions.

Draft EIS overview

What is an EIS and why is it needed?

An Environmental Impact Statement (EIS) shares information about the anticipated effects of a major infrastructure project (like a new MAX light rail line) with the public, government agencies and decision-makers.

The Federal Transit Administration is conducting an EIS in partnership with Metro, TriMet and other project partners. The purpose is to identify and reduce potential negative impacts before federal funding is made available to build the new light rail line.

What are the findings of the Draft EIS?

Concerns found in the Draft EIS include:

- residential and commercial property relocations
- effects on parks and historic properties
- increased noise potential for traffic delays

The project must avoid, minimize or otherwise mitigate significant adverse impacts. Certain strategies to avoid or minimize impacts could be incorporated into the project designs for the Final EIS, such as moving or narrowing the project footprint.

The Draft EIS also identifies the benefits of the light rail project, which include:

- improved neighborhood quality of life and cohesion
- air quality
- reduced vehicle miles traveled by 2035

See the sidebar for a list of all the topics addressed in the Draft EIS.

What's the difference between the Draft EIS and Final EIS?

The EIS is split into two documents, known as the Draft EIS and Final EIS. In between, there is a public comment period and a decision on the route.

The Draft EIS, which was just published, identifies impacts for a range of route options. The report also identifies strategies to avoid, minimize or mitigate the anticipated negative impacts. An initial route proposal is identified in the Draft EIS, but all the options studied are still on the table.

The public review period provides an opportunity for comment on the Draft EIS. After the public comment period, the Steering Committee will consider the Draft EIS analysis and the comments received, and then decide on a route to study further, known as the Locally Preferred Alternative (LPA).

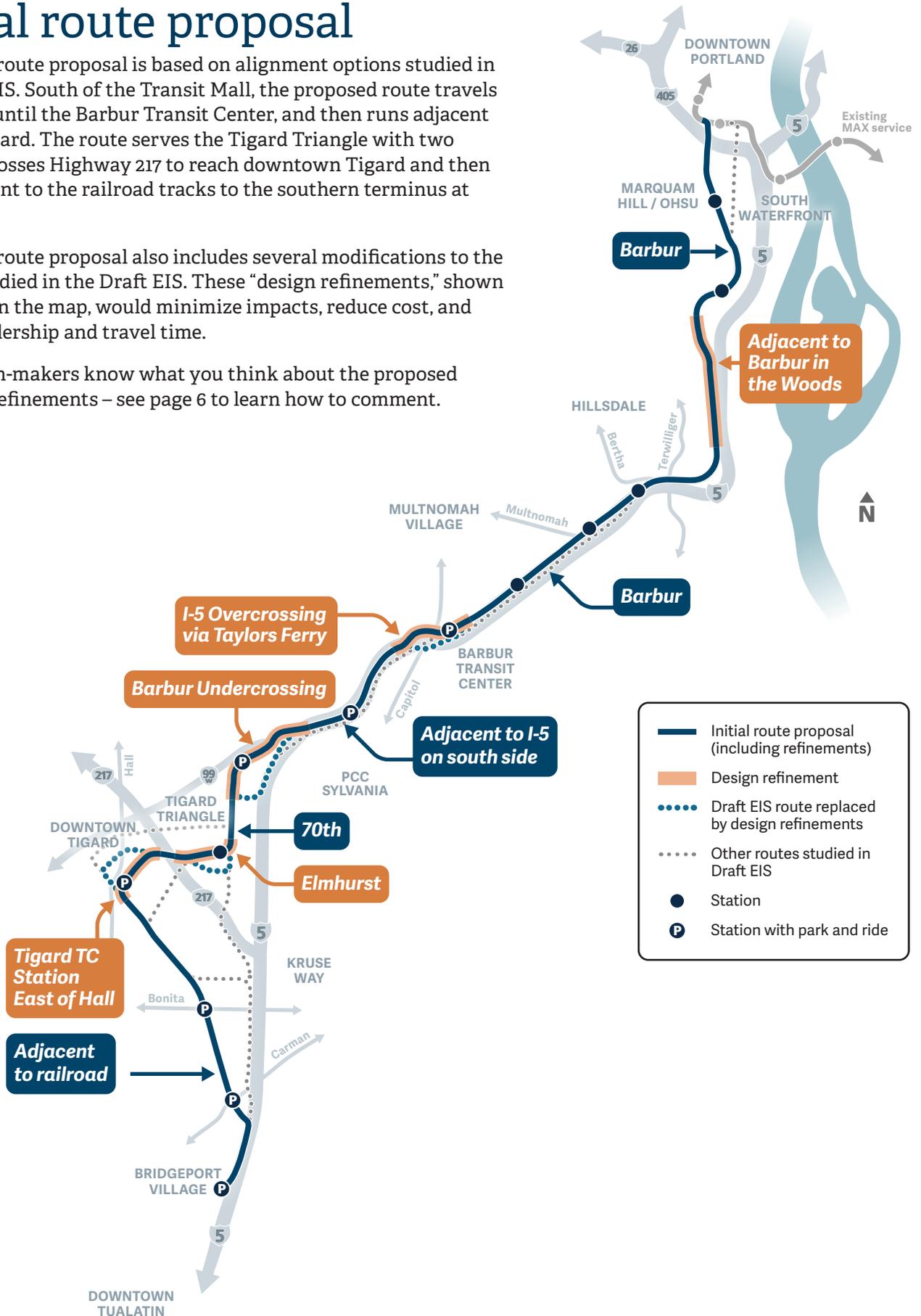
The Final EIS will focus on the Locally Preferred Alternative, based on more detailed designs and responds to comments made on the Draft EIS.

Initial route proposal

The initial route proposal is based on alignment options studied in the Draft EIS. South of the Transit Mall, the proposed route travels on Barbur until the Barbur Transit Center, and then runs adjacent to I-5 to Tigard. The route serves the Tigard Triangle with two stations, crosses Highway 217 to reach downtown Tigard and then runs adjacent to the railroad tracks to the southern terminus at Bridgeport.

The initial route proposal also includes several modifications to the designs studied in the Draft EIS. These “design refinements,” shown in orange on the map, would minimize impacts, reduce cost, and improve ridership and travel time.

Let decision-makers know what you think about the proposed route and refinements – see page 6 to learn how to comment.



Project committees

The route choice is guided by two committees:

- The Southwest Corridor **Community Advisory Committee** represents neighbors, businesses and people like you. The group includes members from Tigard, Tualatin and Portland. They will recommend a final light rail route to the Steering Committee.
- The Southwest Corridor Plan **Steering Committee**, whose members are leaders from Southwest Corridor cities, Washington County, ODOT, TriMet and Metro, will consider public comments and the Community Advisory Committee recommendation before recommending the final route to the Metro Council.

The Community Advisory Committee and Steering Committee meetings are open to the public. To learn about upcoming meetings, visit the project website, www.swcorridorplan.org.

What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line meets the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge. Learn more about these efforts on the next page.



Incomplete sidewalks on Barbur Boulevard (at Alice Street)



Biking on Barbur Boulevard (at Bertha Boulevard)

Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people’s desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.



Hear the Edwards family's story at www.swcorridorplan.org.

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.

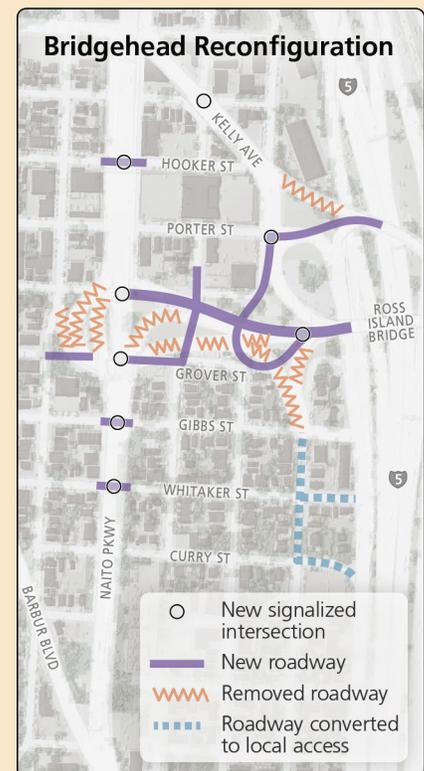
What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The “Bridgehead” refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.



Types of comments

There are two ways to comment: on the initial route proposal and the DEIS study.

1. Comment on the initial route proposal:

- What do you like?
- What would make it better?

2. Comment on specific points in the DEIS study:

- Are there errors?
- Is something missing?
- Are there better ways to reduce negative impacts?

Tips for effective comments

Be clear, concise and organized.

Be specific. Only stating your position will not have as much effect as explaining why you support that position.

Stick to the facts. Whenever you come across something in the study with which you disagree, write down the page number, the sentence you disagree with and why. If you have conflicting information or data, share that, too.

Identify possible solutions. Suggest reasonable ways to avoid, minimize or reduce negative impacts.

Comment

Your comments ensure that all potential effects of the project are understood by decision-makers. Comments also help the Steering Committee select a preferred route for the light rail this summer. Every comment will be read, and responses to all comments will be printed in the Final EIS.

Comments will be accepted through Monday July 30, 2018.

Read the Draft EIS document

You will find the Draft EIS document at www.swcorridorplan.org/DEIS. To request a CD or printed copy of the document, call or email Metro at the contact info below.

A printed copy is available to view at the following libraries:

- Hillsdale
- Capitol Hill
- Tigard
- Tualatin
- Portland State University
- Portland Community College – Sylvania Campus
- National University of Naturopathic Medicine

Come to upcoming meetings

Visit our website for a list of upcoming meetings where you can view the document, talk with staff and comment, www.swcorridorplan.org.

There are three types of events coming up:

- During **information hours**, staff will be available to answer questions. No presentations are planned. Stop in any time.
- **Open houses** are bigger events where information will be displayed on posters and staff are available to answer your questions. Come anytime during the event hours. You'll find copies of the plan and opportunities to comment. Refreshments are provided and free childcare is available.
- The **public hearing** is an opportunity to speak before the Steering Committee to share comments about the Draft EIS and the locally preferred alternative.

Contact Metro staff with questions

Call Metro's multilingual hotline, (503) 797-1888, or email SWCorridorDEIS@oregonmetro.gov.

How to comment

- **Write a letter or email.** Send a letter to Metro, SW Corridor, 600 NE Grand Ave., Portland, OR 97232 or email Metro at SWCorridorDEIS@oregonmetro.gov.
- **Attend a meeting and comment in person.** Meeting dates and locations in SW Portland, Tigard and Tualatin are listed on the project website, www.swcorridorplan.org.
- **Comment online.** Visit www.swcorridorplan.org.

Next steps

How will a final route decision be made?

Many groups participate in picking the final light rail route. At the end of the public comment period, the Community Advisory Committee will make a recommendation to the Steering Committee. With this recommendation and feedback received from the public, the Steering Committee will recommend a final route. Then, local jurisdictions (Portland, Tigard, Tualatin) will discuss their support for the route recommendation. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final EIS and advanced design phases can begin.

When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Construction on light rail itself could begin as early as 2022 and be open for service in 2027. But there are still a lot of details to iron out. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

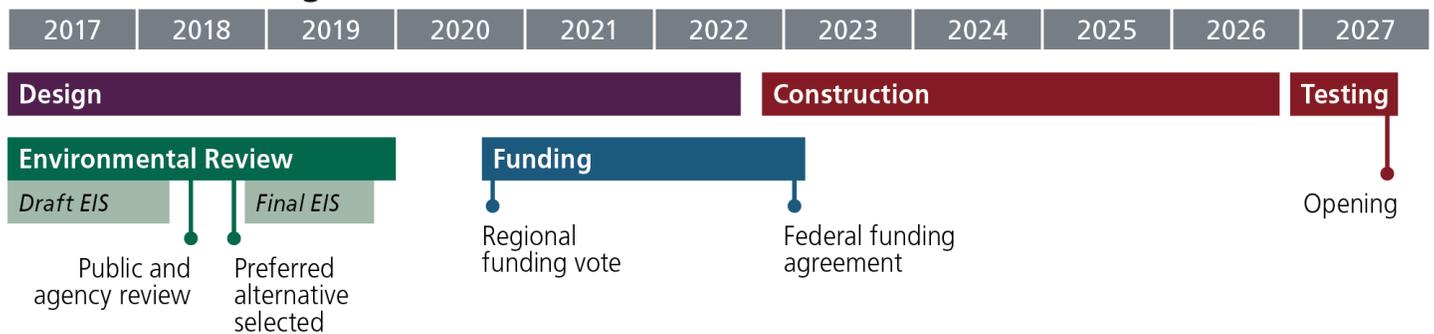
After a route is approved this fall, TriMet will work with partners and communities to refine designs. Decisions during this phase include selecting improvements for walking, biking and driving needs, refining connections to PCC-Sylvania and Marquam Hill, and more. Significant public input will be needed during this phase.

Who pays for it?

Light rail projects, like all large-scale road and highway projects, are expensive. Like with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources here in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This local funding commitment will help the project compete for federal matching dollars.

Southwest Corridor Light Rail Schedule



By the numbers



75,000 more residents
estimated to live in the
Southwest Corridor by 2035



2,000 to 3,600 spaces
proposed at park & rides



30 minutes via light rail
from Bridgeport Village to
Portland State University



13 light rail stations
proposed on the line



43,000 riders on the line
on an average weekday in 2035



1 in 5 commuters on MAX
going southbound from downtown
during the 2035 PM rush hour



\$2.6 to 2.8 billion
estimated cost to build
(including inflation and finance)

Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

Why light rail?

The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.

