

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 18-4915
SOUTHWEST CORRIDOR LIGHT RAIL)
PREFERRED ALTERNATIVE) Introduced by Councilor Craig Dirksen and
Councilor Bob Stacey

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 June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan;

WHEREAS, the Southwest Corridor includes portions of the cities of Portland in Multnomah County and Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard;

WHEREAS, the communities in which the Southwest Corridor light rail developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland’s Barbur Concept Plan, Tigard’s High Capacity Transit Land Use Plan, and the Linking Tualatin 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 has been 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 inclusion of the Southwest Corridor Plan in Metro’s revised 2018 Regional Transportation Plan;

WHEREAS, in fall 2013, 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 collaboratively funded the further study of the options set forth in *Southwest Corridor Transit Design Options*, 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, on July 28, 2016, the Metro Council endorsed the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and the updated project Purpose & Need statement (Metro Council Resolution No. 16-4713);

WHEREAS, on September 2, 2016, the federal environmental review process began with the publication of a Notice of Intent to prepare an environmental impact statement, issued by the Federal Transit Administration (FTA), with FTA, Metro and TriMet as lead agencies, and with the public scoping process soliciting 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 Draft Environmental Impact Statement (EIS);

WHEREAS, FTA published the Draft EIS on the Southwest Corridor Light Rail Project in June 2018, documenting the anticipated beneficial and adverse effects of the proposed light rail route alternatives and potential measures for reducing adverse effects;

WHEREAS, the Southwest Corridor has 11 percent of the region’s population and 26 percent of the region’s employment, 23,800 people commute daily between Portland and Tigard/Tualatin for work, the corridor is projected to grow by 70,000 residents and 65,000 jobs between 2015 and 2035 and transit demand is projected to grow by over 70 percent over that time, high levels of congestion exist in the corridor today and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035;

WHEREAS, the Southwest Corridor light rail is expected to provide fast reliable high capacity transit service with a 30 minute trip between Portland State University and Bridgeport Station regardless of congestion, and is projected to carry 43,000 daily weekday riders in 2035, and is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland or the equivalent of one freeway lane’s worth of drivers, in 2035;

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, a public involvement process was a component of each phase of the Southwest Corridor planning, including a 45-day public comment period following publication of the Draft EIS and a focus on equitable engagement of underrepresented community members, such as non-English speakers;

WHEREAS, 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held;

WHEREAS, after the Metro Council created the Southwest Corridor Community Advisory Committee (Metro Council Resolution 16-4751) to advise the Steering Committee and to assist with the identification of the locally preferred alternative, which committee represented businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, the committee met monthly beginning in February 2017, and on July 30, 2018, the committee provided a consensus recommendation for a light rail alignment for the Southwest Corridor;

WHEREAS, equitable planning includes not only shared distribution of the benefits and burdens of growth and investments, but partnership in the process resulting in shared decision-making and more equitable outcomes for the region; and

WHEREAS, to increase the likelihood that a new Southwest Corridor light rail line will benefit rather than displace vulnerable households and businesses, Metro received a grant from the FTA to collaborate with the community to create an Equitable Development Strategy for partners to implement in coordination with the light rail project;

WHEREAS, the Southwest Corridor Light Rail Project Steering Committee heard public input and testimony on the Draft EIS and the proposed project, received the Community Advisory Committee recommendation, and received recommendations from project staff representing Metro, TriMet, ODOT, Portland, Tigard, Tualatin, Washington County and Sherwood, and made recommendations for a locally preferred alternative on August 13, 2018, including the mode of transportation, alignment, and station locations as attached in Exhibit A;

WHEREAS, on September 10, 2018, the Tualatin City Council adopted Resolution No. 5398-18, to support the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on September 25, 2018, the Washington County Board of Commissioners adopted Resolution and Order No. RO 18-95, to endorse the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on September 26, 2018, the TriMet Board of Directors adopted Resolution 18-09-66 recommending that the Metro Council adopt the Locally Preferred Alternative as shown in the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on October 16, 2018, the Beaverton City Council adopted Resolution 4533 supporting the Locally Preferred Alternative as shown in the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on November 1, 2018, the Portland City Council adopted Resolution 37393 adopting the Locally Preferred Alternative as shown in the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, on November 13, 2018, the Tigard City Council adopted Resolution 18-47 supporting the Locally Preferred Alternative as shown in the Southwest Corridor Steering Committee Preferred Alternative Report; and

WHEREAS, FTA requires that the locally preferred alternative be included in the Regional Transportation Plan's financially constrained project list and in the Metropolitan Transportation Improvement Plan, in order to be considered for a Capital Investment Grant project rating; and

WHEREAS, in December 2018, the Metro Council is anticipated to consider Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan) and Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan); now therefore

BE IT RESOLVED that, the Metro Council:

1. Endorses the Southwest Corridor Light Rail Locally Preferred Alternative as described in the Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:

a. An extension of the existing MAX light rail southward from SW Fourth Avenue and SW Lincoln Street, largely traveling within the SW Barbur Boulevard right-of-way until the Barbur Transit Center, then serving the Tigard Triangle and downtown Tigard before terminating near SW Bridgeport Road in Tualatin; and

b. Continuous bicycle and pedestrian facilities constructed along the light rail alignment between downtown Portland and the Barbur Transit Center; and

c. A new pedestrian connection from a light rail station to OHSU facilities on Marquam Hill, an improved pedestrian and bike connection to the Portland Community College Sylvania Campus via SW Fifty Third Avenue, and a new mechanized shuttle service connecting one or more light rail stations to the Sylvania campus; and

d. A shared transitway in South Portland to provide exclusive right of way to select TriMet buses in addition to light rail.

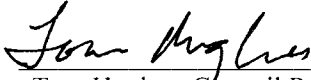
2. Directs staff to include the Southwest Corridor Light Rail Locally Preferred Alternative as described in Exhibit A, in the 2018 Regional Transportation Plan financially constrained project list (RTP #11587 and #10907) and in the depiction of the Regional Transit Network in the Regional Transit Strategy (which is the transit component of the 2018 Regional Transportation Plan);

3. Directs staff to add the Southwest Corridor Light Rail Locally Preferred Alternative to the Metropolitan Transportation Improvement Plan;

4. Expresses its appreciation for the commitment and extraordinary efforts of the Southwest Corridor Steering Committee and the Southwest Corridor Community Advisory Committee, finds the charges of both committees to be complete, and dissolves both effective immediately;

5. Directs Metro staff to work with FTA and TriMet to complete the federal environmental review process and to support TriMet's new role as the planning lead on the Southwest Corridor Light Rail Project, as provided by agreement between Metro and TriMet;

ADOPTED by the Metro Council this 15th day of November, 2018.


Tom Hughes, Council President

Approved as to Form:



Nathan A.S. Sykes, Metro Attorney



Southwest Corridor Light Rail Project

Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement (EIS)*, input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Figure 1
Preferred Alternative: Steering Committee Recommendation

Alignment Alternatives

- Alternative A1: Barbur
- Alternative B2: I-5 Barbur TC to 60th
- Alternative C2: Ash to Railroad

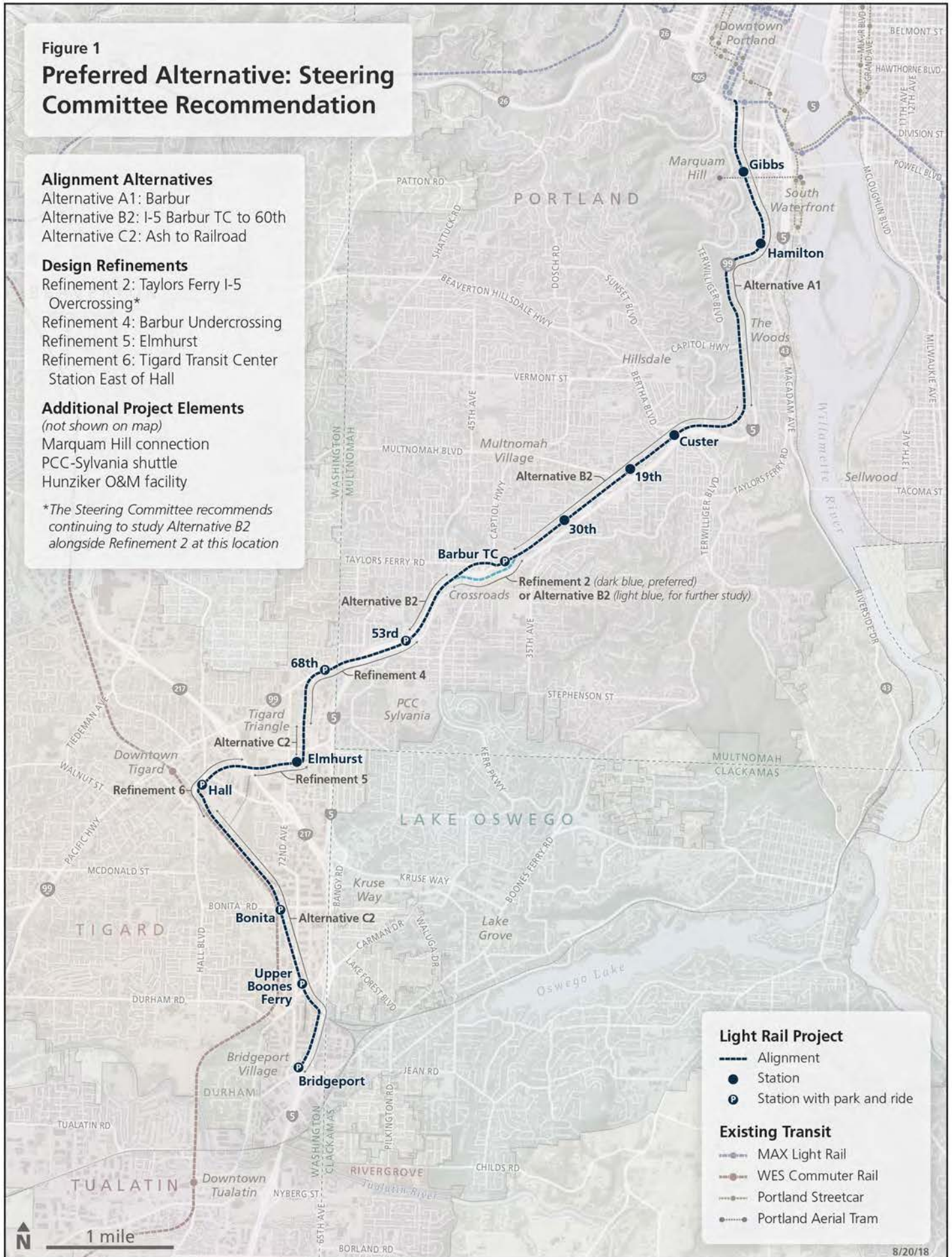
Design Refinements

- Refinement 2: Taylors Ferry I-5 Overcrossing*
- Refinement 4: Barbur Undercrossing
- Refinement 5: Elmhurst
- Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements

- (not shown on map)
- Marquam Hill connection
- PCC-Sylvania shuttle
- Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location



Light Rail Project

- Alignment
- Station
- ⊙ Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

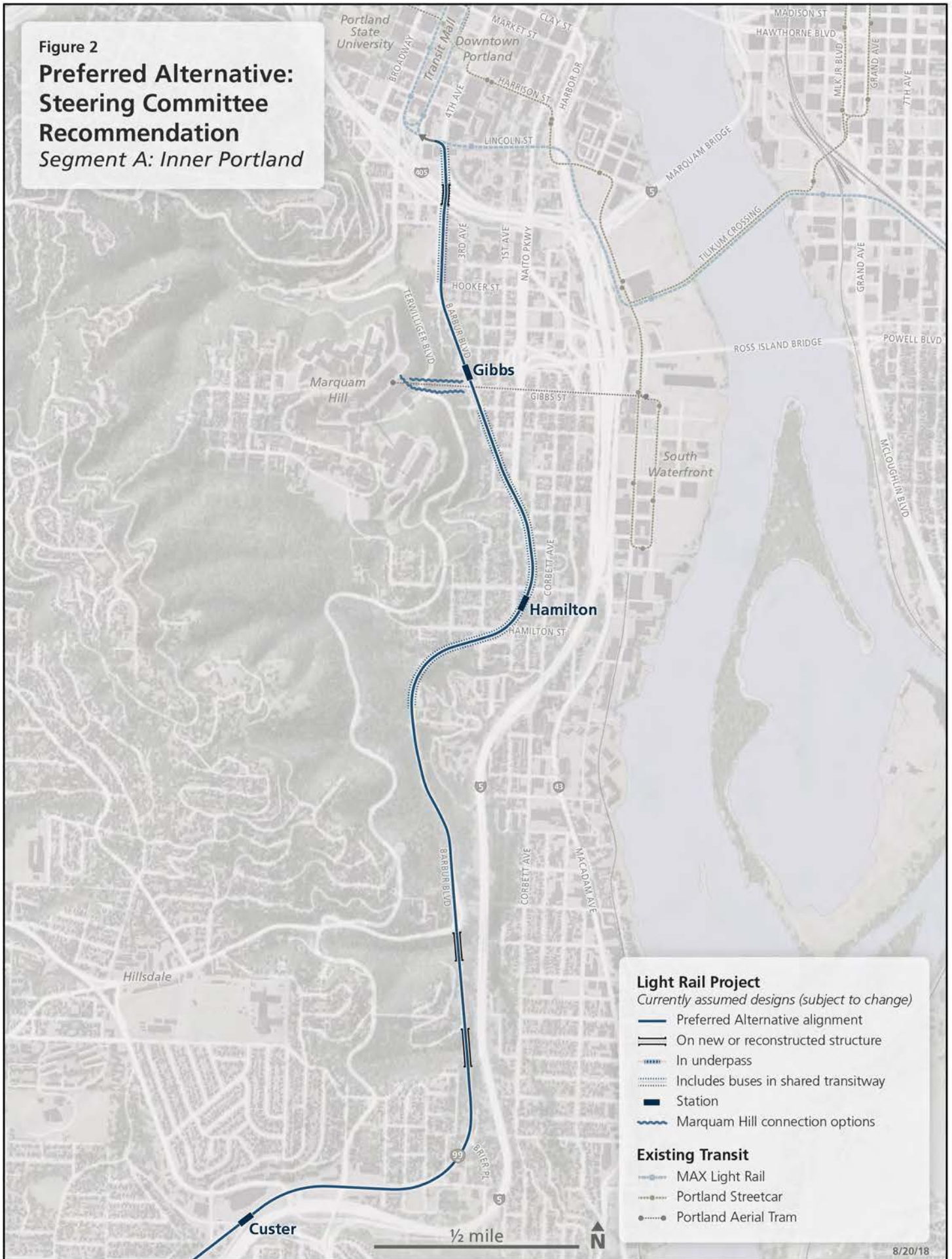
Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

Figure 2
Preferred Alternative:
Steering Committee
Recommendation
Segment A: Inner Portland



Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station

- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

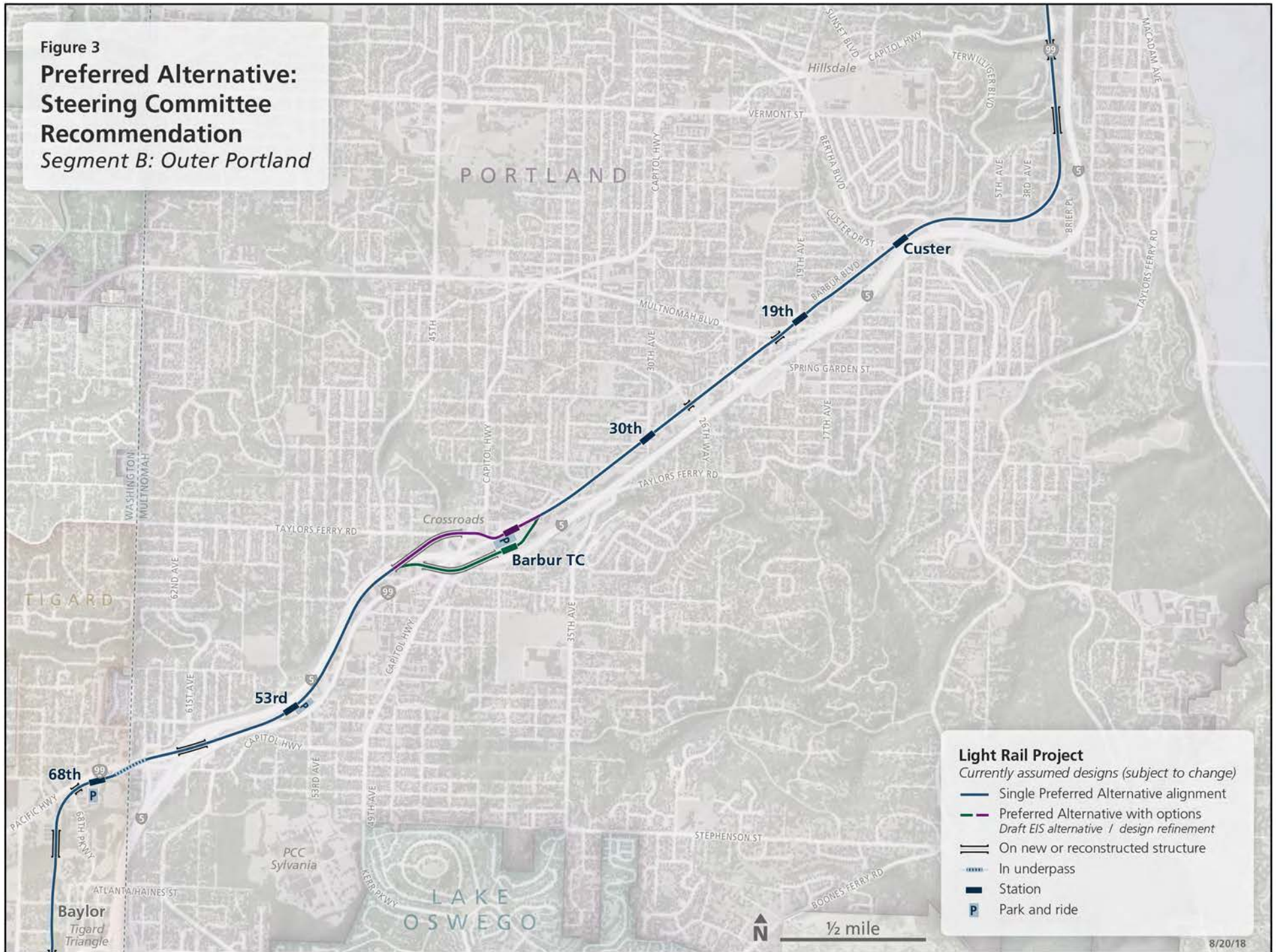
Refinement 2 would, in comparison to Alternative B2 as designed:

- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Figure 3
Preferred Alternative:
Steering Committee
Recommendation
Segment B: Outer Portland



Light Rail Project
Currently assumed designs (subject to change)

- Single Preferred Alternative alignment
- Preferred Alternative with options
Draft EIS alternative / design refinement
- On new or reconstructed structure
- In underpass
- P Station
- P Park and ride

North arrow and scale bar: 1/2 mile

Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

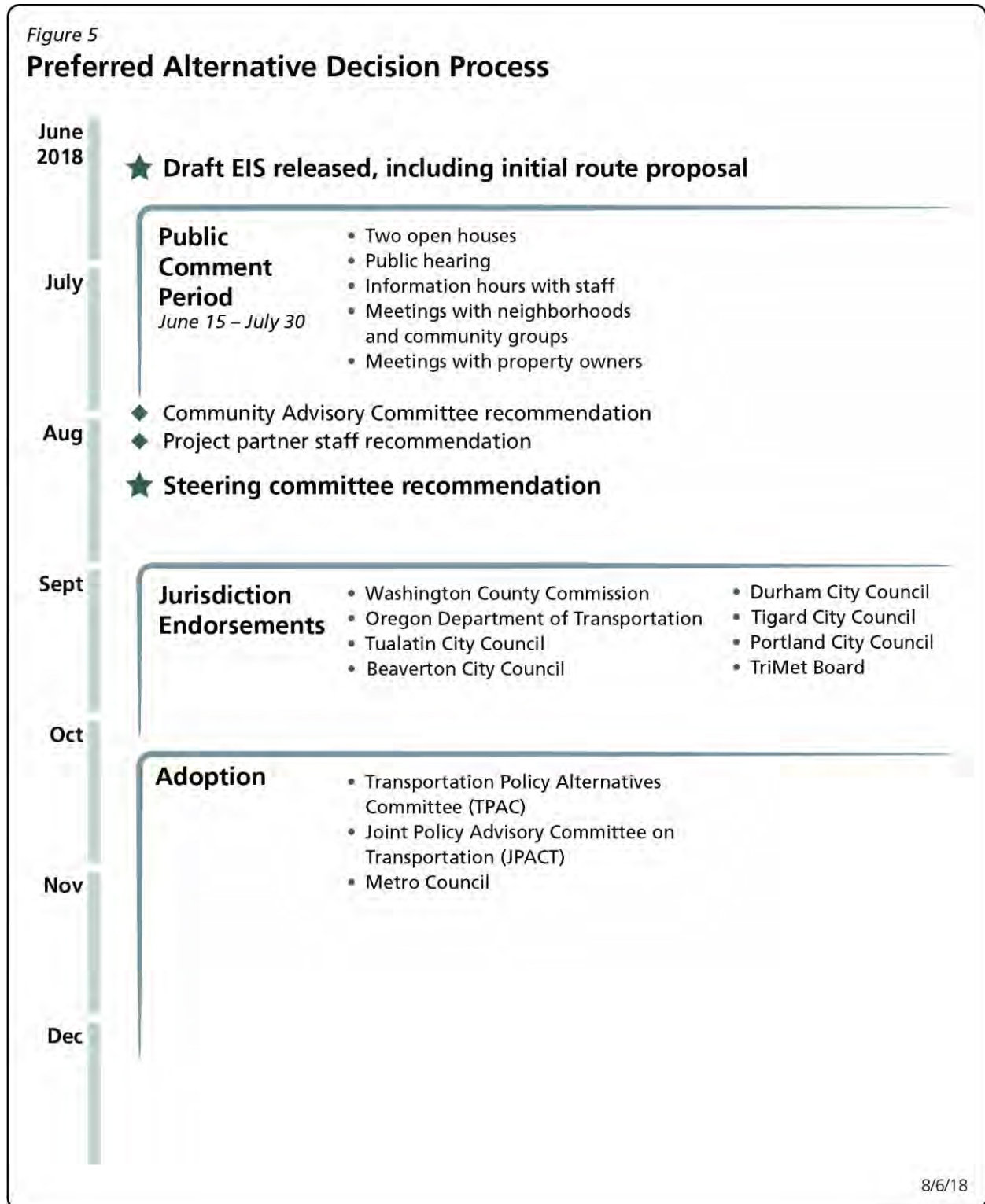
- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

Figure 4
Preferred Alternative:
Steering Committee
Recommendation
Segment C: Tigard and
Tualatin



3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.



Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard’s downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster

the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4915, FOR THE PURPOSE OF APPROVING THE SOUTHWEST CORRIDOR LIGHT RAIL PREFERRED ALTERNATIVE

Date: November 1, 2018

Prepared by: Chris Ford, x1633

OVERVIEW

Southwest Corridor and the Locally Preferred Alternative

The Southwest Corridor Plan and Shared Investment Strategy is a package of transit, roadway, bicycle and pedestrian projects that could help reduce congestion, increase transportation options, improve safety and enhance quality of life in Southwest Portland and southeastern Washington County. The Southwest Corridor Project is the centerpiece of this plan– a proposed rail line that would serve Southwest Portland, Tigard and Tualatin.

The action before the Metro Council would approve a Locally Preferred Alternative (LPA) for the Southwest Corridor Project. The LPA identifies the final rail alignment for further design and study, as well as the locations of all the stations, maintenance facilities, and associated project elements. If approved, the LPA would be included in the 2018 Regional Transportation Plan's Regional Transit Network Map and financially constrained project list, as well as in the Metropolitan Transportation Improvement Plan. These actions will allow the project to be considered for a Capital Investment Grant from the Federal Transit Administration (FTA).

In addition, once the LPA is approved, TriMet will begin preparation of project designs based on the LPA and convene a new steering committee and community advisory committee to guide remaining decisions around project elements. Metro staff will begin preparation of a Final Environmental Impact Statement (FEIS), as required under the National Environmental Policy Act (NEPA). The FEIS will evaluate the advanced designs for the project, commit to mitigations to reduce adverse effects of the project, and respond to public and agency comments submitted on the Draft Environmental Impact Statement (DEIS).

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 effort originated in the 2009 Regional High Capacity Transit System Plan, which identified the Southwest Corridor, located between

downtown Portland and Sherwood, as the region's top priority for consideration for high capacity transit.

The work has been guided by a Steering Committee comprised of representatives of the Southwest Corridor, from Metro, TriMet, ODOT, Washington County and the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Investment Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution No. 11-4278 that appointed the Southwest Corridor Steering Committee.

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.

In June 2014, the Metro Council adopted Resolution No. 14-4540, which:

- adopted 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
- directed staff to complete a focused refinement period to address remaining questions regarding the *Southwest Corridor Transit Design Options*
- directed staff to study the *Southwest Corridor Transit Design Options* under NEPA 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

During the focused refinement period, from December 2014 to May 2016, the Steering Committee and project staff further refined the HCT design options and complementary roadway, bicycle and pedestrians projects in preparation for a federal environmental review of the proposed project. During this time, the Steering Committee recommended removal of:

- HCT tunnel options under Marquam Hill, directing staff to develop robust alternative connection options to link Marquam Hill and Hillsdale town center to the future HCT line,
- two looped options in downtown Tigard,
- the downtown Tualatin terminus option, and
- tunnel options to the Portland Community College (PCC) Sylvania campus from further consideration, directing staff to continue study of alternative connection options to link the campus to the future HCT line.

The Steering Committee also recommended light rail transit (LRT) as the HCT mode over bus rapid transit (BRT) and approved an updated “Purpose and Need” statement. A Purpose and Need statement is a requirement of NEPA that briefly states the underlying purpose and need the project is attempting to address. The updated Purpose and Need statement reflected the decisions made during the refinement period, incorporated regional goals, provided more emphasis on anticipated regional growth and clarified language as appropriate.

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*, which also included associated roadway, bicycle and pedestrian projects, many of which were drawn from the priority list identified in the adopted Shared Investment Strategy.

In July 2016, the Metro Council adopted Resolution No. 16-4713, endorsing the *Proposed Range of Alternatives for Environmental Review* and the updated project Purpose and Need statement. This action enabled staff to initiate the federal environmental review process with the Federal Transit Administration (FTA).

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 adopted the Regional High Capacity Transit System Plan into 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 HCT investment.

In February 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 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 2035 RTP, which the Metro Council adopted in 2010, 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.

The Metro Council is anticipated to consider adoption of the 2018 Regional Transportation Plan in December 2018. The draft 2018 RTP includes the Locally Preferred Alternative that is under

consideration today for the Southwest Corridor Light Rail Project in the financially constrained project list and the Regional Transit Network Map.

Corridor Land Use Vision Forms Foundation of Shared Investment Strategy

Major public infrastructure investments do not stop at city or county lines. Our transportation system connects the communities within the Portland Metro region with the rest of the state and the rest of the world. When our region spends billions of dollars on expanding our road, transit and highway system to keep up with the continued population and employment growth, those public investments can have both positive and negative effects on the communities in which they are made. Over time, the region has become more and more strategic at linking together our transportation, housing, economic, and environmental goals, policies, and investments so that we can intentionally preserve and create great places that serve all people throughout the region, even as change and growth occurs. Metro's Investment Areas approach connects the planning for a major transportation investment with the community's broader goals and needs by providing a process to leverage the strengths of multiple partners to accomplish shared goals.

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 set forth in the plans above, defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports the local land use vision while meeting the region's 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.

The cities of Portland, Tigard and Tualatin have applied for and received multiple grants from Metro to advance land use and affordable housing work in preparation for a future HCT investment. Early grants from Metro supported the Linking Tualatin and Barbur Concept plans and since the initiation of Metro's planning work in 2011, Metro has awarded an additional \$870,000 toward project partner planning efforts:

- **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. Metro awards = \$100,000.
- **Tigard Triangle Walkable Suburban Development:** To investigate walkable mixed use development feasibility within the Tigard Triangle that leads to tools to facilitate such development. Metro awards = \$340,000.
- **Portland Equitable Housing Strategy for the Southwest Corridor:** To set a target for affordable housing preservation and production as part of the Southwest Corridor Project, estimate potential funding sources and funding gap to meet targets and build a community coalition to support inclusion of affordable housing as part of Southwest Corridor transit investment. This effort was partnered with Tigard's equitable housing grant to develop those cities' Equitable Housing Strategy for the Southwest Corridor. Metro awards = \$100,000.
- **Tigard Southwest Corridor Affordable Housing Predevelopment Analysis:** To identify opportunity sites for housing relocation and preservation, develop a funding analysis to support an anti-displacement strategy, and engage with affordable housing residents on equitable solutions. See above comment about how this related to Portland's equitable housing grant. Metro awards = \$100,000.
- **Portland Southwest Corridor Equitable Housing Strategy:** A different grant from the similarly named one above, this recent effort is intended to support creation of two TOD station plans (Barbur Transit Center and South Portland), pre-development site analysis ultimately leading to the construction of hundreds of new units of housing, and formation of an inter-jurisdictional Equitable TOD Workgroup and a Community Preservation and Engagement Workgroup. Metro awards = \$230,000.

Southwest Equitable Development Strategy

In 2016, Metro applied for and received a grant of \$895,000 from the FTA. These funds help support the Southwest Equitable Development Strategy (SWEDS) which began in spring 2017 and will continue through summer 2019. Recognizing that HCT investments create redevelopment that can displace households and businesses through rising rents, and also make it difficult for some future households and businesses to move to an HCT corridor, the Strategy strives to ensure that individuals and families from all economic backgrounds can live, work and thrive in the Southwest Corridor. This means working toward Southwest Corridor neighborhoods having:

- different choices for where to live for people of all incomes

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

The SWEDS effort is intended as an initial approach to determine how best to apply similar work to other HCT corridors in the region, or to scale it regionwide. The work is coordinated with other agencies and jurisdictions, most notably TriMet, Portland, Tigard and Washington County, and informed by organizations involved in the Southwest Corridor. These partners serve together on a project oversight committee, which has established equitable development goals. The oversight committee is working to identify priority actions for long-term implementation; staff is investigating options for funding of these actions after the FTA grant concludes.

A substantial portion of the FTA grant funds were set aside to help fund six pilot projects to test equitable development concepts in the SW Corridor. The pilot projects address economic development, affordable housing and community capacity strategies. Information from the pilot projects will inform the identification of the priority actions mentioned above.

In addition, one outcome of Council's equitable housing grants to Portland and Tigard (see prior section) was their joint Equitable Housing Strategy, which recommended the formation of an inter-jurisdictional Equitable Transit Oriented Development Workgroup, to be supported by a recent 2040 Planning and Development grant from Metro Council. Metro participated in that workgroup.

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 (DEIS) under NEPA. During spring 2016, the Portland City Council affirmed its support for the Southwest Corridor Project by authorizing the second of two payments toward further study of the HCT alignment options in the DEIS. This show of financial support to collaboratively move forward is a critical element in aligning local and regional investments.

ENVIRONMENTAL REVIEW OUTCOMES

Purpose and outcomes of federal environmental review process

The federal environmental review process is a necessary step to making the light rail project eligible to receive Capital Investments Grant (CIG) dollars from FTA's New Starts program. The ultimate outcome of the environmental review process is a Record of Decision (ROD) issued by FTA. To support the ROD, FTA requires the preparation of an environmental impact statement (EIS), consisting of two releases – a Draft and a Final EIS – and guided by the National Environmental Policy Act of 1970 (NEPA). The EIS also addresses other federal environmental laws and orders, including:

- Section 106 of the National Historic Preservation Act
- Section 4(f) of the Department of Transportation Act
- Section 7 of the Endangered Species Act

- Orders related to environmental justice, including Presidential Executive Order 12898, Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations

The Draft EIS describes a range of reasonable alternatives for the project and evaluates them against a future No Build condition in order to disclose to decision makers and the public the substantive adverse and beneficial effects of the project. The Draft EIS proposes ways to avoid, minimize or mitigate these negative impacts. After a public review period on the Draft EIS and adoption of the LPA, a Final EIS will be prepared which includes:

- Clear identification of the preferred alternative, which includes the final alignment, and locations of all the stations, maintenance facilities, and associated structures
- Summary of changes since the Draft EIS, including a re-evaluation of the preferred alternative where necessary
- Commitment to mitigation measures, and evaluation of potential impacts caused by mitigation measures (e.g., visual adverse effects to historic properties from noise walls)
- Responses to substantive comments from the public review period.

Initiation of Environmental Review and Agency Coordination

After Council’s adoption of Resolution No. 16-4713 in July 2016, staff asked FTA to issue a Notice of Intent to prepare an EIS for the Southwest Corridor light rail project. The notice identified FTA, Metro and TriMet as the lead agencies preparing the EIS; Metro manages the environmental review process with support from TriMet, as agreed between the agencies.

The notice initiated a scoping process to gather public and agency comments on the draft Purpose and Need statement, the alternatives proposed for evaluation, and the issues and impacts expected to be crucial to a decision. The public scoping period occurred from September 2 to October 3, 2016 and included two public online surveys, five neighborhood association meetings, an agency and tribal scoping meeting and a public scoping meeting. Based on the information gathered during scoping, the Steering Committee recommended adjustments to the project alternatives and Purpose and Need statement in December 2016. The lead agencies then commenced preparation of methodologies and the environmental analysis, conferring with the federal, state, regional and local agencies and jurisdictions and Tribes participating in the environmental review process.

Alternatives and project elements considered

The Draft EIS analyzed the alternative recommended by the Steering Committee in December 2016, with additional details as requested by FTA. The light rail alignments analyzed were:

Inner Portland

Alternative A1 on SW Barbur Boulevard, Alternative A2-BH on SW Naito Parkway and including a Ross Island Bridgehead Reconfiguration and Alternative A2-LA (Limited Access) on Naito that would reconstruct the existing ramps to the bridge. All of the alternatives include a shared transitway with up to 2 miles of paved light rail transitway in South Portland to allow express use by buses to and from downtown.

Outer Portland

Alternative B1 in the center of SW Barbur Boulevard until SW 60th Avenue, Alternative B2 in Barbur to just north of the Barbur Transit Center where light rail would transition to run adjacent to I-5 via a dual bridge crossing I-5 and Barbur to the south of the “Crossroads” (the intersection of Barbur, Capitol Highway and I-5), Alternative B3 in Barbur until just north of SW 26th Way where it would transition to run adjacent to I-5, and Alternative B4 in Barbur until Custer Street where it would transition to run adjacent to I-5.

Tigard and Tualatin

This area included six light rail alternatives, each using one of two *route configurations*: a Through Route to Bridgeport Village via downtown Tigard and a Branched Route with a split in the Tigard Triangle, where some trains would continue south to Bridgeport Village while others would turn west to serve downtown Tigard. The alternatives also varied in how they would serve the Tigard Triangle and connect to downtown Tigard, and in how they would connect downtown Tigard and Bridgeport Village. The Through-routed alternatives studied were: Alternative C1 using the Ash and I-5 alignments, Alternative C2 using the Ash and Railroad alignments, Alternative C3 using the Clinton and I-5 alignments, and Alternative C4 using the Clinton and Railroad alignments. The Branch-routed alternatives both used an I-5 alignment to a Bridgeport terminus with Alternative C5 using the Ash alignment to downtown Tigard and Alternative C6 using the Wall alignment to downtown Tigard.

Design Refinements

These alternatives were added to with six design refinements that proposed adjustments to the alignments. Based on the impact analysis conducted for this Draft EIS, TriMet, Metro and project partners developed the design refinements to help avoid or reduce impacts and result in an overall improvement in project impacts, benefits and costs.

At the request of FTA, project partner staff also identified an initial route proposal from the alternatives in the Draft EIS. The purpose of identifying the initial route proposal was to give the public and federal, state and local agencies, and tribal governments an opportunity to comment on a full-length light rail alternative.

The Draft EIS included additional project elements that could be funded by FTA including:

- **Marquam Hill connection**: four options to link SW Barbur Boulevard near SW Gibbs Street to the OHSU Kohler Pavilion on Marquam Hill to provide access between a light rail station on Barbur or Naito in South Portland, using combinations of tunnels, elevators and bridges.
- **PCC-Sylvania Shuttle**: two options for a shuttle to connect PCC-Sylvania to one or more light rail stations.
- **Operations and Maintenance (O&M) Facility**: two locations in Tigard for a new light rail O&M facility to accommodate the light rail vehicles that the project would add to the TriMet system.
- **Station access improvements**: new walking and bicycling infrastructure, such as sidewalks, bicycle lanes and paths, to improve access to stations. The options studied in

the Draft EIS evolved from those endorsed by Council in July 2016, based on public and agency input during scoping.

Draft EIS Analysis and Findings

The Draft EIS evaluated the light rail alternatives and other project elements (the “project”) in comparison to a No Project Alternative, which represents transportation and environmental conditions without the proposed project, modeled in the year 2035. Each section of the Draft EIS evaluated the project against a different issue area, and disclosed the significant impacts of the project in the long-term (permanent) and short-term (construction period), and then identified potential measures to avoid, minimize or otherwise mitigate adverse effects. The issues analyzed are typical of environmental review under NEPA and were determined through the EIS scoping process. The methodologies used were reviewed with participating agencies.

The issues evaluated were:

- Transportation, including regional travel, public transportation, pedestrians and bicyclists, motor vehicle operations, on-street parking, freight and safety
- Acquisitions, displacements and relocations
- Land use, considering changes to existing land uses as well as compatibility with existing plans, policies and regulations
- Economics, including potential changes to jobs and tax revenue
- Community effects, specifically neighborhood cohesion, neighborhood quality of life and community facilities
- Visual quality
- Historic and archeological resources
- Parks and recreation resources, which include publicly owned parks, greenspaces, recreation areas, trails, natural areas, and wildlife lands
- Geology, soils and hydrology
- Ecosystems, which addresses aquatic habitat and species, vegetation and wildlife species and habitat, wetlands, and other biological resources
- Water resources, which consists of surface waters, floodplains, drainage systems, stormwater, and groundwater
- Noise and vibration
- Air quality and greenhouse gases
- Energy, which summarizes transportation energy consumption and evaluates the impacts to energy demand on utilities
- Hazardous materials, namely existing hazardous materials sites that could be encountered
- Utilities
- Public services, including emergency services, schools, postal and solid waste
- Safety and security
- Indirect and cumulative impacts, which evaluates the potential related effects of the project on the above issues

The Draft EIS also addressed several analyses required by federal regulations other than NEPA—environmental justice, Section 4(f) (of the Department of Transportation Act, which protects parks and historic properties) and Section 6(f) (of the Land and Water Conservation Fund Act, which protects parks that have received certain federal funds).

The Draft EIS findings are extensive. The analysis did not eliminate any alternatives but the reality is that the cost or impacts of necessary mitigations in some instances could be prohibitive. The findings highlighted the differences between the alignments—in Inner Portland the alignments varied in property, historic and traffic effects; in Outer Portland there was little difference; and in Tigard the alignments varied in traffic, wetlands, and displacement of residents, businesses and employees.

Steering Committee Recommendation

The Steering Committee's recommendation on a preferred alternative was the product of multiple inputs—the Community Advisory Committee's recommendation, the summary of public comment on the Draft EIS and staff's report, as well as the information gathered through years of planning and analysis.

Community Advisory Committee (CAC)

Created by Metro Council in October 2016, the CAC started meeting monthly in February 2017 to learn in depth about the project background and alternatives. The CAC was made up of 19 community members appointed by the Steering Committee from an open and competitive application process. Members were residents of or closely connected to the Southwest Corridor and were expected to represent or liaise with other organizations. After 14 meetings, the CAC made a recommendation on a preferred alternative in July 2018 and presented it to the Steering Committee on August 13, 2018.

Public review period

Publication of the Draft EIS in June 2018 commenced a 45-day public review period. Staff sent notification postcards to 11,000 addresses covering ½ mile from the alignments, emailed another 2,000, and sent letters to 700 potentially impacted property owners in addition to newspapers ads and social media posts. During the review period, staff held two open houses, three public hearings (including one targeted at non-English speakers with simultaneous translation), and 33 neighborhood meetings and information sessions. Participating agencies and potentially interested jurisdictions, as well as several Native American tribes were directly contacted. Commenting was available online, by email or mail, and at public hearings which included an official transcription of oral comments. 1,046 comments were received during the comment period, which were summarized and provided to the Steering Committee. Much of the input received was on the initial route proposal. A summary of the public comment is attached to this staff report.

Staff report

Project partner staff issued a report, taking the above inputs into account, as well as factors such as constructability and the effect of various alignment choices on the project's ratings from FTA on cost effectiveness.

After the Steering Committee's recommendation on a preferred alternative, staff invited project partners to consider endorsement of the recommendation. The proposed Council resolution references those actions, which are attached to this report.

Implications of Metro Council Resolution No. 18-4915

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, the recommendations of the Southwest Corridor Steering Committee related to a high capacity transit line, and the endorsements of affected jurisdictions.

It will also allow the LPA to be included in the 2018 Regional Transportation Plan update, including the financially constrained list of projects and the Regional Transit Network Map. Once the RTP update is adopted, this will signal to FTA the region's commitment to the Locally Preferred Alternative and to funding its construction. The proposed Resolution 18-4915 will also formally conclude the activities of the Southwest Corridor Steering Committee, which has existed for over seven years, as well as its advisory Community Advisory Committee.

Specific next steps include:

1. Evaluation of the preferred alternative in a Final EIS and completion of other required federal environmental review actions (e.g., Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act), to be led by Metro staff in partnership with TriMet and FTA.
2. Transition of planning leadership on the Southwest Corridor light rail project to TriMet with support from Metro staff.
3. Continued staff efforts in support of the Southwest Equitable Development Strategy.

ANALYSIS/INFORMATION

Known opposition

A number of organizations and individuals submitted comments on the project during the Draft EIS public review period that indicate opposition to elements of the project as proposed, or to the project in its entirety. These include:

- Property owners and tenants (residential and business) opposed to alignments that would directly impact their property.
- Individuals and organizations opposed to the relocation of the Village Inn restaurant at the Bridgeport terminus.
- Individuals that oppose the light rail being located in Barbur Boulevard on the incorrect claim that the project would remove lanes on Barbur; the project retains four through lanes on Barbur south of Naito.

Approximately 20 percent of comments submitted during the public review period stated opposition to the project in its entirety. The reasons given for opposition to the project include:

- Avoiding direct effects to residences or businesses
- Traffic impacts
- General opposition to light rail
- Lack of support for project need

- Disagreement with Southwest Corridor as a location for light rail and preference for a different location
- Preference for an entirely different route, investment in other transportation options such as bus service and/or freeway expansion, or waiting for future technology such as autonomous vehicles
- Concerns about local increases in crime
- Concern with the project cost

Legal antecedents

- 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
- Jul. 28, 2016, 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 Approved by the Southwest Corridor Steering Committee
- Oct. 20, 2016, Resolution No. 16-4751: For the Purpose of Creating a Community Advisory Committee for the Proposed Southwest Corridor Light Rail Project

Anticipated effects

Upon Metro Council action, staff from Metro and TriMet will move forward with evaluation of the Preferred Alternative under NEPA and other relevant federal environmental regulations, to be published in a Final Environmental Impact Statement. The Final EIS will be undertaken at the direction of the FTA and in coordination with agencies participating in the process including project partners. TriMet will appoint a new steering committee to advise its general manager,

which is expected to include representation from Metro and affected jurisdictions and agencies. Staff will continue to work on the development of the Southwest Equitable Development Strategy in coordination with staff from Portland, Tigard, Washington County and TriMet. In addition, the LPA would be included in the 2018 Regional Transportation Plan, including the financially constrained project list and Regional Transit Network Map, and in the Metropolitan Transportation Improvement Plan. These action will allow the project to be considered for a Capital Investment Grant from the Federal Transit Administration.

Budget impacts

While there are no direct budgetary impacts from the proposed resolution, Metro has signed an intergovernmental agreement with TriMet to provide the resources necessary to complete the Final EIS. Metro's FY 18/19 budget reflects the resources necessary to carry out that work.

RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the resolution approving the Steering Committee's recommended Preferred Alternative for the Southwest Corridor Light Rail project.

ATTACHMENTS

- Summary of Public Input on Route Selection for Southwest Corridor Light Rail
- Resolution by City of Tualatin endorsing Steering Committee recommendation
- Resolution by Washington County Board endorsing Steering Committee recommendation
- Resolution by TriMet Board endorsing Steering Committee recommendation
- Resolution by City of Beaverton endorsing Steering Committee recommendation
- Resolution by City of Portland endorsing Steering Committee recommendation
- Resolution by City of Tigard endorsing Steering Committee recommendation



Summary of Public Input on Route Selection for Southwest Corridor Light Rail

August 6, 2018

SUMMARY OF PUBLIC INPUT ON ROUTE SELECTION FOR SOUTHWEST CORRIDOR LIGHT RAIL

This document is intended to inform the Southwest Corridor Steering Committee in its consideration of the final route (called the Preferred Alternative) for the proposed Southwest Corridor light rail line. It summarizes input that relates to route selection gathered from:

- Comments submitted upon release of the Draft Environmental Impact Statement (EIS) on June 7, 2018 through the public review period which ended July 30, 2018.
- Input heard at hearings, open houses, information sessions and other meetings (not including the Community Advisory Committee's recommendation, which is included in a separate document)

A summary of the outreach and notification conducted during this period is provided in Appendix A.

Input unrelated to route selection is not summarized below, including comments on routes or transit modes previously considered but not recommended for study in the Draft EIS by the Steering Committee. Additional summary of commonly mentioned themes beyond the route proposal is summarized in Appendix B.

All comments submitted on the project during the Draft EIS review period will be published in the Final EIS, which will include responses to substantive comments.

SOURCES OF PUBLIC INPUT

Comments were received online through comment forms on the project website, by mail, through email, by phone, on comment cards and through oral testimony. A summary of demographics and feedback from participants in the project's two open houses is provided in Appendix C.

Approximately 1,015 comments were received including:

- 482 web comments (109 web comments were received through a star rating survey that allowed participants to rate the initial route proposal on a scale of one to five; the remainder were open ended comments)
- 146 emails
- 33 letters (includes 3 letters/petitions signed by multiple individuals)
- 354 comment cards

All of the input received was read by staff and tagged for relevant content. Since participants decided what information to share, not every comment discussed the initial route proposal or indicated support or opposition for alignment alternatives under

consideration. For this reason, it is impossible to summarize what all participants think about any particular topic. Instead, this summary identifies the topics raised most by participants and how many times an issue was discussed. Any assumptions about the level of support for an alignment are based on the number of participants who mentioned that choice in their comment, not a percentage of total comments received.

Demographic information was received from some participants. A summary is provided in Appendix D.

GENERAL SUMMARY OF INPUT ON LIGHT RAIL ROUTE OPTIONS

Much of the public input relates to the initial route proposal presented in March 2018 and included in the Draft EIS. In general, input was supportive of the Initial Route Proposal. However, there are three portions of the alignment where concerns were raised. In Southwest Portland, people who commented on the choice between an in-Barbur alignment and an I-5 adjacent alignment. In this same area, concerns were raised to the initial route proposal Refinement 2 (Taylors Ferry I-5 Overcrossing). The input also includes concerns with Refinement 4 (Barbur Undercrossing) in Tigard. Concerns about the refinements are explained further in the “Summary of Input by Segment” section below.

A notable amount of public input is related to concerns about traffic flow on Barbur Boulevard, especially where light rail would be located in Barbur. Some of this input advocates for an alignment adjacent to I-5 instead, and some opposes the project altogether. Several of the comments incorrectly base their opposition to Barbur alignments on the claim that the project would remove lanes on Barbur; the project retains four through lanes on Barbur south of Naito. Others incorrectly based their opposition on the assumption that the I-5 adjacent alignment would have fewer business impacts; DEIS analysis indicates more residential and business displacements with the I-5 adjacent alignment (B-4) compared to the initial route proposal.

Many comments addressed the potential displacement of the Village Inn restaurant located at Bridgeport Village. That issue does not affect route selection and so is not discussed in this document, but is addressed in staff’s recommendation on the Preferred Alternative.

GENERAL SUPPORT

Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 25 percent of participants clearly indicated support for the initial route proposal or for light rail in general. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 47 percent rated the initial route proposal five or four stars.

Participants who supported light rail mentioned environmental benefits, improvement to individual commute times and congestion reduction and the primary reason for support.

Many supporters of the initial route proposal mentioned the need for light rail in the Southwest Corridor.

NO PROJECT

The Draft EIS includes an evaluation of the proposed project in comparison to a “No Project” alternative. Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 20 percent of comments submitted during the public review period clearly stated opposition to the project (either in this location or to light rail generally), and that position was also heard at public events. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 45 percent rated the initial route proposal one or two stars.

The reasons given for opposition to the project include:

- Avoiding direct effects to residences or businesses
- Traffic impacts
- General opposition to light rail
- Lack of support for project need
- Disagreement with SOUTHWEST Corridor as a location for light rail; preference for a different location
- Preference for an entirely different route, investment in other transportation options such as bus service and/or freeway expansion, or waiting for future technology such as autonomous vehicles
- Concerns about local increases in crime
- Concern with the project cost

SUMMARY OF INPUT BY SEGMENT

Segment A

The initial route proposal calls for light rail on Barbur (Alternative A1), applying Refinement 1. Input in full support of the overall initial route proposal is advocating for that alignment.

Specific input received on Segment A route selection was primarily supportive of the Barbur alignment as well, predicated on an improvement to the Ross Island Bridgehead also occurring. Suggestions on the Bridgehead improvement range from safer pedestrian crossings of Naito Boulevard to a full reorganization of the bridge access system. Some

input supports Alternative A2-BH (Naito with Bridgehead Configuration), with little input in support of Alternative A2-LA (Naito with Limited Access). Reasons for supporting a Naito alignment were proximity to the National University of Natural Medicine (NUNM) and South Water Front, desire for improved pedestrian and bike infrastructure on Naito, opportunity for redevelopment and concerns about traffic impacts in the vicinity of SW 4th Street and Caruthers St.

Ross Island Bridgehead project

Approximately 20 percent of all comments received support a Ross Island Bridgehead improvement project, separate, but coordinated with light rail. They were supportive because of the project's potential to reduce traffic, increase pedestrian safety, and reconnect the adjacent Lair Hill neighborhood. The vast majority of these comments were received from students or faculty at the National University of Natural Medicine (NUNM). These comments indicated that NUNM would benefit from the bridgehead reconfiguration through increased accessibility and safety, especially for pedestrians. They also voiced strong support for a Naito improvement project.

Design Refinement 1

Input on Refinement 1 is complex. The input is mostly focused on how bikes, pedestrians and traffic would navigate through the area with light rail moving out of and back into Barbur, with the balance of input opposing the Refinement but suggesting that those circulation concerns are the main issue. Those who support the Refinement mention concern about construction impacts to the Highway 10 overpass at Barbur and historic significance of the viaducts.

Marquam Hill connection

Input on the Marquam Hill connection options will be summarized in a future document before that decision is made.

Segment B

The initial route proposal calls for light rail in Barbur until Barbur Transit Center, where it switches to running adjacent to I-5 until the city limits (Alternative B2), applying Refinement 2 so that the light rail uses a separate structure north of the Barbur-Capitol bridge ("Crossroads") instead of south of Crossroads in order to cross I-5. Input in full support of the overall initial route proposal is advocating for that alignment.

In-Barbur/I-5 Adjacent options

Comments specific to the Segment B route selection were split between support for an in-Barbur alignment (B1, B2, B3) and an I-5 adjacent choice (B4), with a slight majority supporting I-5 adjacent. Input includes concerns about how traffic will function in the Barbur/I-5 corridor.

Comments received in support of in-Barbur alignments cited improved infrastructure and safety for cyclists and pedestrians most often as their reason for support. Other reasons included, improved livability in the area, improved access and visibility of stations

(including ADA accessibility), redevelopment potential in the corridor, and this choice being supportive of Barbur Concept Plan.

About 2/3 of comments were specific about the in-Barbur alignment option preferred. Most of those supported staying on Barbur for the entirety of the outer Portland segment of the route (B1). It received four times as much support as the option to depart from Barbur at the Barbur Transit Center (B2), and the option to leave Barbur at 26th was not specifically mentioned in the comments received.

Comments indicating support for the I-5 alignment (B4) cited traffic concerns as the reason for this preference. Other reasons cited were increased noise, higher cost, negative impacts to the streetscape of Barbur and the livability of adjacent neighborhoods and higher displacements of property owners relative to the I-5 alignment. Unfortunately, some of these concerns were based on incorrect information. Several comments indicated that traffic on Barbur would worsen after construction of the system because of a reduction in travel lanes on Barbur Boulevard. Designs studied in the DEIS do not include a reduction of travel lanes on Barbur in section B. The DEIS also indicates that the I-5 adjacent alignment (B4) results in more business and residential displacements than the initial route proposal. Similarly, option B4 has a longer transit travel time than the initial route proposal.

Design Refinement 2/Crossroads

Robust input was received on the Crossroads area, with Refinement 2 in particular the subject of major concerns or explicit opposition:

Overall the public input on Refinement 2 highlights the existing circulation problems in the Crossroads with its complex street pattern and high volumes of auto traffic already creating congestion, difficulty in making desired movements and conflicts with pedestrians and bicycles. Specific concern was raised about function of the Taylor's Ferry and Capitol Highway intersection with this refinement. In general public input does not clearly support a desired option at the Crossroads, instead conveying a longstanding desire for a major overarching improvement. Some input expresses an interest in maintaining the southern structure in the unrefined Alternative B2 and some input supports staying in Barbur through Crossroads as in Alternative B1. Others point to the need for a new bicycle and pedestrian bridge over I-5 in this area. Little of the input opposes the unrefined Alternative B2 design.

Comments in opposition to Refinement 2 site anticipated residential and business relocations as a reason for their position. Another concern expressed frequently was the design's potential impact to Woods Creek park and the headwaters of Woods Creek. Others mention the height and visual impact of the light rail structure over I-5 and the potential for cold weather closures due to ice. Several of the comments submitted incorrectly base their opposition to Refinement 2 due to a misunderstanding that light rail would run in Taylors Ferry Road from Capitol Highway westward to Tigard or would displace businesses on the south side of Taylors Ferry.

Comments in support of Refinement 2 mention reduced costs, construction impacts, business impacts and visual impact. Others suggest greater opportunities for redevelopment in the West Portland Town Center.

Portland Community College (PCC) connection

Input on the PCC Sylvania connection options will be summarized in a future document before that decision is made.

Segment C

The initial route proposal is based on Alternative C2 (Ash to Railroad) with three refinements applied. It calls for light rail to cross from north to south under Highway 99W around the Portland-Tigard city limits, then travel to a station on 68th Avenue before turning south along the 70th Avenue alignment (Refinement 4), before turning west along Elmhurst (Refinement 5) and traveling along the east side of Hall Boulevard to a station near the freight tracks (Refinement 6), then continuing southeast along those tracks to the terminus at Bridgeport Road. Input in full support of the overall initial route proposal is advocating for that alignment.

Most specific comments on route selection in Segment C are in support of the initial route proposal, with notable opposition from property owners directed affected by Refinement 4 as well as the Village Inn.

Design Refinement 4

Some input supported Refinement 4. By the numbers, a significant number of people indicated their opposition. A petition received against Refinement 4 contained 226 signatures.

The most common reason cited in comments supporting the refinement was improved access to the proposed light rail line with a station at 68th and Pacific Highway. Many comments also expressed a need for pedestrian and bicycle infrastructure to support access to this station from the north and west. Other comments noted development opportunities, cost and time savings, fewer visual and noise impacts, improved station spacing, and preservation of residential property as reasons for supporting this refinement.

Input in opposition pointed to existing business displacement and impacts to property owners. Some mentioned potential noise, vibration, visual and habitat impacts. Others identified increased traffic, access to stations and a concern that a station near 99W is less compatible with the City of Tigard's vision for the Tigard Triangle.

Design Refinement 5

Comments received specific to Refinement 5 center around the impact to existing homes and businesses. Input in support sites the negative impacts that Ash alternative (C2) would have upon Beveland area businesses and recent public and private investments in SW Beveland Street. Input also mentions lower cost and improved travel time with Refinement 4. Input in opposition discusses the impacts to the residential community and individual

properties as well as concern about tree removal, loss of habitat, noise and vibration impacts.

Design Refinement 6

Input also includes concerns about how the station location in Refinement 6 will relate to Main Street and WES, including pedestrian connectivity across Hall, and on the amount of business and employee displacement that it would create. Such input generally does not advocate for the Ash Avenue alignment, due to its displacement of unregulated housing, but rather advocates for minimizing the adverse effects of Refinement 6 on the existing industrial district. Other priorities mentioned in comments received about the downtown Tigard area included preserving existing affordable housing, minimizing residential displacement, protection of wetlands, downtown redevelopment opportunity, and reducing construction cost and traffic impacts on Hall Blvd.

Railroad/I-5 options

Input received was supportive of the Railroad alignment options primarily because of the impact to the businesses along I-5 incurred by the alternative. Other reasons for this support include reduced cost, access by Tigard residents and transit dependent people and support for the Tigard Triangle Strategic Plan. Input opposed to the railroad alignment also emphasized business displacement concerns and traffic impacts on SW Bonita Road.

Bridgeport Station

A considerable amount of input was received in support of the Village Inn and redesign of the Bridgeport station to keep this business in its current location. A total of 340 comment cards voicing support for the Village Inn were received in addition to a petition containing approximately 3,850 signatures.

APPENDIX A: DISTRIBUTION, NOTIFICATION AND OUTREACH EVENTS

Physical distribution

Wire-bound copies of the Draft EIS, including appendices, were placed in 11 locations in and around the project area:

- Metro's office
- TriMet (downtown ticket office)
- City of Portland Bureau of Planning and Sustainability (Development Services Center)
- Seven libraries throughout the project area (Hillsdale, Capitol Hill, Tigard, Tualatin, Portland State University, Portland Community College – Sylvania, National University of Natural Medicine)
- St. Anthony's Catholic Church in Tigard, which serves as a gathering place for the Spanish and Vietnamese speaking communities

Physical notification

A notification postcard was mailed to letter carrier routes covering physical addresses approximately one-quarter mile of the alignment options studied in the Draft EIS, which went to around 11,000 mailboxes. The postcard included the website address, the times and locations of open houses and the public hearing, and the closing date of the public comment period. The postcard included a message in Spanish.

Letters were sent to the listed owners of properties that could experience a full or partial acquisition under any alignment studied, including those affected by design refinements only. The letter provided the electronic and physical locations of the Draft EIS, and a special phone number for them to contact Metro with questions. The letter included a message in Spanish, Vietnamese, Russian, Chinese and Korean with a number for a multilingual hotline.

Newspaper advertisements announcing the Draft EIS availability plus the time and location of a public hearing ran for several weeks after the June 15 Notice of Availability (NOA) date in eight local newspapers. Three papers were culturally specific periodicals and two advertisements (Tilde Noticias and Phuong Dong) were published in other languages (Spanish and Vietnamese).

Outreach activities

During a period starting just before the Draft Environmental Impact Statement (EIS) release, and continuing through the close of the public comment, staff attended or hosted 33 community meetings and events attended by over 650 people, including:

- Two open house events

- Two public hearings
- One multilingual event/hearing
- Four information hours with staff
- 24 association, commission or organization visits

In addition, staff fielded approximately 35 phone calls from the public during this period.

Public hearings

The following is a summary of testimony received at the two public hearings held during the DEIS comment period.

The July 19th public hearing hosted 36 speakers. 15 of the speakers directly stated they were in support of the project moving forward. A major theme amongst supporters of the project were the benefits of public transportation beyond the mode itself - including the active transportation infrastructure, access to jobs, and the provision transportation options for future generations. There were an array of concerns expressed in opposition to the project as well, the most prominent being a suspicion that ridership was overestimated in the DEIS and in many cases; concerns about high project costs accompanied this view. Another common assertion of speakers who were opposed to the project was that Southwest Corridor light rail would not relieve traffic issues. Both supporters and people opposed to the project voiced concerns for the preservation of community gathering places. Several speakers voiced their support for the preservation of the Village Inn restaurant.

The July 26th public hearing hosted 11 speakers. The majority of speakers were generally supportive of light rail as a transportation option. Only one speaker was directly opposed to the proposed route. A few speakers expressed support for heightened WES operations in lieu of a new MAX rail line. The most prominent theme of the hearing was the opposition to negative impacts on small businesses; the Village Inn was called out specifically in three separate testimonies. Other concerns included gentrification and housing affordability, traffic, and active transportation infrastructure to improve safety.

Open house events

Two open house events were held during the DEIS public comment period. A summary of those events and information about participants is included as Appendix C.

APPENDIX B: OTHER AREAS OF DISCUSSION

A significant number of comments suggested more improvements to support safe cycling and walking in the Southwest Corridor as well as comments about property acquisition, traffic and communities. A number of comments received in opposition to the initial route proposal or to light rail in general identified alternative transportation investments or different destinations/routes. That nature of input is summarized here.

Active Transportation

A significant number of the total comments received, about 17 percent, requested improvements for pedestrians and cyclists in the Southwest Corridor. Many of these comments asserted that the DEIS's consideration of these modes of transportation was inadequate and that they call for more upgrades to bike and pedestrian infrastructure in project designs. Some were specific to alignment choices like Refinement 2, others specific to geography, like connection of Tigard Triangle to downtown Tigard. Comments frequently noted that current conditions are unsafe for these modes of travel in the southwest corridor, and the light rail project should include upgrades along the proposed route and in station areas.

Suggestions mentioned most included:

- Continuous, upgraded bike lanes and sidewalks along the entire length of Barbur, as well as streets leading to Barbur
- Bike and pedestrian upgrades on the Barbur-Capitol bridge ("Crossroads")
- A new multimodal connection from the Crestwood neighborhood in Southwest Portland across I-5 to Barbur.
- Upgraded bicycle and pedestrian connections to PCC, Multnomah Village, Hillsdale, and the area north of 99W near the proposed 68th St station
- Improved pedestrian connectivity between the Hall St. station and Main St. in Tigard
- Multimodal connectivity between the Tigard Triangle and downtown Tigard as well as within the Triangle

Acquisitions, Displacements, and Relocations

Comments frequently expressed concerns regarding property acquisitions, displacement, and relocation of current tenants and owners who would be impacted by the light rail alignment. Concern was expressed about a variety of locations in all route segments and included both residential properties and businesses. Because acquisitions would be required at many points along all of the proposed route options, this concern was widespread. Three locations that received the most attention in comments were the terminus of the line in Bridgeport Village, the area around Refinement 2 (Taylor's

Ferry/Crossroads), and the area along Highway 99W near Refinement 4 (Barbur Undercrossing).

Communities

Many comments addressed the effects light rail might have on communities in the southwest corridor. Many comments expressed the need to maintain affordability in communities, especially affordable housing. There were also comments that suggested prioritizing equitable outcomes for groups like people of color, the elderly, and people living with disabilities. Preserving the feel or atmosphere of the neighborhoods that the proposed line would pass through was another topic some comments addressed.

Comments that expressed support for the project often cited increased community livability, urban design, and improved connectedness. Other comments noted the belief that access to amenities and services would improve in their community with a new light rail line.

Some comments were opposed to the project because they were worried that the light rail line might divide neighborhoods bisected by the route. Others were concerned that light rail would have a general negative impact on their community or hurt livability.

Traffic: Other

Several specific locations were mentioned when participants expressed concern about the light rail project creating worse traffic conditions. Those streets and locations mentioned most are listed below:

- Barbur Blvd.
- Taylor's Ferry
- Capitol Highway
- Highway 99W
- South Portland area (SW Moody, SW Kelly, etc.)
- Bridgeport Village
- Lower Boones Ferry Rd
- Terwilliger Dr
- Hall Blvd
- 72nd Ave
- Traffic beyond the terminus in Tualatin

Prefer Other Investments

There were numerous comments that indicated a preference for different transportation investments. Many comments focused on the cost of building light rail. The most common alternative proposed was expanding and improving existing roadways or building new roadways. Others felt that expanded bus service or bus rapid transit would be more cost effective or that improving existing public transit should be a priority. A few people preferred additional cycling or pedestrian infrastructure or addressing social issues.

Comment reasons cited for preferring a different transportation investment:

- The belief that light rail would increase traffic congestion and that driver behavior was too hard to change
- The notion that dwindling ridership and changing transportation technology, including autonomous vehicles and ride-sharing, will make light rail obsolete
- The belief that light rail is an inflexible investment
- The prospect of displacements and gentrification caused by light rail construction
- A concern that the proposed light rail line would not be fast enough to attract riders
- The concern that light rail would result in increased crime and that it is incompatible with the demographics of those living in the southwest corridor
- A position that not enough evidence was presented to demonstrate positive outcomes from the investment
- The prospect of environmental hazards, like snow and ice, being greater in the southwest corridor than in other parts of the Portland Metro region

Prefer different destination

Some participants suggested a different destination or route for light rail. The vast majority of comments requested a southern extension of the proposed route down to Wilsonville or Woodburn. Others requested that the route to continue to Sherwood or deeper into Tualatin beyond Bridgeport Village. An eastbound Kruse Way route alternative was also suggested by a few respondents. There was one respondent who felt the terminus should be in Tigard. The majority of respondents in this category were proponents of light rail as a whole but wanted to expand service locations.

APPENDIX C:

DEIS OPEN HOUSE - MEETING EVALUATION AND PARTICIPATION

Two open houses were held during the DEIS Comment period. The first event was at a local elementary school in Southwest Portland on June 2, 2018. The second event was held at the Tigard Public Library on July 12, 2018. Both events were in the evening from 6 to 8:30 p.m. to support the most local participation. Approximately 80 individuals attended the two events.

Between fourteen and eighteen staff members attended each event. This resulted in a high staff to attendee ratio. Staff interviewed after these events said they were well organized and offered opportunity for individual attendees to ask questions and engage in prolonged conversations with staff.

A meeting evaluation form and demographic questioner was provided to every meeting attendee upon their arrival. These forms provide an opportunity to understand who attended and how they felt about the events. There were a total of 67 evaluation forms submitted, which is an approximately 84 percent participation rate.

Demographics

Of the respondents who shared their age, 4% were between the ages of 18-24, an additional 4% were between the ages of 25-34, 11% were between the ages of 45-54, the majority were between the ages of 55-64 (47.1%), 21.6% were between the ages of 65-74 and 5.9% were 75 years or older.

There were a total of 11 unique zip codes represented by respondents. 97219 (SW Portland and Lake Oswego) represented a major majority at 50% of respondents indicating that as their zip code. 97233 (North Tigard, Metzger) was the second most popular selection at 18.5%. 97224 (Tigard, Durham) and 97239 (South Portland) each accounted for 8% and the other 7 zip codes had 2 or fewer respondents.

95.9% of evaluation respondents identified as being White. One respondent identified as Asian or Asian American and one additional identified as Hispanic, Latino, or Spanish origin.

52.3% of respondents identified as Female and 47.7% identified as Male.

7.5% of respondents stated they had a disability and 92.5% said they did not.

Meeting Evaluation

95.2% of respondents either Agreed (50%) or Strongly Agreed (45.2%) that the meeting was worthwhile. Three respondents (4.8%) cited their experience as Neutral.

Respondents were also asked if they felt encouraged to share input and if they felt listened to. 47.5% of respondents said they Strongly Agreed, 34.9% said they Agreed, and 17.5% responded they felt Neutral.

Meeting announcement

Respondents heard about the meeting in an array of unique ways. The most popular forms were through community announcements, E-mail, and newspaper publications.

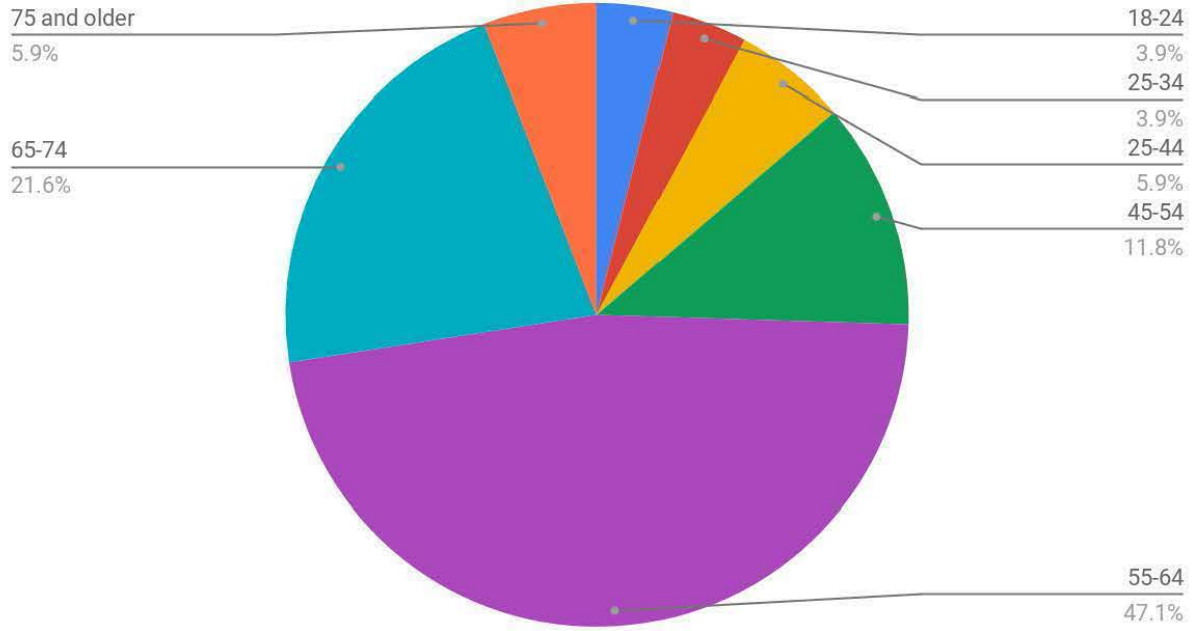
Suggestions for future meetings

The most common suggestion was to have a presentation. Many people asked for heightened map detail and generally more information. Verbatim comments provided below:

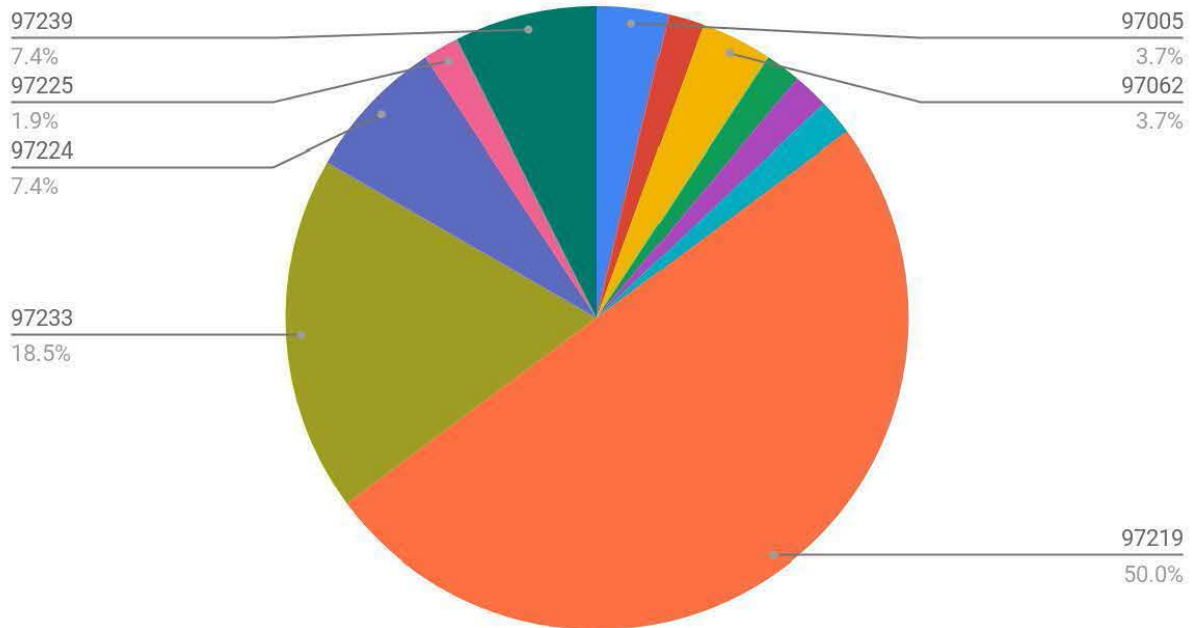
- A timeline for next steps
- Graphics easier to understand, a presentation perhaps?
- Would be good to have short presentation as overview prior to setting the crowd free to wander around
- I would like speakers to speak in a group presentation. Also, I would like a space/fence in front of the easels to keep us a little further away. When one person stands in front - no one else can see.
- A presentation of speakers - 2 or 3 - to refer to displays and brief Q&A. Then, break up to let staff mingle and chat one-on-one, which I liked
- Better Maps (more surface detail)
- Having someone on hand with specific info on the Ross Island Bridgehead portion of the project.
- Better labeling of streets on map exhibits - hard to orient locations
- Need more duplicate exhibits to alleviate crowding
- If the plan includes subsections, bring information on all of the subsections
- I would like the planned route elevated so many people could see. Maybe a mini explanation that repeats
- Overall, good visuals. Need better explanation/display of on-grade vs. overpass impacts representatives were informed, approachable (especially Rory) got questions answered and good discussion - Thank you
- More information on all possible routes

Graphs:

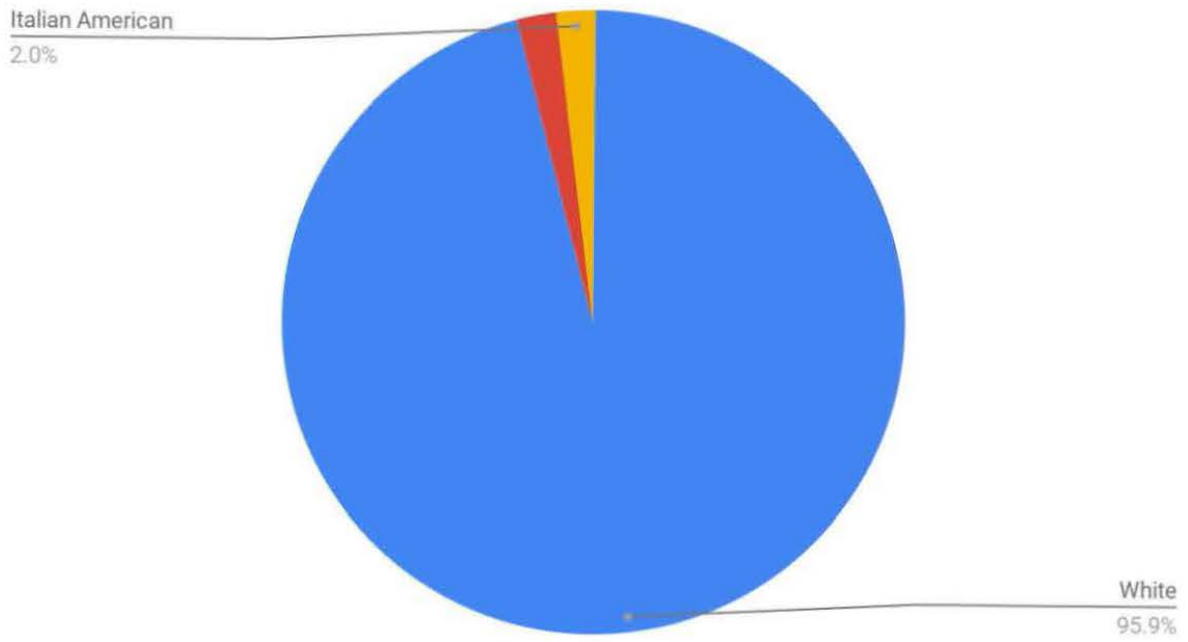
Age



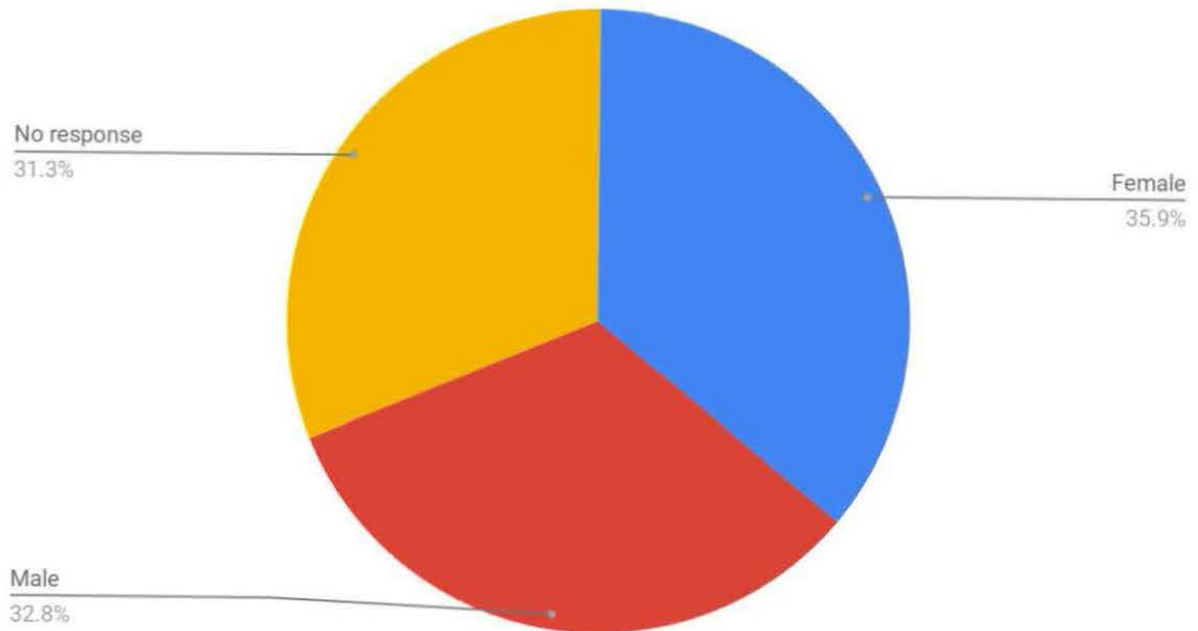
Zip Code



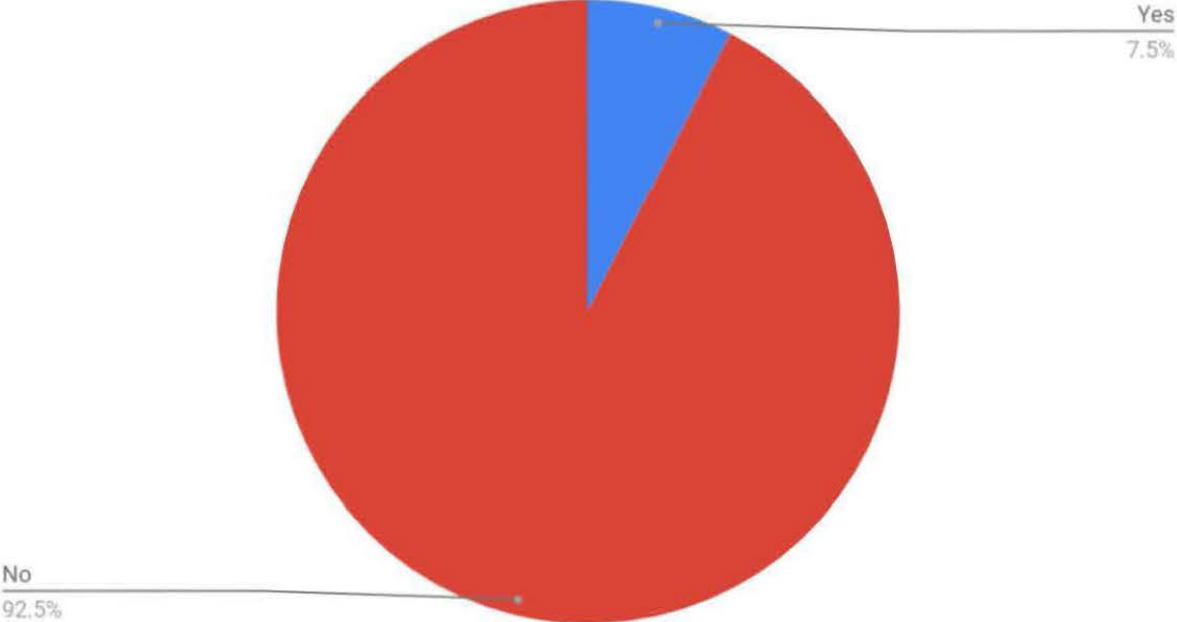
Race/Ethnicity



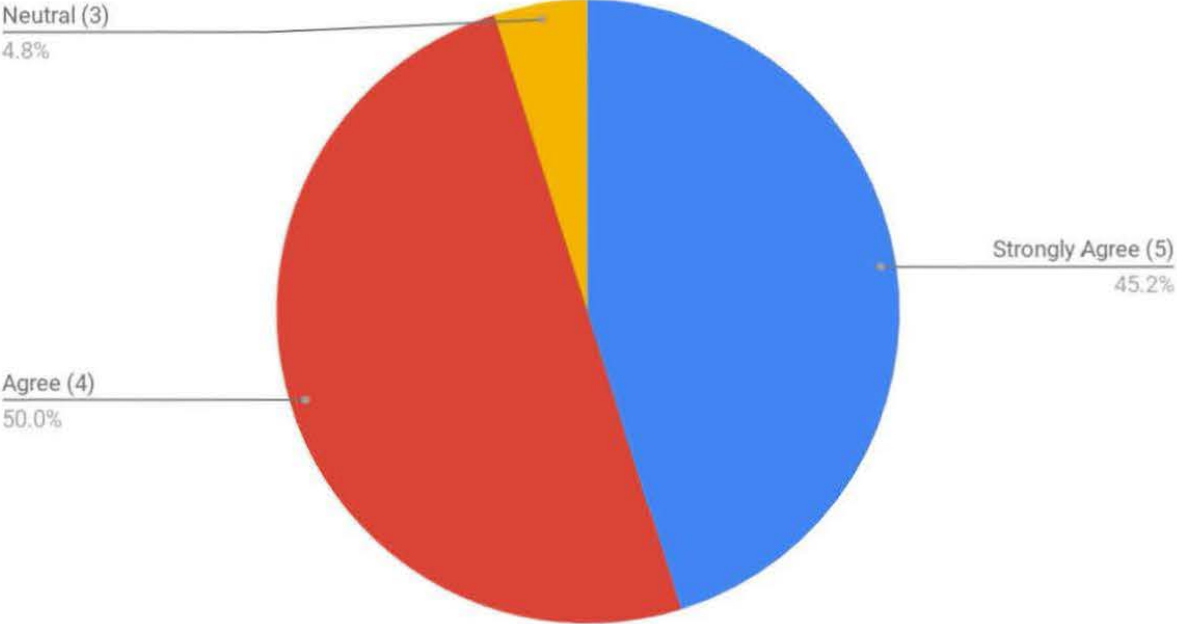
Gender



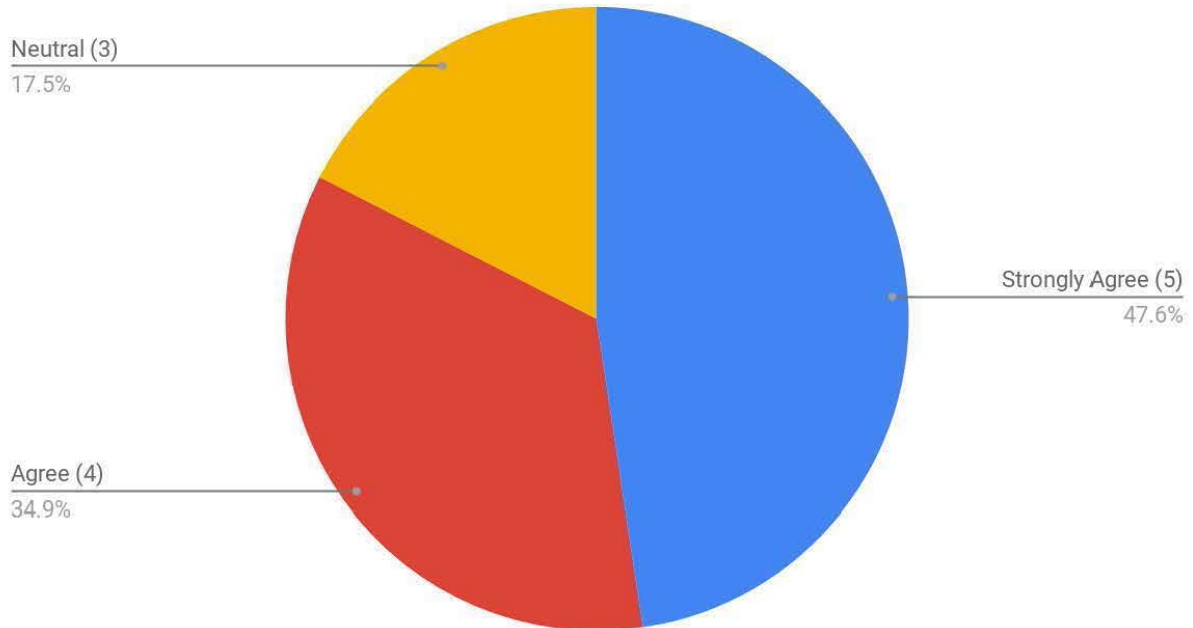
Disability



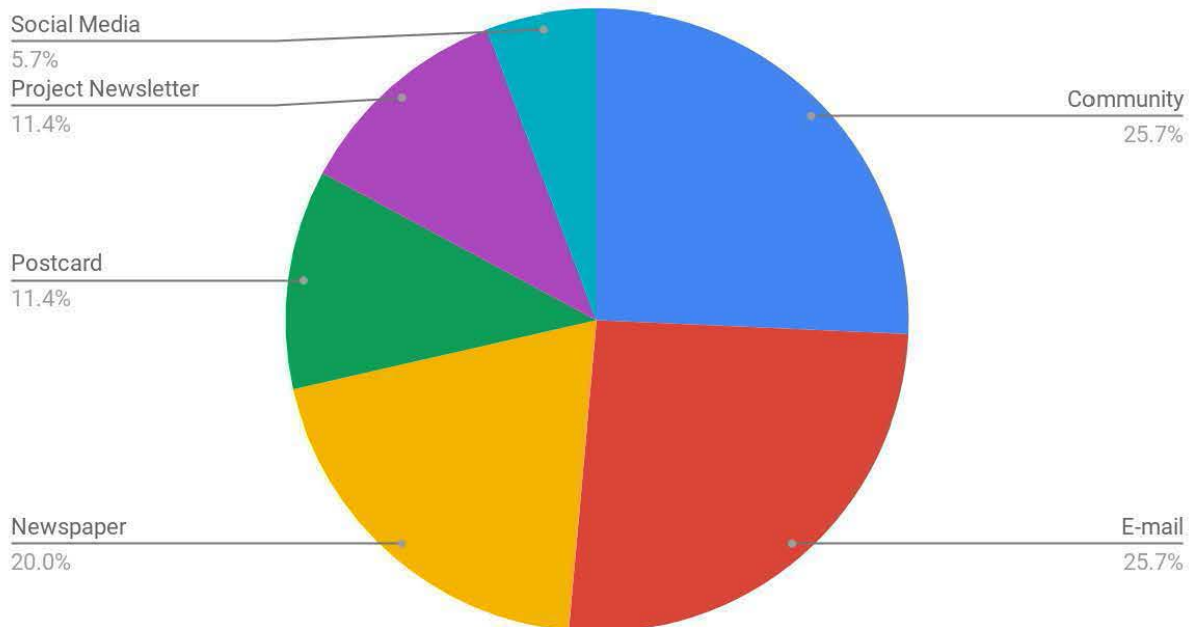
Overall, I believe the meeting was worthwhile:



I felt the meeting encouraged my input and I felt listened to:



How did you hear about today's event?

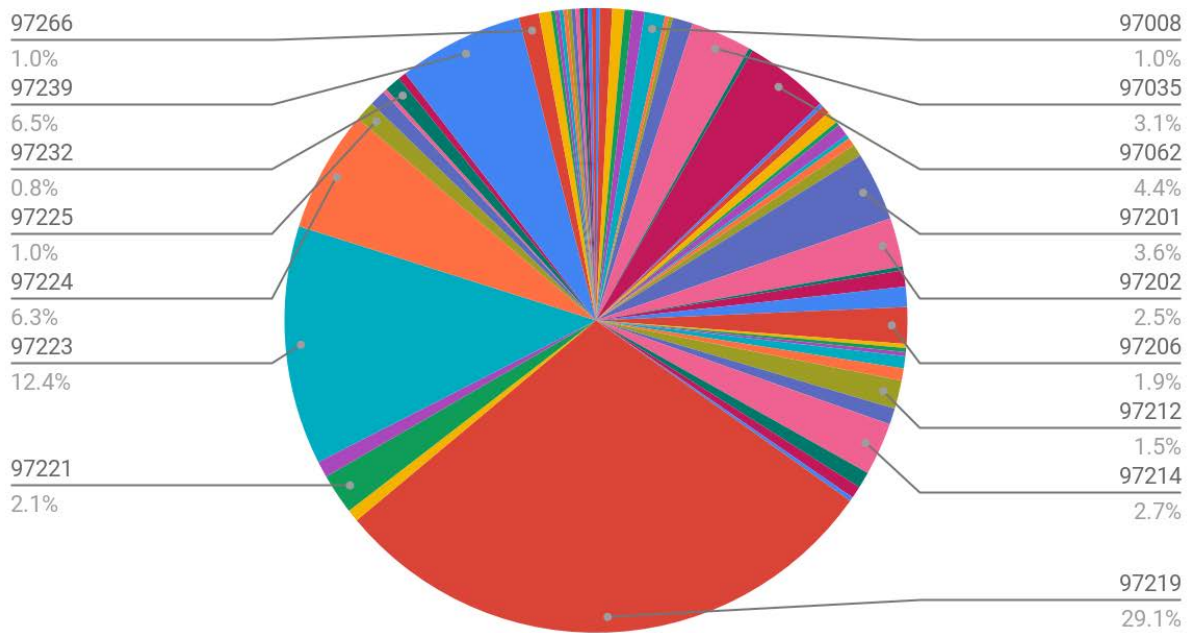


APPENDIX D: DEIS COMMENT PERIOD PARTICIPANT DEMOGRAPHICS

Geographic distribution

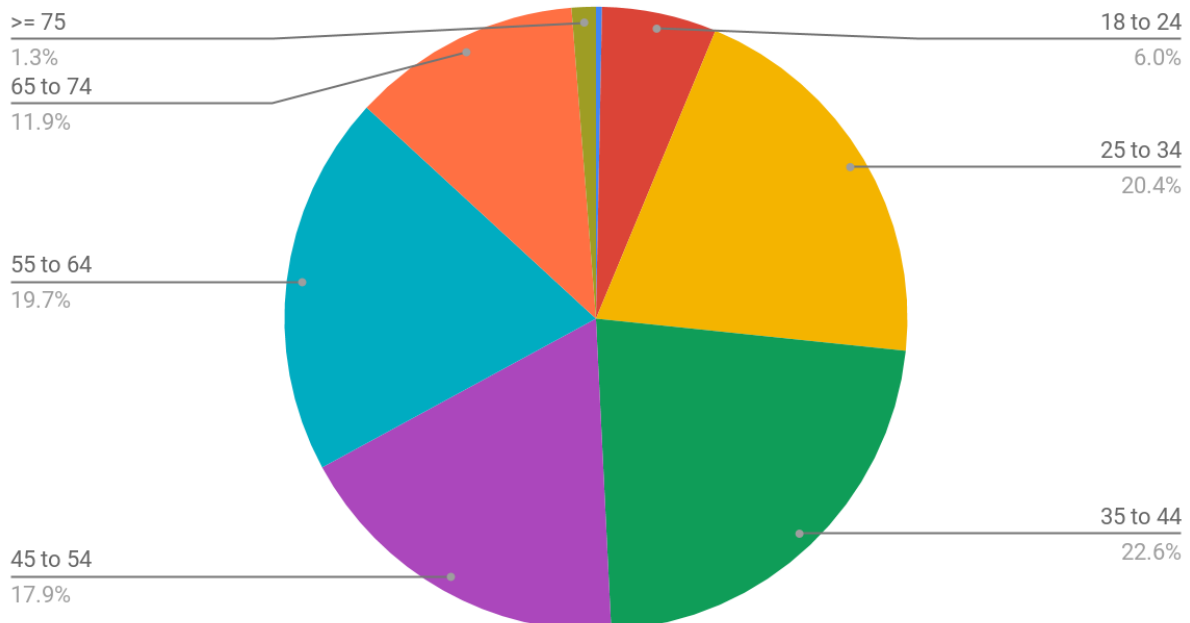
There were a total of **62 unique zip codes** provided by participants. The largest share was 29.1% of participants who indicated **97219 (SW Portland/Dunthorpe)** as their zip code, the next closest was **97233 (East Portland/Rockwood)** at 12.4% and the only others of noticeable size were **97232 (SE Portland)** and **97224 (South Portland)** at 6.5% and 6.3% respectively. (N=477)

Zip Codes



Age

Age

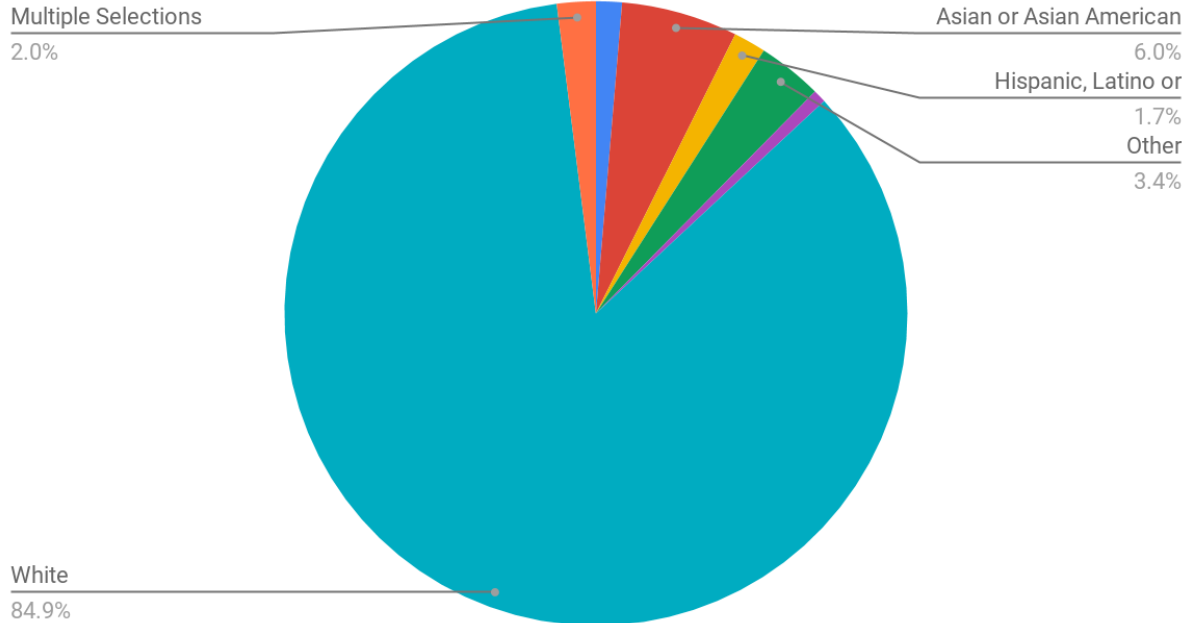


The age demographics were fairly evenly distributed. The most populous group were individuals between the ages of 35 and 44 at 22.6%, the next largest was 55-64 at 19.7% closely followed by 45 to 54 at 17.9%. There was only one participant (0.3%) who selected <18 for their age. 4 participants (1.3%) were 75 years or older and 6% (19) selected the 18-24 age range. (N=319)

Race/Ethnicity

298 participants indicated their race or ethnic background - 84.9% identified as White, 6% identified as Asian or Asian American, 3.4% identified as Other, 1.7% identified as Hispanic, Latino, or of Spanish origin, 2% of participants selected 2 or more categories, and 1.3% identified as American Indian/Native American or Alaska Native. (N=298)

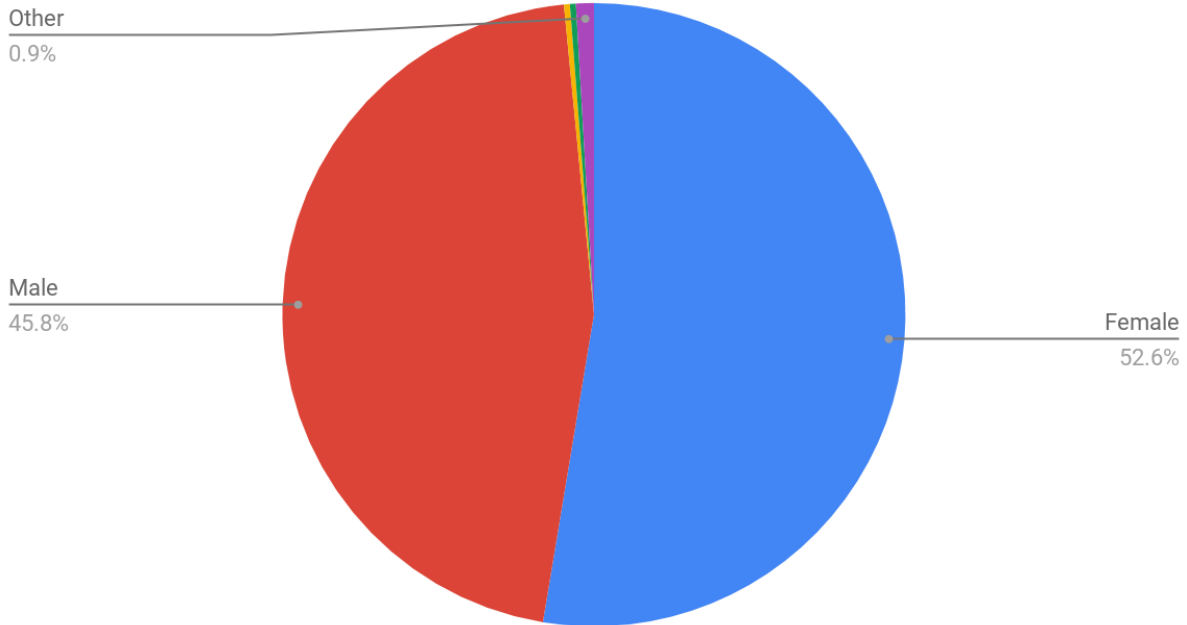
Race/Ethnicity



Gender

52.6% of participants identified as Female and 45.8% identified as Male. One participant identified as a Transgender Female, and another as Transgender Male. 3 (0.9%) participants responded as Other. (N=325)

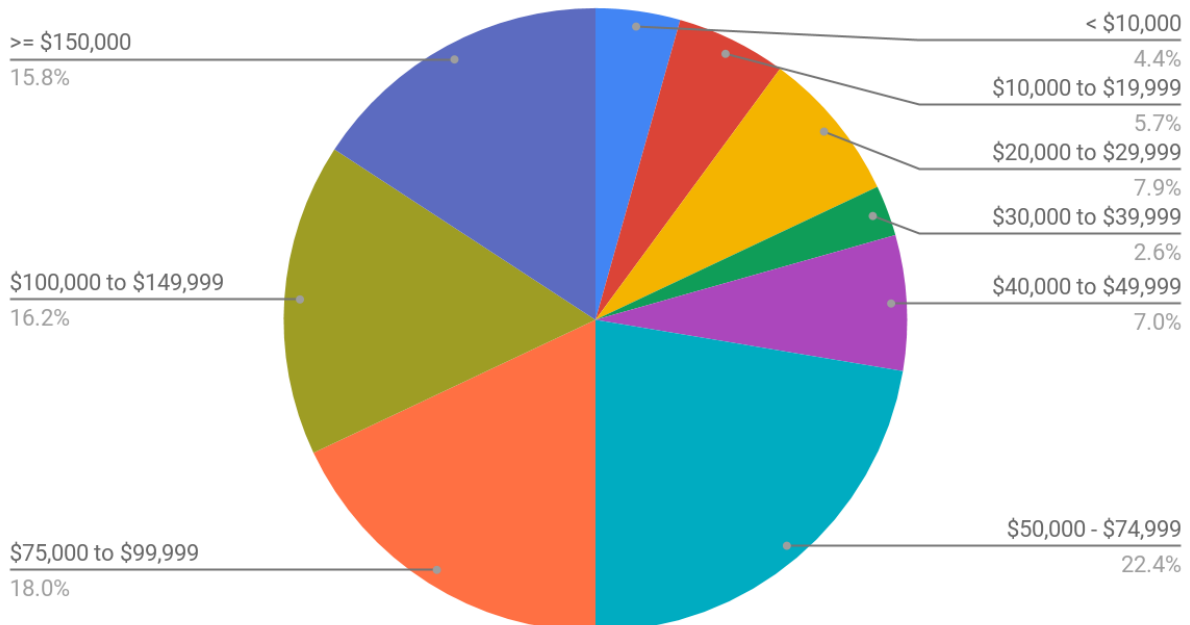
Gender



Annual income

The largest portion (22%) of respondents reported having an annual income between a \$50,000 and \$74,999. 18% reported between \$75,000 and \$99,999. 16.2% reported between \$100,000 and \$149,999 and 15.8% reported an annual income greater than \$150,000. 7.9% of respondents

Annual Income

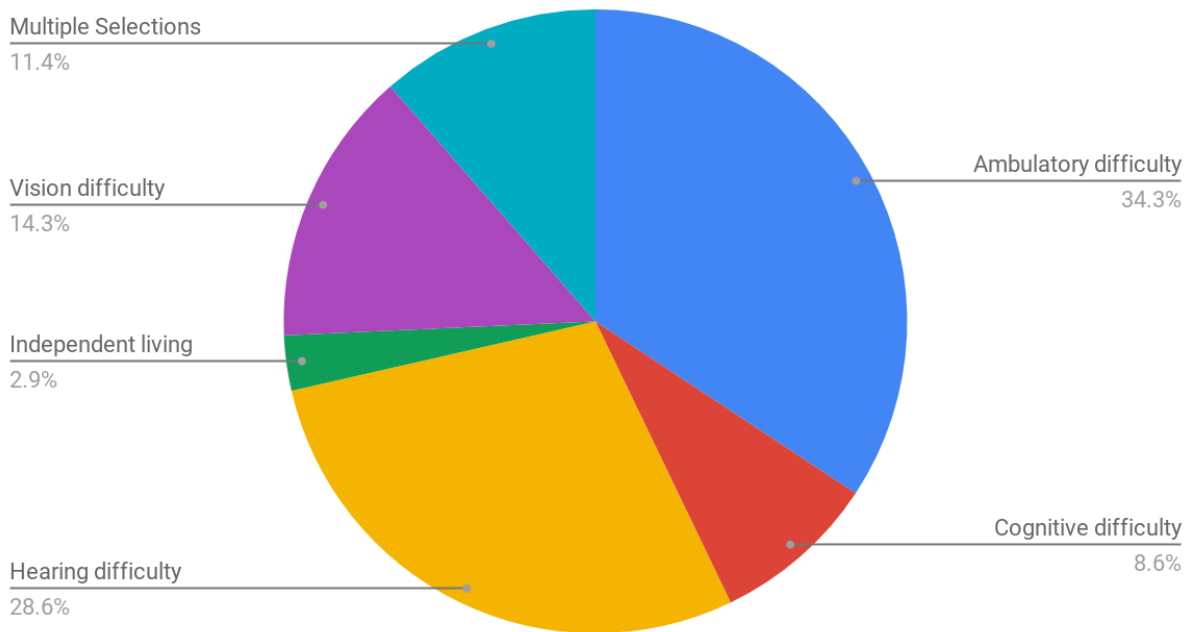


reported between \$20,000 and \$29,000, 7% between \$40,000 and \$49,000, 5.7% between \$10,000 and \$19,000 and 4.4% reported less than \$10,000 of income annually. (N=228) Note: **Oregon's Median Annual income is ~\$50,200.**

People with a disability

Of the 35 respondents who responded to the disability question 34.3% identified as having

Disabilities



Ambulatory difficulty, 28.6% identified as having hearing difficulty, 14.3% identified as having vision difficulties, 11.4% identified as having difficulties in 2 or more of these areas, 8.6% identified as having cognitive difficulties, and 2.9% identified as having independent living difficulties. (N=35)

*The (N) value denotes the total number of respondents to each question**

RESOLUTION NO. 5398-18

A RESOLUTION SUPPORTING THE SOUTHWEST CORRIDOR STEERING COMMITTEE PREFERRED ALTERNATIVE REPORT.

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan;

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment;

WHEREAS, the Southwest Corridor includes portions of the cities of Portland in Multnomah County, Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard;

WHEREAS, the Southwest Corridor has 11 percent of the region's population and 26 percent of the region's employment, and 23,800 people commute between Portland and Tigard/Tualatin for work;

WHEREAS, the Portland region is projected to grow by 500,000 people and 365,000 jobs by 2035;

WHEREAS, the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035, and transit demand is projected to grow by over 70 percent;

WHEREAS, high levels of congestion exist in the corridor today, and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035.

WHEREAS, Southwest Corridor light rail will provide fast, reliable high capacity transit service, such as a 30 minute trip between Portland State University and Bridgeport Station, regardless of congestion;

WHEREAS, light rail is projected to carry 43,000 daily weekday riders in 2035,

WHEREAS, light rail is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland, the equivalent of one freeway lane's worth of drivers, in 2035;

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, in fall 2013, each of the Southwest Corridor Plan project partner jurisdictions and agencies expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor, and the partners each expressed their intention to cooperatively advance key elements of the Southwest Corridor Shared Investment Strategy;

WHEREAS, the communities in which the Southwest Corridor light rail would operate developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, and the Linking Tualatin plan;

WHEREAS in October 2013, the Metro Council endorsed the Southwest Corridor Shared Investment Strategy (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit 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;

WHEREAS, in June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, identified specific questions to be answered during a focused refinement period prior to initiating the NEPA process, and recommended that the transportation alternatives set forth in the *Southwest Corridor Transit Design Options* and the results of the focused refinement study be further analyzed in a federal environmental impact statement;

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 (EIS), 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, 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, in June 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 narrowed from the *Southwest Corridor Transit Design Options* and to be considered under NEPA;

WHEREAS, in June 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 held a public scoping process for the 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 Draft EIS;

WHEREAS, in July 2016, the Metro Council endorsed *the Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* (Metro Council Resolution No. 16-4713);

WHEREAS, the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor;

WHEREAS, the Southwest Corridor project, with input from the public and government partners, has garnered regional support, leading to a narrowing of design options and transit alternatives set forth in the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and publication of the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement (EIS)* in June 2018 in accordance to the National Environmental Policy Act (NEPA) environmental review process;

WHEREAS, a public involvement process was a component of each phase of the Southwest Corridor planning, including a 45-day public comment period following publication of the Draft EIS;

WHEREAS, approximately 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held;

WHEREAS, the Southwest Corridor Community Advisory Committee representing businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, which met monthly since February 2017, provided a consensus recommendation for a light rail alignment on July 30, 2018; and

WHEREAS, Southwest Corridor Light Rail Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Preferred Alternative (PA) on August 13, 2018, including the mode of transportation, alignment, and station locations.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Council hereby declares its support for the Southwest Corridor

Steering Committee Preferred Alternative Report, which is attached as Exhibit A, and incorporated by reference.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY 

Mayor

APPROVED AS TO FORM:

BY 

City Attorney

ATTEST:

BY 

City Recorder



Exhibit A to
Reso. No. 5398-18

Southwest Corridor Light Rail Project
Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee's recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement (EIS)*, input from the public and agencies, and also takes into consideration the Federal Transit Administration's (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a "fatal flaw" with any project component, staff will present the issue to TriMet's future project steering committee for guidance.

Exhibit A to Reso. No. 5398-18

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

Exhibit A to Reso. No. 5398-18

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Exhibit A to Reso. No. 5398-18

**Figure 1
Preferred Alternative: Steering
Committee Recommendation**

Alignment Alternatives

- Alternative A1: Barbur
- Alternative B2: I-5 Barbur TC to 60th
- Alternative C2: Ash to Railroad

Design Refinements

- Refinement 2: Taylors Ferry I-5 Overcrossing*
- Refinement 4: Barbur Undercrossing
- Refinement 5: Elmhurst
- Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements

- (not shown on map)
- Marquam Hill connection
- PCC-Sylvania shuttle
- Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location

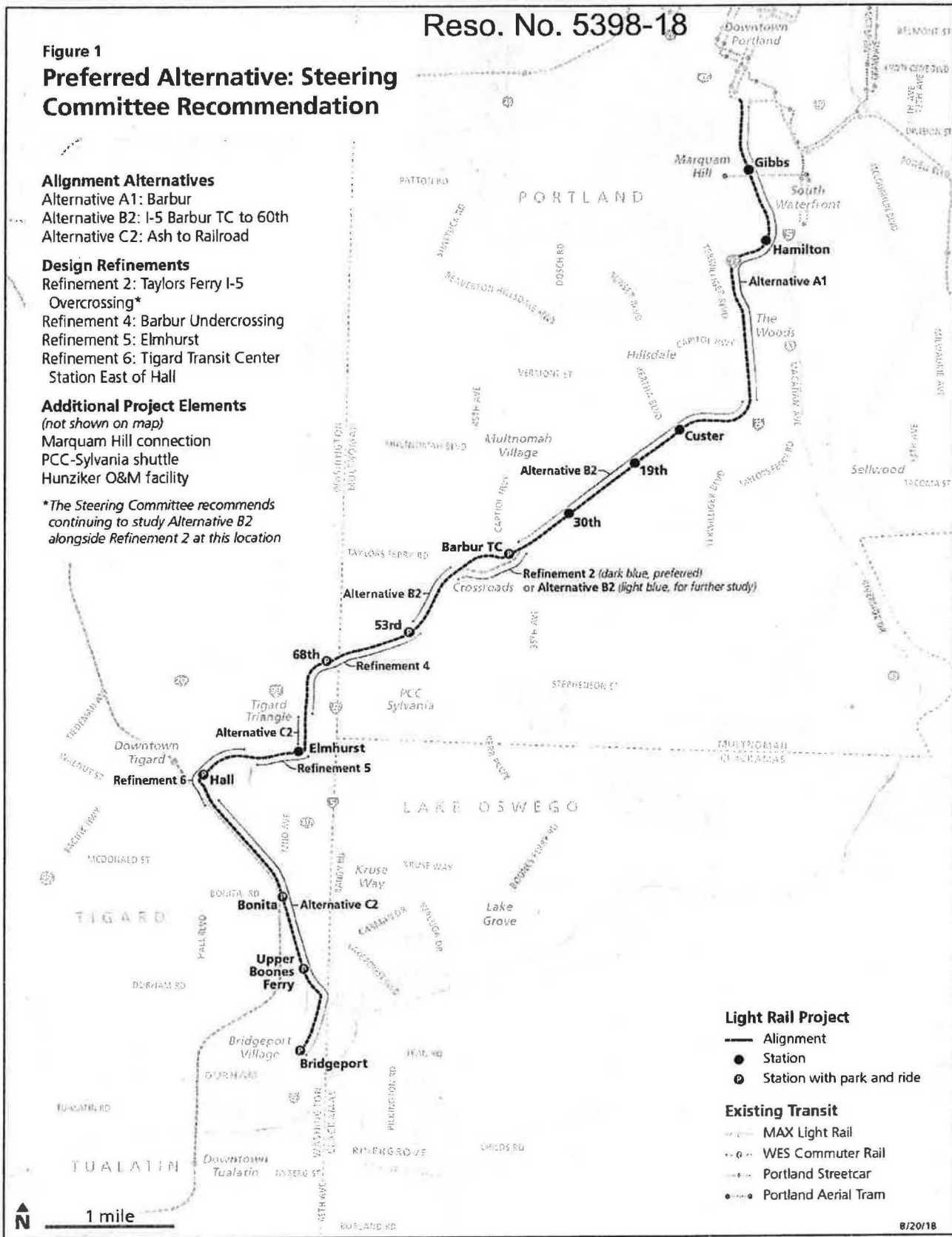


Exhibit A to Reso. No. 5398-18

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

Exhibit A to Reso. No. 5398-18

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Exhibit A to Reso. No. 5398-18

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

Exhibit A to

Reso. No. 5398-18

Figure 2
Preferred Alternative:
Steering Committee
Recommendation
Segment A: Inner Portland

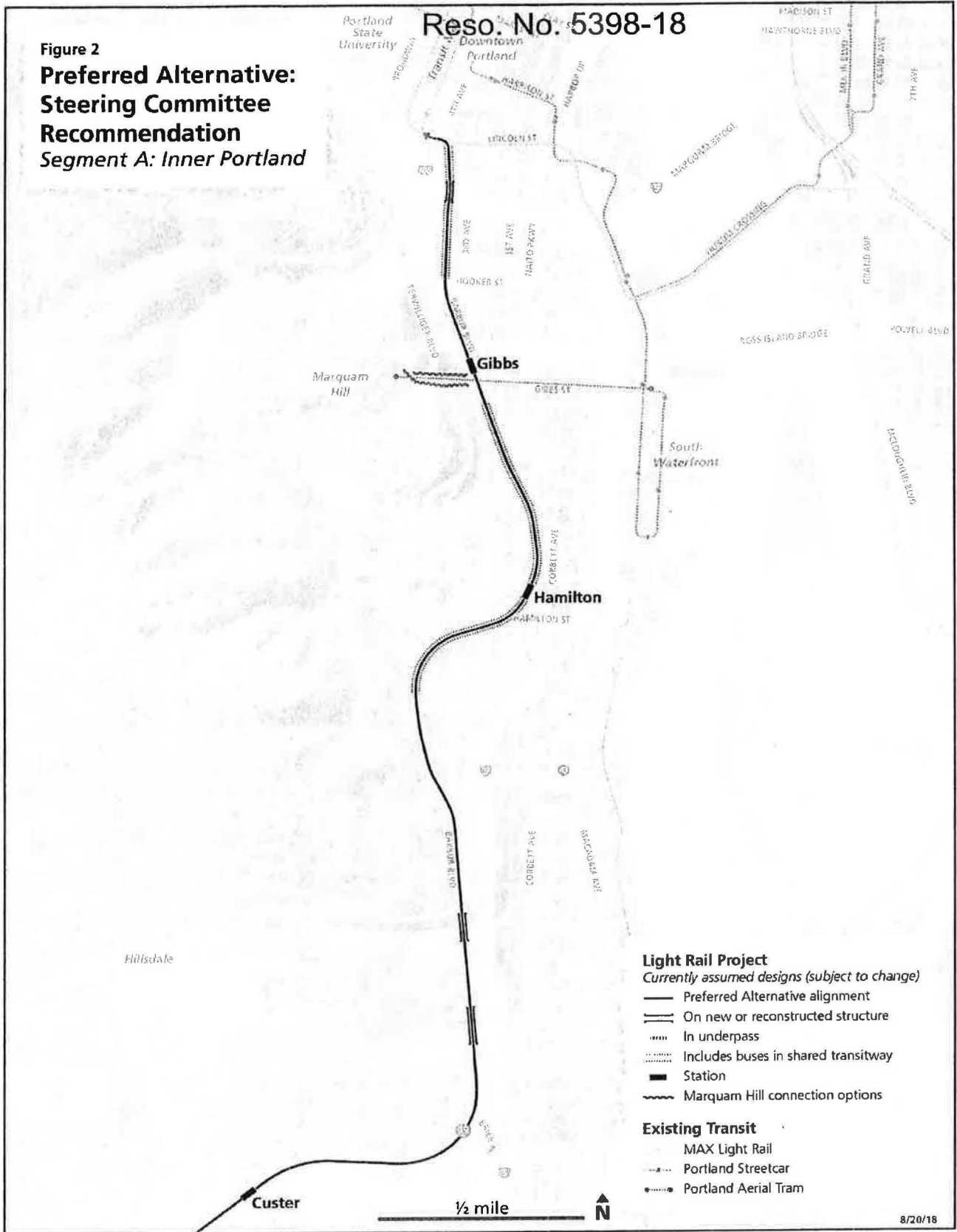


Exhibit A to Reso. No. 5398-18

Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station

Exhibit A to Reso. No. 5398-18

- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

Exhibit A to Reso. No. 5398-18

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

Refinement 2 would, in comparison to Alternative B2 as designed:

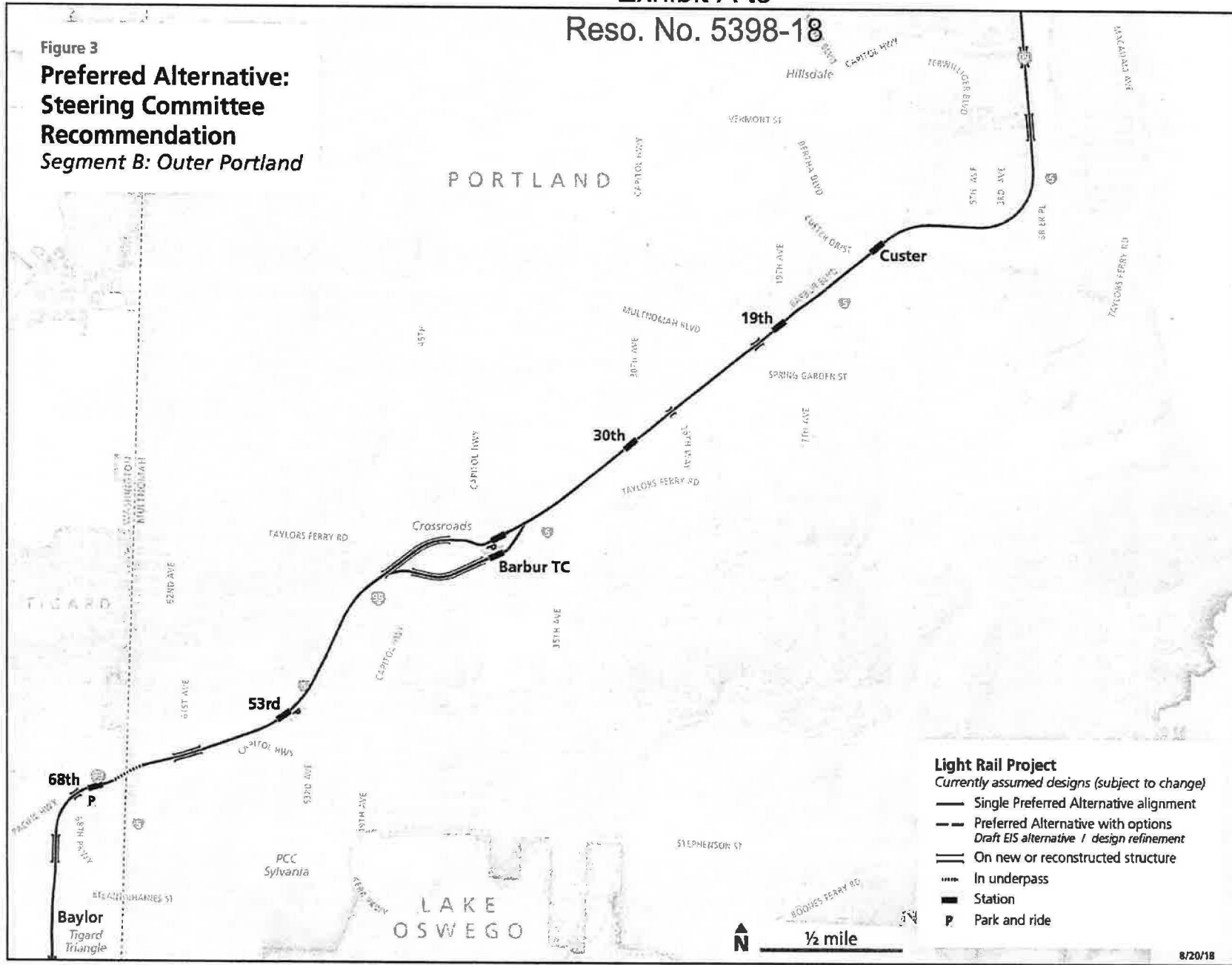
- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Exhibit A to
 Reso. No. 5398-18

Figure 3
Preferred Alternative:
Steering Committee
Recommendation
 Segment B: Outer Portland



- Light Rail Project**
Currently assumed designs (subject to change)
- Single Preferred Alternative alignment
 - - Preferred Alternative with options
Draft EIS alternative / design refinement
 - == On new or reconstructed structure
 - · - In underpass
 - Station
 - P Park and ride

Exhibit A to Reso. No. 5398-18

Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Exhibit A to Reso. No. 5398-18

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Exhibit A to Reso. No. 5398-18

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

Exhibit A to
Reso. No. 5398-18

Figure 4
Preferred Alternative:
Steering Committee
Recommendation
Segment C: Tigard and
Tualatin

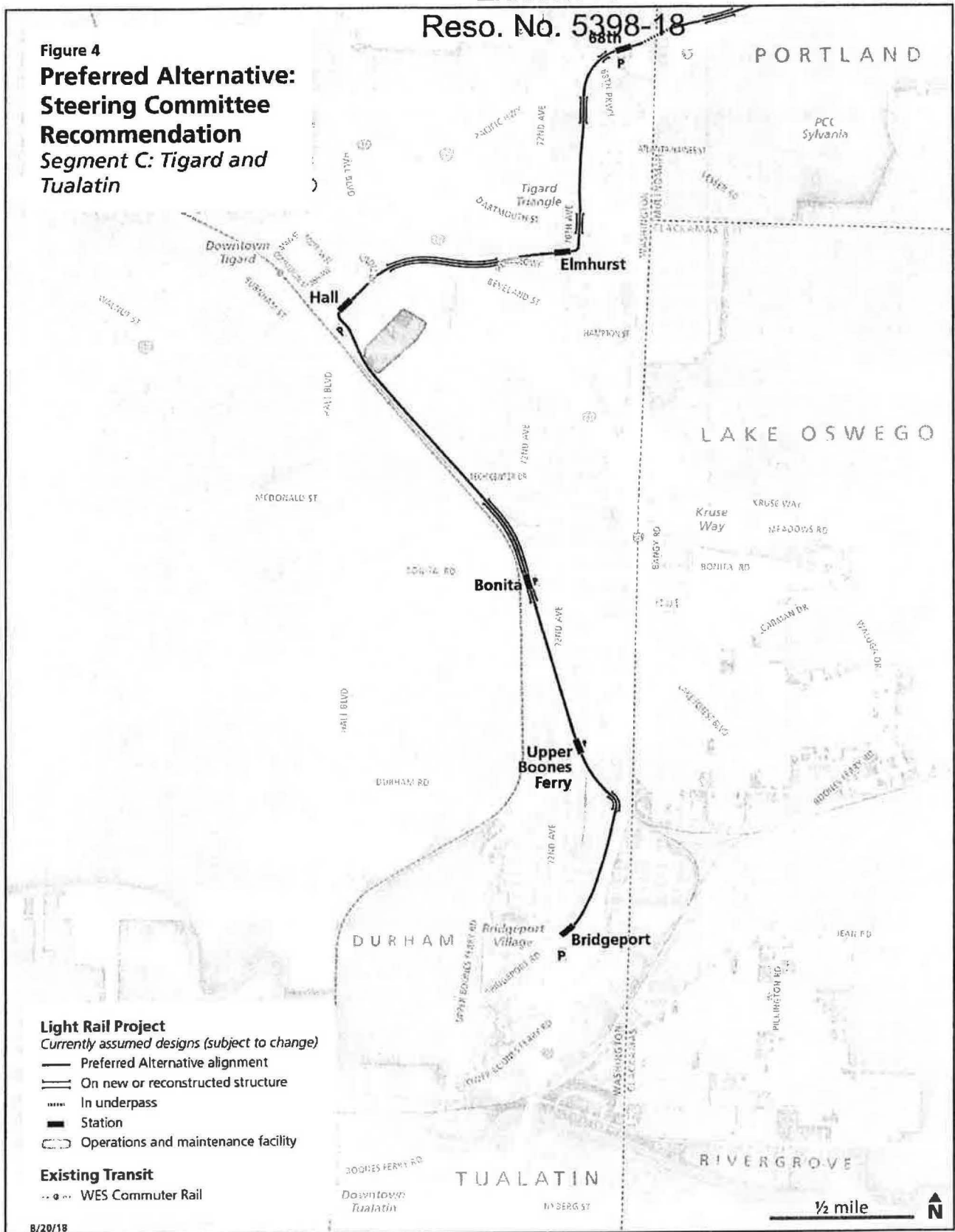


Exhibit A to Reso. No. 5398-18

3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.

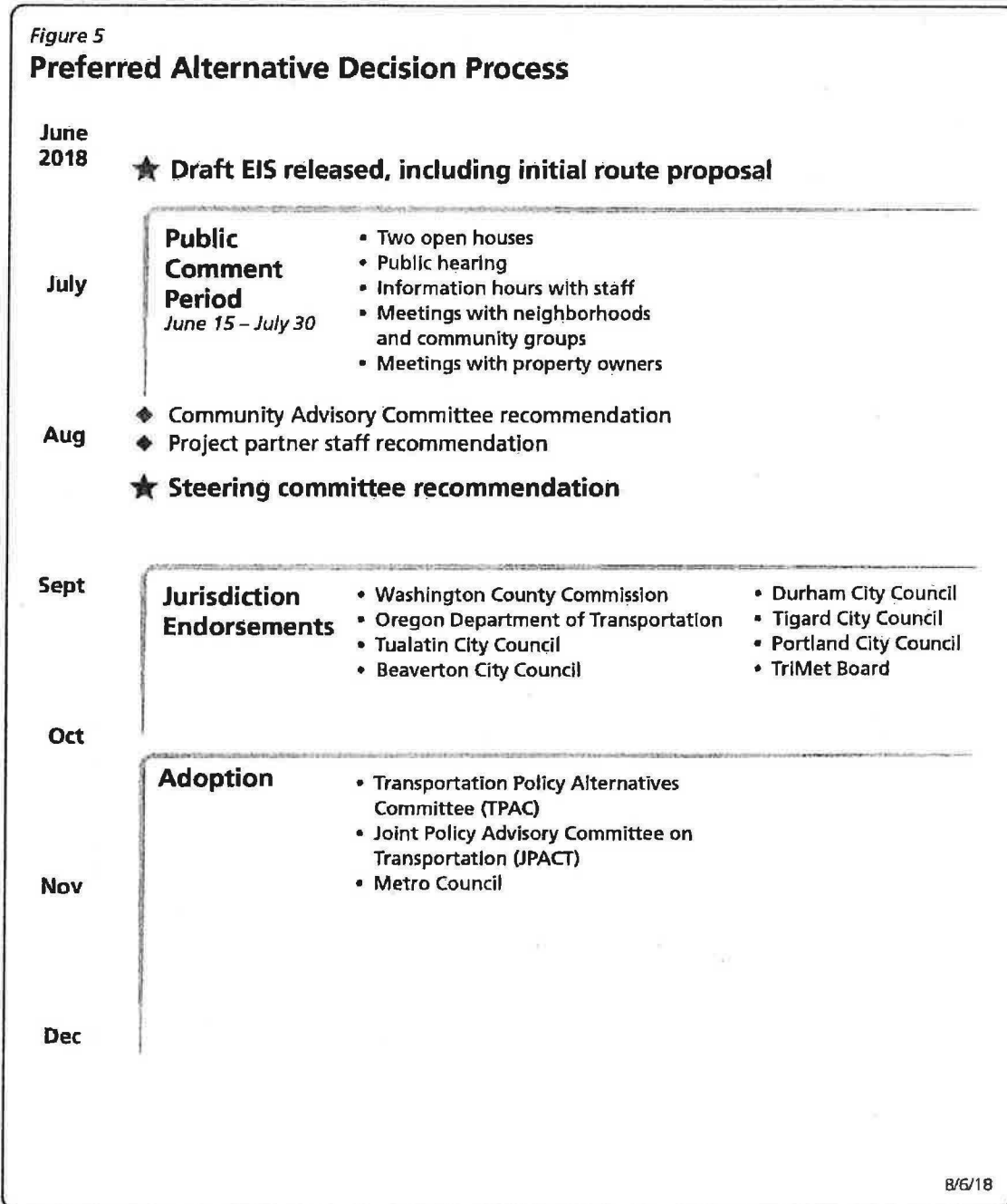


Exhibit A to Reso. No. 5398-18

Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard's downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

Exhibit A to Reso. No. 5398-18

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster

Exhibit A to Reso. No. 5398-18

the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation (All CPOs)

Agenda Title: ENDORSE THE SW CORRIDOR STEERING COMMITTEE'S
PREFERRED ALTERNATIVE FOR THE SOUTHWEST
CORRIDOR LIGHT RAIL PROJECT

Presented by: Andrew Singelakis, Director of Land Use & Transportation

SUMMARY:

In August 2018, the SW Corridor Steering Committee recommended a preferred alternative for the Southwest Corridor light rail project. The preferred alternative identifies an alignment and station locations for light rail transit between Portland and Tualatin via Tigard. The preferred alternative recommendation is based upon the findings in the Draft Environmental Impact Statement for the project, public input and the input of Steering Committee members representing Oregon Department of Transportation (ODOT), Metro, TriMet, cities and the County.

The resolution endorses the preferred alternative and outlines design and analysis to be included in the project as it moves forward as conditions of support. Board action on the resolution will be considered in Metro Council and JPACT action on the preferred alternative.

Board endorsement of a preferred alternative and other project partners completes a significant milestone in the Southwest Corridor project and initiates efforts to complete a Final Environmental Impact Statement, final design and construction.

Attachment: Resolution and Order

RO Exhibit A – Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report – is linked online.

DEPARTMENT'S REQUESTED ACTION:

Endorse the SW Corridor Steering Committee's Preferred Alternative and authorize the Chair to sign a Resolution & Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 18-95

Agenda Item No.	<u>4.a.</u>
Date:	09/25/18

1 IN THE BOARD OF COMMISSIONERS
2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Endorsing the) RESOLUTION AND ORDER
4 SW Corridor Light Rail Project Steering)
Committee's Preferred Alternative) No. 18-95

5
6 This matter having come before the Washington County Board of Commissioners at its
7 meeting of September 25, 2018; and

8 WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B,
9 amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law,
10 which amendments included adoption of the Regional High Capacity Transit (HCT) System
11 Plan;

12 WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the
13 vicinity of the Southwest Corridor as the region's top priority for consideration for a high
14 capacity transit investment;

15 WHEREAS, the Southwest Corridor includes portions of the cities of Portland in
16 Multnomah County and Tigard, Tualatin, King City, Durham, and Sherwood in Washington
17 County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and
18 Pacific Highway (OR-99W)/SW Barbur Boulevard;

19 WHEREAS, the Southwest Corridor has 11 percent of the region's population and 26
20 percent of the region's employment, and 23,800 people commute between Portland and
21 Tigard/Tualatin for work;

1 WHEREAS, the Portland region is projected to grow by 500,000 people and 365,000 jobs
2 by 2035;

3 WHEREAS, the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035,
4 and transit demand is projected to grow by over 70 percent;

5 WHEREAS, high levels of congestion exist in the corridor today, and 13 to 17 hours of
6 congestion per day are expected on I-5 between Portland and Tigard in 2035;

7 WHEREAS, Southwest Corridor light rail will provide fast, reliable high capacity transit
8 service, such as a 30-minute trip between Portland State University and Bridgeport Station,
9 regardless of congestion;

10 WHEREAS, light rail is projected to carry 43,000 daily weekday riders in 2035,

11 WHEREAS, light rail is projected to carry about 20 percent of PM peak southbound
12 commuters from downtown Portland, the equivalent of one freeway lane's worth of drivers, in
13 2035;

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

18 WHEREAS, in fall 2013, each of the Southwest Corridor Plan project partner
19 jurisdictions and agencies expressed formal support for the Southwest Corridor Shared
20 Investment Strategy, a document that brings together local land use, transportation and
21 community-building projects already advanced in project partners' plans that support
22 development consistent with the future land use vision for the corridor, and the partners each

1 | expressed their intention to cooperatively advance key elements of the Southwest Corridor
2 | Shared Investment Strategy; and

3 | WHEREAS, the communities in which the Southwest Corridor light rail would operate
4 | developed land use plans to identify their local visions for high capacity transit in order to inform
5 | the Southwest Corridor planning process, including Portland’s Barbur Concept Plan, Tigard’s
6 | High Capacity Transit Land Use Plan, and the Linking Tualatin plan;

7 | WHEREAS in October 2013, the Metro Council endorsed the Southwest Corridor Shared
8 | Investment Strategy (Metro Council Resolution No. 13-4468A) and directed staff to coordinate
9 | and collaborate with project partners on refinement and analysis of high capacity transit
10 | alternatives and local connections in the Southwest Corridor, along with associated roadway,
11 | active transportation and parks/natural resource projects that support the land use vision for the
12 | corridor;

13 | WHEREAS, in June 2014, the Steering Committee unanimously adopted the Southwest
14 | Corridor Transit Design Options, identified specific questions to be answered during a focused
15 | refinement period prior to initiating the NEPA process, and recommended that the transportation
16 | alternatives set forth in the Southwest Corridor Transit Design Options and the results of the
17 | focused refinement study be further analyzed in a federal environmental impact statement;

18 | WHEREAS in June 2014, the Metro Council adopted the Southwest Corridor Transit
19 | Design Options, directed staff to complete a focused refinement period of the Southwest
20 | Corridor Transit Design Options, and, pending Steering Committee direction on the results of the
21 | focused refinement analysis and timing of the draft Environmental Impact Statement (EIS),
22 | directed staff to study the Southwest Corridor Transit Design Options under the National

1 Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and
2 with the involvement of stakeholders and public;

3 WHEREAS, in December 2014, the Steering Committee directed staff to implement an
4 18-month work plan for the focused refinement of the Southwest Corridor Transit Design
5 Options using a place-based approach to narrow alignment options and select a preferred transit
6 mode and terminus;

7 WHEREAS, in June 2016, the Steering Committee endorsed a Southwest Corridor High
8 Capacity Transit Proposed Range of Alternatives for Environmental Review that describes the
9 high capacity transit mode, preferred terminus, and transit alignments, as well as associated
10 roadway, bicycle and pedestrian projects narrowed from the Southwest Corridor Transit Design
11 Options and to be considered under NEPA;

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

15 WHEREAS, in August and September 2016, staff held a public scoping process for the
16 federal environmental impact study to solicit public and agency comments on the Proposed
17 Range of Alternatives for Environmental Review and on the revised Purpose & Need, prior to
18 commencing work on the Draft EIS;

19 WHEREAS, in July 2016 the Metro Council endorsed the Southwest Corridor High
20 Capacity Transit Proposed Range of Alternatives for Environmental Review (Metro Council
21 Resolution No. 16-4713);
22

1 WHEREAS, the Southwest Corridor Equitable Development Strategy was initiated to
2 ensure that housing, jobs, and learning opportunities are available to a diverse range of people
3 and incomes as investments occur in the corridor;

4 WHEREAS, the Southwest Corridor project, with input from the public and government
5 partners, has garnered regional support, leading to a narrowing of design options and transit
6 alternatives set forth in the Southwest Corridor High Capacity Transit Proposed Range of
7 Alternatives for Environmental Review and publication of the Southwest Corridor Light Rail
8 Project Draft Environmental Impact Statement (EIS) in June 2018 in accordance to the National
9 Environmental Policy Act (NEPA) environmental review process;

10 WHEREAS, a public involvement process was a component of each phase of the
11 Southwest Corridor planning, including a 45-day public comment period following publication
12 of the Draft EIS;

13 WHEREAS, approximately 1,015 comments were submitted during the public comment
14 period via web comments, emails, and letters, or at one of 33 hearings, open houses, information
15 sessions, and other meetings held;

16 WHEREAS, the Southwest Corridor Community Advisory Committee representing
17 businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington
18 County, and which met monthly since February 2017, provided a consensus recommendation for
19 a light rail alignment on July 30, 2018;

20 WHEREAS, Southwest Corridor Light Rail Project Steering Committee met numerous
21 times, heard public input and testimony, and made recommendations for a Preferred Alternative
22 (PA) on August 13, 2018, including the mode of transportation, alignment, and station locations;
it is therefore,

1 RESOLVED AND ORDERED that:

2 1) The alternative described in the Steering Committee's Southwest Corridor Light
3 Rail Project Preferred Alternative Report (Exhibit A) is hereby endorsed as the Preferred
4 Alternative; and

5 2) Staff is directed to work with project partners to address traffic and other issues
6 identified in the Preliminary Work Plan attached as Appendix A in the Preferred Alternative
7 Report, including grade separation of LRT at Upper Boones Ferry Road; and

8 3) Any minimum operating segment is extendable to Tualatin and designed to be fast
9 and direct, if less than the full funding needed for the preferred alternative is available.


10 DATED this 25th day of September, 2018.

	AYE	NAY	ABSENT
13 DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 SCHOUTEN	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15 MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16 ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17 TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12 BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

13 
14 CHAIR

15 
16 RECORDING SECRETARY

Date: September 26, 2018
To: Board of Directors
From: Doug Kelsey 
Subject: **RESOLUTION 18-09-66 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT**

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) approve a resolution recommending that the Metro Council adopt the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail Transit project (Project).

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: LPA Recommendation

3. Reason for Board Action

Metro Council requests endorsement by TriMet and other local jurisdictions before adopting the LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is very important for moving the Project forward into the Project Development phase. Such support is necessary because it both ensures consensus for the Project at the local level and demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project. This action selects an alignment that will be further studied in the federal environmental review process, and eliminates other alignments from future study.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

The proposed Project would construct a light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with other transportation improvements, including roadway, bicycle, and pedestrian projects. The Project has an extensive history. In June 2010,

Metro adopted the High Capacity Transit System Plan, which named the Southwest Corridor as the region's highest transit priority. In December 2011, the Southwest Corridor Plan Steering Committee (Steering Committee) was formed, which includes representatives from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, ODOT, TriMet and Metro. In 2013, each of the Steering Committee members expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor.

In June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, which were then adopted by Metro, and in December 2014 the Steering Committee directed staff to implement an 18-month work plan 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. In June 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.

In August and September 2016, Project staff held a public scoping process for the federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review*, prior to commencing work on the Draft Environmental Impact Statement (EIS). In July 2016 the Metro Council endorsed the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review*, and the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor.

In June 2018, the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* was published, followed by a 45-day public comment period. During the comment period, approximately 1,015 comments were submitted via the internet, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings that were held. In July 2018, the Southwest Corridor Community Advisory Committee, which represents businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, and which met monthly since February 2017, provided a consensus recommendation for a light rail alignment in the corridor. On August 13, 2018, the Project Steering Committee made recommendations for a Preferred Alternative including the mode of transportation, alignment, and station locations, which are described in the LPA.

The Project would provide much-needed fast, reliable transit service to the Southwest Corridor. The corridor currently has 11 percent of the Portland Metropolitan region's population and 26 percent of the region's employment, and about 23,800 people commute between Portland and Tigard/Tualatin for work. Further, as the Portland region continues to grow by a projected 500,000 people and 365,000 jobs by 2035, the corridor is projected to grow as well, by 70,000 people and 65,000 jobs by 2035. Transit demand in the corridor is projected to grow by over 70 percent in that time. Given the high levels of congestion in the corridor today, which is expected to grow to 13 to 17 hours of congestion per day on I-5 between Portland and Tigard

by 2035, additional transit options are essential, and the Project is projected to carry 43,000 daily weekday light rail riders in 2035.

The LPA for the Project generally includes the following:

- Twelve miles of light rail between Portland and Tualatin via Tigard, running primarily at grade but including up to 2.6 miles of elevated trackway or bridges and up to four cut-and-cover undercrossings;
- Up to 13 light rail stations;
- Up to seven park and rides with up to 4,200 parking spaces;
- Two relocated or reconfigured transit centers;
- Up to 32 light rail vehicles;
- Up to two miles of shared transitway to allow express use by buses to and from downtown Portland;
- A shuttle route connecting Portland Community College Sylvania to nearby light rail stations;
- A new operations and maintenance facility for light rail vehicles; and
- Roadway improvements and modifications, including the addition or reconstruction of bicycle lanes and sidewalks.

The Project Steering Committee has recommended that the Board recommend that Metro adopt the LPA.

6. Financial/Budget Impact

The Project will be funded by many different sources. These are expected to include a federal Full Funding Grant Agreement with FTA as well as local funding sources including TriMet, City of Portland, ODOT, Washington County, and regional flexible funds, plus money from a regional bond measure which will appear on the ballot in November 2020.

7. Impact if Not Approved

The City of Tualatin has already endorsed the LPA, and the City of Tigard, City of Portland, and Washington County are expected to endorse it by October 10, 2018. The Metro Council is expected to adopt the LPA in November. Failure to recommend confirmation of the LPA could significantly slow the Project, jeopardizing optimal timing to seek federal funding for Project construction.

RESOLUTION 18-09-66

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT

WHEREAS, TriMet is authorized by Oregon statute to plan, construct, and operate fixed guideway light rail systems; and

WHEREAS, on June 1, 2018, Metro, TriMet and the Federal Transit Administration (FTA) published the Southwest Corridor Light Rail Project Draft Environmental Impact Statement (the Southwest Corridor DEIS), evaluating light rail alignment options from downtown Portland through Tigard to a terminus near Bridgeport Village in Tualatin; and


WHEREAS, the public was invited to comment on the Southwest Corridor DEIS during the public comment period from June 1, 2018 through July 16, 2018, and comments received during the comment period, including at hearings, open houses, information sessions, and via letter, email, and online, are documented in the *Southwest Corridor Light Rail Project DEIS Public Comment Report* dated June 1, 2018 with comments favorable toward light rail and mostly favorable toward the alignment, stations and terminus proposed; and

WHEREAS, the Southwest Corridor Steering Committee and the City of Tualatin have recommended, and the City of Tigard, City of Portland, and Washington County have scheduled actions to recommend, that the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail project be confirmed;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of light rail on the Southwest Corridor Light Rail Project as shown in Exhibit A.
2. That the General Manager is authorized to request authority from FTA to enter into Project Development in support of light rail on the Southwest Corridor Project.

Dated: September 26, 2018



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:


Legal Department



Southwest Corridor Light Rail Project

Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee's recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement (EIS)*, input from the public and agencies, and also takes into consideration the Federal Transit Administration's (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a "fatal flaw" with any project component, staff will present the issue to TriMet's future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Figure 1
Preferred Alternative: Steering Committee Recommendation

Alignment Alternatives

- Alternative A1: Barbur
- Alternative B2: I-5 Barbur TC to 60th
- Alternative C2: Ash to Railroad

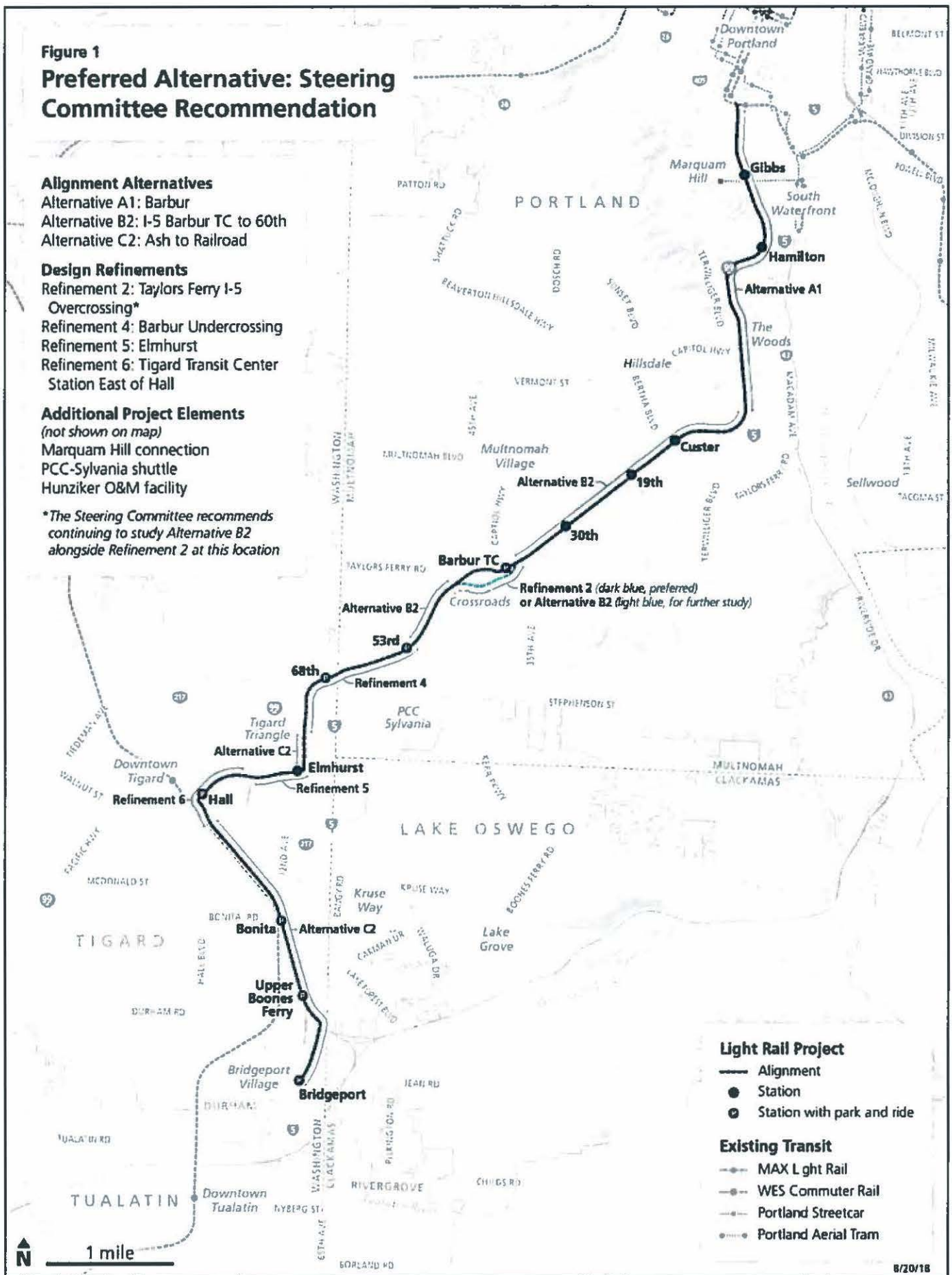
Design Refinements

- Refinement 2: Taylors Ferry I-5 Overcrossing*
- Refinement 4: Barbur Undercrossing
- Refinement 5: Elmhurst
- Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements

- (not shown on map)
- Marquam Hill connection
- PCC-Sylvania shuttle
- Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location



Light Rail Project

- Alignment
- Station
- ⊙ Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

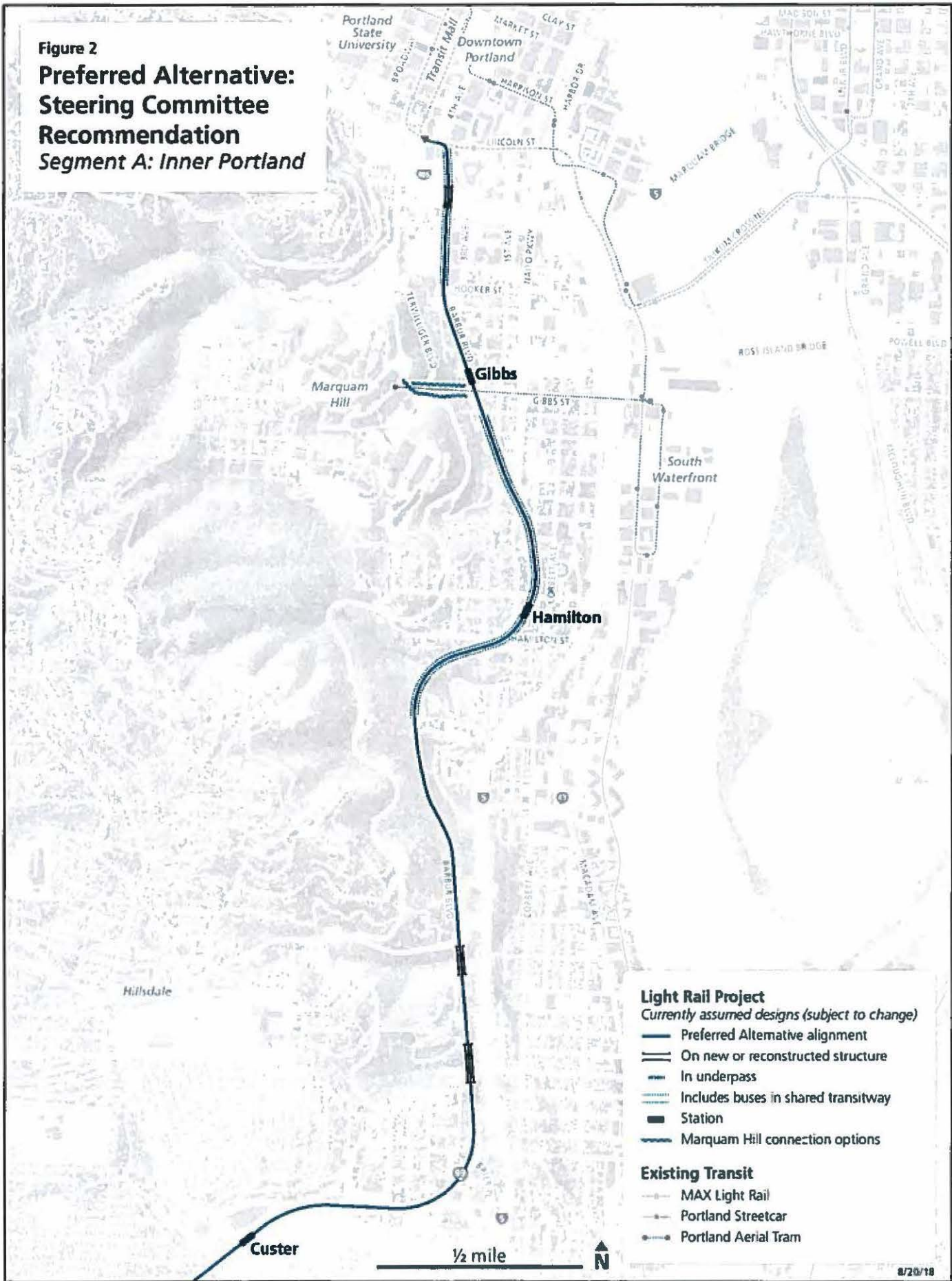
Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Compared to Refinement 1, Alternative A1 would:

- **Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths**
- **Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes**
- **Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs**

Figure 2
Preferred Alternative:
Steering Committee
Recommendation
Segment A: Inner Portland



- Light Rail Project**
Currently assumed designs (subject to change)
- Preferred Alternative alignment
 - On new or reconstructed structure
 - In underpass
 - Includes buses in shared transitway
 - Station
 - Marquam Hill connection options
- Existing Transit**
- MAX Light Rail
 - Portland Streetcar
 - Portland Aerial Tram

Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station

- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

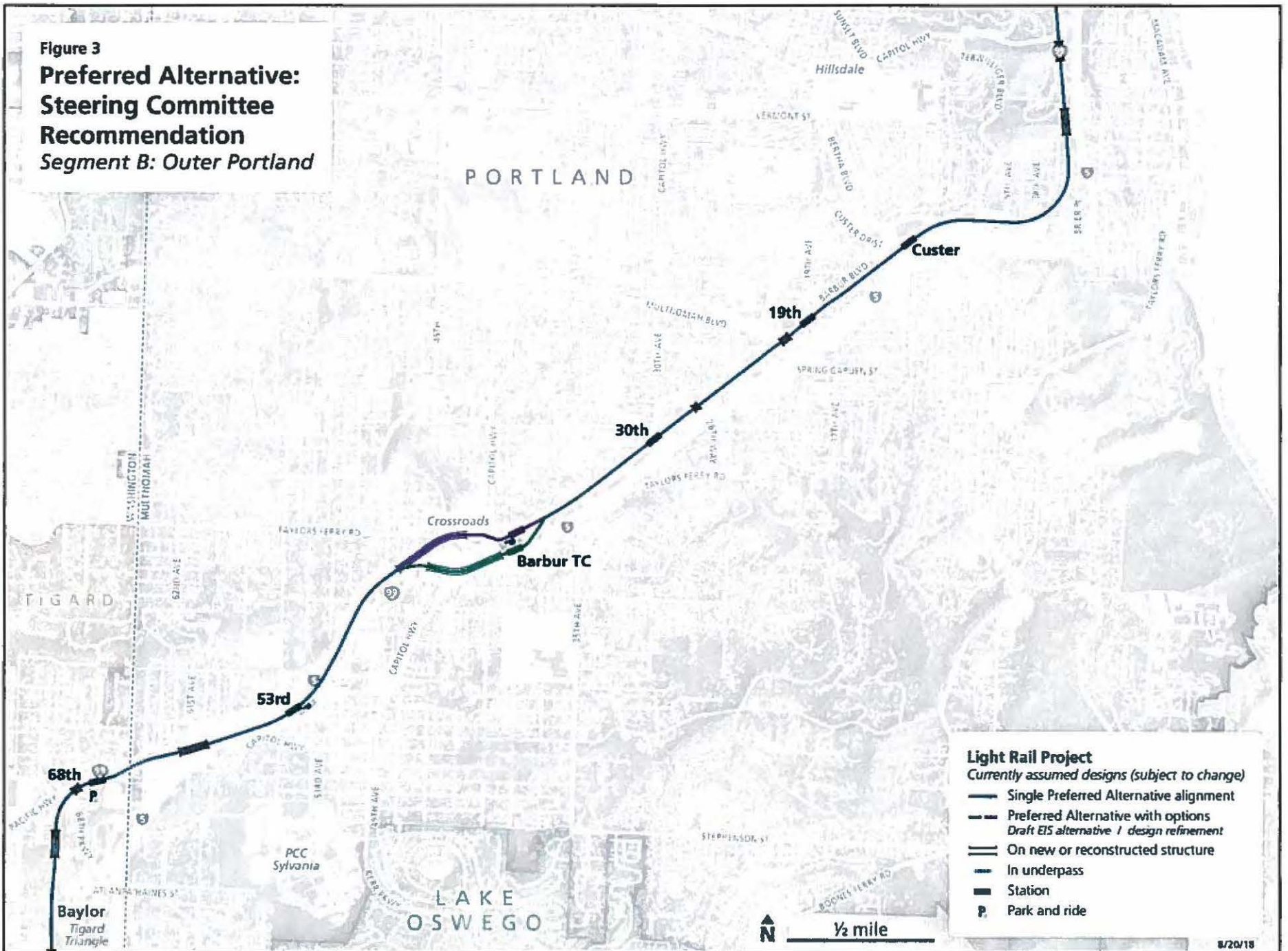
Refinement 2 would, in comparison to Alternative B2 as designed:

- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Figure 3
Preferred Alternative:
Steering Committee
Recommendation
Segment B: Outer Portland



- Light Rail Project**
Currently assumed designs (subject to change)
- Single Preferred Alternative alignment
 - - Preferred Alternative with options
Draft EIS alternative 1 design refinement
 - == On new or reconstructed structure
 - - - In underpass
 - Station
 - P Park and ride

Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

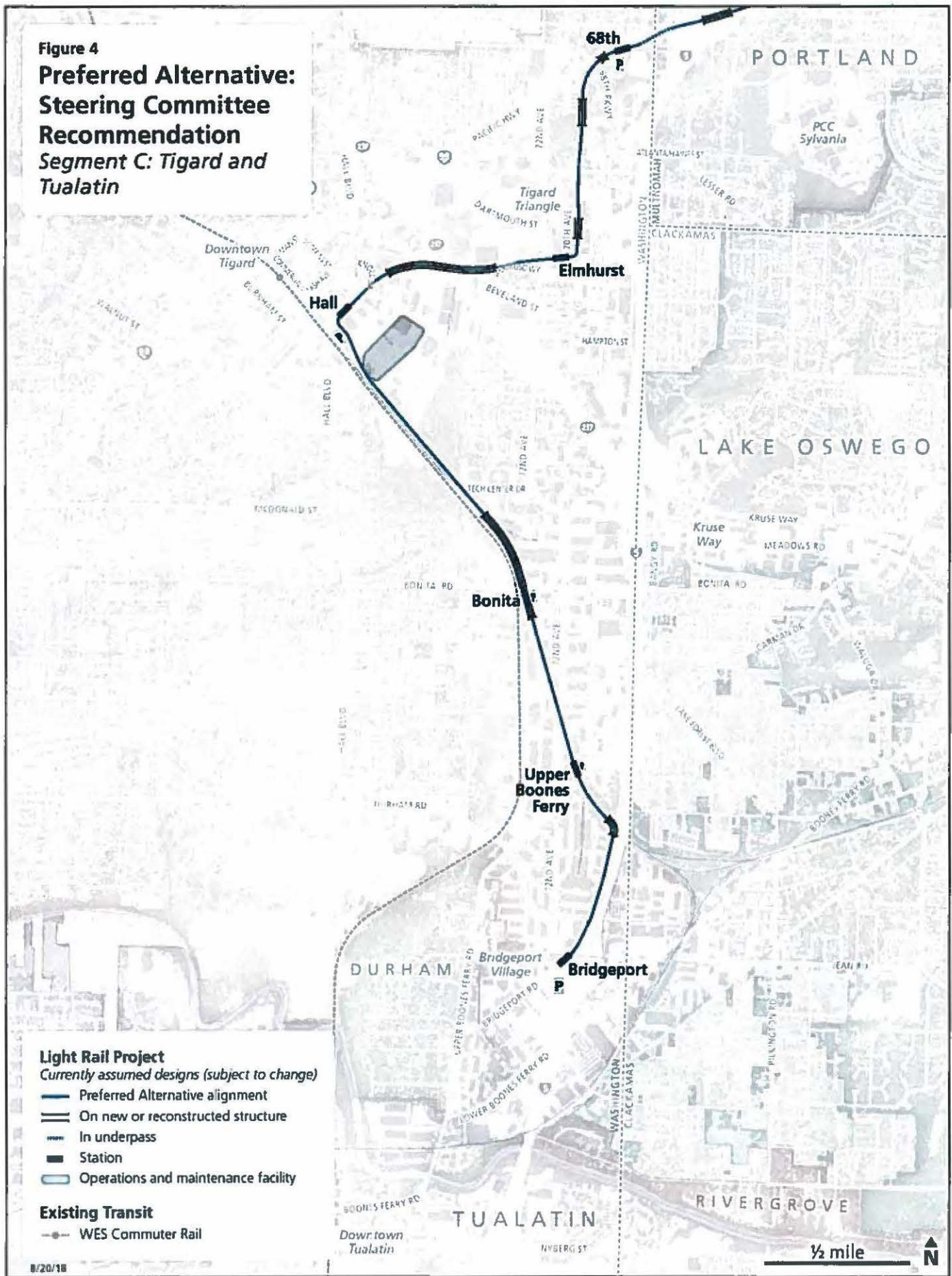
Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

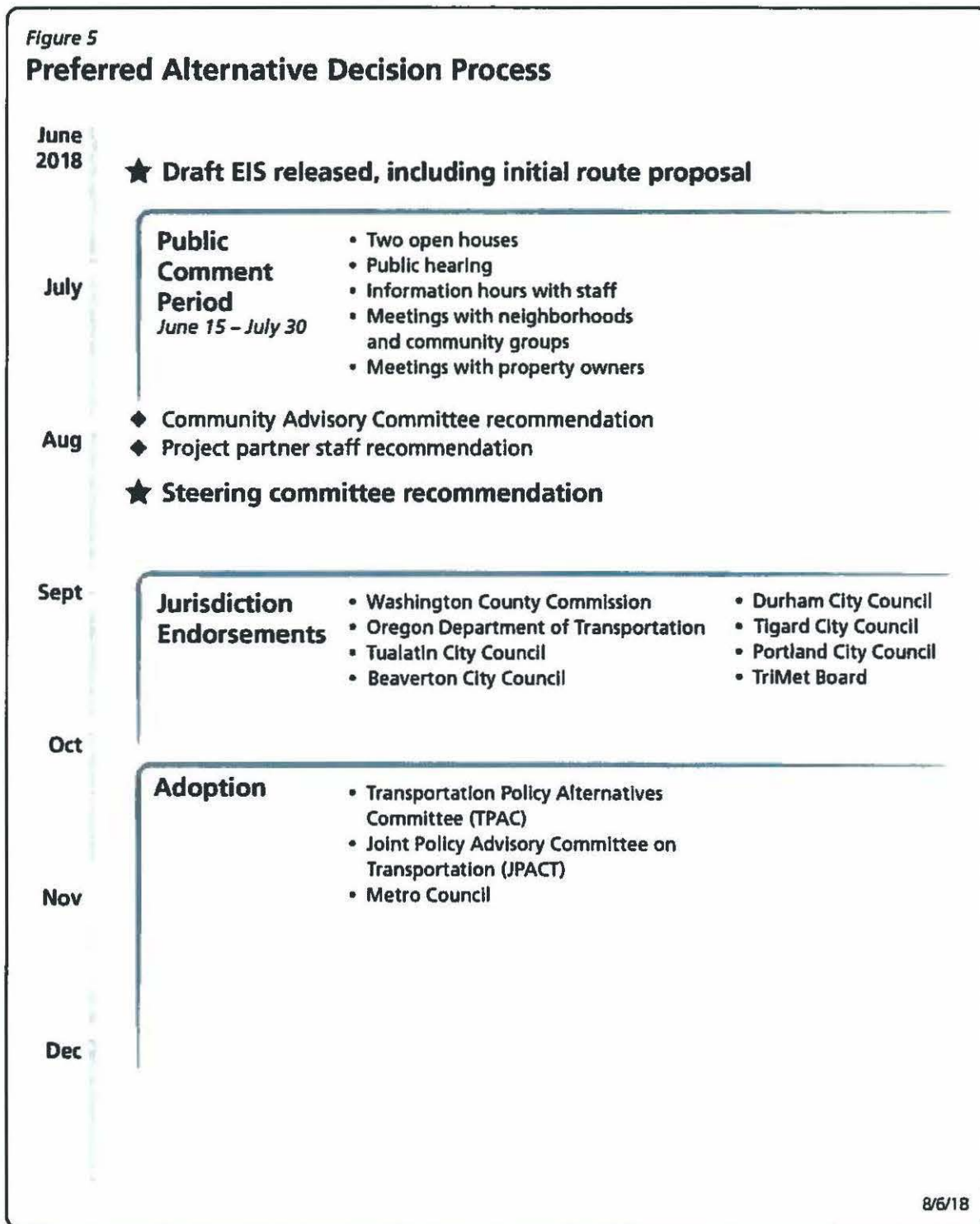
Figure 4
Preferred Alternative:
Steering Committee
Recommendation
Segment C: Tigard and
Tualatin



- Light Rail Project**
Currently assumed designs (subject to change)
- Preferred Alternative alignment
 - == On new or reconstructed structure
 - - - In underpass
 - Station
 - Operations and maintenance facility
- Existing Transit**
- - - WES Commuter Rail

3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.



Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard's downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster

the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.

**A RESOLUTION REQUESTING SUPPORT FOR SOUTHWEST CORRIDOR LIGHT RAIL PROJECT
PREFERRED ALTERNATIVE (PA) FROM THE BEAVERTON CITY COUNCIL**

- WHEREAS,** in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and
- WHEREAS,** the Regional HCT System Plan identified a new HCT corridor in the vicinity of the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and
- WHEREAS,** the Southwest Corridor includes portions of the cities of Portland in Multnomah County and Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard; and
- WHEREAS,** the Southwest Corridor has 11 percent of the region's population and 26 percent of the region's employment, and 23,800 people commute between Portland and Tigard/Tualatin for work; and
- WHEREAS,** the Portland region is projected to grow by 500,000 people and 365,000 jobs by 2035; and
- WHEREAS,** the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035, and transit demand is projected to grow by over 70 percent; and
- WHEREAS,** high levels of congestion exist in the corridor today, and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035; and
- WHEREAS,** Southwest Corridor light rail will provide fast, reliable high capacity transit service, such as a 30 minute trip between Portland State University and Bridgeport Station, regardless of congestion; and
- WHEREAS,** light rail is projected to carry 43,000 daily weekday riders in 2035; and
- WHEREAS,** light rail is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland, the equivalent of one freeway lane's worth of drivers, in 2035; and
- 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; and
- 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, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor, and the partners each

expressed their intention to cooperatively advance key elements of the Southwest Corridor Shared Investment Strategy; and

- WHEREAS,** the communities in which the Southwest Corridor light rail would operate developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, and the Linking Tualatin plan; and
- WHEREAS,** in October 2013, the Metro Council endorsed the Southwest Corridor Shared Investment Strategy (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit 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; and
- WHEREAS,** in June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, identified specific questions to be answered during a focused refinement period prior to initiating the NEPA process, and recommended that the transportation alternatives set forth in the *Southwest Corridor Transit Design Options* and the results of the focused refinement study be further analyzed in a federal environmental impact statement; and
- 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 (EIS), 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; and
- 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; and
- WHEREAS,** in June 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 narrowed from the *Southwest Corridor Transit Design Options* and to be considered under NEPA; and
- WHEREAS,** in June 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; and
- WHEREAS,** in August and September 2016, staff held a public scoping process for the 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 Draft EIS; and

- WHEREAS,** in July 2016 the Metro Council endorsed *the Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* (Metro Council Resolution No. 16-4713); and
- WHEREAS,** the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor; and
- WHEREAS,** the Southwest Corridor project, with input from the public and government partners, has garnered regional support, leading to a narrowing of design options and transit alternatives set forth in the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and publication of the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS) in June 2018 in accordance to the National Environmental Policy Act (NEPA) environmental review process; and
- WHEREAS,** a public involvement process was a component of each phase of the Southwest Corridor planning, including a 45-day public comment period following publication of the Draft EIS; and
- WHEREAS,** approximately 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held; and
- WHEREAS,** the Southwest Corridor Community Advisory Committee representing businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, and which met monthly since February 2017, provided a consensus recommendation for a light rail alignment on July 30, 2018; and
- WHEREAS,** Southwest Corridor Light Rail Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on August 13, 2018, including the mode of transportation, alignment, and station locations.

NOW, THEREFORE, BE IT RESOLVED, BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

That the City of Beaverton supports the Steering Committee's Southwest Corridor Light Rail Project Preferred Alternative (Exhibit A)

Adopted by the Council this 16th day of October, 2018.


Approved by the Mayor this 17th day of October, 2018

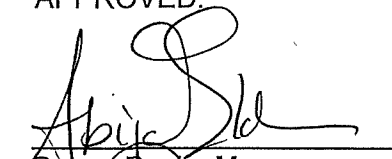
Ayes: 3

Nays: 0

ATTEST:

APPROVED:


Catherine Jansen, City Recorder


Denny Doyle, Mayor
by Abigail Elder, Mayor Pro Tem

STATE OF OREGON
COUNTY OF WASHINGTON
CITY OF BEAVERTON



ss CERTIFICATION

I, Nanci Moyo Deputy Recorder for the City of Beaverton, Washington County, Oregon, certify and attest that I have compared this copy with its original and determined this instrument is a true and correct copy of the original which is part of the official records of the City of Beaverton, Oregon.

Dated this 17th day of October, 2018.

Nanci Moyo
RECORDER, City of Beaverton
Deputy

Resolution No. 37393 As Amended

Adopt the Southwest Corridor Light Rail Project Preferred Alternative and direct further actions (Resolution)

WHEREAS, the Southwest Corridor is a transportation corridor generally along Interstate 5 (I-5) and Pacific Highway (OR 99W)/SW Barbur Boulevard between downtown Portland and Sherwood, and includes portions of the cities of Portland, Tigard, Tualatin, King City, Durham, and Sherwood in Washington County; and

WHEREAS, the Southwest Corridor has 11 percent of the region's population and 26 percent of the region's employment, along with 23,800 people who commute between Portland and Tigard/Tualatin for work, while the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035; and

WHEREAS, because transit demand is projected to grow by over 70 percent and high levels of congestion in the corridor today result in unreliable transit service, Metro, Tri-County Metropolitan Transportation District of Oregon (TriMet) and its regional partners, including the City of Portland, initiated a comprehensive land use and transportation planning study to create a plan that will identify and prioritize public investments in the Southwest Corridor; and

WHEREAS, part of the planning process included a Shared Investment Strategy in October of 2013 which identified a need for enhanced local transit service, further study of high capacity transit (HCT) from Portland to Tualatin via Tigard, over 60 roadway and active transportation projects that support the transit and the land use vision; and

WHEREAS, the Focused Refinement phase of the planning process, completed in June of 2014, refined the Shared Investment Strategy projects and strategies prior to defining the locally preferred alternative Preferred Alternative (PA) for the HCT project and commencing creation of a Draft Environmental Impact Statement (DEIS) to study the environmental impacts of the PA and the Southwest Corridor Plan; and

WHEREAS, recognizing the importance of implementing the Southwest Corridor Shared Investment Strategy, the Focused Refinement, definition of a PA and creation of the DEIS the City Council agreed to pay Metro \$500,000 through an Intergovernmental Agreement authorized through Ordinance 187005 on February 4, 2015; and

WHEREAS, for the purpose of continuing to support work on the creation of a Draft Environmental Impact Statement and defining a Preferred Alternative the City Council agreed to pay Metro \$550,000 through an amendment to the original Intergovernmental Agreement authorized through Ordinance 187701 on June 23, 2016, and as part of adopting Ordinance 187701 a Southwest Corridor Plan progress report, work plan and list tangible products was provided; and

WHEREAS, to guide this planning the Southwest Corridor Plan Steering Committee was formed in October 2011, consisting of representatives of cities and counties in the corridor, including the City of Portland, as well as Metro, TriMet and ODOT, and

WHEREAS, the Steering Committee is charged with making recommendations to the Metro Council and other jurisdictions for the Southwest Corridor Plan and adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Plan; and

WHEREAS, in June 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 the National Environmental Policy Act (NEPA) requirements; and

WHEREAS, also in June 2016, the Steering Committee adopted an updated project Purpose & Need statement as required by NEPA which included the need to support the Barbur Concept Plan, advance active transportation projects and projects that help achieve the sustainability goals, ensure benefits and impacts promote community equity, 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; and

WHEREAS, the Southwest Corridor Community Advisory Committee (CAC), established in February 2017, representing businesses, community groups, and institutions in Portland, Tigard, Tualatin and Washington County, provided a consensus recommendation on July 30, 2018 for a light rail alignment and support for continuing to pursue the Ross Island Bridgehead reconfiguration as a separate project; and

WHEREAS, the Southwest Corridor Equitable Development Strategy was initiated by Metro in April 2017 to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor, and this has been augmented by the Equitable Housing Strategy that was conducted by the City of Portland and the City of Tigard and completed in September 2018; and

WHEREAS, the Southwest Corridor Light Rail Project Draft Environmental Impact Statement (DEIS) prepared in accordance with NEPA was published for public review and comment in June 2018, and approximately 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held; and

WHEREAS, City of Portland bureaus, the City's modal advisory committees for pedestrian, bicycle and freight, the Planning and Sustainability Commission, the

Portland Design Commission and the Historic Landmarks Commission participated in the review of the DEIS during June and July of 2018; and

WHEREAS, the Steering Committee met numerous times, heard public input and testimony, received recommendations from the CAC and DEIS comments, and on August 13, 2018 made recommendations for a Preferred Alternative (PA) for the Southwest Corridor Light Rail Transit Project including the alignment and station locations, a preliminary work plan for further plan development and study of the Ross Island Bridgehead reconfiguration as a separate project in the Final Environmental Impact Statement for the LRT project; and

WHEREAS, on October 4, 2018 Council adopted the SW Corridor Equitable Housing Strategy, developed in partnership with the City of Tigard, which identified housing needs in the corridor and established several goals: to commit early financial resources to address the near-term housing crisis and long term needs in the corridor; to prevent residential and cultural displacement; and to increase housing choices; and

WHEREAS, in preparing recommendations for a light rail transit alignment that would be located on SW Barbur Boulevard, portions of which are a State transportation facility (OR 99W), a Jurisdictional Transfer process has been initiated and by separate future Council action authorizing execution of an Intergovernmental Agreement (IGA) would facilitate the transfer of portions of SW Barbur Blvd/OR 99W from the State to the City of Portland in those segments where LRT uses the roadway; and

WHEREAS, the City Council has adopted the Barbur Concept Plan in April 2013 through Resolution No. 37014 and the South Portland Circulation Study in August 2001 through Resolution No. 34041 which envision a reconfiguration of the Ross Island Bridgehead ramps and a re-design of SW Naito Parkway with a more urban streetscape which would reconnect the neighborhood, establish a grid street pattern and create development opportunities for this area; and

WHEREAS, with the LRT alignment located on SW Barbur Blvd instead of on SW Naito Parkway it has been agreed upon by the City of Portland, ODOT, TriMet and Metro, along with the support of other Southwest Corridor project partners and with the endorsement of the SW Corridor Steering Committee, that a Ross Island Bridgehead reconfiguration project will be undertaken in parallel with project development for the LRT project and included in the LRT project Final Environmental Impact Statement, and an amendment to the Jurisdictional Transfer agreement for SW Barbur Blvd/OR 99W would be executed to allow the project to be implemented; and

WHEREAS, the Preferred Alternative is found to be consistent with the Barbur Concept Plan, the City's Comprehensive Plan and the Climate Action Plan provided that further environmental review and project development is undertaken to address issues identified herein this Resolution by the City Council.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland accepts the

Steering Committee's Southwest Corridor Light Rail Project Preferred Alternative report and recommendations as provided in Exhibit A; and

BE IT FURTHER RESOLVED the City of Portland adopts the Steering Committee's Southwest Corridor Light Rail Project Preferred Alternative as displayed in Exhibit B; and

BE IT FURTHER RESOLVED the Council requests that TriMet prepare a Conceptual Design Report in coordination with the Bureau of Transportation to address priority actions and issues in Exhibit C related to further environmental review and project development of the Southwest Corridor Light Rail Project, and project phases will generally be implemented as displayed in Exhibit D; and

BE IT FURTHER RESOLVED the City of Portland support for the Preferred Alternative is based on the inclusion and completion of priority actions and issues to be addressed as outlined in Exhibit C and implementation of the Memorandum of Understanding for the Ross Island Bridgehead Work Plan, or substantially to form, as outlined in Exhibit E; and

BE IT FURTHER RESOLVED the Council directs the Bureau of Transportation to lead the City's participation in TriMet's development and execution of an Intergovernmental Agreement for City staff services related to completion of the FEIS, along with design and construction phases of the LRT project. This agreement will be brought to the Council for execution prior to June 30, 2019; and

BE IT FURTHER RESOLVED the Council directs the Bureau of Transportation to prepare Transportation System Plan amendments necessary to support the Southwest Corridor Light Rail Project for consideration by Council after the Final Environmental Impact Statement is completed; and

BE IT FURTHER RESOLVED the Council directs the Bureau of Planning and Sustainability and the Housing Bureau to report back on progress toward implementing the goals of the SW Corridor Equitable Housing strategy in tandem with any future Council action committing funds to the Project; and

BE IT FURTHER RESOLVED the Council directs the Bureau of Transportation to work with Metro, TriMet and project partners in the development of a Financial Strategy for the Southwest Corridor Light Rail Project, to work with the City Budget Office and other city bureaus and Prosper Portland to develop a financial strategy for the City of Portland's contribution and to report back to Council on the recommended financial contribution of the City to the Project prior to finalizing any commitment by the City with the intent to make the City's commitment of local match in early 2020; and


BE IT FURTHER RESOLVED this Resolution is non-binding City policy.

37393

Passed by the Council, NOV 01 2018

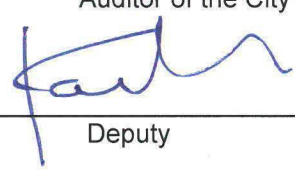
Commissioner Chloe Eudaly
Prepared by: Teresa Boyle
Date Prepared: September 7, 2018

MARY HULL
CABALLERO Auditor of
the City of Portland By


Deputy

Agenda No. **37393** As Amended
RESOLUTION NO. 37393
 Title

Adopt the Southwest Corridor Light Rail Project Preferred Alternative and direct further actions (Resolution)

<p style="text-align: center;">INTRODUCED BY Commissioner/Auditor: Chloe Eudaly</p>	<p>CLERK USE: DATE FILED <u>OCT 02 2018</u></p>
<p style="text-align: center;">COMMISSIONER APPROVAL</p>	<p style="text-align: center;">Mary Hull Caballero Auditor of the City of Portland</p>
<p>Mayor—Finance & Administration – Wheeler</p>	<p style="text-align: center;">By:  Deputy</p>
<p>Position 1/Utilities - Fritz</p>	
<p>Position 2/Works - Fish</p>	
<p>Position 3/Affairs - Saltzman</p>	
<p>Position 4/Safety - Eudaly <i>CBE</i></p>	
<p style="text-align: center;">BUREAU APPROVAL</p>	<p>ACTION TAKEN: OCT 10 2018 <i>RESCHEDULED TO NOV 01 2018 2 P.M</i></p>
<p>Bureau: PBOT Group: Transportation Systems Group Manager: Art Pearce <i>AP</i> Director: Chris Warner <i>AW</i></p>	
<p>Prepared by: Teresa Boyle <i>CB</i></p>	
<p>Supervisor: Millicent Williams <i>MW</i></p>	
<p>Date Prepared: September 7, 2018</p>	
<p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p>	
<p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	
<p>City Auditor Office Approval: required for Code Ordinances</p>	
<p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan <i>KAM</i></p>	
<p>Council Meeting Date October 10, 2018</p>	

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: 2:00 p.m. Total amount of time needed: 90 minutes <i>3 hours</i> (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Saltzman	3. Saltzman	✓	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 18-47**

A RESOLUTION APPROVING A PREFERRED ALTERNATIVE ALIGNMENT FOR CONSTRUCTING THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT IN THE CITY OF TIGARD.

WHEREAS, travel in the region's southwest corridor (SWC) is slow and unreliable due to roadway congestion, and congestion has many negative physical, social, economic, and environmental impacts on our community; and

WHEREAS, transit service to important destinations in the SWC is limited, pedestrian and bicycle network gaps create barriers and unsafe conditions for transit access, and demand for transit is increasing due to growth; and

WHEREAS, the purpose of the SWC project is to address these conditions by connecting Downtown Portland, Southwest Portland, Downtown Tigard, and Tualatin with light rail to improve mobility and help communities in the corridor achieve land use visions; and

WHEREAS, the SWC Steering Committee, which includes a City of Tigard representative, has recommended a preferred alternative (PA) that proposes to extend light rail through the Tigard Triangle to an area just east of Downtown Tigard known as the Hunziker Industrial Core, and then along an existing rail corridor to Bridgeport Village in Tualatin; and

WHEREAS, the City of Tigard has multiple adopted plan and policy statements that describe the city's land use vision for these areas which are consistent with the Metro 2040 Growth Concept for Town Centers; and

WHEREAS, the 2008 Tigard Comprehensive Plan directs the city to: focus employment growth and high-density housing development in its Town Center; maintain Downtown Tigard as its primary transit center; and promote the efficient utilization of its employment and industrial lands; and

WHEREAS, the 2009 Tigard Downtown Future Vision, which builds off of the 2005 Tigard Downtown Improvement Plan, describes community aspirations to see Downtown Tigard develop into a vibrant, active, mixed-use urban village by building upon the historic retail location of Main Street and the area's existing natural features, particularly Fanno Creek; and

WHEREAS, the 2010 Tigard Transportation System Plan directs the city to plan for a multimodal transportation system that meets existing and future community needs and is closely coordinated with existing and future land uses. It recognizes that transit service is an important part of a balanced transportation system, supports high capacity transit service in the southwest corridor, and asserts that high capacity transit should facilitate and complement employment and residential growth in Downtown Tigard; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, which was developed to inform the alignment of future high capacity transit service, describes the preferred station community concepts for Downtown Tigard and the Tigard Triangle. The preferred station community concept for Downtown Tigard identifies Main Street as the center of activity with a retained mix of uses, and envisions additional opportunities for offices and housing. The preferred station community concept for the Tigard Triangle identifies the areas east of 72nd Ave as the center of activity, includes a multimodal bridge to downtown to connect both parts of the city's Town Center, and envisions additional opportunities for small-scale neighborhood services and housing; and

WHEREAS, the 2014 Hunziker Core Infrastructure Strategy, which builds off of the 2011 Tigard Economic Opportunities Analysis, describes the community's aspirations to "unlock" the economic development potential of the Hunziker Industrial Core to meet the city's economic needs and goals. According to the 2011 analysis, the city has just enough commercial, employment, and industrial land to meet the city's needs and goals under an efficient land use demand scenario. The strategy for this area, the first phase of which began in 2018, involves providing needed infrastructure in strategic locations to spur development; and

WHEREAS, the 2017 Tigard Triangle Urban Renewal Plan, which builds off of the 2015 Tigard Triangle Strategic Plan, envisions the Tigard Triangle as a dense and lively pedestrian district with a variety of neighborhood services, goods, and housing options that is connected to downtown and the region by multiple transportation modes, including a trail along Red Rock Creek and a multimodal bridge to downtown; and

WHEREAS, the City of Tigard Charter requires a public vote to support light rail or to amend its comprehensive plan or land use regulations to accommodate light rail. A vote in 2016 affirmed the public's support of the Southwest Corridor light rail proposal and allowed the city to amend some of its land use policies and regulations to accommodate the siting of light rail as proposed; and

WHEREAS, the City of Tigard supports the project's stated purpose to improve mobility in the southwest corridor with the addition of light rail service and to help affected communities achieve their land use visions; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether the recommended PA is consistent with the city's land use vision for Downtown Tigard or the Hunziker Industrial Core through the Memorandum of Understanding Regarding Construction of the Southwest Corridor Light Rail Project in Tigard City Limits ("MOU") with TriMet; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether locating a station east of Hall Boulevard will: maintain Downtown Tigard as the city's primary transit center; support Main Street's development as downtown's activity center; or help downtown grow into the urban village envisioned by the community through the MOU; and

WHEREAS, the City of Tigard has attempted to mitigate its concerns regarding whether locating a TriMet operations and maintenance facility in the Hunziker Industrial Core is an appropriate use of the city's limited industrial lands or a hindrance to the city's ability to meet its economic development needs and goals through the MOU; and

WHEREAS, City of Tigard officials, businesses and residents have participated and will continue to actively participate in the project to ensure that the city's values and vision are considered and carried out through the project's planning, design, permitting and construction activities.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: To the extent the PA conforms to the authorization ordinance approved by voters through the passage of Measure 34-255 in November 2016, and Sections 52 and 53 of the City's Charter, the City Council of the City of Tigard expresses its support of the PA.

SECTION 2: If the SWC Project terminates at Bridgeport in the City of Tualatin, Tigard and TriMet will recommend to the Steering Committee that the Project will locate at least four light rail stations in the City of Tigard as follows: (1) one serving the northern portion of the Tigard Triangle; (2) one serving the southern portion of the Tigard Triangle; (3) one serving downtown Tigard; and (4) one serving the 72nd Avenue corridor. The final location of the terminal station at Bridgeport may be an additional station in Tigard.

SECTION 3: With regard to the station serving downtown Tigard, the project must meet the conditions below. The following concepts will be included in a draft and final Conceptual Design Report to be presented to the City Council for acceptance:

- a. Light rail station platform(s) will be located immediately south and east of Hall Boulevard. In consultation with Tigard, TriMet will lead planning and design studies to determine the optimal location of bus transit facilities and park and ride facilities to optimize and pedestrianize the downtown station area for Tigard residents, employees, visitors and transit passengers, for consideration by the Steering Committee. TriMet and Tigard will work to jointly agree to the final location of such facilities for consideration by the Steering Committee.
- b. Pedestrian access and multimodal connectivity to the Downtown Tigard station platform are important to achieving the goals of creating an active station, fostering transit ridership, and facilitating connections to residences and businesses. Design of pedestrian connections along and across Hall Boulevard are of considerable importance to achieving these goals and the parties acknowledge that Hall Boulevard, in its current state, impedes safe and convenient multimodal use and crossing. TriMet and Tigard recognize the need for clear, safe multimodal access to a light rail station on Hall Boulevard and share this as a priority. The parties agree to work together with ODOT on a redesign of Hall Boulevard in the light rail station area, from the freight railroad to Hunziker Street, and that the Hall Boulevard redesign will be presented to the Tigard City Council at 15, 30 and 60 percent of Project completion. Eligible Project elements within the station area will be funded as part of the Project. For other elements, TriMet and Tigard will jointly seek funding from ODOT and others to include as Project betterments. The parties also agree to seek a jurisdictional transfer of Hall Boulevard.

- c. Tigard desires transit-oriented development (“TOD”) to occur around the Downtown Tigard station and recognizes that the construction of parking facilities is a financial hurdle to TOD’s feasibility. In conjunction with a Station Optimization Study, the parties will consider additional non-transit parking at the structure that supports transit-oriented development. The parties understand that the FTA will not fund parking facilities for non-transit uses and the funds for any additional non-transit parking will need to be provided by sources outside the SWC Project. Based on Tigard’s findings, the park and ride parking structure will be designed and constructed accordingly. Upon adoption of the Land Use Final Order, the parties will begin negotiating a Shared Use Agreement to be completed prior to the Engineering phase of the Project, which will define the obligations of each party related to the financing, construction, operations, maintenance, and use of the structure. This proposal will be informed by the Steering Committee’s decision on the location and size of park and ride facilities along the alignment.
- d. Tigard seeks to enhance urban design, redevelopment potential, and the potential for station area density around the downtown station. To that end, TriMet agrees to locate, design, construct, and operate any Operations and Maintenance Facility (“O&M Facility”) in Tigard city limits to maximize the redevelopment potential of the downtown station area. The O&M Facility will be located and designed to complement adjacent development and include physical and visual connections to its surrounding environment wherever possible.
- e. TriMet will help mitigate business impacts in the Hunziker Industrial Core through standard federally required mechanisms in the Uniform Relocation Act, and through the proactive development of an Employment Transit Oriented Development District which TriMet will, through its planning and design efforts, help to effectuate. The goal is to achieve an overall employment density increase in the Hunziker Industrial Core after the Project is constructed as compared to before.

SECTION 4: If the Project does not terminate at Bridgeport in Tualatin, Tigard and TriMet will recommend to the Steering Committee three light rail stations will be located in the City of Tigard as follows: (1) one serving the northern portion of the Tigard Triangle; (2) one serving the southern portion of the Tigard Triangle; and (3) one serving downtown Tigard. With regard to the downtown-serving station, TriMet and Tigard will work jointly to agree to the design and location of an MOS station prior to Steering Committee action in advance of the FEIS publication.

SECTION 5: TriMet will demonstrate support for Tigard efforts to establish a multimodal Ash Avenue crossing across the existing freight tracks by furthering Tigard’s interest in this crossing in Project negotiations with ODOT Rail and the railroad companies. This may be done by conducting a study of the nexus of this crossing with the Project and

considering inclusion of the new crossing in the Project's Rail Order. TriMet will support Tigard's efforts to fund the new crossing as a Project betterment. Tigard will identify up to two existing public crossings that Tigard will close at Tigard's cost as part of an agreement with ODOT Rail.

SECTION 6: TriMet will study and design the Project to accommodate bicycle and pedestrian travel to establish an active transportation connection between downtown and the Tigard Triangle. This multi-use path will be a betterment and both parties agree to be co-applicants for grants to fund the bicycle and pedestrian infrastructure.

SECTION 7: To capitalize on real estate value created by the light rail project, TriMet will work with Tigard on a Joint Development Project Proposal that focuses on significant residential and employment (i.e. ridership-enhancing) development opportunities.

SECTION 8: The parties seek to preserve and develop affordable housing in the city limits in proximity to the Project. TriMet and Tigard are both parties to the executed "Memorandum of Understanding Between the City of Portland, City of Tigard, Metro, Washington County and the Tri-County Metropolitan Transportation District of Oregon Regarding Southwest Corridor and Affordable Housing" ("Affordable Housing MOU"). As parties to the Affordable Housing MOU, TriMet agrees to use Project property to encourage development of affordable housing consistent with FTA requirements and Tigard agrees work to implement the Equitable Housing Strategy, facilitate construction of affordable housing, and work with TriMet to encourage ridership in the SW Corridor, which the parties recognize as encouraging enhanced transit corridors for streetcar and bus operations. Tigard anticipates using tax increment financing and potentially other funds for the development of affordable housing at or near TriMet stations.

SECTION 9: TriMet and Tigard will develop an IGA to define the scope and budget necessary for City staff participation in Project activities.

SECTION 10: This resolution is effective immediately upon passage.

PASSED: This 13th day of November 2018.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard