



# City of Tualatin

[www.ci.tualatin.or.us](http://www.ci.tualatin.or.us)

UNOFFICIAL

## TUALATIN PLANNING ADVISORY COMMITTEE - A PORTION OF THE MINUTES OF THE JUNE 10, 2010 MEETING

---

The rest of the meeting minutes can be obtained from the Planning Division

---

### 6.1 High Speed Rail Update

Mr. McKillip gave a presentation on the High Speed Rail Update (Attachment A). New handouts were provided. Mr. McKillip mentioned the schedule of open houses and made special note of one coming up on June 16<sup>th</sup> from 4:30-6:30 pm at the Tualatin Police Department.

The alternative routes (2A and 2B) were discussed. Mr. Herriges asked why Tualatin isn't interested in the viaduct (Alternative 2A). Mr. McKillip stated that the viaduct would come over Tualatin-Sherwood Road and it would be way up in the air. The objections have to do with aesthetic impacts, potential noise impacts, and impacts on more trestles going through the park. 2A has to have a viaduct because the east tracks are 25-30 feet above elevation. 2B would have three at grade crossings, which will impact traffic on Tualatin-Sherwood Road. The WES station would have to change, but no one has the answer to that right now. Mr. Herriges said that 2A would eliminate three at grade crossings in town center area and that should be looked at.

Mr. DeHaan asked if there has been discussion of having a station in Tualatin. There are plusses and minuses to having one in Tualatin. Mr. McKillip is hoping to find out through some of these discussions what people think are some of the plusses and minuses to having the station in Tualatin.

The presentation concluded and Mr. Riley asked if anyone had questions. Ms. Newcomb is concerned with the information coming from ODOT. She also stated that Oregon City is eager to have the high speed rail and the Oregon Electric lines are 60 feet and able to take two trains.

Mr. Riley asked if there have been any studies of what the ridership would be. Mr. McKillip stated that he is not aware of any new studies trying to project ridership. A question was asked if it would ever be self-supportive. Mr. McKillip doesn't see ridership ever paying for operation. Mr. Titus stated that ODOT pays \$500 million per year for Amtrak to go to Eugene. Mr. McKillip stated that the existing trains belong to the State of Washington and will be going back. So ODOT will have to purchase two more trains at around \$25 million each.

Ms. Newcomb commented that ODOT sent her information about ridership and trips on the high speed rail that states in 2025 there will be about 112 million in the US and the

increase is based on the reduction of people using airplanes. An estimate for the Pacific Northwest Corridor was 3.2 million in 20 years. It's a conservative figure because it doesn't include growth of intercity travel or increase in fuel price, both of which would increase ridership. Mr. Cox from ODOT also gave her information about the concern they have on parks, even though the train is not on park land.

Mr. DeHaan asked if there is a mechanism in place that cities would make a decision on whether they wanted the high speed rail. Mr. McKillip explained that there is a process that includes scoping, identifying alternatives, and impacts of alternatives. If you decide as a city that you want the high speed rail then you would participate in process. If you don't want it, you would still participate in the process and be critical about why it's a problem and benefits Oregon City.

Mr. Riley asked that since we don't have a station here in Tualatin why we would even want it. DeHaan likes the idea of high speed rail in Tualatin. If the station was in Wilsonville it would be easier to commute to than Oregon City. Mr. Riley stated that if the station was in Wilsonville and the tracks were down through Oregon City that would be a preferable solution for him. Councilor Barhyte stated that from the Council's perspective that the Council will probably advocate for the alignment in Oregon City. Mr. Riley is in favor of the idea of the high speed rail not going through Tualatin. Mr. DeHaan asked if that was a reaction to it on its merits or a reaction based on what recently happened with the bridge over the park. Councilor Barhyte responded that it might not benefit Tualatin as a whole and Council will seek the opinions of the people.

Mr. DeHaan asked how could Tualatin support mass transit and be against the high speed rail project. Councilor Barhyte argued that in the business community their needs are different than this. He has talked to businesses, such as Milgard Window that thinks if Tualatin is going to spend money they should spend it on getting people from Hedges Greene out to the industrial areas where they are employed. Don't spend billions of dollars to get people to Eugene. Mr. Olson added that the entire project is going to cost money and will partly fall on the tax payers, he would think twice before supporting a costly project. Mr. Aplin asked if Tualatin doesn't support high speed rail through Tualatin, then how would Tualatin support traffic to those who don't want to go to Oregon City to catch the train and how is the WES connected to help guide people to these other cities. Mr. Herriges commented that the Tualatin orientation is cheaper and faster than the Oregon City orientation based on a preliminary analysis that he read from ODOT's website. Mr. McKillip agreed that information is correct, but you would have to build a station in Tualatin, Oregon City already has a station, but it would still make Tualatin's orientation cheaper.

Mr. Riley asked if TPAC needed to take a position on this issue. Mr. Rux stated that staff is looking for some feedback to take to Council. Mr. McKillip will provide the minutes from tonight's discussion to the Council.

Mr. DeHaan feels that we want to fight traffic with mass transit and move people efficiently, but to say here in Tualatin is very challenging to do. He would really like to have a light rail down Highway 99W to cut down on traffic, but to say don't put a fast train through Tualatin is a tough hair to split.

Councilor Barhyte's position is not for high speed rail, he feels that Tualatin could support mass transit for the workers in the Metro area. The goal for high speed rail is to move people around the Northwest. The goal for mass transit is to move people around the metro region. He doesn't consider them splitting hairs he looks at them totally different. He has trouble going to constituents in the city and saying that Tualatin will back this in the community, impact our community with this concept and not give you the transit that you want.

Mr. Titus suggested that another option is to support it, but ask them to now build us the I-5 to 99W Connector Southern Bypass. Mr. McKillip agreed that there is an opportunity to ask for that if they want Tualatin to support it.

Ms. Newcomb would rather go to Oregon City to catch the train because they have spent some money on parking improvements. She likes the idea of the station in Oregon City.

Mr. Herriges added it would be helpful to address the impacts of the Tualatin orientation on surface traffic right now if there was a viaduct, and would it make travel on Tualatin-Sherwood Road and Tualatin Road easier. 2A alternative might have a positive impact on traffic in downtown Tualatin.