

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 16-4713
PROPOSED RANGE OF SW CORRIDOR HIGH)
CAPACITY TRANSIT ALTERNATIVES FOR) Introduced by Councilor Craig Dirksen and
ENVIRONMENTAL REVIEW AND THE) Councilor Bob Stacey
UPDATED PROJECT PURPOSE AND NEED
STATEMENT

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region’s top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Southwest Corridor Plan;

WHEREAS, the Southwest Corridor Plan process is intended to lead to the adoption of a locally preferred alternative under the National Environmental Policy Act of 1969 (NEPA) for a high capacity transit investment in the Southwest Corridor, and consideration of the Southwest Corridor Plan as an amendment to Metro’s Regional Transportation Plan;

WHEREAS, in fall 2013, each of the Southwest Corridor Plan project partner jurisdictions and agencies expressed formal support for the *Southwest Corridor Shared Investment Strategy*, which identifies local transportation and “green” projects already advanced in project partners’ plans that support the Southwest Corridor Land Use Vision, and the Metro Council endorsed the *Southwest Corridor Shared Investment Strategy* (Metro Council Resolution No. 13-4468A), directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor;

WHEREAS, in June 2014, the Steering Committee unanimously adopted for further study the *Southwest Corridor Transit Design Options*, a package of the most promising high capacity transit design alignment options and associated roadway, bicycle and pedestrian projects and potential station areas that support the Southwest Corridor Land Use Vision;

WHEREAS in June 2014, the Metro Council adopted the *Southwest Corridor Transit Design Options*, directed staff to complete a focused refinement period of the *Southwest Corridor Transit Design Options*, and, pending Steering Committee direction on the results of the focused refinement analysis and timing of the draft Environmental Impact Statement (DEIS), directed staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public.

WHEREAS, the Southwest Corridor project partners have committed to collaboratively fund the further study of the options set forth in *Southwest Corridor Transit Design Options* under NEPA, as demonstrated in the actions of their governing bodies;

WHEREAS, in December 2014, the Steering Committee directed staff to implement an 18-month workplan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-

based approach to narrow alignment options and select a preferred transit mode and terminus;

WHEREAS, on June 13, 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle and pedestrian projects to be considered under NEPA;

WHEREAS, on June 13, 2016, the Steering Committee adopted an updated project "Purpose & Need" statement, reflecting refinements made to the high capacity transit project since the Steering Committee adopted the original Purpose & Need January 2014;

WHEREAS, in August and September 2016, staff will hold a public scoping process for the forthcoming federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review* and on the revised Purpose & Need, prior to commencing work on the DEIS;

WHEREAS, the Metro Council has considered the support of local and agency partners in the corridor for the *Proposed Range of Alternatives for Environmental Review*, and the public comments and public testimony it has received regarding the Southwest Corridor Plan;

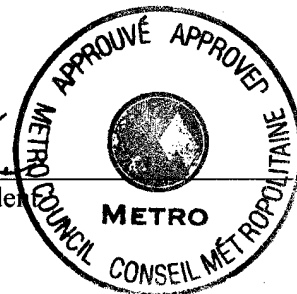
WHEREAS, the Metro Council is supportive of inclusive engagement in its planning process and equitable development as an outcome of high capacity transit investments;

WHEREAS, the Metro Council's endorsement of the *Proposed Range of Alternatives for Environmental Review* is not intended to be a binding land use decision, but rather is intended to express support for the continued study of alternatives in the corridor which could result in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation; now therefore

BE IT RESOLVED that, the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor endorses the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review*, attached as Exhibit A, and the updated project Purpose & Need statement, attached as Exhibit B.

ADOPTED by the Metro Council this 28 day of JULY, 2016.

Tom Hughes
Tom Hughes, Council President



Approved as to Form:

Alison R. Kean

Alison R. Kean, Metro Attorney

Draft Proposed Range of Alternatives for Environmental Review

Southwest Corridor High Capacity Transit Package

Released May 13, 2016

Updated June 6, 2016 – see Errata, p. 12



CONNECT

www.swcorridorplan.org

swcorridorplan@oregonmetro.gov

[@SWCorridor](https://twitter.com/SWCorridor)

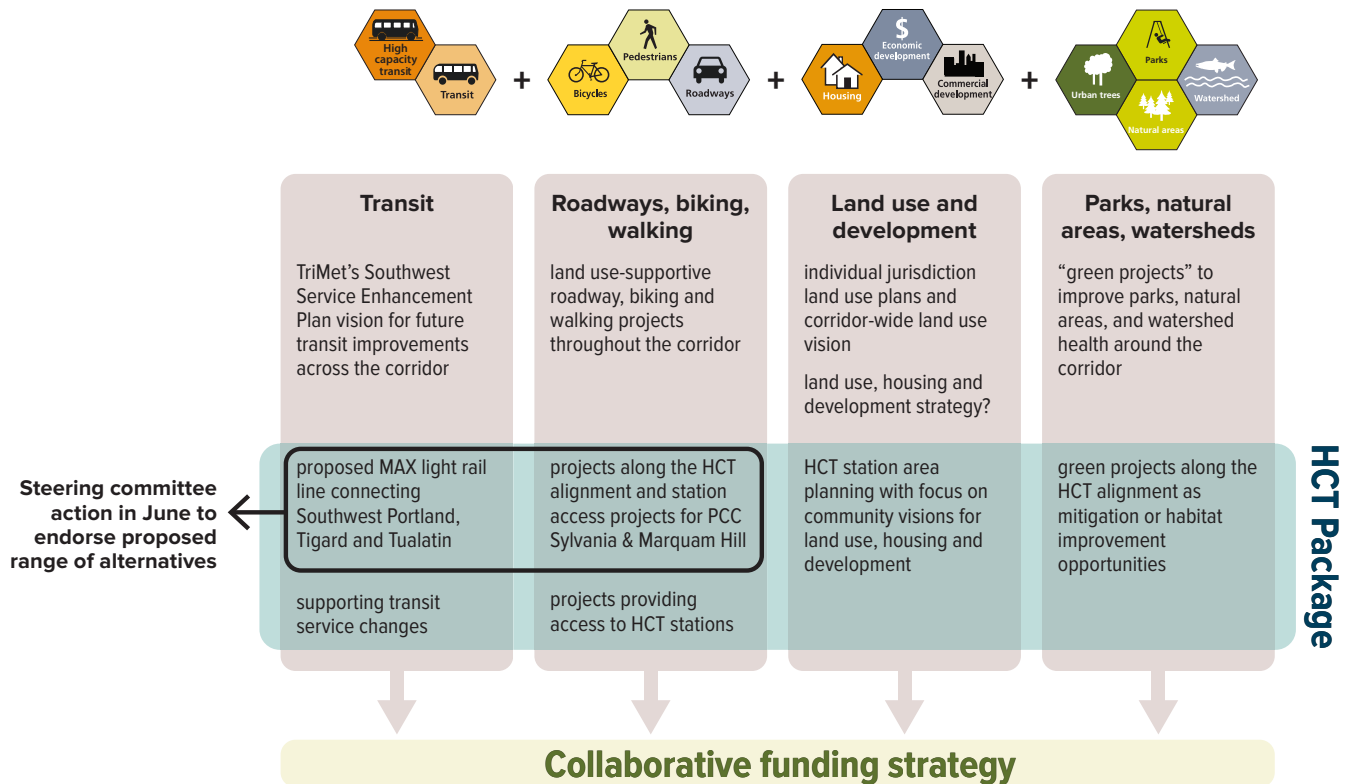
503-797-1756

Overview

The Southwest Corridor Plan is a broad array of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and improve quality of life in the area stretching from Southwest Portland to Sherwood and Beaverton to Tualatin. The Plan defines investments to help realize the local land use visions adopted by each community in the area. Community members, business leaders, transit providers, the state and local governments are working together now to plan for these transportation and community development improvements in this corridor. In 2013, the Southwest Corridor Steering Committee adopted a comprehensive Shared Investment Strategy (SIS) that established a vision of investments in parks, trails, sidewalks, bikeways, transit and roadways to support community goals.

A new high capacity transit (HCT) line is a critical component of the broader Shared Investment Strategy. The HCT line acts as the spine of the improvements envisioned for the corridor and its design inherently includes roadway connectivity improvements, stormwater and streetscape improvements, and bikeways, sidewalks, and safe crossings along and to the HCT line. The HCT Package includes both the HCT line itself and these associated roadway, bike, pedestrian and “green” projects. Shared Investment Strategy projects not included in the HCT Package remain part of the overall Southwest Corridor Plan, but require a separate collaborative funding strategy.

SOUTHWEST CORRIDOR SHARED INVESTMENT STRATEGY



Environmental review phase

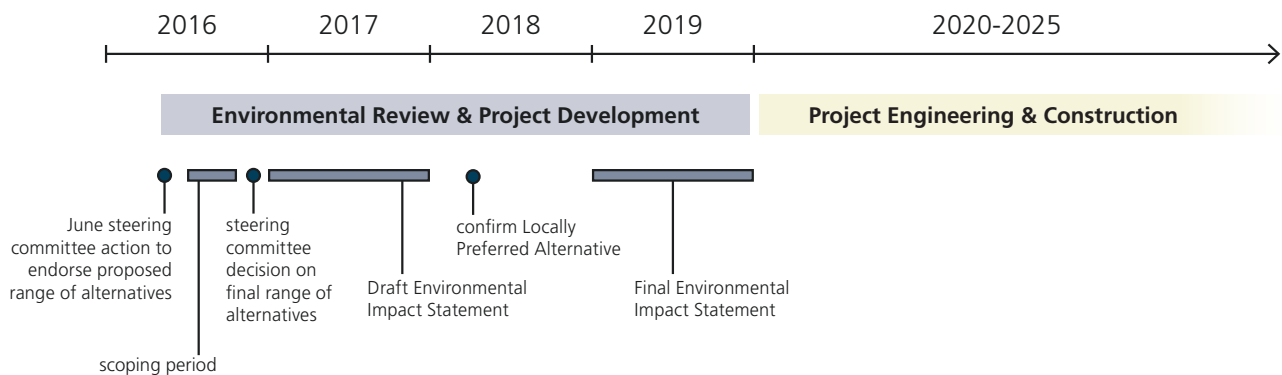
Based on technical analysis and public engagement, the steering committee identified light rail transit (LRT) as the preferred HCT mode for the Southwest Corridor in May 2016. The next phase of the planning process for a Southwest Corridor LRT line is a detailed review of anticipated environmental impacts and mitigation strategies under the National Environmental Policy Act (NEPA). An in-depth Environmental Impact Statement (EIS) will analyze the potential impacts of a range of reasonable alternatives and identify any necessary mitigation strategies. The EIS will analyze both the LRT line and the other projects contained in the HCT Package.

The first step of the environmental review phase is the scoping period, during which the public and federal agencies have the opportunity to comment on both the range of alternatives and the potential impacts to consider.

After scoping period, a final range of alternatives to study is identified, including consideration of any new alternatives suggested during scoping. A Draft Environmental Impact Statement (DEIS) is then completed to assess the impacts of these alternatives and help inform the selection of a Locally Preferred Alternative (LPA). The DEIS is circulated for public and agency comment.

After the DEIS and the LPA selection, a Final Environmental Impact Statement (FEIS) is completed. The FEIS includes responses to all comments on the DEIS and commitments to mitigate adverse impacts of the project.

This graphic illustrates the environmental review phase for the Southwest Corridor LRT line:



Purpose and use of this document

This document defines the initial set of investments proposed for environmental review, including the high capacity transit mode, alignments and terminus, as well as associated roadway, bicycle, and pedestrian projects along the HCT alignment or providing critical access to PCC Sylvania and Marquam Hill. The Southwest Corridor Steering Committee is scheduled to consider endorsing this proposed range of alternatives at their June 2016 meeting.

During the scoping period, currently scheduled for August and September 2016, additional station access projects will be analyzed and considered for inclusion in the DEIS. In late 2016, the steering committee will consider this analysis and the comments received during the scoping period to decide on the final range of alternatives to study in the DEIS.

Proposed range of alternatives

Light rail alignment options and preliminary station locations

The proposed high capacity transit investment for the Southwest Corridor is a new 11- to 12-mile MAX line connecting Portland, Tigard and Tualatin with fast, reliable transit service. The line would include stations serving many destinations, including South Portland, Marquam Hill, Burlingame, the Barbur Transit Center, PCC Sylvania, Tigard Triangle, downtown Tigard and Bridgeport Village. These preliminary station areas and the remaining alignment options are described below, from north to south by general geographic area.

The alignments proposed in this document reflect changes proposed in a staff recommendation released in May 2016. Staff recommends replacing the 68th/70th Avenue couplet with a 70th two-way option in the Tigard Triangle and replacing the branch service option that splits at Hunziker Street with a branch option that splits in the Triangle. At their June 2016 meeting, the steering committee will act on this recommendation prior to considering the proposed range of alternatives.

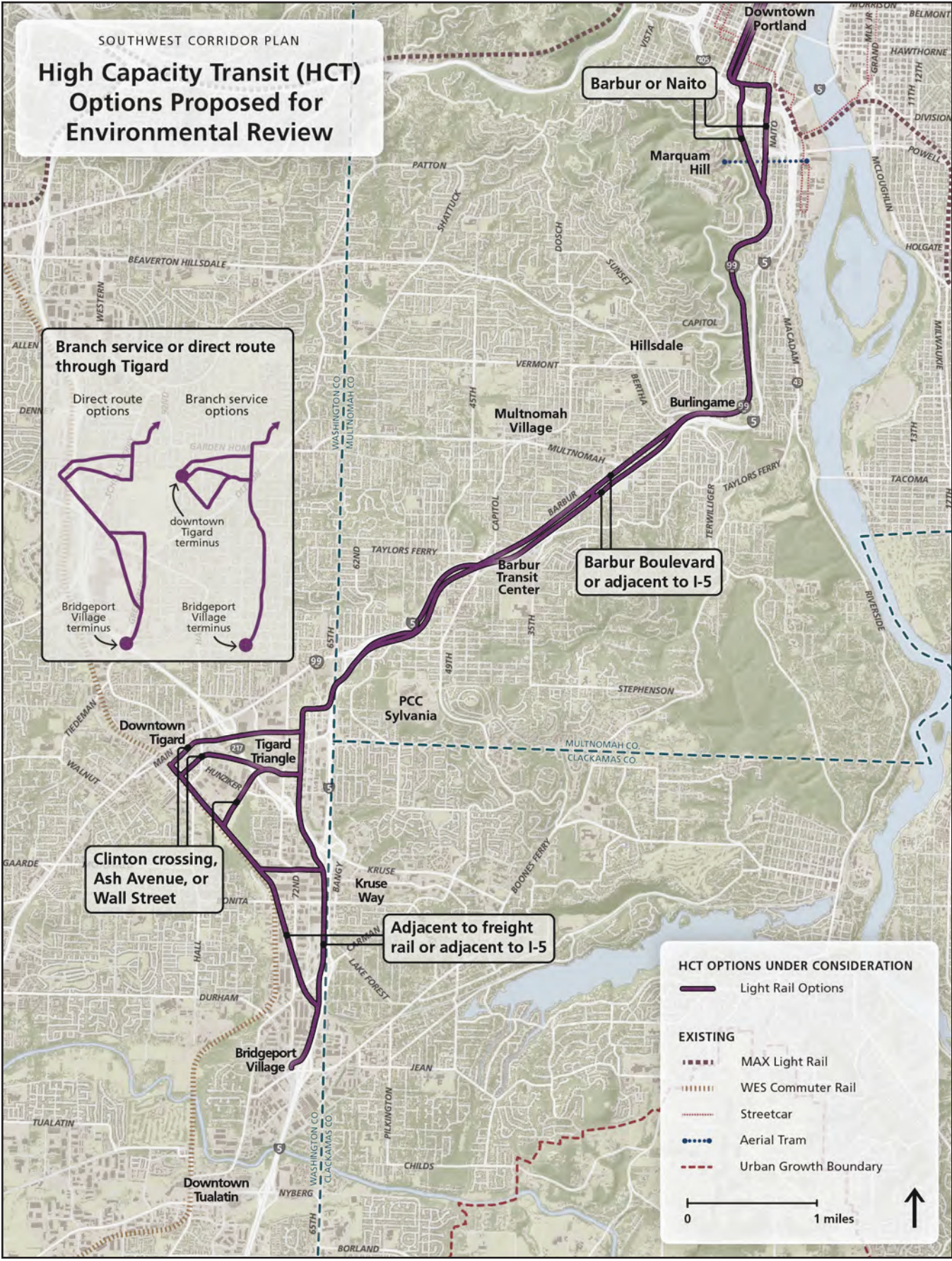
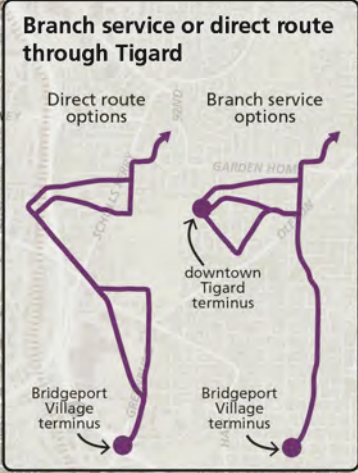
South Portland

The light rail line would extend south from the existing Green/Yellow/Orange Line MAX tracks that run through the downtown Portland Transit Mall. Two alignment options remain in the South Portland area: Barbur Boulevard or Naito Parkway. With the Barbur option, the Southwest Corridor light rail line would cross over I-405 on a new structure parallel to the 4th Avenue bridge, then run in the center of Barbur Boulevard south of Caruthers Street. With the Naito option, the light rail line would follow the Yellow/Orange Line tracks to the existing station on Lincoln Street, then turn south at Naito Parkway to cross over I-5 and continue south to Barbur on Naito.

Both alignments would include a station near Gibbs Street to serve both Marquam Hill and the Lair Hill area, including the Oregon Health & Science University (OHSU), the Veterans Affairs (VA) Medical Center and the National College of Natural Medicine (NCNM). Either alignment would include a new mechanized connection between Barbur Boulevard and Marquam Hill (included in the roadway, bicycle and pedestrian projects on page 10). A station near Gibbs Street would also serve the South Waterfront via the Hooley Pedestrian Bridge, which is located three blocks east of Naito and five blocks from Barbur.

South of the point where Barbur and Naito converge, the line would continue in the center of Barbur, with a second South Portland station located near Hamilton Street.

SOUTHWEST CORRIDOR PLAN
**High Capacity Transit (HCT)
 Options Proposed for
 Environmental Review**



Southwest Portland

South of Hamilton, the light rail line would continue in Barbur Boulevard to 13th Avenue. No stations have been identified for “The Woods” section of the alignment, which has relatively little development and is largely bordered by parks. Construction of the light rail alignment through this area would require reconstruction of the Vermont and Newbury viaducts, which would be widened to accommodate transit as well as bike lanes and sidewalks.

Between 13th Avenue and the Portland-Tigard city limits near 60th Avenue, the light rail line could run in the center of Barbur Boulevard. The line could also start on Barbur and switch to run adjacent to I-5 at 13th Avenue, 26th Avenue or near the Barbur Transit Center. The line could then switch back over to Barbur near the Barbur Transit Center or continue adjacent to I-5 to 60th Avenue.

Several station locations are proposed through the Southwest Portland area along the Barbur/I-5 corridor, with a few variations:

- Both the adjacent to I-5 and the Barbur alignment would include a station near 13th Avenue to serve the area around the Burlingame Fred Meyer.
- The Barbur alignment would include a station at Capitol Hill Road and 19th Avenue to serve the area around Safeway. Because of the existing bridges and I-5 ramps, the adjacent to I-5 alignment would not be able to serve a station at 19th. Instead, a station at 22nd Avenue and Spring Garden Street would be served with the adjacent to I-5 alignment.
- Either alignment could include a station near 26th Avenue, which has an existing underpass under I-5 to connect to the adjacent neighborhood. For the Barbur alignment, a station in this general area could also be located at 30th Avenue instead of 26th.
- Both alignments would include stations at the Barbur Transit Center, which could include additional park-and-ride capacity. The Barbur Transit Center would provide transfer opportunities to bus lines and walk access to the surrounding West Portland town center.
- Both alignments would include a station and a new park-and-ride lot at 53rd Avenue. This station would also include improvements to 53rd Avenue between Barbur and the PCC Sylvania campus to provide a safer and more accessible walk/bike connection to the campus.

Near the Portland-Tigard city limits, just west of where Barbur crosses over I-5 and turns into Pacific Highway, the light rail line would turn south to cross over I-5 and into the Tigard Triangle on a new structure.

Tigard and Tualatin

After crossing over I-5 from Southwest Portland into the Tigard Triangle, the light rail alignment would run along the west side of I-5 and then merge into the center of Atlanta Street.

Through Tigard, there are two general service scenarios: a direct route through downtown Tigard continuing to Bridgeport Village or a branched route with a split in the Tigard Triangle, where every other train would either continue south to Bridgeport Village or turn west to serve downtown Tigard.

For the direct route scenario, there are two options for traveling through the Triangle and downtown Tigard.

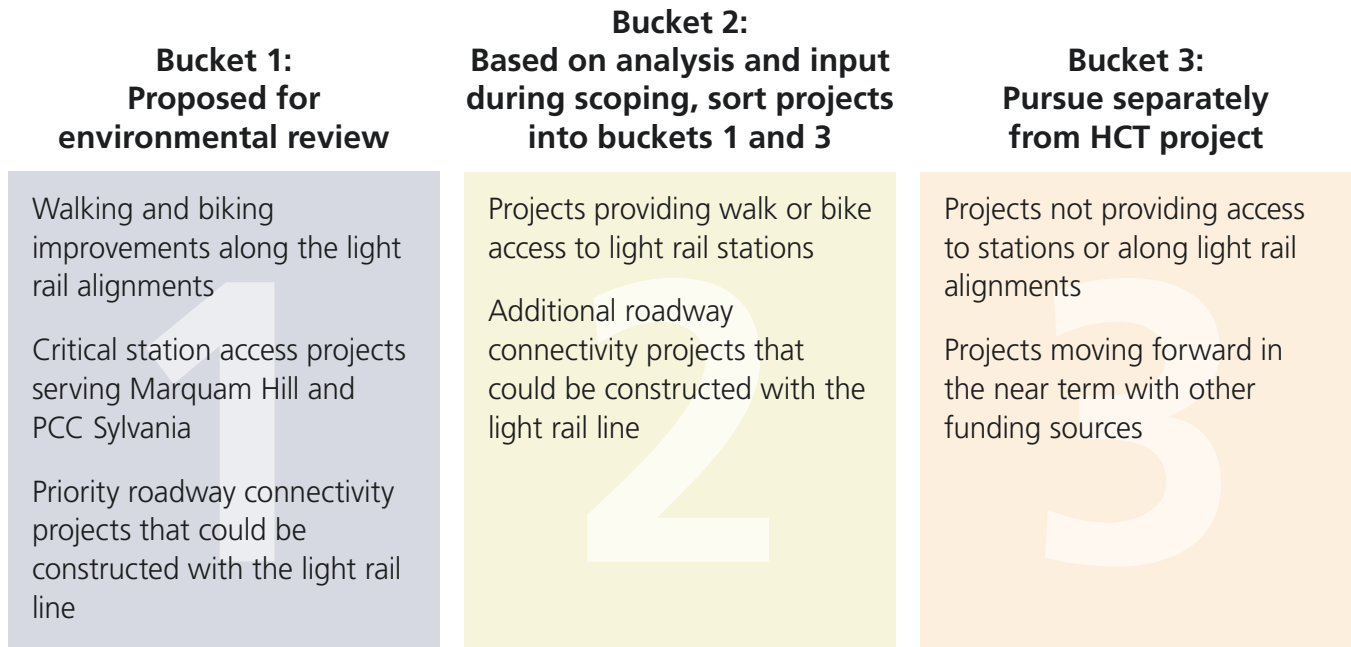
- With the Ash Avenue option, the light rail line would run on 70th Avenue to Beveland Street, including construction of new segments of 70th Avenue that do not exist today. From 70th, the line would run on Beveland Street and a new structure over Highway 217 extending from Beveland to Hall Boulevard near Knoll Drive, then connect to Ash Avenue. The Ash Avenue option would include light rail stations near Baylor Street in the northern Tigard Triangle, on Beveland Street in the southern Tigard Triangle and on Ash Street to serve downtown Tigard and the Tigard Transit Center.
- With the Clinton crossing option, the light rail line would turn south onto 69th Avenue then cut west near Clinton Street on a long structure extending from 70th over Dartmouth Street and Highway 217. The alignment would cross Hall Boulevard at grade just south of OR-99W (Pacific Highway), and run on a new street segment connecting Scoffins Street and Commercial Street near the Tigard Transit Center. The Clinton option would include a station near Baylor street in the northern Tigard Triangle and on the new street between Scoffins and Commercial to serve downtown Tigard and the Tigard Transit Center.

South of downtown Tigard, both direct route options would run adjacent to the WES commuter rail tracks toward Bridgeport Village. South of Tech Center Drive, light rail could either continue adjacent to freight rail tracks or run east between industrial buildings and then adjacent to I-5 south to Bridgeport Village. Both alignment options would include stations near Bonita Road, Upper Boones Ferry Road and Bridgeport Village.

For the branched service scenario, the downtown Tigard leg of the branch could run on the Clinton crossing option, the Ash Avenue option or on a Wall Street alignment. Similar to the Ash Avenue alignment, the Wall option would run along 70th Avenue and Beveland Street in the Triangle with stations near Baylor Street and Beveland Street. The Wall alignment would cross over Highway 217 on a new structure extending from Beveland Street to Hunziker Street, then continue on Wall Street and run parallel to the WES tracks into downtown Tigard with a station at the Tigard Transit Center. The Bridgeport Village leg of the branch would continue south on 70th Avenue and cross over Highway 217 on a new structure, then run adjacent to I-5 to Bridgeport Village. The Bridgeport Village branch would include stations near Baylor Street, Beveland Street, Bonita Road, Upper Boones Ferry Road and Bridgeport Village.

Roadway, bicycle and pedestrian projects

The process of identifying which roadway, bicycle and pedestrian projects are studied in the DEIS along with light rail will continue into the scoping period. Project partners have already identified several such projects, included in the blue “bucket 1” below.

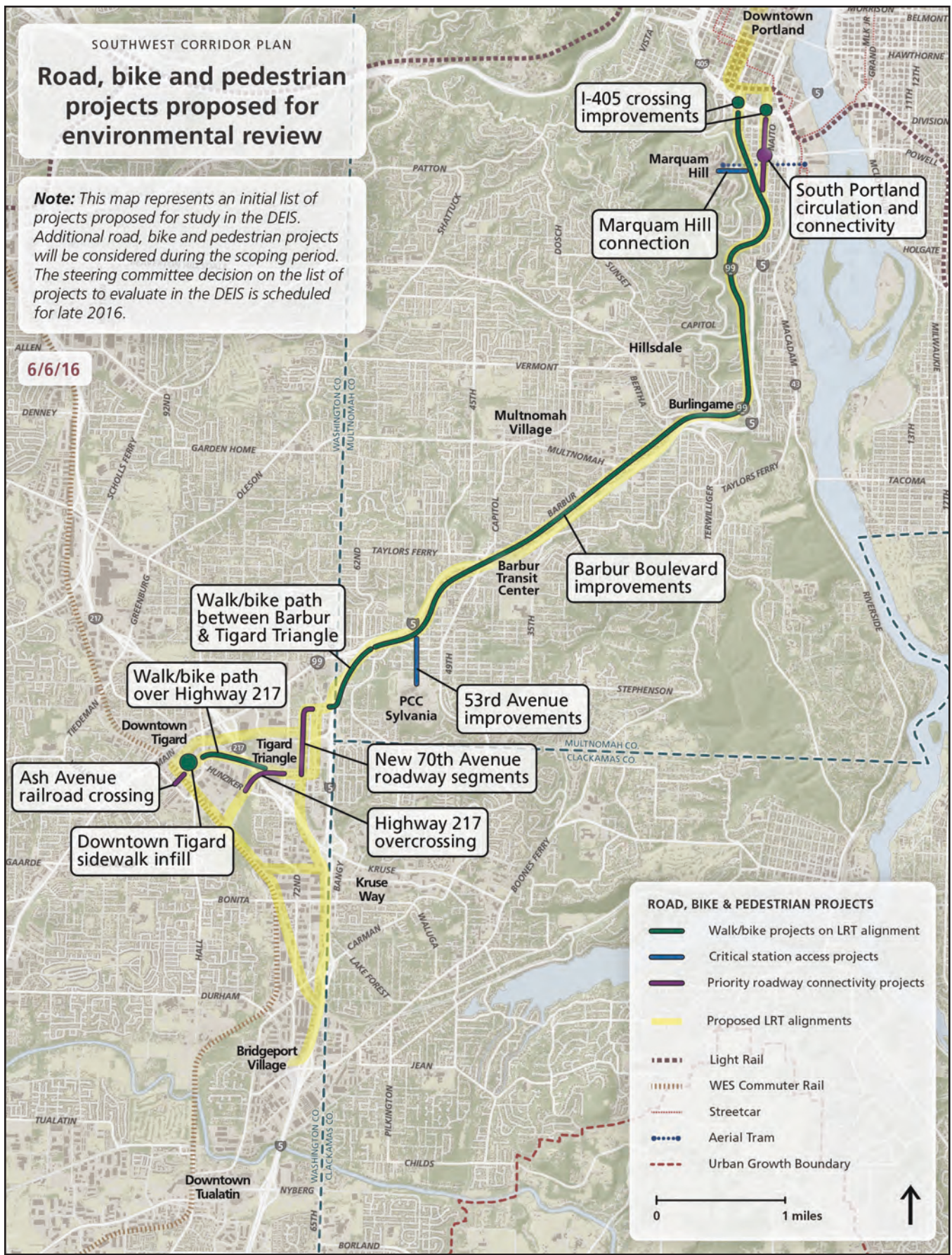


Bicycle and pedestrian improvements along the light rail alignments and critical station access projects are integral to the light rail line and are already incorporated into the transit design. The major roadway connectivity projects are key priorities of the partner jurisdictions and include improvements for autos, bikes and pedestrians. Because these projects fall along the proposed light rail alignments and some may be eligible for federal New Starts funds, they could be constructed together with the transit project and merit joint environmental analysis.

While some of the projects proposed for environmental review were included in the 2013 Shared Investment Strategy (SIS) list of roadway and active transportation projects, others have emerged as opportunities during the design process. In the project descriptions on page 10, related SIS project ID numbers are listed where applicable. See the appendix for a full list of SIS roadway, bike and pedestrian projects organized into the three “buckets.”

Prior to the scoping period, currently scheduled for August to September 2016, project staff will prepare a preliminary analysis of the “bucket 2” projects to inform public input solicited during scoping. Additional station access projects suggested by project partners will undergo this same analysis. Projects proposed during scoping will also be considered for inclusion in the DEIS. Staff analysis and public input will inform the steering committee decision on which projects to include in the final range of alternatives to study in the DEIS.

Shared Investment Strategy projects not recommended to be included in the DEIS will continue to be included in the broader Southwest Corridor Plan, but will be pursued separately from the light rail project.



Walking and biking improvements along the proposed light rail alignments

- ***I-405 crossing improvements:*** Improve opportunities for bicycles and pedestrians to cross over/under I-405. (SIS project ID: 6022)
- ***Walk/bike improvements on Barbur Boulevard:*** Add new and upgrade existing sidewalks, bike lanes and safe crossings on Barbur Boulevard from 3rd Avenue to 60th Avenue, including reconstruction of Vermont and Newbury viaducts. (SIS project IDs: 3044, 4002, 5005, 6003, 6004, 6005)
- ***Walk/bike path between Barbur Boulevard and the Tigard Triangle:*** Build new multi-use path connecting Barbur Boulevard near 60th Avenue to the northern Tigard Triangle area.
- ***Walk/bike path over Highway 217:*** Include new multi-use path on the light rail structure over Highway 217, between Hall Boulevard and either Clinton Street or Beveland Street.
- ***Downtown Tigard sidewalk infill:*** Build sidewalks, where there are none, along the light rail alignment in downtown Tigard. (SIS project ID: 2080)

Critical station access projects serving Marquam Hill and PCC Sylvania

- ***Marquam Hill connection:*** Construct a new pedestrian connection between Marquam Hill and Barbur Boulevard to access a light rail station on Barbur Boulevard or Naito Parkway near Gibbs Street. (SIS project ID: 2999)
- ***53rd Avenue improvements:*** Reconfigure and improve intersection of Barbur Boulevard, 53rd Avenue and Pomona Street to manage traffic turning speeds and improve safety of pedestrians and bicyclists. Build neighborhood greenway connection on 53rd Avenue between Barbur and PCC Sylvania. Potential designs include updated sidewalks, bike lanes, pervious pavement, landscaping and ramp connection to campus. (SIS project IDs: 5057, 6013)

Major roadway connectivity projects that could be constructed with the light rail line

- ***South Portland circulation and connectivity:*** Reconfigure ramp access to the west end of the Ross Island Bridge. Reconnect streets and pedestrian/bike facilities across Naito Parkway. (SIS project IDs: 1044, 5013)
- ***New 70th Avenue roadway segments:*** Construct new segments of 70th Avenue to improve connectivity in the Tigard Triangle street grid, including one auto lane each direction and sidewalks.
- ***Highway 217 overcrossing:*** Build new connection of Beveland Street to Hunziker Street over Highway 217 for cars, bikes and pedestrians. (SIS project ID: 1107)
- ***Ash Avenue railroad crossing:*** Extend Ash Avenue at-grade across the railroad tracks between Commercial Street and Burnham Street, including sidewalks. (SIS project ID: 1077)

Next steps

At their June 2016 meeting, the steering committee will be asked to consider endorsement of the proposed range of alternatives. Subsequently, project staff will release a final proposed range of alternatives taking into account any steering committee changes and the outcome of anticipated decisions on technical modifications to light rail alignments in Tigard.

During the DEIS public scoping process, currently scheduled for August and September 2016, the final proposed range of alternatives will be available on the project website (www.swcorridorplan.org) and provided at public scoping meetings. In addition, project staff will provide information on the roadway, bike and pedestrian projects considered for inclusion in the DEIS (“bucket 2” projects and other station access projects proposed by project partners). The public will be invited to submit comments on the proposed range of alternatives, including suggestions on which roadway, bike and pedestrian projects to study, other reasonable alternatives that meet the project’s Purpose and Need, and impacts to be evaluated in the DEIS. After the public scoping period, the steering committee will decide on the range of alternatives to be evaluated in the DEIS.

Errata

This document has been updated to correct minor errors in the original version and provide current information about the status of sorting the Shared Investment Strategy roadway, bike and pedestrian projects.

The following two walk/bike paths were incorrectly listed as “bucket 1” projects included in the draft proposed range of alternatives for environmental review:

- **Walk/bike path west of Highway 217:** Add new multi-use path along the light rail alignment between Varns Street and Sandburg Street.
- **Walk/bike path south of Bonita Road:** Build new multi-use path along the light rail alignment between Bonita Road and Cardinal Lane.

These projects were not in the Shared Investment Strategy project list adopted by the steering committee in 2013. However, the two walk/bike paths are connectivity projects of interest along the proposed light rail alignments, and will be considered for inclusion in the final range of alternatives for environmental review during the scoping period along with the “bucket 2” projects.

In addition, the Appendix has been updated to identify the Shared Investment Strategy roadway, bike and pedestrian projects for all three “buckets,” as described on page 8 of this document. The Appendix also now includes the list of additional station access projects proposed by project partners to undergo the same level of analysis as the “bucket 2” projects for consideration during scoping, including the two bike/walk projects listed above. Pages 8 and 11 have been updated to reflect these changes.

Appendix

Shared Investment Strategy roadway, bike and pedestrian projects and new station access projects for consideration

The following lists sort the Shared Investment Strategy roadway, bike and pedestrian projects into three “buckets,” as defined in more detail on page 8 of this document. The “bucket 1” projects are included in the Draft Proposed Range of Alternatives as likely to be included in the Draft Environmental Impact Statement (DEIS). “Bucket 2” projects could be studied in the DEIS, but merit further analysis to identify which projects are critical to include. “Bucket 3” projects are not proposed to be included in the DEIS. Project partners have also identified a list of additional station access projects that were not part of the 2013 Shared Investment Strategy to analyze along with the “bucket 2” projects.

During the scoping period in August and September 2016, there will be an opportunity for public input on which projects to include in the DEIS. The steering committee is scheduled to decide on the final list of projects to study in the DEIS in late 2016.

Bucket 1: Proposed for environmental review

SIS ID#	Location/ Ownership	Project Title	Project Description
1019	Portland ODOT	Barbur complete street: Capitol to Hamilton	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve pedestrian/bike crossing safety and add protected bike lanes.
1044	Portland ODOT	South Portland circulation and connectivity (Ross Island Bridge ramp connections)	Reconfigure ramp access to the west end of the Ross Island Bridge. Reconnect streets and pedestrian/bike facilities across Naito Parkway.
1077	Tigard	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue at-grade across the railroad tracks from Burnham to Commercial Street.
1107	Tigard WashCo.	Hwy. 217 over-crossing - Beveland connection	Build new connection of Beveland Street over-crossing of Hwy 217, including auto, bike and pedestrian facilities.
2080	Tigard	Tigard Transit Center sidewalk infill.	Complete sidewalks along SW Scoffins St. & SW Ash St. to provide access to Tigard Transit Center, and extend sidewalks to Hall street.
2999	Portland	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs. Could include mechanized connections such as elevators.
3044	Portland ODOT	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Create separated bicycle route in roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).
4002	Portland ODOT	Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.
5005	Portland ODOT	Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).
5006	Portland ODOT	Barbur complete street: Terwilliger to Capitol	Add bike lanes over Newbury and Vermont bridges.
5013	Portland ODOT	S. Portland/Naito (related to 1044)	Reconstruct Naito Pkwy as 2-lane road w/ bike lanes, sidewalks, left turn pockets, and on-street parking. Remove grade separation along Naito at Barbur, the Ross Island Bridge, Arthur/Kelly viaduct, and the Grover pedestrian bridge.

Bucket 1: Proposed for environmental review (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
5057	Portland	SW 53rd and Pomona (improve safety of pedestrian/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of pedestrians/bike users between Barbur and Pomona.
6003	Portland	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct
6004	Portland ODOT	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct.
6005	Portland ODOT	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct
6013	Portland	Barbur/PCC pedestrian/bike connection	Provide neighborhood greenway connection between Barbur and PCC via SW 53rd, including updated sidewalks, bike lanes, pervious pavement, landscaping and ramp pedestrian connection to PCC.
6022	Portland ODOT	I-405 bike/pedestrian crossing improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway. TSP # 20106

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3

SIS ID#	Location/ Ownership	Project Title	Project Description
1078	Tigard	Atlanta Street extension (new roadway)	Extend Atlanta Street west to Dartmouth Street.
1100	Tigard ODOT	Hall/Hunziker/Scoffins intersection realignment	Realign offset intersection to alleviate congestion and safety issues. Include standard sidewalks.
2004	Portland	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting
2027	Portland ODOT	Pedestrian overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School. Could instead be located near 53rd Avenue with proposed light rail station.
2041	Portland	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist.
2045	Tigard	72nd Avenue sidewalks: 99W to Bonita	Fill gaps in sidewalk on both sides of street from Highway 99W to Bonita Road
2046	Tigard	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road
2077	Tigard ODOT	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.
3017A	Portland	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Create multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)
3017B	Portland	Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd.	Install sidewalks on Capitol Hill Road from Barbur to Bertha.
3028	Portland	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhance roadway for bike use. Includes connection to Terwilliger on SW Hamilton Terrace.
3033	Portland	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Create bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3 (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
3038	Portland	Lower SW 1st bikeway -from SW Barbur Blvd to SW Lincoln)	Add bicycle facilities: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave
3069A	Portland	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bike-way	Complete bicycle boulevard and bike lanes.
3069B	Portland	Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks	Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to Barbur.
3093	Portland	Terwilliger bikeway gaps	Create separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway
3101	Portland	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Complete bicycle boulevard.
3117	Tigard Tualatin	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits
3121	Tigard Lake Oswego	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge
3129	Tigard	Tigard Transit Center bicycle hub	Provide bicycle hub at Tigard Transit Center
5009	Portland	Capitol Hwy improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace existing roadway and add sidewalks, bike lanes and green storm water features.
5059	Portland ODOT	SW Portland/Crossroads multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes.
6001	Tigard Lake Oswego	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Complete sidewalk gaps and install bike lanes; supplement to Tigard project #3121 which continues to 72nd.
6002	Lake Oswego	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway.
6026	Portland	Pomona St: Bicycle and Pedestrian improvements (35th to Barbur)	Provide bike lanes and sidewalks

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3 (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
6034	Portland	Taylor's Ferry, SW (Capitol Hwy - 49th): Bicycle & pedestrian improvements	Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.
9014B	Tigard	Fanno Creek Trail gaps	Complete gaps along the Fanno Creek multi-use path from Bonita Road to 85th Avenue (other segments have been funded). Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9053	Portland Tigard	Pedestrian/Bike connection between Tigard Triangle and PCC Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC Sylvania.

Bucket 3: Pursue separately from HCT project

SIS ID#	Location/ Ownership	Project Title	Project Description
1020	Portland	Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection improvements	Redesign intersection to improve safety
1048	Portland	Traffic calming	Calm traffic in the Burlingame and Hillsdale retail districts.
1062	Sherwood	Arrow Street (Herman Road): Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.
1068	Sherwood	Town center signal & in- tersection improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.
1129	Tigard ODOT	Highway 99W access man- agement in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.
1154	Tualatin Sherwood WashCo.	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.): Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and side- walks from Langer Parkway to Teton Ave.
2001	King City ODOT	King City Town Center pe- destrian improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.
2011	Portland ODOT	Connections to transit/transit improvements: Barbur & Taylors Ferry	Construct new steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing. [COMPLETED]
2054	Tigard	Commercial Street side- walks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street. [FUNDED]
2058	Tigard	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard
2070	Tigard King City ODOT	99W pedestrian improve- ments to serve King City transit stops	Provide pedestrian access and crossing opportu- nities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.
2079	Tigard	Tigard Transit Center pedes- trian path	Pave, make ADA accessible, provide lighting and signage for the informal path running from Center Street connection from SW Commercial St. to SW Hall Blvd. [FUNDED]

Bucket 3: Pursue separately from HCT project (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
5004	Lake Oswego	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way.
5010	Portland	Capitol Hwy, SW (Terwilliger - Sunset): Multimodal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.
5020	Sherwood	Oregon-Tonquin intersection & street improvements	Improve intersection (consider roundabout) on Oregon at Tonquin Road, providing sidewalks and bike access through the intersection.
5024	Tigard	68th Ave (widen)	Widen to 3 lanes or for transit way including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end
5037	Tigard WashCo. ODOT	Hall Boulevard widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements
5047	Tualatin WashCo.	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.
5048	Tualatin	Herman (multimodal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.
5049	Tualatin	Herman (multimodal improvements, Cipole to 124th)	Reconstruct road from Cipole to 124th with sidewalks and bike lanes
6042	Sherwood ODOT	99W - Sherwood TC bicycle/ped. bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).
9003	Sherwood	Tonquin Trail	Construct multi-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9005	Portland	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan

Bucket 3: Pursue separately from HCT project (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
9007	Portland	Slavin Road to Red Electric Trail: Barbur to Corbett	Build multi-use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9023	Tigard Tualatin	Tualatin River pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13). [COMPLETED]
9029	Sherwood	Westside Trail segments	Construct trail segments within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9061	Tualatin/ Wash Co./ King city	Westside Trail - Tualatin River Bridge	Construct new bike/ped bridge over the Tualatin River. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).

Additional station access projects: Based on analysis and input during scoping, identify projects to include for environmental review

The following projects have been identified by project partners to consider for environmental review because they may improve access to proposed light rail stations. These projects will undergo the same additional analysis as the “bucket 2” Shared Investment Strategy projects prior to the scoping period. Projects highlighted in gray are new projects under preliminary review by project partners.

Location/ Ownership	Project Title	Project Description	Source Plan
Portland	Naito station connection to Hooley Bridge	Extend pedestrian and bike connection on Grover Street, between proposed light rail station on Naito and the Darlene Hooley Pedestrian Bridge at Gibbs Street.	N/A
Portland	Sidewalks on Hamilton Street	Fill sidewalk gap on Hamilton Street between Barbur Boulevard and Terwilliger Boulevard to provide access to proposed light rail station at Hamilton Street.	N/A
Portland	Pedestrian/bike connection on Condor Avenue	Add pedestrian/bike connection to proposed light rail station near Hamilton Street between Condor Avenue, Slavin Road and 2nd Avenue	N/A
Portland	Connection between Seymour Court and Corbett Avenue	Build pedestrian/bike connection between Seymour Court and Corbett Avenue where stairs/trail exist today.	N/A
Portland	Pedestrian bridge over I-5 to South Burlingame and Collins View neighborhoods	Add pedestrian/bike bridge over I-5 to connect South Burlingame and Collins View neighborhoods to proposed light rail station on Barbur near 13th Avenue and Custer Street. Suggested location between Multnomah Boulevard and 11th Avenue / Canby Street.	N/A
Portland	Custer Street sidewalks	Add sidewalks on Custer Street between Capitol Hill Road and 13th Avenue. Sidewalks on both sides would require walls, stormwater and utility relocation.	N/A
Portland	24th Avenue bikeway	Add bike and pedestrian facilities on 24th Avenue between Multnomah Boulevard and Spring Garden Street. Include improved crossings at 22nd Avenue / Barbur Boulevard and 22nd / Multnomah.	TSP: 90061
Portland	30th Avenue sidewalks	Add sidewalks on 30th Avenue, Hume Street and 31st Avenue to connect Multnomah Village with proposed light rail station at either 26th Avenue or 30th Avenue.	TSP: 90100
Portland	Pedestrian bridge over I-5 at 30th Avenue	Add pedestrian/bike bridge over I-5 to connect 30th Avenue to Taylors Ferry Road.	N/A

Additional station access projects: Based on analysis and input during scoping, identify projects to include for environmental review (continued)

Location/ Ownership	Project Title	Project Description	Source Plan
Portland	Marigold Street to 25th Avenue connection	Add pedestrian/bike connection between Marigold Street / Quinault Court and 25th Avenue to connect neighborhood to potential light rail station at 26th Avenue.	N/A
Portland	40th Avenue sidewalks	Add sidewalks on 40th Avenue between Huber Street and Wilbard Street to improve access to the Barbur Transit Center and proposed light rail station via existing bike/pedestrian bridge.	N/A
Portland	64th Avenue and Barbur Boulevard pedestrian and bike improvements	Provide sidewalk infill and bike lanes extending from 64th Avenue and Barbur Boulevard to Pomona Street and Pasadena Drive.	TSP: 90011
Portland	Outer Capitol Highway pedestrian improvements	Add curb extensions, improved crossings, medians and other pedestrian improvements on Capitol Highway from Barbur Boulevard to 49th Avenue	TSP: 90027 90068
Tigard	Red Rock Creek greenway	New multi-use path connection parallel to and south of OR-99W in the Tigard Triangle. Extends existing connection at Walmart.	Tigard Triangle Strategic Plan
Tigard ODOT	Walk/bike path west of Highway 217	Add new multi-use path along the light rail alignment between Varns Street and Sandburg Street	N/A
Tigard	Walk/bike path south of Bonita Road	Build new multi-use path along the light rail alignment between Bonita Road and Cardinal Lane	N/A
Tualatin	I-5 bicycle and pedestrian greenway	Shared use path connecting proposed light rail station at Bridgeport Village to existing Tualatin River Greenway. Path runs parallel to I-5 with overpass or tunnel under Tillamook Branch Railroad, and a bridge over Tualatin River.	TSP: BP7

Purpose and Need for the Southwest Corridor Light Rail Project

The Southwest Corridor light rail project is one component of the overall Southwest Corridor Plan Shared Investment Strategy.

Project Purpose

The purpose of the Southwest Corridor light rail project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region's central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, the project aims to, within the Southwest Corridor:

- Provide light rail transit service that is cost-effective to build and operate with limited local resources
- Serve existing transit demand and significant projected growth in ridership resulting from increases in population and employment in the corridor
- Improve transit service reliability, frequency, and travel times, and provide connections to existing and future transit networks including WES commuter rail
- Support adopted regional and local plans including the 2040 Growth Concept, the Barbur Concept Plan, the Tigard Triangle Strategic Plan and the Tigard Downtown Vision to accommodate projected significant growth in population and employment
- Complete and enhance multimodal transportation networks to provide safe, convenient and secure access to transit and adjacent land uses
- Advance transportation projects that increase active transportation and encourage physical activity
- Provide travel options that reduce overall transportation costs
- Improve multimodal access to existing jobs, housing and educational opportunities and foster opportunities for commercial development and a range of housing types adjacent to transit
- Ensure benefits and impacts promote community equity
- Advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals and measures in applicable state, regional, and local plans

Project Need

A light rail transit project in the Southwest Corridor is needed to address the following issues:

- Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth
- Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation
- Travel is slow and unreliable on congested roadways
- There is a limited supply and range of housing options in the Southwest Corridor with good access to multimodal transportation networks, and jobs and services are not located near residences
- Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals
- State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions.

These project needs are described in more detail below:

Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth. There is a need to improve transit connections to the economic and educational opportunities and services in the corridor. The corridor has 11 percent of the region's population and 26 percent of the region's employment. The five colleges and universities in the corridor serve over 45,000 students. The region's largest shopping destinations are located in the corridor. However, transit service in the Southwest Corridor varies in availability and frequency and struggles to serve areas due to an incomplete and congested road network with congested bottlenecks. As a result, many of the corridor's more heavily-traveled areas, major employment centers, and industrial areas do not have frequent transit service. Taking transit between some of the major destinations in the corridor can take four to six times as long as driving and the corridor generally lacks sidewalk and bicycle connectivity, as discussed below. As a result, driving is the most functional travel option for many people, adding to the corridor's traffic congestion.

There is also increasing unmet demand for transit service in the corridor. In 2010, there were 85,100 households in the corridor; projections show this number growing to 126,000 households in 2035. In Metro's 2009 High Capacity System Plan the corridor between Portland City Center and Sherwood had the highest projected light rail ridership of any future corridor. The number of transit trips in the corridor is projected to increase by 81 percent in the next 25 years. In 2010, there were 121,000 average weekday transit trips in the corridor. The 2035 forecast shows an increase to 219,000 average weekday transit trips. Today eight bus lines serve the corridor with up to 26 buses per hour in each direction in peak periods, with buses arriving approximately every 2 minutes on average in some locations. In 2035, with service adjusted to accommodate projected demand, the number of buses would increase to over 35 per hour.

Limited street connectivity and gaps in pedestrian and bicycle facilities create barriers and unsafe conditions for transit access and active transportation. The lack of complete sidewalk networks and crosswalks in the corridor impedes walking to transit and other destinations. The bicycle network also has gaps that hinder connectivity. Travel options are also constrained by the geography and development patterns in the corridor, and roads in much of the corridor are winding and discontinuous. The area lacks well-connected street network that would facilitate transit access, make it easier and safer to make short trips on foot or by bike, and provide travelers alternative routes. A safe and complete pedestrian network is needed in order to maximize transit use.

Travel is slow and unreliable on congested roadways. A lack of arterials results in traffic funneling onto a few key travel routes, such as OR-99W and I-5. Because of the limited road network, transit operating in mixed traffic is often slowed by congestion, especially at key bottlenecks. Travel times for automobiles are expected to increase by 17 percent by 2035 with average speeds slowing to 20 mph. Bus trips operating in mixed traffic between the Portland central city and Tigard are projected to take 12 percent more time in 2035. These travel times are likely to vary more in the future than today due to increases in congestion, incidents, and variation in traffic levels. Unreliable travel times results in travelers in the corridor planning extra time to ensure they will arrive on time. Sections of OR-99W, the major transit route in the corridor, are among the most unreliable road segments in the corridor. Over a 1.7 mile segment in Portland (north of Multnomah Boulevard) and a 2.8 mile segment in Tigard travelers need to budget more than double the average travel time in the PM peak hour to ensure they arrive at destinations on time. Transit travel times are subject to the same lack of reliability and can be expected to vary significantly from the forecast “average condition” because of unreliable travel conditions on congested roadways.

There is a limited supply and range of housing options in the Southwest Corridor with good access to multimodal transportation networks, and jobs and services are not located near residences. The Southwest Corridor is projected to add around 41,000 households from 2010 to 2035, an increase of 48 percent. Presently, the majority of housing in the project area consists of low density, single family housing and little affordable housing is available. As the region grows, providing a variety of housing options and increased housing supply in the corridor will be necessary to accommodate the additional residents. Concentrated development around light rail stations can provide a range of additional housing options, including affordable housing, with transit and walk access to jobs and other amenities that can reduce the reliance on automobile travel and reduce transportation costs for households. Providing light rail transit will allow development of affordable and higher density housing, which is not currently possible due to State of Oregon Transportation Planning Rules related to capacity on state road facilities.

In addition, many of the major employment areas in the corridor have developed far away from the area’s housing, requiring workers to commute over long distances. For example, 93% of workers in Tualatin and 92% of workers in Tigard live outside the city of their employment. With the transit service limitations described previously, driving on congested roadways is often the only choice for people to access their jobs. In addition, the incomplete sidewalk and bicycle networks in the

Purpose and Need for the Southwest Corridor Light Rail project

corridor require riders to access transit by car and, as a result, park and ride lots in downtown Tigard and near Bridgeport Village are often full.

As the region grows, implementation of light rail will be critical to improve transit connections between jobs and residences. A well-distributed park and ride system combined with place making principles will allow disconnected users to access light rail without impacting livability.

Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals. To help meet expected levels of growth, Metro's 2040 Growth Concept for the Portland region calls for "town center" development in downtown Tigard, the Tigard Triangle and West Portland. A town center is intended to provide services to tens of thousands within a two- to three-mile radius with one- to three-story buildings for employment and housing, and well served by transit. This regional land use strategy is supported by Tigard's adopted *High Capacity Transit Land Use Plan*, which identifies preferred station community concepts. The Tigard Triangle, however, is surrounded by congested regional highways and has only basic transit service. Providing light rail transit service to this area, which has half the acreage of downtown Portland, would allow for multi-story mixed use development to accommodate a substantial proportion of population and job growth in locations that can be efficiently serviced. This regional strategy is also supported by the City of Portland's *Barbur Concept Plan*. Light rail transit service is critical to fulfillment of that plan, including higher intensity infill development and a continuous and safe bike/pedestrian corridor along Barbur Boulevard. High capacity transit service will also support access to jobs in Tualatin, Sherwood and other employment areas in the corridor that are planned for significant job growth.

The 2035 Regional Transportation Plan (RTP) identifies the investments in multiple modes of transportation that will help accommodate the location and types of development designated by the Growth Concept, noting that, "HCT investments help the region concentrate development and growth in its centers and corridors." The RTP designates a high capacity transit system interconnecting the central Tigard and West Portland town centers and Portland's central city as a near-term regional priority.

State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions. State and regional policies support actions to increase energy efficiency and reduce harmful greenhouse gas (GHG) emissions, especially from transportation sources. The state has mandated that the Portland region develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. In 2014, Metro adopted the Climate Smart Strategy to meet that requirement by achieving a 29 percent reduction in per capita greenhouse gas emissions. A high capacity transit project in the Southwest Corridor would advance Climate Smart by making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and making streets and highways safe, reliable and connected. However, the HCT project would need to ensure safe and comfortable access to transit for pedestrians, bicyclists and drivers and address major gaps in biking and walking routes in the corridor.

The City of Portland's Climate Action Plan also addresses GHG emissions with objectives including reducing daily per capita vehicle miles traveled by 30 percent from 2008 levels, improving the

Purpose and Need for the Southwest Corridor Light Rail project

efficiency of freight movement within and through the Portland metropolitan area, and ensuring that 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit. Light rail transit project in the Southwest Corridor would advance these objectives, especially since that segment of I-5 is the only freeway in Portland not matched with high capacity transit to provide an alternative to driving.

Purpose and Need Background

This section provides additional information on previous planning and regional policy that led to the proposal for a transit project in the Southwest Corridor.

The Southwest Corridor High Capacity Transit Project proposal is based on extensive regional land use and transportation planning beginning in 1975, and regional policy to make better use of the existing transportation system and provide transportation options, including pedestrian, bike and transit, before adding new motor vehicle capacity. A HCT project in the vicinity of Barbur Boulevard and Oregon Highway 99W emerged as one of three near-term projects in the High Capacity System Plan (2009), a 30-year plan to guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the region.

High capacity transit has played a significant role in defining the Portland, Oregon region for almost 40 years. Planning for high capacity transit began following the region's decision to move away from plans for large new freeways in favor of more modest street projects and a network of transitways to meet future travel demand. These plans were codified in the 1975 Interim Transportation Plan and refined in the Light Rail System Plan adopted by the Metro council in 1982. In 1978, the voters in the metropolitan areas of Clackamas, Multnomah and Washington counties made Metro responsible for coordinating the land-use and regional transportation plans of the region's 27 jurisdictions.

In 1995, the Metro Council adopted the 2040 Growth Concept to guide regional growth. The 2040 Growth Concept and the Regional Framework Plan, adopted in 1997 and updated in 2005, encourage growth in centers and corridors within an urban growth boundary and call for high capacity transit to serve the larger regional centers. The Regional Framework Plan requires transportation system management strategies, transit, bicycle and pedestrian system improvements, traffic calming, and land use strategies be considered to meet transportation needs before increasing motor vehicle capacity. The Regional Transportation Plan (RTP) links transportation investments to land use policy to implement the 2040 Growth Concept and sets the course for future transportation decisions. These plans and policies have resulted in over 80 miles of light rail, commuter rail and streetcar lines built or planned for construction by 2016.

Beginning in 2008, working in collaboration with regional partners and the public, Metro developed the High Capacity Transit System Plan (HCT Plan) to guide the next high capacity transit investments, including light rail, commuter rail, bus rapid transit and rapid streetcar. The HCT Plan included supportive land use, transit oriented development, comprehensive parking programs, access for pedestrians and cyclists, park and rides, and feeder bus networks. In 2009, based on and public input and the analysis conducted for the HCT Plan, the Metro council approved the plan and adopted 16 potential high capacity transit corridors in four priority tiers. The Barbur/OR-99W

Purpose and Need for the Southwest Corridor Light Rail project

corridor was in the top tier and was included as an element of the 2035 Regional Transportation Plan adopted by the Metro Council in 2010. In response, Metro initiated the Southwest Corridor Plan, a comprehensive transportation and land use planning effort, in 2011.

In July 2013, the Southwest Corridor Plan Steering Committee recommended further study of a set of high capacity transit alternatives, along with community investments in roadway, bicycle, pedestrian, parks, trails and natural area projects that would support the success of a transit project. The recommendations were based on the corridor vision adopted by the Steering Committee, which seeks to:

- balance enhancing employment, housing choices, the environment and quality of life
- use public resources efficiently, thoughtfully and equitably
- stimulate private and public investment.

The combination of transit and community investments is designed to support the land use vision for the Southwest Corridor. The land use vision, which is built on plans developed by the local jurisdictions, prioritizes areas where development would support high capacity transit.

Project partners include:

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 16-4713, FOR THE PURPOSE OF ENDORSING THE PROPOSED RANGE OF SOUTHWEST CORRIDOR HIGH CAPACITY TRANSIT ALTERNATIVES FOR ENVIRONMENTAL REVIEW AND THE UPDATED PROJECT PURPOSE AND NEED STATEMENT

Date: July 12, 2016

Prepared by: Chris Ford, x1633

BACKGROUND

Purpose of the Southwest Corridor Plan and Shared Investment Strategy

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

The work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

In October 2013, the Metro Council adopted Resolution No. 13-4468A, endorsing the Southwest Corridor Shared Investment Strategy and directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit (HCT) alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor. The Shared Investment Strategy includes local and high capacity transit; prioritized roadway, bicycle and pedestrian improvements; an inventory of over 400 parks and habitat projects; a toolkit for policy changes and incentives to be considered at the local level to encourage the market to develop consistent with the local land use vision; and the direction to continue to collaborate to fund the defined improvements. Each project partner formally endorsed the strategy prior to Metro Council action.

In June 2014, the Metro Council adopted Resolution No. 14-4550, which included:

- adopting the *Southwest Corridor Transit Design Options*, a package of the most promising high capacity transit alignment and station options and associated roadway, bicycle and pedestrian projects that support the Southwest Corridor Land Use Vision

- directing staff to complete a focused refinement period to address remaining questions regarding the *Southwest Corridor Transit Design Options*
- directing staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, pending Steering Committee direction on the results of the focused refinement analysis

Policy framework

The Portland metro area Regional Transportation Plan (RTP) emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region’s two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

Corridor land use vision forms foundation of Shared Investment Strategy

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor:

Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

Tigard High Capacity Transit Land Use Plan

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

Linking Tualatin

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

Sherwood Town Center Plan

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Leveraging investment in potential station areas

The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Project partner staff worked with the TriMet design team to identify the most promising potential station areas along the HCT alignment options.

During the initial refinement period from mid-2013 through mid-2014, Metro completed a preliminary station area analysis that provided project partners with an assessment of the opportunities and constraints of each location as well as some of the most promising tools, policies and incentives to consider putting in place to make the most out of a major transit investment and therefore support achieving the local land use vision. Many of the tools and policies would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation.

Local funding commitments

During spring 2014, the Southwest Corridor partner jurisdictions considered and took action on including funds in their budgets to invest in further study of the HCT alignment options in a Draft Environmental Impact Statement under NEPA. This show of financial support to collaboratively move forward is a critical element in aligning local and regional investments.

FOCUSED REFINEMENT PERIOD OUTCOMES

Initial direction from Steering Committee

During the focused refinement period, from December 2014 to May 2016, project staff undertook an 18-month work plan to further refine the HCT design options and complementary roadway, bicycle and pedestrians projects prior to completing a DEIS under NEPA. Specifically, the Southwest Corridor Steering Committee directed project staff to address the following questions prior to initiating the project scoping phase under NEPA:

1. ***Traffic analysis to assess tie-in options:*** Additional traffic analysis and partner discussion to determine the best approach to tie in to downtown Portland and the existing transit system.
2. ***HCT branch service to Tigard and Tualatin:*** Explore opportunities to implement branched service to downtown Tigard and south to Tualatin to achieve operational efficiencies.

3. ***OHSU Marquam Hill access:*** Explore options for pedestrian/bicycle to Marquam Hill from a surface alignment on Barbur or Naito, including outreach to neighborhoods, interest groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.
4. ***Medium tunnel that serves Marquam Hill and Hillsdale:*** Explore replacing the short tunnel that serves Marquam Hill with the medium tunnel that serves Hillsdale, including outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
5. ***Hillsdale:*** Explore the benefits as compared to the costs and travel time of directly serving the town center that currently has 8 bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
6. ***Adjacent to I-5:*** Further explore and discuss the tradeoffs of providing HCT adjacent to I-5 rather than on Barbur Boulevard.
7. ***Direct service to Portland Community College – Sylvania:*** Assess the potential of a more robust pedestrian connection from Barbur Boulevard to PCC along SW 53rd Ave while working with PCC and the neighborhood to understand the benefits of direct service for future campus plans.
8. ***Funding strategy:*** Complete a preliminary assessment of potential funding sources and a strategy for a future HCT investment to help inform Steering Committee and public conversations on HCT alignment choices.

To address these issues, project staff developed a place-based work plan organized around three primary decision areas:

July 2015 decisions: Focus on South Portland and Hillsdale

The July 2015 Steering Committee decision focused primarily on tunnel options to Marquam Hill and Hillsdale, which included a bored tunnel to Marquam Hill only, a bored tunnel to Marquam Hill and Hillsdale, and a cut-and-cover tunnel through Hillsdale only. The Steering Committee removed all three tunnel options from further consideration primarily because the high capital cost and substantial construction impacts and engineering risk did not justify the anticipated gains in ridership and travel time, because of substantial impacts that would be inflicted on land uses in both locations, including to a trauma center at OHSU and the business district of Hillsdale town center, and due to a lack of stated support in those locations. The Steering Committee directed staff to develop robust alternative connection options to link Marquam Hill and Hillsdale town center to the future HCT line.

In addition to the tunnel decision, the Steering Committee approved several technical modifications to the range of HCT alignments under consideration, including addressing the tie-in to the Portland Transit Mall and adding a new branch service option in downtown Tigard.

January 2016 decisions: Focus on Tigard and Tualatin

The January 2016 Steering Committee decision focused primarily on alignment options in Tigard and Tualatin. Two looped options in downtown Tigard were removed because of their slower travel times, lower projected ridership, and relatively large impact to roadways and access to businesses in the downtown area. The downtown Tualatin

terminus option was removed in favor of a terminus at Bridgeport Village because of the relatively high additional construction cost and impacts of accessing downtown Tualatin compared to the projected ridership benefit.

May 2016 decisions: Focus on HCT mode and PCC Sylvania access

The May 2016 Steering Committee decision was addressed the decision between bus rapid transit (BRT) or light rail transit (LRT) for the HCT mode and access to the PCC Sylvania campus. The Steering Committee decided on LRT as the preferred transit mode for the corridor, removed the tunnel options to PCC Sylvania from further consideration and directed staff to continue study of alternative connection options to link the campus to the future HCT line.

Staff analysis to inform the Steering Committee decisions

Staff produced a range of reports to inform the public and the Steering Committee throughout the focused refinement decision-making process. Prior to the July 2015 and January 2016 decisions, project staff completed memos to address the relevant key issues and trade-offs in each area, a technical evaluation report comparing each alignment option for both BRT and LRT, and a memo outlining the staff recommendation of which alignments to consider for further study.

Prior to the May 2016 decisions on mode and PCC Sylvania access, project staff developed a memo summarizing the trade-offs between BRT and LRT and a series of memos providing information on the range of options for serving PCC Sylvania, including both direct HCT service and alternative indirect connection options.

Technical information was publicly released at least 60 days in advance of Steering Committee recommendations and evaluation and recommendation reports were publicly released at least 30 days in advance, to provide ample time for the public to review the information before providing comments. Project staff summarized the input gathered from the public to inform the Steering Committee prior to each decision. The various public engagement strategies used during the focused refinement period are described below.

Tabling events

Project staff attended a number of tabling events at communities, local colleges and business centers, especially in the summer months to connect with residents at the area's farmers markets and community celebrations.

Transit rider intercept surveys

In Spring 2016, Metro public involvement staff worked with the Bicycle Transportation Alliance and TriMet to design a transit rider intercept survey to assess ridership habits, desired safety/access improvements at transit stops in the Southwest Corridor, high-priority destinations in the Southwest Corridor, and feelings about the potential negative impacts of a new light rail line. A total of 134 surveys were completed at four different transit stations in the corridor.

My Place Dialogues and Community Conversations

Project staff met with many formal and informal civic, business, resident and youth groups to connect with the public in key places in the corridor. These events focused on geographic, social and cultural issues to elevate the unique local benefits and impacts of

the project and also set each community's choices in the context of corridor-wide project performance and decision-making.

Focused discussions at neighborhood and community meetings

Project staff met with several neighborhood and community groups to discuss specific aspects of the project in more detail.

Open houses

Semi-structured open houses provided opportunities for interested people to drop by to talk and ask questions of staff and decision makers.

Corridor-wide planning forums

Three structured planning forums geared toward large numbers of public stakeholders provided opportunities for the public to explore the project decisions in more detail.

ID Southwest

ID Southwest is an appointed committee of community leaders who can activate local dialogue that shapes transportation and land use investment in the corridor, and can make the most of public-private partnerships. The committee met three times during the refinement period for project updates and discussions of the Steering Committee decisions.

Online interactive map tool

In 2015 the project team launched an online map tool where users can click on various points throughout the corridor to learn more and provide feedback. Thousands of people have visited the map and shared input through survey questions and open-ended comment boxes throughout the map. In spring 2015 the map tool provided information on HCT alignment options and gathered feedback on HCT tunnels being considered. In fall 2015 staff updated the map to focus information and survey questions on HCT alignments in the Tigard and Tualatin areas and possible HCT terminus locations. In spring 2016 staff updated the map again to highlight a variety of bicycle, pedestrian and roadway projects that are crucial components of the Southwest Corridor Plan.

Online surveys

Seven online surveys were completed during the focused refinement period to gather specific feedback to support the Steering Committee decisions.

Light rail options proposed for environmental review

Project staff summarized the range of light rail alignment options remaining under consideration as a result of the focused refinement period narrowing process in the *Proposed Range of Alternatives for Environmental Review*. The HCT component is a light rail alignment connecting downtown Portland, Southwest Portland, Tigard and Bridgeport Village under two different operating scenarios (branched or through-routed service) with alignment options in four locations:

- **South Portland:** Barbur Boulevard or Naito Parkway
- **Central Barbur:** Barbur Boulevard or adjacent to I-5
- **Tigard Triangle and downtown Tigard:** Clinton crossing, Ash Avenue or Wall Street (for branched service only)

- **Southeast Tigard** (for through-routed service only): adjacent to freight rail or adjacent to I-5

The *Proposed Range of Alternatives for Environmental Review* was endorsed by the Steering Committee at their June 2016 meeting.

Roadway, bicycle and pedestrian projects proposed for environmental review

In addition to the light rail line, the *Proposed Range of Alternatives for Environmental Review* includes associated roadway, bicycle and pedestrian projects that are proposed for study in the DEIS, plus a list of additional station access projects to consider during the scoping period for inclusion in the DEIS. Many of these projects are drawn from the priority list identified in the Shared Investment Strategy, adopted by the Steering Committee in July 2013 and by Council in October 2013.

Projects proposed for study in the DEIS include:

- walking and biking improvements along the light rail alignments, such as sidewalks and bike lanes on Barbur Boulevard
- critical station access projects serving Marquam Hill and PCC Sylvania
- priority roadway connectivity projects that could be constructed with the light rail line, such as a new auto, bike and pedestrian crossing over Highway 217 in Tigard

An additional set of roadway, bicycle and pedestrian projects will be presented during DEIS scoping for public comment. The decision on whether to include these projects in the DEIS study will be undertaken after consideration of public comments and further staff analysis. Although these roadway, bicycle and pedestrian projects support the broader Southwest Corridor Shared Investment Strategy and the corridor land use vision, not all will be studied with the LRT project in the DEIS. The goal of the filtering process is to balance the desire to leverage federal transit funding for these additional improvements with the limitations of funding and capacity constraints. Project partners will continue to seek out funding sources for the projects that are not included in the DEIS or funded through the LRT project.

Update to the Purpose and Need statement

Project staff, with input from the Federal Transit Administration (FTA), provided a revised Purpose and Need statement to the Steering Committee at their June 2016 meeting that reflected the decisions made during the refinement period, incorporated regional goals, provided more emphasis on anticipated regional growth and clarified language as appropriate. The Steering Committee approved an updated Purpose and Need.

Local jurisdiction actions

During Spring 2016, the Portland City Council affirmed its support for the Southwest Corridor Plan by authorizing the second of two payments toward further study of the HCT alignment options in a Draft Environmental Impact Statement under NEPA. This show of financial support to collaboratively move forward to continue work to invest in a way that supports that locally defined Southwest Corridor Land Use Vision is a critical element in aligning local and regional investments.

The City of Tigard applied for and received community planning and development grants from Council in September 2015 to advance land use work in preparation for a future HCT investment. These grants provide matching funds for work being undertaken by Tigard in downtown and the Tigard Triangle:

- **Downtown Tigard Urban Lofts Development Project:** To create a concept plan and pre-development feasibility work for a mixed-use transit oriented urban loft development and a plan for the reconfiguration of the Tigard Transit Center.
- **Tigard Triangle Walkable Suburban Development:** To investigate walkable mixed use development feasibility within the Tigard Triangle that leads to tools to facilitate such development.

The cities of Portland and Tigard have also submitted letters of interest for an equitable housing planning and development grant, specifically for analysis of affordable housing opportunities related to a future SW Corridor HCT line.

Over the past two years, many of the partner jurisdictions, including Portland, Tigard, Sherwood and Washington County, have adopted updated TSPs that continue to support the Shared Investment Strategy.

Implications of Metro Council Resolution No. 16-4713

If the Metro Council votes in favor of this resolution, it expresses support to project partners and the public of the planning process to date and the recommendations of the Southwest Corridor Steering Committee related to a high capacity transit line.

In addition, specific next steps include:

1. Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
 - Studying the environmental effects of the proposed light rail project and associated roadway, bicycle and pedestrian projects as required under NEPA with a target date of defining a Locally Preferred Alternative in Spring 2018;
 - Development of corridor-wide strategies related to land use and development including equitable housing; and
 - Potential further study and pursuit of federal funds for project elements.
2. Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

ANALYSIS/INFORMATION

Known opposition

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, there have been local ballot measures that express opposition to HCT or funding of light rail in the Southwest Corridor. The Tigard City Council has voted to place an authorizing measure on the November 2016 ballot which would enable them to take necessary policy action to accommodate future construction of an HCT line.

Tigard

In Tigard, a citizens' group successfully passed an anti-HCT initiative on the March 2014 ballot by a margin of under 200 votes. This measure amended the Tigard Charter by adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It prohibits the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard is required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

On June 28, 2016, the City Council approved placing a measure before Tigard voters in November to allow them to take policy action to accommodate a light rail line in Tigard, in compliance with the terms of the charter amendment.

King City

In King City, a citizens' group successfully passed an anti-light rail funding initiative in November 2013 that prevents public resources from being spent on design, finance or construction of a light rail transit project without a vote of the people.

Tualatin

In Tualatin, a citizens' group successfully passed an anti-HCT initiative in 2014. The initiative does not allow the city to spend public resources on design, finance or construction of a light rail transit project without a vote of the people.

Legal antecedents

The Proposed Range of Alternatives for Environmental Review was completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)

- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee
- Oct. 31, 2013, Resolution No. 13-4468A: For the Purpose of Adopting the Southwest Corridor Shared Investment Strategy
- Jun. 26, 2014, Resolution No. 14-4540: For the purpose of Adopting the Southwest Corridor high capacity transit alignment options, complementary multimodal projects and potential station locations for further study

Anticipated effects

Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT alignment options by initiating a Scoping Phase under NEPA. The Steering Committee will be asked to finalize the HCT options that receive full environmental review at the close of project Scoping. Project partners are aiming towards a streamlined process that will result in consideration of a Locally Preferred Alternative in spring 2018. Staff will continue to work with project partners to facilitate implementation of early opportunities projects identified in the SW Corridor Shared Investment Strategy.

Budget impacts

Metro has developed a collaborative funding plan with project partners to provide the resources necessary to complete a DEIS and define an LPA. All of the project partners provided funds in their FY 14/15 and FY 15/16 budgets and have completed IGAs with Metro. Metro's FY 16/17 budget reflects the resources necessary to carry out the work.

RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the resolution endorsing the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and the updated project Purpose & Need statement to be advanced into public scoping for a DEIS under NEPA.