Community Advisory Committee
February 7, 2019
Acronym

**SWC**: Southwest Corridor

**LRT**: Light Rail Transit

**CAC**: Community Advisory Committee

**SWEDS**: Southwest Equitable Development Strategy
Public comment

• Guests who wish to speak sign up upon arrival
• Guests are also encouraged to provide written comments
• Opportunity for CAC to hear from stakeholders directly
TIMELINE


Planning  Design  Construction

Environmental Review  Federal Funding

Draft conceptual design report
August 2019

Final conceptual design
March 2020

Potential regional funding vote
November 2020

Federal funding
September 2022

Testing and training
Service begins
September 2027

Great Places
Corridor
Decision-making

Steering Committee

PMG (executive)
PTL (manager)
Technical staff

CAC and other community engagement
CAC Role

• Sounding board for design options
• Represent broader communities; help facilitate two-way communication
• Work together in good faith toward the best possible light rail project for the region
CAC Role

• Speak your mind and share the air
• Come prepared
• Disclose conflicts of interest
Project Development

- Respond to issues in DEIS; define mitigation in FEIS
- Refine project scope, cost
- Secure 30% of local funding
- Advance design to 30%

2019-2020
Engineering

2021-2022

- Refine designs
- Secure all local funding
- Advance design to 100%
- Begin property acquisition, early construction

Community feedback
Develop designs
Technical review and cost estimates
Construction, startup

- Full Funding Grant Agreement (FFGA) from Federal Transit Administration (FTA)
- Construction and mitigation
- Testing and training

2023-2027
Finance

✓ Regional funds for project development
  • Partner contributions
  • Regional transportation funding measure: November 2020

• Federal Transit Administration (FTA) New Starts grant program
SW Equitable Development Strategy (SWEDS)

- Ensure opportunities for all current and future SW Corridor residents
  - Housing
  - Workforce development
  - Business stabilization
- Collaboration with public, private, and non-profit partners
- Pilot programs
- Identify pre-light rail investments
### Near-term design topics

<table>
<thead>
<tr>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossroads route</td>
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<tr>
<td>Bonita to Bridgeport route</td>
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<tr>
<td>Marquam Hill Connector type</td>
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<td>Park &amp; Rides</td>
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<td>Station areas</td>
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Design Team: SWTP

SW Transit Partners:
AECOM, David Evans & Associates, Parametrix

Akana*
Barsum Consulting*
Brightside Engagement*
CH2M
DKS Associates
Donaldson Enterprises*
Elcon Associates*
Epic Land Solution, Inc*
Faithful+Gould
Global Signals Group

Global Transportation Engineering*
IML Services*
LTK Engineering Services
Life Simplified*
Maintenance Design Group/HDR*
Ott-Sakai & Associates*
Shannon and Wilson
Triunity Engineering & Management*

* DBE, MBE, and/or WBE
Design Team: UDIG

Urban Design Integration Group:
ZGF, VIA, Mayer-Reed

2. Ink studio*
ALTA Planning & Design
Architectural Applications
Carleton Hart
Cascadia Partners**
Consult: Ron Stewart**
DAO Architecture*
Donaldson Enterprises*
ECONorthwest
Fehr & Peers

Greenworks
Holst Architects*
Larco/Knudsen**
Merryman Barnes Arch*
Marianne Zarkin LA*
NNA LA*
Pacific Habitat
Winterbrook Planning**

* DBE, MBE, and/or WBE
** ESB
Crossroads
LPA

- Steering Committee directed more study of Refinement 2 and Alternative B2 prior to the FEIS
- CAC also recommended a third idea
Community Engagement

• Letter to 60 property owners
• Three meetings attended by 190 people
• 125 comments by email
October options

- Alternative B2 from Steering Committee
- Refinement 2 from Steering Committee
- Smith from neighbor suggestion and CAC
- Smith Modified developed by staff
- Collins developed by staff
December options

Alternative B2

B2 – station near pedestrian bridge

B2 – station near Barbur*

Collins

Collins – station on Collins

Collins – station on Collins w/buses*

Collins – station on Barbur*

* New variations
Collins Alignment - View to E from SW Capitol Highway Viaduct

SW Capitol Highway / SW Barbur Blvd Viaduct
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to NE from Barbur Blvd towards I5/ Viaduct
What we heard

Route preference

• Support for B2
• Concerns about Collins: impacts to Woods Creek, park, businesses and homes

Crossroads area

• Concern about traffic congestion
• Desire for safe, comfortable walking and biking; easy access between MAX, bus, Park & Ride
New information

• No significant cost difference between Collins and B2
  • Support column for lower-cost I-5 bridge would trigger additional impacts
• Complexity of utility conflicts via Collins
Bonita to Bridgeport
Locally Preferred Alternative (LPA) route between Bonita and Bridgeport

- Draft Environmental Impact Statement (DEIS) identified significant **traffic issues at Upper Boones Ferry Rd** at-grade crossing

- DEIS received hundreds of comments advocating against **Village Inn** displacement at Bridgeport station
Community Engagement

• Letter to 70 property owners

• Meeting attended by 60 people
Locally Preferred Alternative (LPA) selected by Steering Committee

- Bonita Station
- Upper Boones Ferry Station
- Bridgeport Station

Locations:
- 74th Ave.
- Bonita Rd.
- Interstate 5
- Durham
- Bridgeport Village

Impact/Concern:

Elevated Structure
CONCERNS

- Long structure and property impacts, including Fought Steel
- Elevated alignment carries high cost
- Calls into question Upper Boones Ferry Station, which has very low projected ridership
2019 Design Exploration: 74th Ave Route

CONCERNS
- Property and employment impacts
- Calls into question Upper Boones Ferry Station, which has very low projected ridership

Alternatives being explored
What we heard

• Concerns from potentially impacted property owners
• Concerns about pedestrian access, safety
• Preference to avoid at-grade crossings; concerns about traffic
• Preference for consolidated station, bus hub, Park & Ride
<table>
<thead>
<tr>
<th>CAC</th>
<th>Steering Committee</th>
<th>Marquam Hill Connector</th>
<th>Bonita to Bridgeport</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 7 6 p.m.</td>
<td>Feb 11 9 a.m. 1900 Bldg</td>
<td>Feb 13 4 p.m. OHSU</td>
<td>Feb 21 6 p.m. Tigard Library</td>
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