



**MEETING AGENDA (MEETING #5)**

**DATE:** March 20, 2023  
**TIME:** 5:00 p.m. – 6:30 p.m.  
**MEETING LINK:** <https://us02web.zoom.us/j/83900666431>  
 Join via phone (audio only): 346-248-7799; Webinar ID: 839 0066 6431

**Meeting Purpose**

- Welcome new members
- Project background/context/schedule
- Right of Way (ROW) update
- **Action:** select preferred trail alignment
- Bridge and cross-section criteria
- Introduce outline for ownership, operations and maintenance framework
- Public Comment
- Share next steps

| TIME | SUBJECT  | QUESTIONS/OBJECTIVES   |
|------|--|--|
| 5:00 | Welcome and Introductions  | Welcome new members/alternates   |
| 5:05 | Project background/context/schedule                                  | Review   |
| 5:10 | Right of Way (ROW) update  | Information  |
| 5:25 | Select preferred trail alignment                                     | <b>Action:</b> consider approval of CCRT TAC recommendation of “center alignment with additional analysis for bridge/trestle at Dairy Creek” |
| 5:40 | Bridge and cross-section criteria                                    | Information/provide direction to project team for bridge and/or cross-section criteria   |
| 6:05 | Introduce outline of ownership, operations and maintenance framework | Information/discussion   |
| 6:20 | Public comment   | Up to 3 minutes allowed for public comment   |
| 6:25 | Next steps   | Overview of EOSC schedule  |
| 6:30 | Adjourn  |  |

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## Meeting Materials

- CCRT Preferred Alignment – CCRT TAC recommendation
- Bridge tradeoff summary
- CCRT EOSC Meeting #4 Summary

### EOSC Representatives

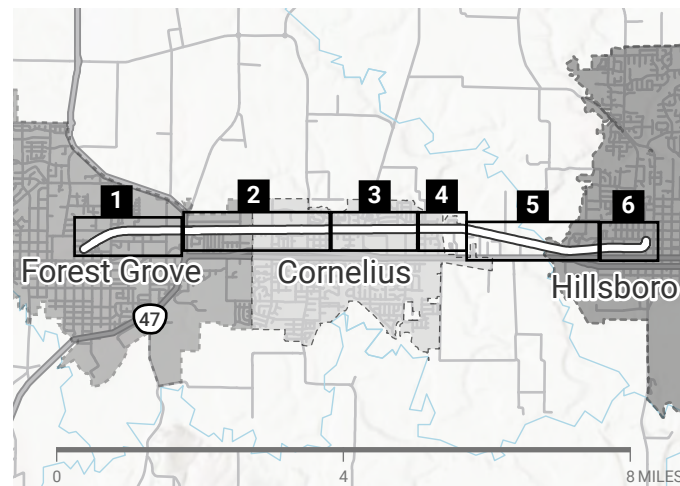
|                            | Agency/<br>Jurisdiction | Position                    | Designated Member  |
|----------------------------|-------------------------|-----------------------------|--|
| <b>Voting Members:</b>     | Forest Grove            | Mayor or Council Member     | Councilor Michael Marshall<br>Alternate – TBD                                |
|                            | Cornelius               | Mayor or Council Member     | Mayor Jef Dalin<br>Alternate – John Colgan                                   |
|                            | Hillsboro               | Mayor or Council Member     | Councilor Beach Pace<br>Alternate – Councilor Kipperlyn Sinclair             |
|                            | Washington County       | County Commissioner         | Commissioner Jerry Willey<br>Alternate – Chair Kathryn Harrington            |
| <b>Ex Officio Members:</b> | TriMet                  | General Manager or designee | Executive Director of Public Affairs JC Vannatta<br>Alternate – Tom Markgraf |
|                            | Metro                   | Metro Councilor District 4  | Councilor Juan Carlos Gonzalez<br>Alternate – Jon Blasher                    |
|                            | ODOT Region 1           | Region Manager              | Rian Windsheimer<br>Alternate - Chris Ford                                   |
|                            | State Representative    | District 29 Representative  | Representative Susan McClain   |

# COUNCIL CREEK REGIONAL TRAIL TAC RECOMMENDED PREFERRED ALIGNMENT

## TAC RECOMMENDED PREFERRED ALIGNMENT: CENTER



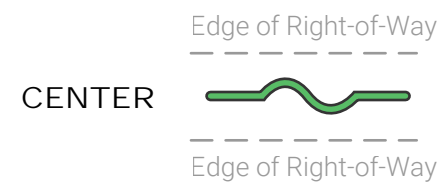
## TRAIL SEGMENT MAP



## TRAIL SEGMENT DESCRIPTIONS

- 1** Forest Grove West: Douglas St to Hwy 47
- 2** Forest Grove East / Cornelius West: Hwy 47 to N 13th Ave
- 3** Cornelius Central: N 13th Ave to N 29th Ave
- 4** Cornelius East: N 29th Ave to N 341st Ave
- 5** Washington County / Hillsboro West: N 341st Ave to SW Main St
- 6** Hillsboro: SW Main to SW Dennis Ave

## ALIGNMENT WITHIN RIGHT-OF-WAY



## LEGEND

- Council Creek Regional Trail Segments
- School
- Grocery Store
- Community Center
- MAX Station
- Park or Natural Area

# Bridge Decision Tradeoffs

| Project Goal                 | Existing Trestle  | Replacement Bridge   |
|------------------------------|---|--|
| Safety                       | <ul style="list-style-type: none"> <li>- Timber piles <b>obscure sight lines</b></li> <li>- Susceptible to <b>fire</b></li> <li>- Susceptible to <b>earthquake damage</b> (liquefaction)</li> </ul>   | <ul style="list-style-type: none"> <li>- Longer spans <b>enhance visibility</b> under and around bridge</li> <li>- <b>Resilient</b> to fire</li> <li>- <b>Resilient</b> to earthquake damage (liquefaction)</li> </ul>   |
| Maintenance                  | <ul style="list-style-type: none"> <li>- <b>Routine</b> maintenance needs include <b>re-coating timber, mitigation of decay and infestations</b></li> <li>- Seasonal maintenance required to <b>remove debris</b> from span over Dairy Creek</li> <li>- <b>Repair of creek banks</b> required after high flow events</li> </ul> | <ul style="list-style-type: none"> <li>- Materials (e.g. concrete, steel) for structure(s) that require <b>minimal maintenance</b></li> <li>- <b>Resistant</b> to decay and infestations</li> <li>- Higher clearance over Dairy Creek will <b>prevent debris accumulation</b> on structure</li> <li>- Foundations designs would <b>account for long-term creek bank erosion</b> and require minimal maintenance</li> </ul> |
| Cost                         | <ul style="list-style-type: none"> <li>- <b>\$1.7m to \$2.6m</b> construction cost</li> <li>- <b>Higher operating and maintenance</b> costs</li> </ul>  | <ul style="list-style-type: none"> <li>- <b>\$1.7m to \$3.4m</b> construction cost</li> <li>- <b>Lower operating and maintenance</b> costs</li> </ul>  |
| Service Life                 | <ul style="list-style-type: none"> <li>- <b>Uncertain</b> - dependent on maintenance and environmental factors</li> </ul>   | <ul style="list-style-type: none"> <li>- <b>75 year minimum</b></li> </ul>   |
| Future High-Capacity Transit | <ul style="list-style-type: none"> <li>- <b>Full removal</b> anticipated</li> </ul>   | <ul style="list-style-type: none"> <li>- May be able to locate to <b>avoid HCT alignment</b></li> <li>- Could <b>re-use longer spans</b> on new foundations</li> </ul>   |
| Environment                  | <ul style="list-style-type: none"> <li>- Existing conditions <b>maintained</b></li> </ul>   | <ul style="list-style-type: none"> <li>- Improved creek flow provides long-term benefit by <b>mitigating scour and erosion</b></li> </ul>  |



**COUNCIL CREEK REGIONAL TRAIL  
ELECTED OFFICIALS STEERING COMMITTEE MEETING #4  
MEETING SUMMARY  
January 23, 5:00 PM-6:30 PM  
Zoom Virtual Meeting**

**Voting Members Present**

Commissioner Jerry Willey, Washington County,  
(Committee Chair)  
Mayor Jef Dalin, City of Cornelius  
Councilor Beach Pace, City of Hillsboro

**Ex Officio Representatives**

Tom Markgraf, TriMet Alternate  
Councilor Juan Carlos Gonzalez, Metro  
Glen Bolen, ODOT Alternate substitute

Not represented:  
City of Forest Grove  
State Representative

**Attendees**

Victor (interpreter)  
Lake McTighe, Metro  
Jon Blasher, Metro  
Joe Recker, TriMet  
Gregory Skillman, TriMet  
Peter Brandom, City of Cornelius  
Luis Hernandez, City of Cornelius  
Ryan Ruggiero, Metro  
Nick Baker  
Matt Meier, Washington County

Adrian Esteban, Alta Planning + Design  
Julie Sosnovske, Washington County  
Megan McKibben, Washington County  
Stephen Roberts, Washington County  
Erin Wardell, Washington County  
Dyami Valentine, Washington County  
Emily Brown, Washington County  
Marla Vik, Washington County  
Russell Knoebel, Washington County  
Andy Morris, Washington County

**Welcome and Introductions**

Committee Chair Jerry Willey thanked everyone for taking time to join tonight. Others on the call include Ex Officio members Tom Markgraf of TriMet, Juan Carlos González and Jon Blasher of Metro, and Glen Bolen of ODOT. Thank you all for being here. Beach is having technical issues, but still trying to join.

**Project Background and Context**

Julie Sosnovske, Senior Transportation Planner provided background and context and a schedule update.

While the CCRT is centered around Hillsboro, Cornelius, and Forest, it will also go north/south eventually. It is part of a planned regional trail network connecting the Oregon Coast and the Portland metropolitan region. CCRT is being planned to serve both transportation and recreational purposes, connecting to the MAX light rail station in downtown Hillsboro and into Forest Grove near Pacific University. It runs about ¼ mile north of TV Hwy.

**Timeline and funding:**

CCRT is currently in the preliminary design phase, using a \$1.5 million Regional Flexible Fund Allocation (RFFA) grant from Metro, planning to complete this phase of the project by the end of the year, December 2023. We have also received a \$17.5 million RAISE grant from the US Dept. of Transportation. Our original plan for that grant was to start final design in 2024. Recent conversations with Federal Hwy. Administration

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Long Range Planning**

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have indicated that's not what is expected of us – they expect us to obligate for construction in September 2024, so our timeline is compressed. We have some concern about this newly shortened timeline; we need to continue making progress as quickly as we can. We are planning for project opening by 2029.

More recently, we received another \$6.3 million RFFA grant for enhanced crossings.

Questions on timeline or schedule? No questions.

We have four major phases linked to key decisions for this project. We've been working on Phases 1 and 2: We're quickly moving into the Select Preferred Alternative phase and need to make a selection at our next meeting. We'll then move into Design and Engineering and the Corridor Plan Delivery and Implementation.

Julie provided a summary of the committee's work to date for new members and alternates: We agreed on a committee charter which established membership and the committee's role. Voting members are the three cities (Forest Grove, Cornelius, Hillsboro) as well as Washington County – jurisdictions that touch the trail and are most impacted by the trail. Metro, TriMet, ODOT, and Representative Susan McLain are also included with full participation but are represented as Ex Officio within the organizational structure.

Key missions for this group:

- Select a preferred alternative (which we've been leading up to) – next meeting in February.
- Agree on a corridor implementation plan (ownership, maintenance, operations).
- Support advancement of a preferred alternative with a unified voice to the community and agencies they work with.

Work done by this committee so far:

- Project vision, goals, and design objectives.
- Reviewed corridor opportunities and current constraints. We've shared a lot of information and details about the corridor that we'll want to consider as we move into selecting a preferred alternative.
- We also approved an approach to trail alternatives development (1st tier, 2nd tier).

We have three committees for this project (SAC, TAC, EOSC).

- Stakeholder advisory committee (SAC) met on December 6 and will meet again after we choose our preferred alignment.
- Technical advisory committee (TAC) met on Jan. 11. Provide support and technical recommendations to this group. Will recommend preferred alignment on Feb. 8.
- We held an open house at the Cornelius library on Jan. 19 specifically geared toward neighbors. We sent out mailers to owners and residents adjacent to the right of way. We had a good turnout. Forty people signed in, more than that likely attended.

Metro Corridor Tiers – draft map from the High-Capacity Transit Study. Prioritized HCT corridors regionwide.

- Tier 1 corridor on TV Hwy, where we've had funding from a grant to look at adding bus rapid transit there. It's considered a Tier 1 corridor there because it's being actively developed.
- Tier 4 corridor about ¼ mile north, we have the CCRT regional corridor that we're talking about (the railroad alignment that we're proposing putting a trail on). Metro's staff indicates it's not ripe for HCT in this alignment until after this Regional Transportation Plan (RTP) period (ending in 2045).

Since TV Hwy is a high priority, HCT won't be added in the CCRT corridor until after 2045. We wanted to share this information with you because we thought it would be relevant to this study. Any questions? None.

Right of way (ROW) update:

- Owned by ODOT Rail Division.
- Portland & Western (PNWR) has a permanent easement on the corridor, but hasn't run freight there since 2015.
- Filed for Exempt Abandonment January 6, 2023, PNWR filed the paperwork with the Surface Transportation Board.
- Next steps:
  - Surface Transportation Board publishes a notice in Federal Register by Jan. 26, which is this week.
  - Abandonment can be complete 30 days later

Abandonment is complete when PNWR submits "Release of Easement" form, which can be 30 days after publication of the notice – Feb 25th or later.

- PNWR has the right and ability to salvage materials from the railroad corridor. They own the switches, steel, ties, equipment at intersections, etc.
- They've been vague about their intentions, so we don't know what they plan to take or when they plan to submit that release of easement form.

It's possible that they just want out. The railway has been poorly maintained, work would be required of them if they choose to retrieve and salvage materials, so they may not opt for this, but we don't know. We'll have to wait and see.

County staff is currently in discussion with partners re: ROW ownership.

- County leadership has not indicated a desire to own the ROW corridor.
- TriMet has indicated that they would like to own the ROW corridor.

We're in discussions with other partners, too – cities – to determine who will own the corridor and what such an arrangement would look like.

Tom Markgraf – I think you all know - TriMet's interested. We want to be a good partner on this. We'll have to allow time to take to our Board. We also know that you would like us to cosign a letter to send to ODOT indicating that we're ready to go.

Julie - County and TriMet will need to submit a joint letter to ODOT Rail Department of Administrative Services (DAS) expressing interest in the corridor. Submitting that letter buys us some time - they won't surplus and dispose of the corridor without more interaction with us. That's something that needs to happen relatively quickly. We've had some conversations about possibly creating a memorandum of understanding (MOU) with that – if TriMet takes the corridor, the cities and the county have possibly different, conflicting interests in the corridor so we want to make sure that we're all on the same page.

Tom – letter off in next couple of weeks? Julie - yes, I think so.

Tom – That makes sense to me. Is there a cost involved? How much money is required? Is there an analysis/assessment required? Isn't there a state statute that says if there's a transfer of property of costing more than \$100,000 there has to be an assessment?

Julie – yes, I will tell you what I know based on what TriMet staff told us (because TriMet has a lot more experience with this type of corridor than we do). There will be an assessment, but it's also weighed by encumbrances. PGE easements, and other things that balance against the assessment. It's likely that clean-up will be required due to railroad ties likely contaminated with creosote. There will be conversations about who's responsible for what. There may be money required; there may not be. ODOT got ROW as payment for back taxes that BNSF hadn't paid. ODOT got the right of way in trade, so they didn't pay and there are a lot of questions about this. We are investigating and trying to learn.

Tom - I think ODOT can't let the railroad take the ballasts and such out until the railroad has a quit claim or quit deed. I think that's a logistical thing that the railroad has to figure out so I'm not worried about that, but it's a logistical thing that the railroad has to figure out.

Julie - as I understood it, because railroad is responsible for maintenance of the ROW, they need to let ODOT know when they're done and out.

Mayor Dalin- you were mentioning the railroad's opportunity to remove items from the right-of-way. How does that fall with the improved crossings (thinking of Hwy. 47 where county, city of Forest Grove, and ODOT have recently enhanced the crossing)? The new equipment there – that's not railroad property, is it?

Julie – I think it actually is, but as I understood, the railroad may not want to retrieve those materials because they would need to repair the intersection back to useable form. What we expect the railroad to take are switches, things that are easy to take. [The crossing equipment and rails under the intersection] would not be easy to take.

Mayor Dalin – it's interesting because Forest Grove or ODOT has already paved over the rails in the intersection...We may not need to worry about the creosote, because this railroad has been so poorly maintained, there isn't much creosote left on the ties

Julie – I hope you're right. I saw an estimate for the Salmonberry trail that removal of ties might be \$15 each and they would have to be taken out to the Dalles or Arlington to dispose of them.

Mayor Dalin – I would say that the Salmonberry is in better shape than this based on my hikes on the Salmonberry.

Councilor Gonzalez – I'm thrilled that the abandonment is moving forward. I know that folks have worked very hard– our DC delegation – to try and get this expedited. We know that railroads are on their own timelines. The fact that we are at this stage is great! Grateful for congressional delegation. Last mtg: made comments about supporting the alignment that is most cost effective and the one that could make the best trail design. I'm really excited about TriMet expressing support and the fact that the county and partners are working toward the terms of that partnership. Specifically, that there is a future for HCT. Anyone in this part of the region - we get questions – when is Max coming to Forest Grove and Cornelius? I think it is important for us to be able to act swiftly; to be able to preserve that future opportunity. I, and Metro staff especially, really want to make sure that banking that investment into the future does not pre-empt us



from the making of an amazing trail given our goals, especially with the resources that we've been able to secure. There's strong alignment at Metro with this project. I am in full support of our direction, and I am really happy that I get to call in to chat about this. Thank you.

Tom – I want to thank the councilor for his last comments. That's absolutely right. When a corridor becomes available, it's really important to grab it quick and hold it for the future, and make sure that any improvements you make don't jeopardize the ability to turn it into a transit corridor later on. We've seen that elsewhere in the United States – corridors become available, and then they disappear and there are huge losses because it's so hard to get a corridor. He is right. Get it and bank it. In 25 years, when the region is doubled in size, we may need another light rail line going to Forest Grove. Make sure corridor is preserved so that it can't be misinterpreted over time. You don't want to put structures in it. You don't want it to be looked at as a park because under today's regulations, that would just kill us. Regulations will change over time, but my team has been saying to me – that we're going to need to make sure it can't be looked at as a park, that in the IGA we're going to put in language that says this is a transit corridor, that in the future we're going to turn it into – whatever it's going to be, BRT or light rail – I don't know what it's going to be – but we need to make sure that language protects it.

Julie – yes, it is identified as HCT corridor on Regional Transportation Plan, which is one thing that protects it as a transportation corridor. We are very mindful of those issues.

Julie - We've all been waiting a long time for this. It's exciting that the railroad is moving forward. I'm going to pass it on Adrian, our consultant. He will talk with us about alignment alternatives.

Adrian – As a refresh, I'll describe the work we've accomplished to date before looking at the analysis that my team has done. We've looked at the entire corridor, identifying constraints (powerline easement, existing trees, encroachments, existing culverts, sensitive lands – wetlands, bodies of water that we cross...). We looked at was how to determine the best alignment? We looked at two tiers. The first tier: we prioritized trail implementation. What is best for this trail? We broke the corridor into six segments that were similar in nature in terms of the constraints that we're dealing with. The second tier: what are opportunities to optimize the trail looking at the future of high capacity transit. That gave us lenses. NEXT STEPS: we shared with you three alignments (north/center/south). We looked at the constraints segment by segment to assess and rank each alignment alternative so we could weigh each option compared to others. For example, we looked at structures – structures [in the right-of-way] have more weight than having to remove a tree.

What we learned after taking a look at cost, useability, trail user safety and comfort, environmental impacts, schedule implications, right-of-way implications, and utility implications: the center alignment, where the railroad currently exists, has least amount of impacts. There are no power lines, no trees to remove. Slide graphic shows scored alignments for each segment. We did a lot of data analysis around it.

Here, I'll really focus on a summary:

Segment 1. Council Creek is the major constraint, from the south side and goes over to the north side. Any change in alignment would affect the creek itself. That's obviously a high impact cost for permitting, environmental impacts, potential need for structures if we select north or south alignment. As you can see, the center has a score of zero as there's really no impact to stay on the current alignment of the railroad but there are big impacts if we move north or south.

Segment 2. Impacts are there, but they're not a major as we saw in Segment 1. We do have culverts and power poles that would need to be moved (and possibly culverts extended) if we have to shift to the north. There are some encroachments (buildings in the right-of-way that would need to move out of the right-of-way) to the south. Those are more political, and there would be a need to deal with the public for those. There are also some culverts that would need to be extended, but it's more of a public relations issue than a cost issue for those – but it is something that we would have to manage.

Segment 3. Again, smaller issues that we would need to deal with. Obviously, the center alignment is still the preferred alignment there. On the north, we've got power poles and culvert extensions whereas the south has trees in the right-of-way, some encroachments. Again, more public relations. What we've heard from the public is they don't want us to remove trees if there's going to be a trail there.

Segment 4. Jobe's Ditch area. There are constraints to the north – new structures would be required to deal with the ditch. Moving off the center would increase cost to the environment and have cost and schedule impacts due to the need for structures.

Segment 5. This is one that is not as clear. The center alignment is still lowest, but there are implications depending on our choice. This is the location of Dairy Creek, so obviously that is a major constraint here. Even with the center alignment, we will need to be either repair or replacement of the structure within this segment. Our team will look at what is the impact to cost if we rehab the existing structure vs. constructing a new one in the same alignment? Is it better to move to one side or the other of the corridor? Even though the center alignment is already there, the existing infrastructure is not to the level it needs to be.

Segment 6. We see fewer impacts to the north or south. We have some power pole conflicts, parallel access roads that would need to be potentially dealt with. In the south, again we have some encroachment issues and tree removal. Scores are not very high when you look at north or south.

This is an overall look at the corridor. Before we move on, are there any questions about the summary of our assessment of the alignments?

Councilor Gonzalez- leaning into most cost-effective option for trail alignment, important to communicate (to property owners) as much as possible. Wherever there's an ownership or property line issue, it's important to share that even if we don't make changes now – looking forward 10, 15, 20, 25 years – [we need to talk about] whatever kind of conflict that might cause in the future. That's incredibly important. For the county, TriMet, whoever is doing work on the right-of-way right now, it seems like a good opportunity to communicate especially seeing how the green lines here seem to show that it makes the most sense to keep to the center. That's a friendly recommendation: keep to center, but work to plan for future use of north/south alignments.

Mayor Dalin – concern from a community member about a note from a jurisdiction indicating that they may want to seek legal counsel as they have encroachments into the right of way.

Julie - I'm not aware of anything like that. What they may be referring to: we did have a neighborhood meeting last Thursday night, and we did have roll plots that did show where the right-of-way is on aerial photos. Attendees were finding their properties and some identified their own encroachments, but there was no notification that anyone needed legal representation.

Mayor Dalin – I will follow up with the property owner, ask if I can get a copy of the letter.

Julie - One thing that we have heard: an attorney has sent out letters to neighbors, telling them that they may have reversionary rights and telling them that the right-of-way is theirs. We don't believe that's true; we believe that ODOT owns the right-of-way, but there are people receiving advice from an attorney and being signed on to a lawsuit. Perhaps this is what the individual was referring to.

Adrian - trail alignment evaluation summary. The center alignment appears to be optimal for best meeting Tier 1 criteria. We recognize that in Segments 2, 3, and 6 – they had fewer/less severe impacts as other segments. We recognize those as opportunities to consider Tier 2 criteria in areas where there isn't as much difference between alternatives. It's possible that we'll have a hybrid alignment with most sections centered but moving north or south in some areas. Another thing is the cost of removing of existing rails and dealing with environmental hazards is a risk we can't quantify at this time. We don't know yet what the railroad will take or leave behind, or the environmental impacts so we're really assuming a center alignment will be best.

Julie - now is an opportunity for discussion. We included more detail in your packet. Adrian and his team did an extensive evaluation. As you can see, this was really a summary of the results. If you have comments, please share. We will be refining the analysis if there are adjustments that need to be made and asking the TAC to recommend a preferred alternative prior to our next meeting.

Chair Willey – I think it's interesting that we're talking about ROW and the next steps. I'm looking forward to doing that. I'd like to hear from people on this call to hear opinions about what is the best option overall. It's intriguing – people who have infringed on row – if we go with center alignment and they haven't infringed on the middle, would we require them to move their encroachments?

Mayor Dalin – I'd like to understand more – we were allowing 140 – 220 thousand pound cars/rail equipment to cross the bridge up until a couple years ago, but now we're concerned about safety for people to walk on it.

Adrian - concerns are not about the structure now, but about how long it will last. If we upgrade to current standards, what will that mean? It hasn't been used for about 8 years, but it was built 50 years ago(?). It's something we'll have to look at from a safety standpoint – what is the lifespan of that structure?

Mayor Dalin – yes, important. Goes into today/tomorrow/future cost – the feasibility of getting the trail done in the near term, and if we did that, what will our future bill be. Nothing will be cheaper in the future. That is absolutely something that we need to understand going forward. That is not Cornelius today, but that is part of Cornelius in the future.

Adrian – just to let you know, part of the assessment to be done in the future is presenting cost information and tradeoffs - looking at the cost of using what's there vs. building new; using the same location vs. moving to a new location. That's all part of the work.

Chair Willey – returning to conversation about rail removal. I sit on Salmonberry trail committee as well... we are talking about the connection we are going to be pulling up the steel and rails – it wasn't going to be cost prohibitive. It looked like the salvage would be close to net sum zero...

Julie – we just don't know what they're going to leave. County capital projects staff said on Banks Vernonia trail, it was close to a break-even situation or it didn't cost us too much due to salvage value. It's hard to tell.

Chair Willey – back a slide, looking at recommended preferred option for segments 2,3, and 6: we'd be potentially talking about 2 variables there, am I understanding that correctly? We wouldn't necessarily be picking up the rails and going right down the rail line?

Adrian – We had two tiers, one what's best for the trail. Two, could we have a bigger corridor for future HCT? In segments 2,3, and 6, there are limited impacts to the north and south. Are there opportunities in different segments to choose different alignments that are palatable, that won't cause a major increase to cost? I want to make sure that we go back and look at tier 2 and high-capacity transit in the future, and identify opportunities there. The analysis says that the center is the best option if we want to minimize impacts now. If we're able to deal with impacts now in segments 2,3, and 6, those would be opportunities.

Chair Willey – if HCT consideration isn't available until 2045 – 22 years from now – let's move ahead with our cost alternative that allows us to develop the trail as quick and most efficiently as possible (and financially efficiently) as possible. I'd like us to move ahead on the consideration. I'd like us to move ahead with the option that gets us there as efficiently as possible.

Tom – I appreciate those comments. It sounds like the alignment will be in the center, but as I said earlier, my concern is language in the IGA that makes it clear that this is a HCT corridor, that it does not become a park. We have some time to figure out the IGA so that we can avoid that pitfall, but it's absolutely critical that the language is clear.

Glen – I concur, from a transportation standpoint. This, in the near-term and long-term, is an important transportation investment. You can mess up a transportation investment when you get the wrong funds involved.

Councilor Gonzalez – Not ready to make a decision yet. Opportunity cost of green and yellow – leaning toward green alignment, but it depends – how much more would it cost to do just a little bit more on an alternative alignment to make a payment toward the future; what it could look like to preserve that flexibility for the future?

Julie – we won't have cost info. We're trying to quantify the impacts and translate everything into impacts by points (impact score) because we won't know the costs. Some of the costs won't be financially quantifiable. What more information do you want from us in order to be able to make a decision at our next meeting? Another thing we don't know is what the right transit alignment will be. If we put the trail alignment on the north or south, is that even going to help us?

Councilor Gonzalez - Thank you. I would like to be able to talk with staff at Metro. Not ready to make a decision without talking to folks who know the details a little better. We're comfortable and confident with the current direction. Still, it's that future unknown: question – how willing are we to invest in that future flexibility? If we're not going to have that information now, we'll just have to make the decision based on what we know. I'll do whatever I can, or whatever Metro can, to get us there, but like many of us I would like to have ALL the information but that's probably not going to be possible.

Mayor Dalin - when I look through the segments and the work that we do to make a trail, I think our largest opportunity really exists in segment 5. If we end up doing a replacement of the trestle, then it's a question of how do we best align the trestle to best function in the future for HCT or to be expanded to support those dual purposes. I think it's less of a question unless you're looking at grading/culverts along the way, I don't think we can build anything horrible that's hard to undo except the trestle.

Adrian - looking 20-25 years down the road, asphalt will be degraded and at that point a lot of the trail will be in need of renovation. There will have to be an investment made in 25 years. At that point, realigning it in segments once we know better about what HCT will do, that's going to be an option. The trestle is the most high-cost item on this trail. As we're looking at what we want to do for the future, even though there is more impact to the north or south if you look at the numbers, does it make sense to make the investment at this point to move the alignment out of the way so that when HCT is added in 25 years, the trail alignment can remain in its location without having to remove something that was either rehabilitated or newly installed for this trail? The trestle really does provide an opportunity to decide which side of the corridor might be best suited to HCT, and push the trestle to one side or another to allow future transit.

Julie – conversations about this with TriMet will be ongoing. We would want to work with TriMet on that to make sure that if we move it, wherever we move it doesn't make it more difficult for them to later come in. Maybe we use the current trestle, and make sure that we're not making it hard to later go in and add transit...

Mayor Dalin– following up – yes! Tom's comment – make sure that we don't write something into the IGA that ends up handcuffing us in the future. We'd like to have the option in 10-20 years to revisit HCT.

Chair Willey –when we start talking HCT, whether bus or extension of light rail, we're going to be using the entire 60 ft. space. there will be a lot of improvements and construction that's going to be required over the entire 6 mile path there for the full 60 ft row. I'm advocating for least cost, most efficient alternative – let's stay in the middle of the lane here and not try to anticipate what HCT or light rail looks like 20 years from now. Get this in place and enjoy this for 20 years before we get too mixed up in the complexities of what might be 20 years from now.

Mayor Dalin –Don't build something that's going to be an artifact that we're going to regret in 25 yrs. That really comes down to Segment 5. As long as we preserve our rights for the 60 ft right-of-way for the future, we have options. We're on Tier 1 with BRT, and we're on Tier 4 for HCT with this one. In the last years, the BRT has really become a (flexible, easy, accessible) higher priority option. Let's not close off future opportunities, but let's keep in mind that 20 years from now people might work from home and wonder why we built all this HCT...

Councilor Pace –Thank you so much for all of the set-up and the notes. If you're asking for opinion, I'm leaning toward the center. Let's not hamstring another organization in the future. I appreciate the prep and the conversation that I've heard so far.

Chair Willey – thanks for joining from DC. Please reach out to Julie if you have any questions. Do we now take this to public comment?

No hands raised.

Julie – Next steps:

- TAC is coming up, they will be recommending a preferred alignment to this committee.
- Next committee meeting on calendar mid-February, when we'll be selecting a preferred alignment.
- April - online open house, an in-person open house, and a survey
  - What kind of amenities do you want to see?
  - Where do you want access to the trail?
  - What kinds of things will make it safe?
- Future meetings:
  - 1-2 month break after choosing a preferred alignment
  - corridor delivery and implementation plan, right-of-way ownership and maintenance
    - who's going to be taking care of it?
    - How are we going to maintain and operate the trail?

Chair Willey - question about whether or not folks up and down the rail line have infringed on the right-of-way. If there's a legal process, what does that look like? Will that push us back on our timeline?

Julie – may depend on chosen alignment. If we select something other than the center alignment, this problem will become more immediate but if we choose the center alignment, that's up to whoever owns it and the IGA.

Tom – TriMet would need to decide whether to address, and we've done that before.

Glen – some jurisdictions and/or developers put in a nice fence or rock wall as part of the project. Sometimes it's easier to just build them a new driveway as part of the project.

Councilor Pace – is there any compensation provided? To help people who have to move a shed?

Julie – we haven't talked about this, and it may not be necessary. If light rail came in, we would likely need every inch of the right-of-way and this would become an immediate issue. Now, if we're going down the center, it might not be an issue.

Julie – at last week's open house, people realized that their fences may be in right of way. A number of people were kind of surprised to learn that where their fence was wasn't actually where their property line was. We didn't go farther than just letting them know.

Julie – staff will be calling around to set up a February date. Hoping to have everyone present. We will present the TAC's recommendation and hopefully then be able to make this decision and go from there.

Chair Willey – I would encourage you all – if you have any questions – please reach out to Julie. Any other comments? No hands. That's it! Thank you, everyone.