

Date: September 26, 2018

To: Board of Directors

From: Doug Kelsey 

Subject: **RESOLUTION 18-09-67 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING AN APPLICATION TO BE FILED WITH METRO FOR A LAND USE FINAL ORDER FOR THE SOUTHWEST CORRIDOR PROJECT**

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) authorize the submission of an application to Metro for a Land Use Final Order (LUFO) for the Southwest Corridor Light Rail Project.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Submission of LUFO Application to Metro

3. Reason for Board Action

The legislature authorized a specific land use procedure for the siting of a light rail alignment for the Southwest Corridor. The legislation requires TriMet to submit an application to Metro for approval by the Metro Council based on a recommendation from a steering committee. The attached resolution authorizes such an application.

4. Type of Action

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

5. Background¹

Complex projects like the Southwest Corridor Project traverse numerous jurisdictions, each with their own land use rules and regulations. A single, expedited process for project-wide land use approvals maximizes the chances of obtaining the highest levels of federal funding

¹ For general background on the Southwest Corridor Project, see Resolution 18-09-66 adopting the Locally Preferred Alternative.

and helps complete the project in a timely and cost effective manner. The LUFO process ensures that a project is not unnecessarily delayed by land use and permitting issues.

Starting with the Westside Light Rail project in the 1990s, the legislature has authorized a specific land use process to allow light rail projects to successfully compete for federal funding.

The 2017 Legislative Assembly passed HB 3202 (2017 Or. Laws Ch. 714), which created such a process for the Southwest Corridor. In adopting HB 3202, the legislature acknowledged the “compelling state interest in obtaining maximum federal funding for the Southwest Corridor MAX Light Rail Project.”

Assuming that Metro adopts a LUFO for the Southwest Corridor Project, all affected jurisdictions must conform their land use plans to the LUFO and issue all necessary permits consistent with the LUFO. As provided in HB 3202, the requirements of this law are the “only land use procedures and requirements to which land use decisions and land use approvals of any kind related to the construction or operation of the project shall be subject.”

The LUFO process outlined in HB 3202 consists of five major components:

1. **LCDC Adoption of Criteria.** The bill directs the Land Conservation and Development Commission (LCDC) to adopt criteria to be used by Metro Council to make decisions in a LUFO on project improvements, including location. LCDC uses a statutorily required public notice, comment, and appeal process for developing the criteria, as well as expedited review of the adopted criteria by the Oregon Supreme Court. The criteria were adopted by LCDC on November 2, 2017, by LCDC Order 001887. There was no appeal of the criteria by any party.
2. **Steering Committee Recommendation.** The bill requires Metro to create a Steering Committee made up of representatives of project constituents. The task of the Steering Committee is to issue recommendations for siting of a light rail route and other project improvements to TriMet. Metro convened the Steering Committee and the Committee unanimously voted on August 13, 2018, to issue the attached recommendations to TriMet (Attachment A to this Memorandum).
3. **TriMet Applies for a LUFO.** TriMet then applies to Metro Council for a LUFO ordering project improvements and their locations. The locations “must provide sufficient boundaries to accommodate adjustments to the specific placements of the project improvements for which need commonly arises upon the development of more detailed environmental or engineering data following approval of a Full Funding Grant Agreement.”
4. **Metro’s Adoption of the LUFO.** Following receipt of an application from TriMet, the Metro Council applies the criteria established by LCDC when making decisions in the land use final order for project improvements, including their locations. The adoption of an order includes procedures for Metro Council to follow when adopting a land use final order, such as hearing, notice, and appeal requirements. Following a public hearing, Metro Council must either adopt a land use final order or continue the public hearing and refer proposed project improvements and their locations back to TriMet for further review.

The Land Use Board of Appeals followed by appeal to the Oregon Supreme Court is the exclusive review process for any challenge to the LUFO.

5. **Adopted LUFO Governs Project.** Once adopted, the LUFO governs the land use procedures for the Southwest Corridor Project. As required by HB 3202, the State, Metro, all affected local governments, and any affected special districts and political subdivisions are required to amend comprehensive, functional or regional framework plans and all applicable land use regulations necessary to be consistent with the LUFO adopted by Metro. The jurisdictions must issue appropriate development approval, permit, license, certificate or other necessary approval for implementation of the land use final order.

The LUFO Steering Committee proposed two different options for the alignment heading south from the Barbur Transit Center in the Outer Southwest Portland Segment. As detailed on page 11 of the LUFO Steering Committee Recommendation, the Committee proposed that the alignment could shift left along the north side of Taylor's Ferry Road and then cross SW Capital Highway and cross I-5 on an aerial structure (Option 1), or it could travel adjacent to I-5 and then over an aerial structure across I-5 (Option 2). Community and stakeholder feedback in the Draft Environmental Impact Statement raised concerns about the first option to travel on Taylor's Ferry Road. Those concerns included impacts to natural resources, traffic, and bike and pedestrian safety. To alleviate these concerns, the attached Resolution proposes to eliminate the first option for Taylor's Ferry Road as part of the present application to Metro for a LUFO.

The LUFO can be amended if necessary based on changing project conditions, including funding.

7. **Impact if Not Approved**

Without an application from TriMet, the Metro Council cannot proceed with a hearing and adoption of a LUFO. The lack of a LUFO will add complexity and uncertainty to the project, which would likely complicate a request for federal funding.



Memo

Date: Friday, August 24, 2018
To: Doug Kelsey, General Manager, TriMet
From: Chris Ford, SW Corridor Project Manager, Metro
Subject: Summary of the Land Use Final Order Steering Committee Meeting for the Southwest Corridor MAX Light Rail Project

Metro convened the Land Use Final Order (LUFO) Steering Committee for the Southwest Corridor MAX Light Rail Project at 3:30pm on August 13, 2018.

All members were in attendance as follows:

- John Cook, Tigard
- Craig Dirksen, Metro
- Doug Kelsey, TriMet
- Sharon Meieran, Multnomah County
- Lou Ogden, Tualatin
- Art Pearce, Portland
- Roy Rogers, Washington County
- Rian Windsheimer, Oregon Department of Transportation

The committee discussed the Proposed Recommendations of the Land Use Final Order Steering Committee, which was circulated to the committee prior to the meeting. The recommendations describe the location of project elements, including the light rail route, stations, park-and-ride lots, maintenance facilities and highway improvements. The committee recommended the following changes to the Proposed Recommendations:

- Extend the boundary of the highway improvements at the Crossroads intersection further west on SW Barbur Boulevard and further south on SW Capitol Highway to represent bicycle and pedestrian access improvements at the intersection (see Figure 1.8).
- Add language stating that the LUFO Steering Committee recommends that the SW Hall Boulevard (Tigard Transit Center) Station be located as close to SW Hall Boulevard as practicable (see page 19).
- Add highway improvements on SW Hall Boulevard between SW Hunziker Street and the WES Commuter Rail/Portland and Western railroad tracks to provide pedestrian and bicycle access to the SW Hall Boulevard (Tigard Transit Center) Station (see page 20 and Figure 1.12).

These changes have been incorporated into the final Recommendations of the Land Use Final Order Steering Committee, which is attached to this memorandum.

The committee unanimously voted to issue the Recommendations of the Land Use Final Order Steering Committee for the siting of the light rail route and other project improvements and their locations to TriMet.

Southwest Corridor MAX Light Rail Project

Recommendations of the Land Use Final Order Steering Committee

August 13, 2018

1. Introduction: Requirements of House Bill 3202

This document constitutes the Southwest Corridor Land Use Final Order (LUFO) Steering Committee's recommendation to TriMet regarding TriMet's application to the Metro Council for approval of a LUFO for the Southwest Corridor MAX Light Rail Project (Project).

Section 6(1) of Oregon Laws 2017, Chapter 714 (hereinafter "House Bill 3202" or "the Act") directs Metro to establish a steering committee (LUFO Steering Committee) whose initial membership includes representatives from Metro, TriMet, the Department of Transportation (ODOT), and each affected local government. As defined in Section 1(1) of the Act, "affected local governments" means the cities and counties within which the project improvements will be located. For the Project, the affected local governments are the cities of Portland, Tigard and Tualatin and the counties of Multnomah and Washington.

Section 6(2)(a) of the Act directs the LUFO Steering Committee to "issue recommendations for the siting of the light rail route and other project improvements and their locations to TriMet." As defined respectively in Sections 1(15) and 1(11) of the Act,

"Project improvements" means the light rail route, stations, lots and maintenance facilities and the highway improvements related to the project as described in the Locally Preferred Alternative Report, as may be amended from time to time by a Draft [Environmental Impact] Statement, Final Statement, Full Funding Grant Agreement or similar document for the Southwest Corridor MAX Light Rail Project."

"Locations" means the boundaries within which the project improvements will be located."

Under Section 6(2)(b) of the Act, following receipt of the LUFO Steering Committee recommendation,

"TriMet shall apply to the Metro Council for a land use final order approving the project improvements and their locations. The applied for locations must provide sufficient boundaries to accommodate adjustments to the specific placements of the project improvements for which need commonly arises upon the development of more detailed environmental or engineering data following approval of a Full Funding Grant Agreement."

2. Recommended Project Improvements and Locations

The LUFO Steering Committee recommends that TriMet apply for, and that the Metro Council adopt, a LUFO approving the light rail route, stations, lots, and maintenance facilities, and the highway improvements as described textually below and in the attached maps, which illustrate the location “boundaries” as required by Section 6(2)(b) of House Bill 3202.

The LUFO Steering Committee recommends dividing the Southwest Corridor Project into three segments: (1) Inner Southwest Portland; (2) Outer Southwest Portland; and (3) Tigard/Tualatin. For each of these segments, the project description begins with a brief summary of the segment, followed by identification of the light rail route, stations, lots, maintenance facilities and highway improvements.

Section 1(7) of the Act defines “highway improvements” to mean “improvements to the highway, street and other ancillary facilities for the project and improvements related to construction or operation of the project. Section 1(7)(a) defines “ancillary facilities” to include “retaining walls, bridges, signals, electrification equipment, lighting equipment, staging areas, facilities for bus or rail travel, stormwater facilities, wetland mitigation facilities and facilities designed for vehicle, pedestrian and bicycle traffic.”

For purposes of the Project, and pursuant to HB 3202, Section 4(1), the Land Conservation and Development Commission adopted criteria for the Metro Council to use to make decisions in a LUFO on the project improvements for the Project. These include Criterion 13, which requires that the LUFO and its supporting findings need not identify all of the ancillary facilities as defined, but just the major elements.¹ LCDC’s findings in support of its criteria note, in particular, that many of the items listed as ancillary facilities could be designed and constructed without a land use action by a local government. The findings further note that the intent of the law is to provide a regional process for the land use decision for the overall alignment, not to apply land use decision-making processes to minor elements that would not otherwise require land use approval.

Further, the “Project improvements”, as defined in the Act, do not include “measures” (Section 1(12)) associated with the Project, including “any mitigation measures, design features or other amenities or improvements associated with the project.” Under LCDC’s criteria, Metro may suggest these, but ultimately they are determined during processes required by NEPA or, if reasonable and necessary, by local governments during local development approval and permitting processes.

¹ Criterion 13 states:

“Identify the major elements of the Project Improvements; however, the Land Use Final Order and findings addressing these criteria need not identify all of the ancillary facilities as defined in House Bill 3202 enacted by the Oregon State Legislature in 2017.”

Attachment A; TriMet Board Memorandum
Resolution 18-09-67

Consequently, consistent with Criterion 13, the LUFO Steering Committee limits its recommendations on highway improvements to those highway improvement elements that have independent utility apart from the light rail alignment, stations, lots and maintenance facilities and do not constitute “measures” or otherwise not require land use decision-making. Such elements include some new roadway construction and some pedestrian, bicycle and/or roadway improvements not otherwise necessitated by the light rail project.

The light rail route, stations, lots and maintenance facilities, and the highway improvements that the LUFO Steering Committee recommends to TriMet for inclusion in its LUFO application are as indicated in the text and maps that follow.

Inner Southwest Portland Segment

The Inner Southwest Portland Segment extends from SW 5th Avenue and SW Jackson Street in downtown Portland to north of the intersection of SW Barbur Boulevard and SW Brier Place.

Light Rail Alignment

From the existing light rail station at approximately SW Jackson Street and 5th Avenue, the alignment extends southward over Interstate 405 (I-405) on a new structure parallel to SW 4th Avenue to SW Sheridan Street, then continues southward at grade along the east side of SW Barbur Boulevard before shifting to the center of SW Barbur Boulevard at approximately SW Hooker Street. The alignment continues southward at grade along SW Barbur Boulevard to a station in the vicinity of SW Gibbs Street. It then remains at grade down the center of SW Barbur Boulevard to a station in the vicinity of SW Hamilton Street, where it curves westward, then back southward along the boulevard. Buses would operate on the light rail trackway from just south of SW Hamilton to approximately SW Sheridan Street.

Light Rail Stations

Two light rail stations are provided in the Inner Southwest Portland Segment.

SW Gibbs Street Station. The SW Gibbs Street Station is located along SW Barbur Boulevard in the vicinity of SW Gibbs Street.

SW Hamilton Street Station. The SW Hamilton Street Station is located along SW Barbur Boulevard in the vicinity of SW Hamilton Street.

Park-and-Ride Lots

There are no park-and-ride lots in the Inner Southwest Portland Segment.

Operations and Maintenance Facilities

There are no operations and maintenance facilities in the Inner Southwest Portland Segment.

Highway Improvements

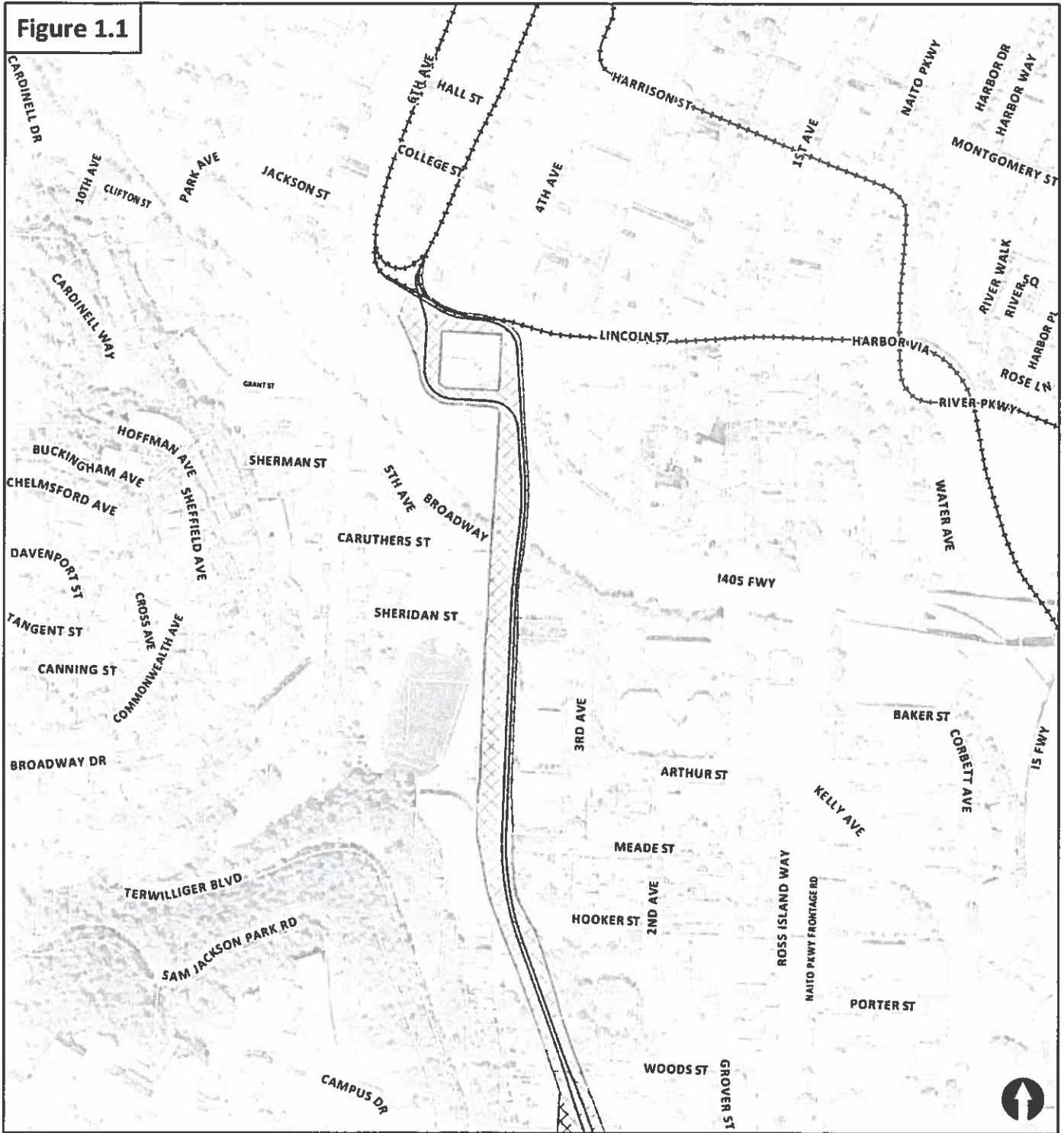
The major highway improvements in the Inner Southwest Portland Segment are as follows:

- A Marquam Hill connection connecting the SW Gibbs Street Station to the medical and educational facilities on Marquam Hill. The connection will use some combination of elevators, bridges, paths and/or tunnels.

Attachment A; TriMet Board Memorandum
Resolution 18-09-67

- Reconstruction of the Newbury trestle bridge and Capitol Highway overpass and the Vermont trestle bridge.
- Vehicular, pedestrian and bicycle improvements within and along the alignment north of the I-405 freeway and within and along SW Barbur Boulevard, including sidewalks and bicycle improvements, and minor elements such as signalization, electrification, and retaining walls.

The proposed boundaries within which the above-described project improvements would be located are as illustrated on the boundary maps for the Inner Southwest Portland Segment below (**Figures 1.1 to 1.4**).



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

- | | |
|-----------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | Existing Transit |
| ⊠ Highway Improvement | —+— MAX Light Rail |
| | —+— Portland Streetcar |

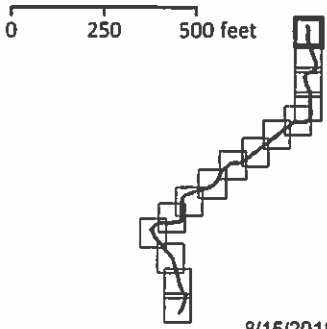
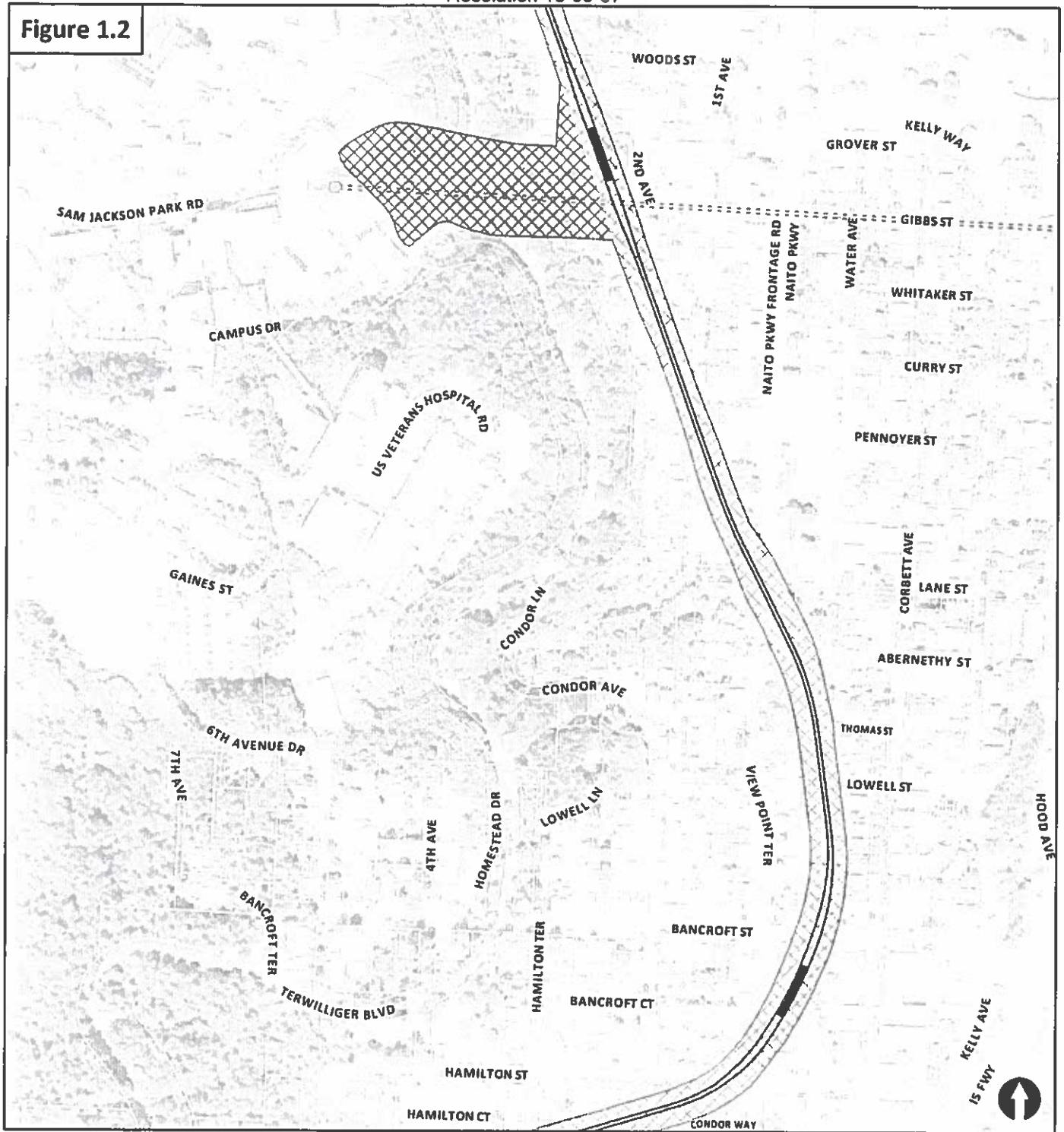


Figure 1.2



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

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|-----------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ⊠ Highway Improvement | Existing Transit |
| | ○ Portland Aerial Tram |

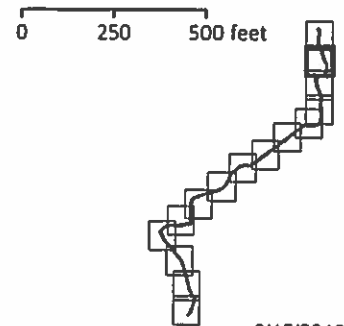
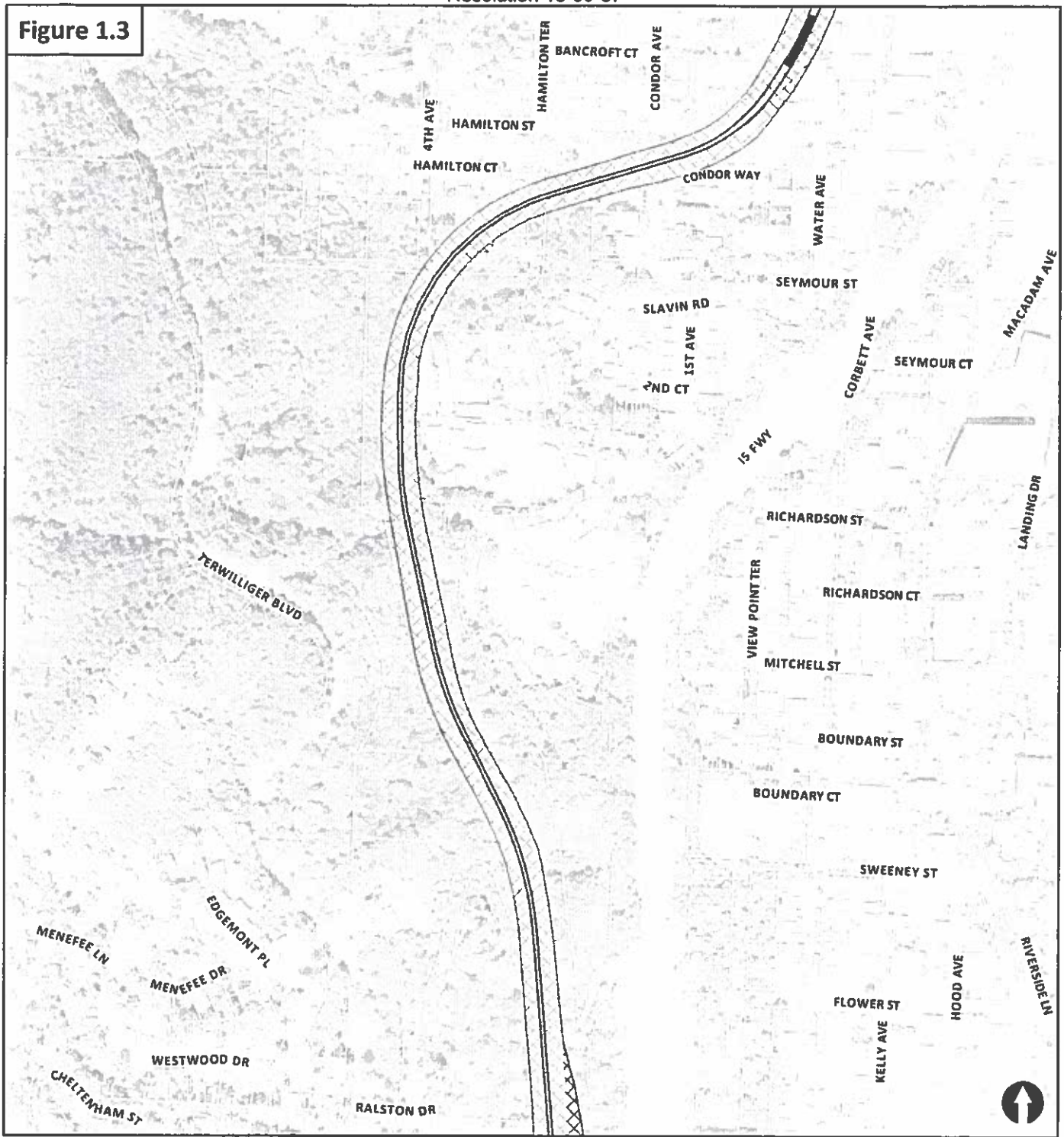
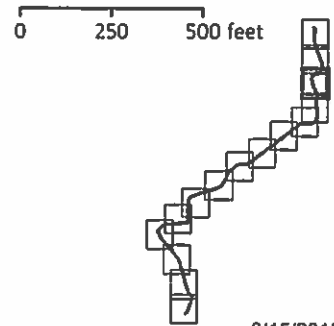


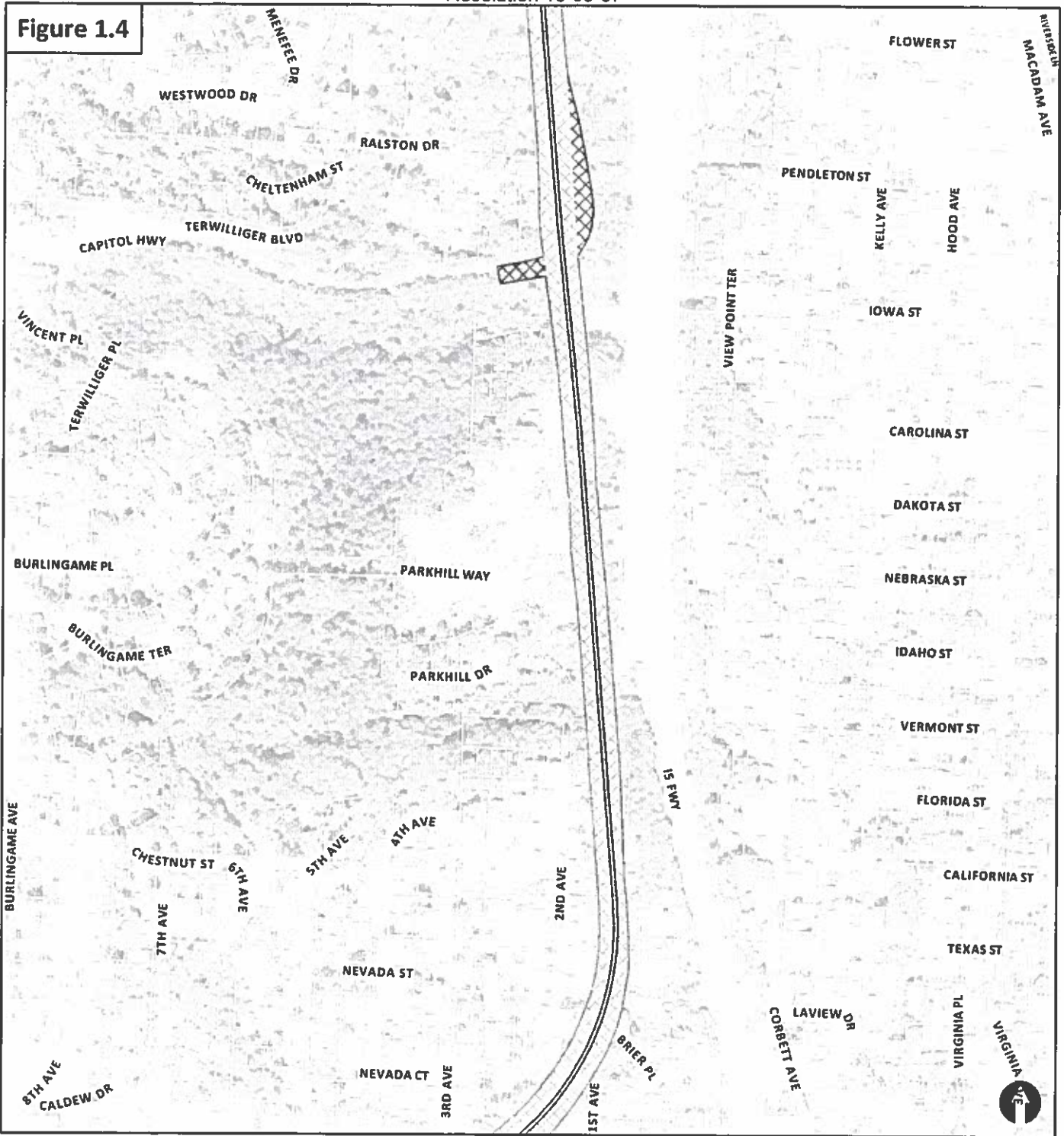
Figure 1.3



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

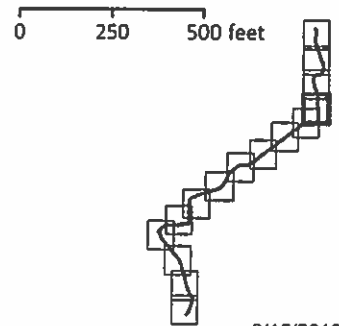
- | | |
|-----------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ⊗ Highway Improvement | |





Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

- | | |
|---------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Highway Improvement | |



Outer Southwest Portland Segment

The Outer Southwest Portland Segment extends from north of the intersection of SW Barbur Boulevard and SW Brier Place to approximately SW 68th Parkway in Tigard.

Light Rail Alignment

From north of the intersection of SW Barbur Boulevard and SW Brier Place, the alignment shifts westward at grade and in the center of SW Barbur Boulevard, crossing SW Terwilliger Boulevard and SW Bertha Boulevard. It then continues southwestward at grade to the Barbur Transit Center and Park-and-Ride. Along the way, the alignment passes stations in the vicinity of SW Custer Street, SW 19th Avenue and SW 30th Avenue. From the Barbur Transit Center, either (1) the alignment shifts north along the north side of SW Taylor's Ferry Road and crosses SW Capitol Highway at grade before turning south to cross Interstate 5 (I-5) on an aerial guideway structure. The aerial guideway structure would cross I-5 west of the existing elevated crossing of I-5 by SW Barbur Boulevard and SW Capitol Highway. Or (2) the alignment shifts adjacent to I-5 and crosses over on an aerial structure over I-5, SW Capital Highway and SW Barbur Boulevard landing south of I-5. The alignment then moves southwestward along the south side of I-5 to a station and park-and-ride in the vicinity of SW 53rd Avenue between I-5 and SW Barbur Boulevard. From here, the alignment continues west along the north side of SW Barbur Boulevard, then travels west across I-5 on a new aerial guideway structure that then descends into the space between the southbound I-5 Pacific Highway off-ramp and southbound SW Barbur Boulevard. The alignment then crosses under SW Barbur Boulevard at approximately 64th Avenue to the south side of SW Barbur Boulevard/Pacific Highway (Highway 99W) towards a station and park-and-ride in the vicinity of SW 68th Parkway.

Light Rail Stations

Five light rail stations are provided in the Outer Southwest Portland Segment.

SW Custer Street Station. The SW Custer Station is located in the vicinity of SW Barbur Boulevard and SW Custer Street.

SW 19th Avenue Station. The SW 19th Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 19th Avenue.

SW 30th Avenue Station. The SW 30th Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 30th Avenue.

Barbur Transit Center Station. The Barbur Transit Center Station is located in the vicinity of SW Barbur Boulevard and the Barbur Transit Center.

SW 53rd Avenue Station. The SW 53rd Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 53rd Avenue.

Park-and-Ride Lots

There are two park-and-ride lots in the Outer Southwest Portland Segment. The Barbur Transit Center Park-and-Ride will provide up to 825 parking spaces in a maximum three-story structure. The SW 53rd Avenue Station Park-and-Ride will provide up to 950 parking spaces in a maximum three-story structure.

Operations and Maintenance Facilities

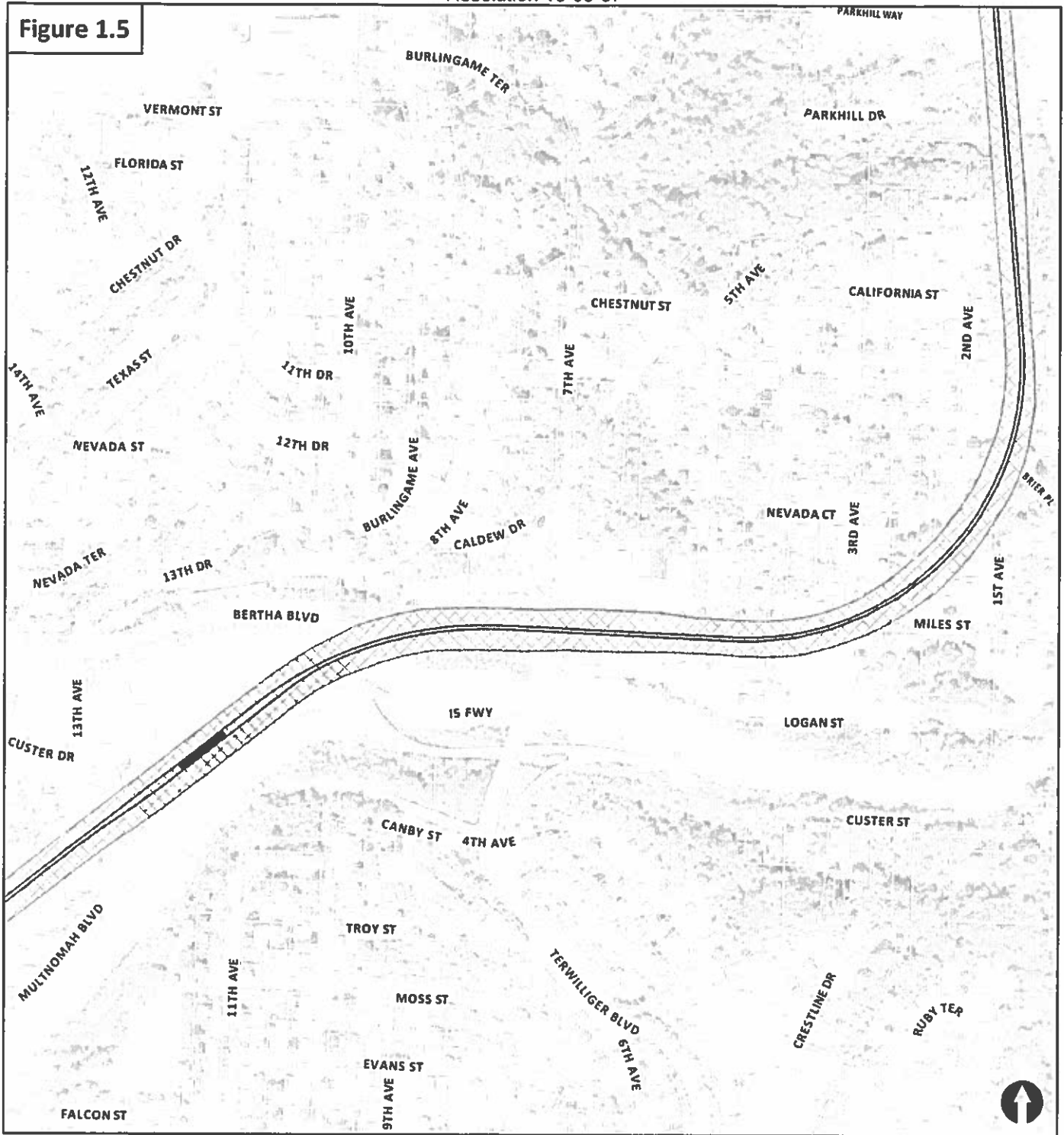
There are no operations and maintenance facilities in the Outer Southwest Portland Segment.

Highway Improvements

The major highway improvements in the Outer Southwest Portland Segment are as follows:

- Street improvements on SW 53rd Avenue between SW Barbur Boulevard and the Portland Community College (Sylvania) Campus.
- Vehicular, pedestrian and bicycle improvements within and along SW Barbur Boulevard and in the vicinity of SW Taylors Ferry Road/SW Capitol Highway/SW Barbur Boulevard, including sidewalk and bicycle improvements, and minor elements such as signalization, electrification, and retaining walls.

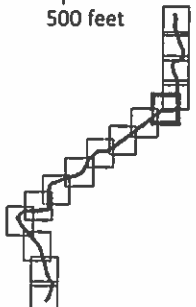
The proposed boundaries within which the above-described project improvements would be located are as illustrated on the boundary maps for the Outer Southwest Portland Segment below (**Figures 1.5 to 1.10**).

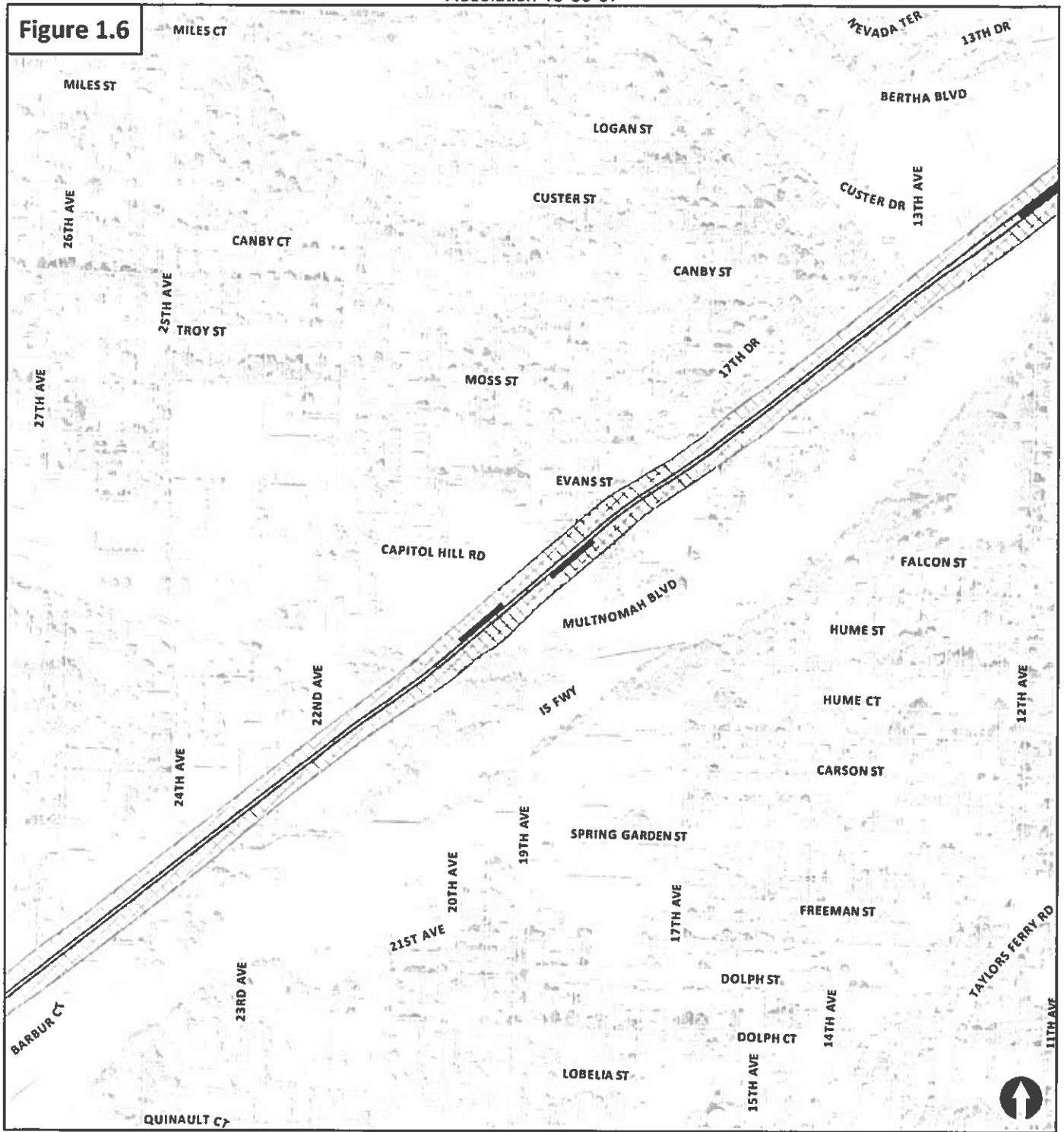


Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

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|-----------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ⊞ Highway Improvement | |

0 250 500 feet





Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

- Light Rail Route
- Light Rail Station

 Highway Improvement

Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform

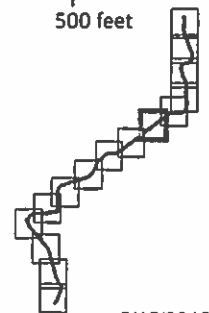
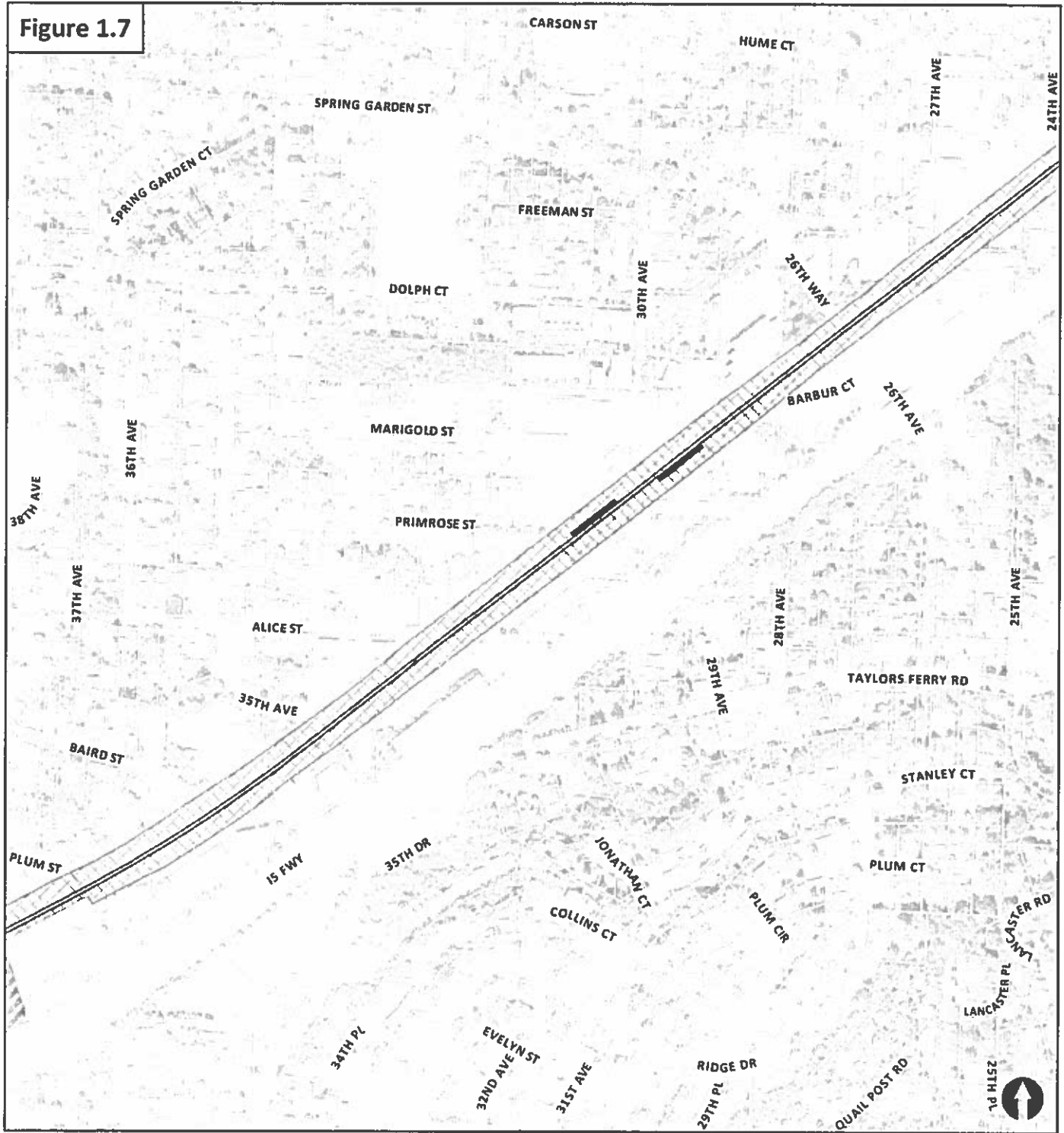


Figure 1.7



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

0 250 500 feet

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| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | Alignment |
| Light Rail Station | Station Platform |
| Park-and-Ride Lot | |
| Highway Improvement | |

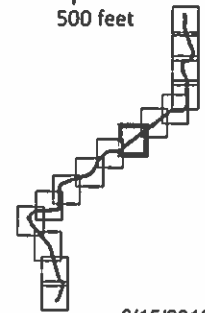
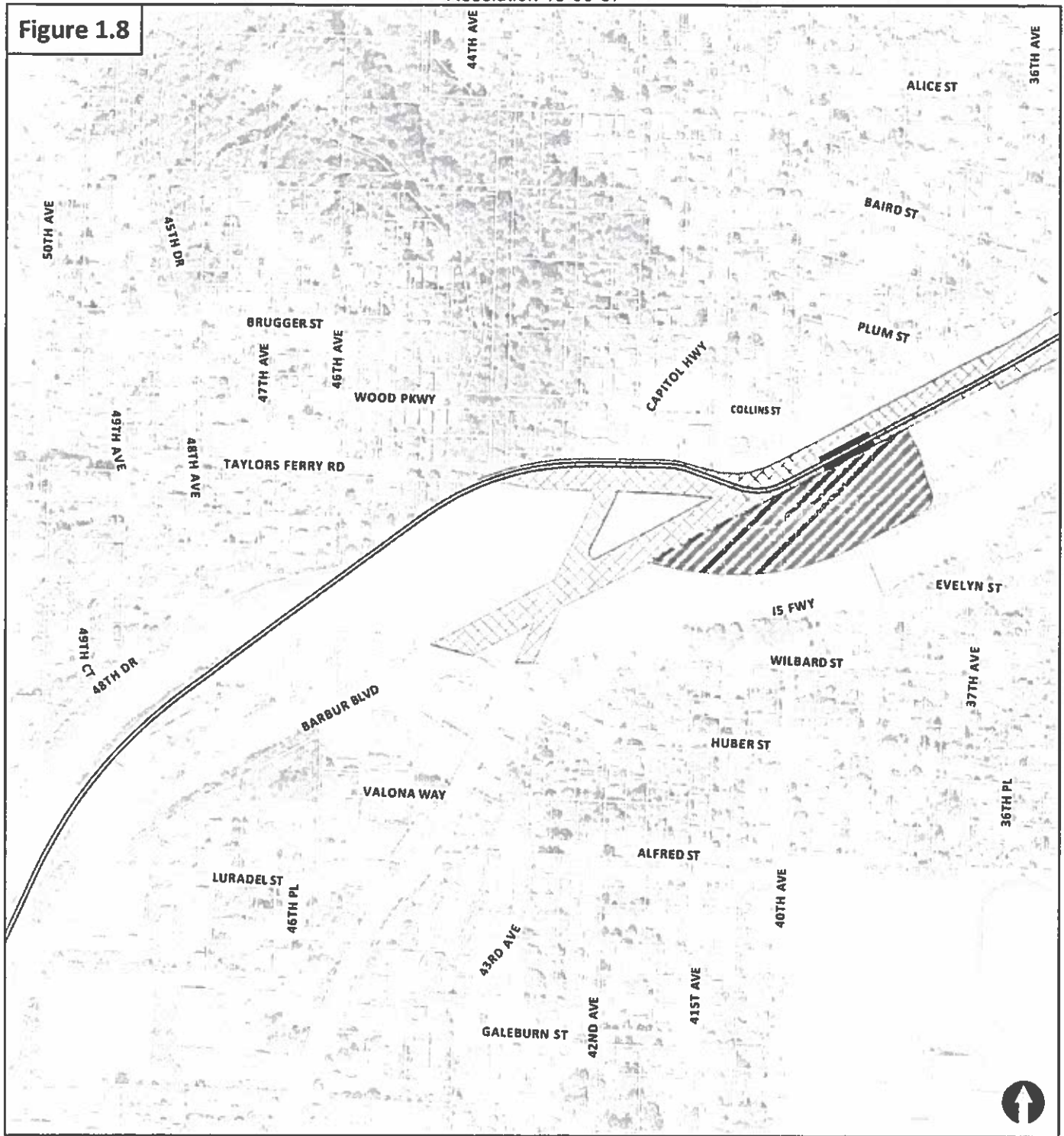


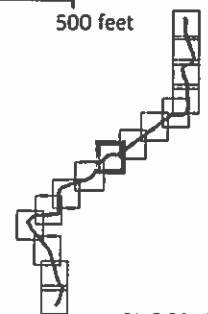
Figure 1.8

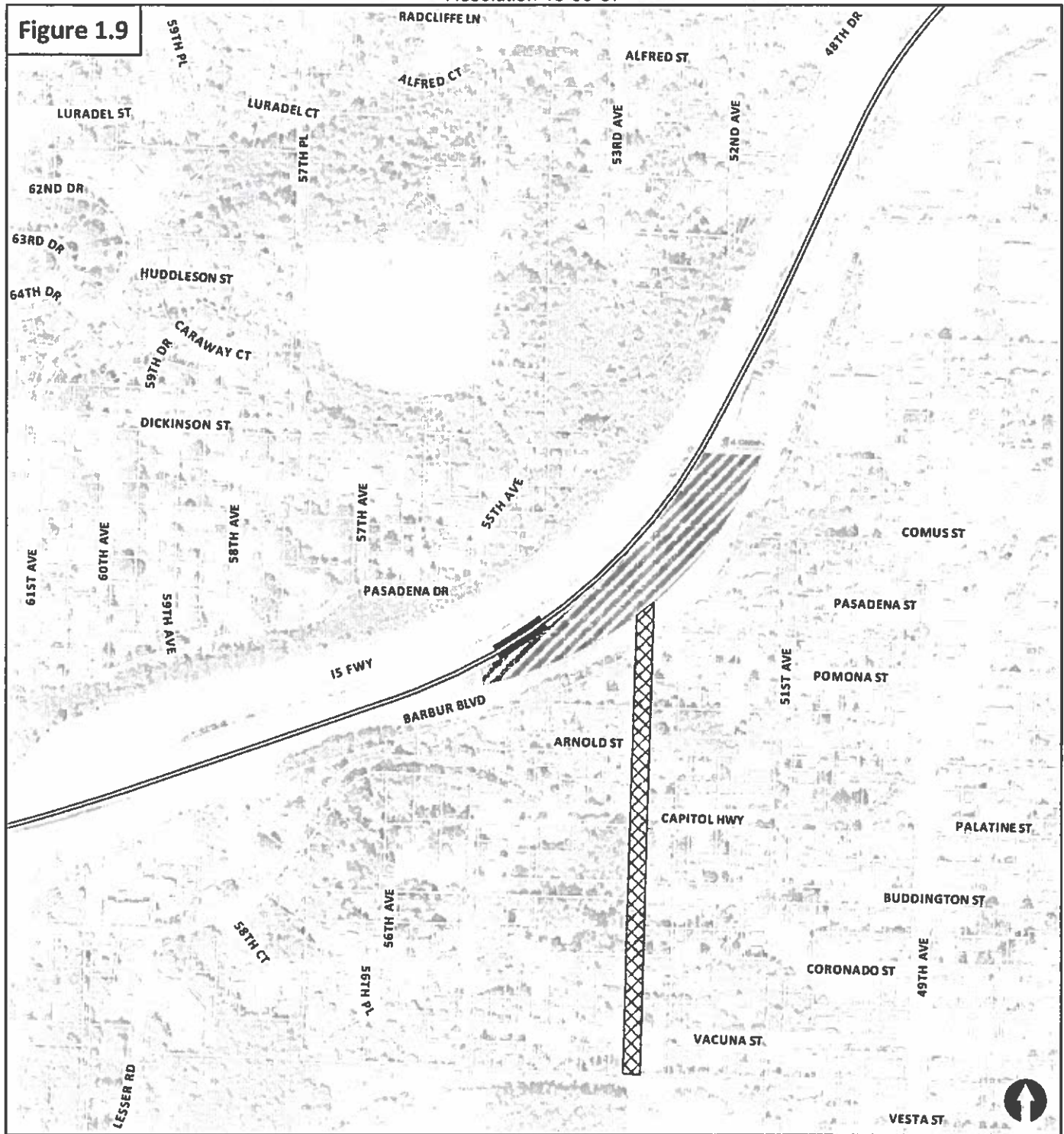


Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

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|-----------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ▨ Park-and-Ride Lot | |
| ▩ Highway Improvement | |

0 250 500 feet





Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

- | | |
|---------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| Park-and-Ride Lot | |
| Highway Improvement | |

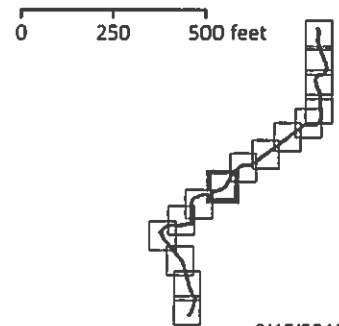
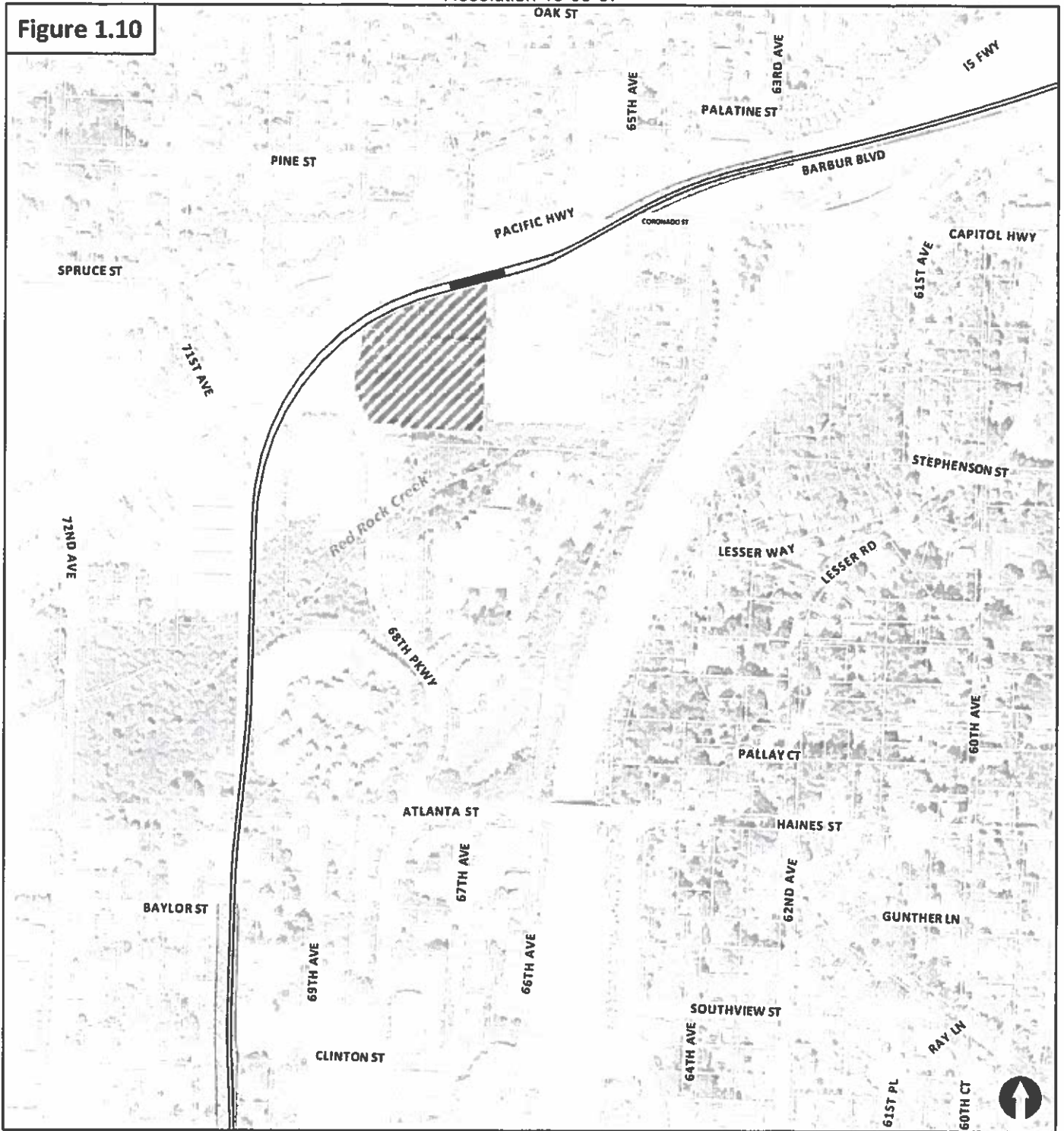


Figure 1.10



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

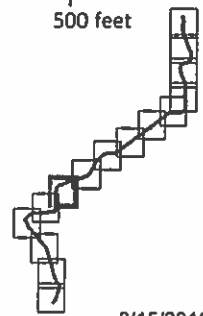
Boundaries

- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

0 250 500 feet



Tigard/Tualatin Segment

The Tigard/Tualatin Segment extends from approximately SW 68th Parkway in Tigard to just east of Bridgeport Village in Tualatin.

Light Rail Alignment

Beginning east of the station and park-and-ride in the vicinity of SW 68th Parkway, the alignment turns south on an aerial guideway over Red Rock Creek to connect at grade onto SW 70th Avenue. The alignment then continues south on SW 70th Avenue, crossing over SW Dartmouth Street on structure to SW Elmhurst Street, where it turns west. A station would be located on SW Elmhurst in the vicinity of SW 70th and SW 72nd avenues. The alignment crosses SW 72nd Avenue at grade before crossing over Highway 217 in the vicinity of SW Hermosa Way. The alignment then crosses SW Hunziker Street at grade in the vicinity of SW Knoll Drive to a station, park-and-ride lot and operation and maintenance facility on the east side of SW Hall Boulevard in the vicinity of the WES Commuter Rail/Portland and Western railroad tracks. The LUFO Steering Committee recommends that the SW Hall Boulevard (Tigard Transit Center) Station be located as close to SW Hall Boulevard as practicable, while accommodating bus circulation. From here, the alignment heads southeastward along the east side of the WES Commuter Rail/Portland and Western railroad tracks and goes onto a structure over SW Bonita Road with a station and park-and-ride in the vicinity of SW Bonita Road. From there the alignment continues southeastward adjacent to and east of the Tillamook Branch of the Union Pacific/Portland and Western Railroad, crossing SW 72nd Avenue to a station and park-and-ride west of SW Sequoia Drive and in the vicinity of SW Upper Boones Ferry Road/SW Carmen Drive. It then continues southeastward to I-5, where it crosses southward over the railroad tracks on an elevated structure, then continues southward at grade paralleling I-5 on its west side to its terminus station, park-and-ride and bus facilities north of SW Lower Boones Ferry Road and east of SW 72nd Avenue east of Bridgeport Village. Additionally, a park-and-ride structure would be located south of SW Lower Boones Ferry Road that connects to the station with an elevated walkway.

Light Rail Stations

Six light rail stations are provided in the Tigard/Tualatin Segment.

SW 68th Parkway Station. The SW 68th Parkway Station is located in the vicinity of Pacific Highway (Highway 99W) and SW 68th Parkway.

SW Elmhurst Street Station. The SW Elmhurst Street Station is located in the vicinity of SW Elmhurst Street and SW 70th and SW 72nd Avenues.

SW Hall Boulevard (Tigard Transit Center) Station. The SW Hall Boulevard Station is located in the vicinity of SW Hall Boulevard and SW Knoll Drive.

SW Bonita Road Station. The SW Bonita Road Station is located in the vicinity of the Union Pacific/Portland and Western railroad tracks and SW Bonita Road.

SW Upper Boones Ferry Road/SW Carmen Drive Station. The SW Upper Boones Ferry Road/SW Carmen Drive Station is located in the vicinity of Union Pacific/Portland and Western railroad tracks, SW Sequoia Drive and SW Upper Boones Ferry Road/SW Carmen Drive.

Bridgeport Village Station. The Bridgeport Village Station is located in the vicinity of Interstate 5, SW 72nd Avenue and SW Lower Boones Ferry Road.

Park-and-Ride Lots

There are five park-and-ride lots in the Tigard/Tualatin Segment. The SW 68th Parkway Station Park-and-Ride will provide up to 900 parking spaces in a maximum four-story structure. The SW Hall Boulevard (Tigard Transit Center) Station Park-and-Ride will provide up to 300 parking spaces in a maximum three-story structure. The SW Bonita Road Station Park-and-Ride will provide up to 100 surface parking spaces. The SW Upper Boones Ferry Road/SW Carmen Drive Station Park-and-Ride will provide up to 50 surface parking spaces. The Bridgeport Village Station Park-and-Ride, located south of SW Lower Boones Ferry Road and connected to the station by a pedestrian bridge, will provide up to 950 parking spaces in a maximum four-story structure.

Operations and Maintenance Facilities

The Tigard/Tualatin Segment contains one operations and maintenance facility located in the vicinity of the SW Hall Boulevard Station and Park-and-Ride.

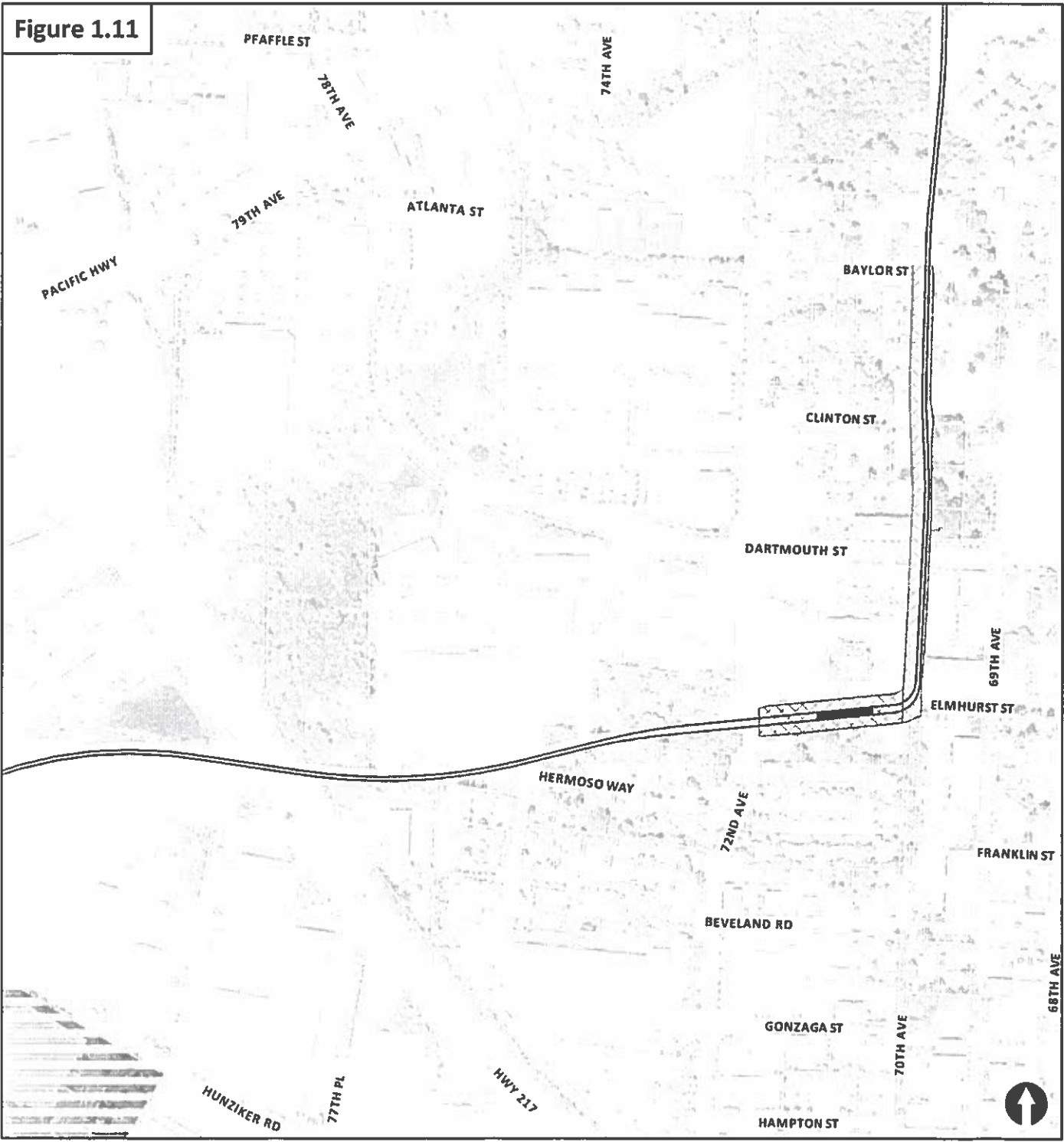
Highway Improvements

The major highway improvements in the Outer Southwest Portland Segment are as follows:

- Construction or reconstruction of segments of SW 70th Avenue between SW Baylor Street and SW Elmhurst Street and on SW Elmhurst Street between SW 70th Avenue and SW 72nd Avenue.
- Street improvements on SW Hall Boulevard between SW Hunziker Road and the WES Commuter Rail/Portland and Western railroad tracks to improve pedestrian and bicycle access to the SW Hall Boulevard (Tigard Transit Center) Station.

There would also be minor elements such as signalization, electrification, and retaining walls along the alignment.

The proposed boundaries within which the above-described project improvements would be located are as illustrated on the boundary maps for the Tigard/Tualatin Segment below (Figures 1.10 (this figure shown above) to 1.15).



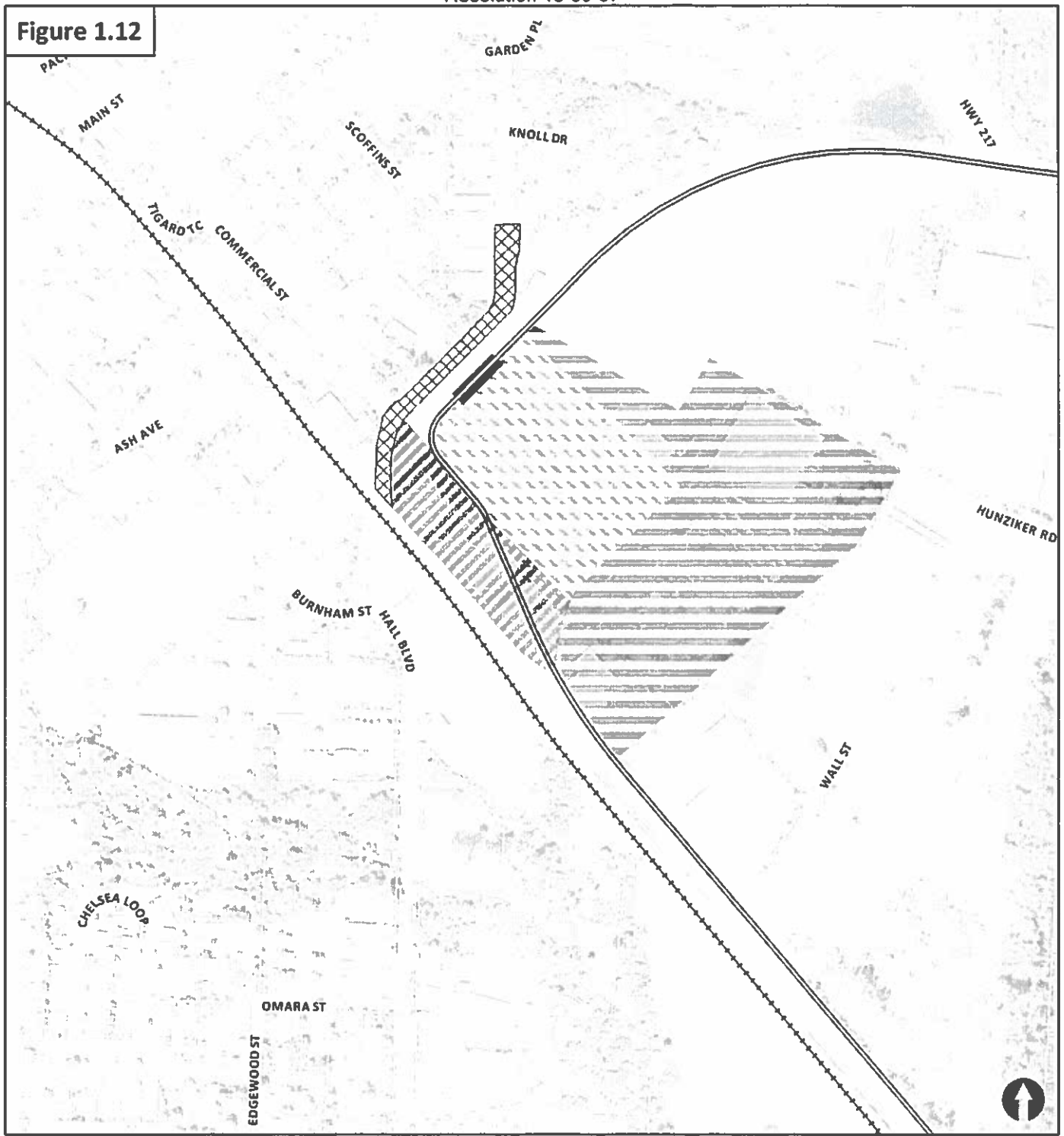
Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

- Boundaries**
- Light Rail Route
 - Light Rail Station
 - Operations and Maintenance Facility
 - Highway Improvement

- Potential Light Rail Alignment and Stations**
- Alignment
 - Station Platform



Figure 1.12




Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot
-  Operations and Maintenance Facility
-  Highway Improvement

Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform
- Existing Transit**
-  WES Commuter Rail

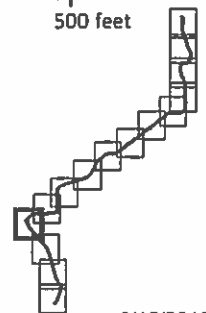
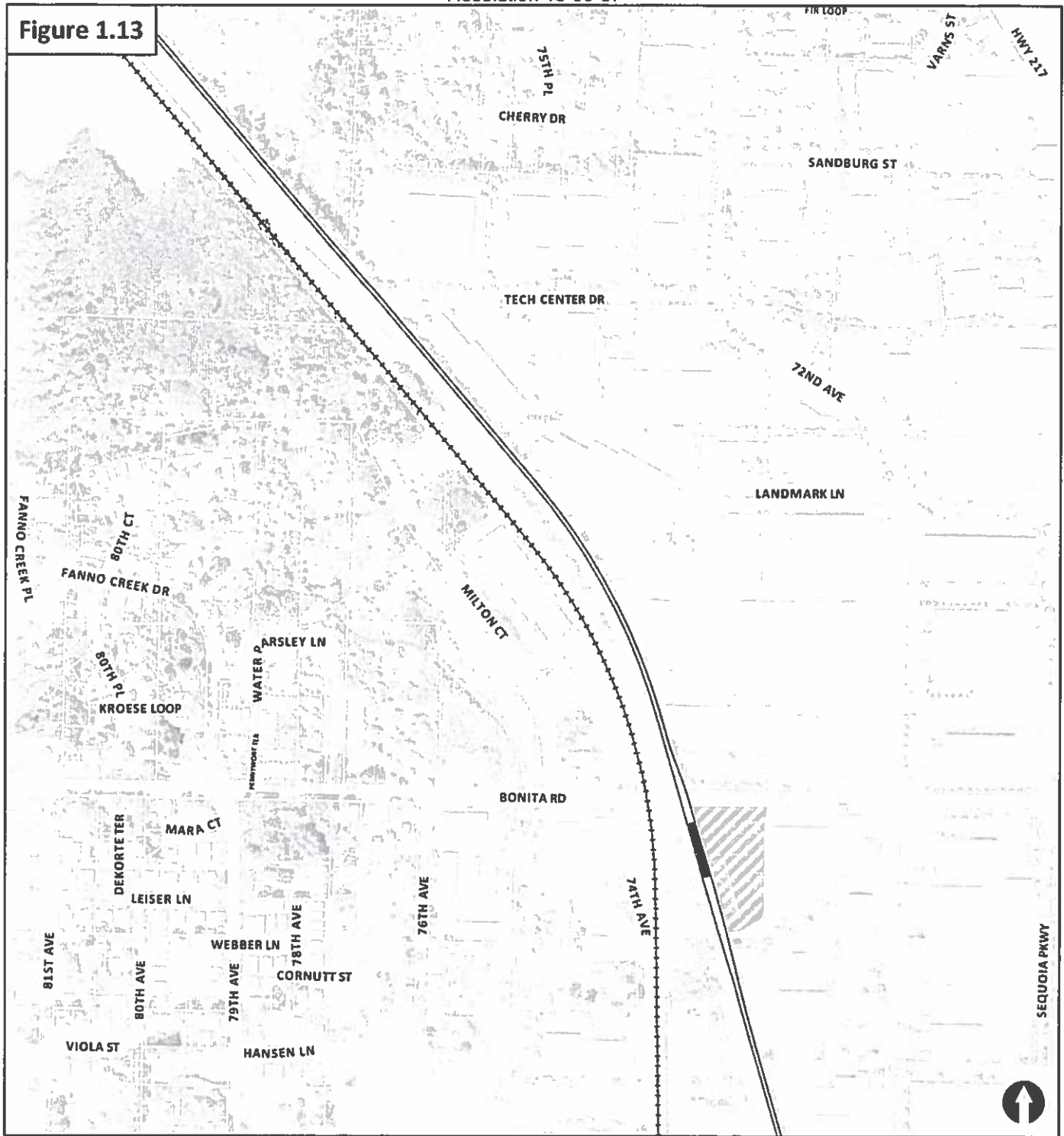


Figure 1.13



Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

0 250 500 feet

- | Boundaries | Potential Light Rail Alignment and Stations |
|--------------------|---|
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| Park-and-Ride Lot | Existing Transit |
| | —+— WES Commuter Rail |

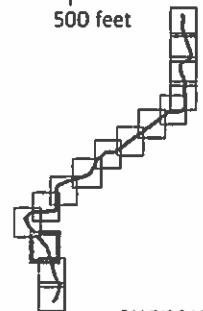
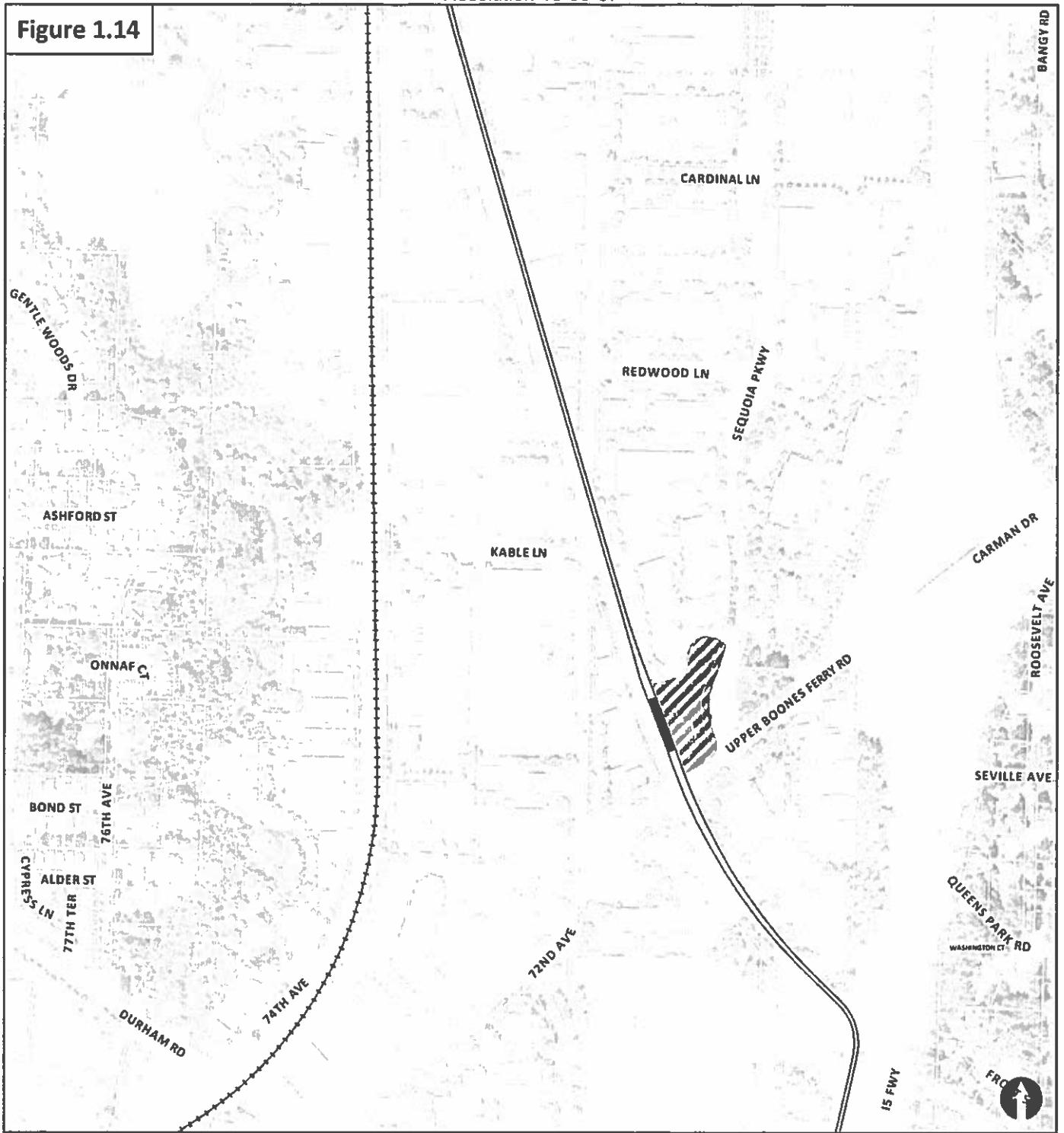


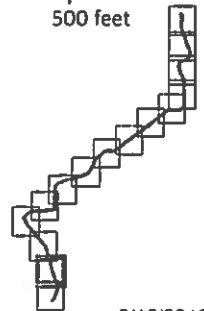
Figure 1.14

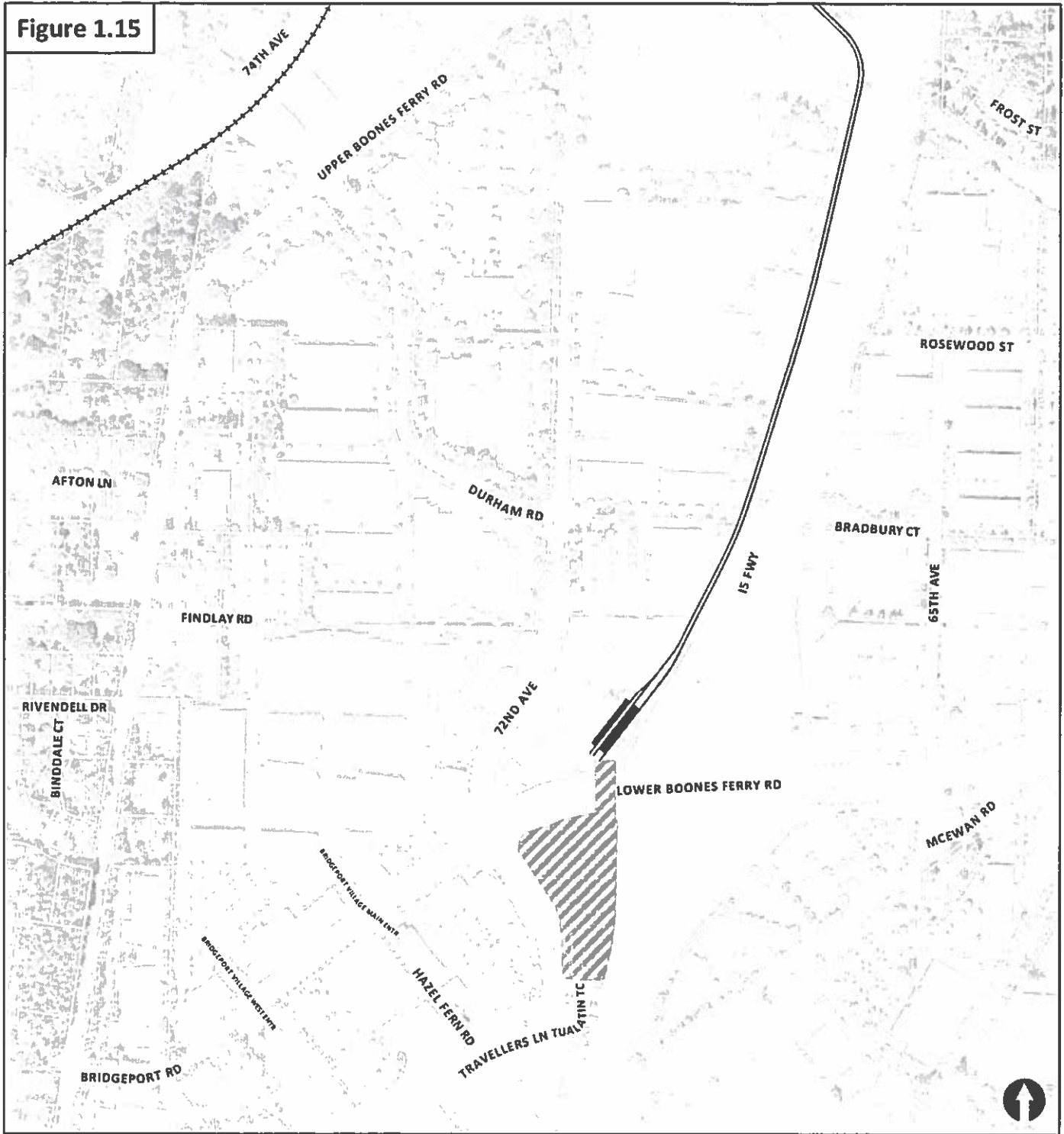


Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

- | | |
|---------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ■ Park-and-Ride Lot | Existing Transit |
| | --- WES Commuter Rail |

0 250 500 feet

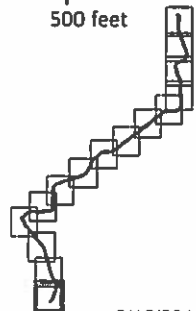




Southwest Corridor Land Use Final Order Boundary Map
Recommendation of the LUFO Steering Committee

0 250 500 feet

- | | |
|---------------------|--|
| Boundaries | Potential Light Rail Alignment and Stations |
| Light Rail Route | — Alignment |
| Light Rail Station | ■ Station Platform |
| ▨ Park-and-Ride Lot | Existing Transit |
| | — WES Commuter Rail |



3. Interpretation of Terms

For the purposes of this LUFO Steering Committee recommendation, the terms “light rail route”, “stations”, “lots”, “maintenance facilities” and “highway improvements” have the following meanings:

- **“Light rail route”** means the light rail alignment within which the light rail tracks will be located. The light rail route will be located on land to be owned by or under the control of TriMet. Overhead wires and support poles are included within the light rail alignment. Train controls and signals, including signal management structures, and traffic signals and crossing protection are included within or in close proximity to the alignment.
- **“Stations”** means those facilities to be located along the light rail route for purposes of accessing or serving the light rail system. Stations include light rail station platforms; kiss-and-ride areas; bus transfer platforms and transit centers; vendor facilities; and transit operations rooms.
- **“Lots”** means those parking structures or surface parking lots that are associated with a station, owned by or under the operating control of either TriMet or another entity with the concurrence of TriMet, and intended primarily for use by persons riding transit or carpooling. Parking structures may include some retail or office spaces in association with the primary use.
- **“Maintenance facilities”** means those facilities to be located on land to be owned or controlled by TriMet for purposes of operating, servicing, repairing or maintaining the light rail transit system, including but not limited to light rail vehicles, the light rail tracks, stations, lots, and ancillary facilities and improvements. Maintenance facilities include maintenance facility access trackways; storage tracks for light rail vehicles; service, repair and maintenance shops and equipment; wash bays; office facilities; locker rooms; control and communications rooms; transit district employee and visitor parking lots; on-site stormwater management facilities; and storage areas for materials and equipment and non-revenue vehicles.
- **“Highway improvements”** include improvements to the highway, street and other ancillary facilities for the Project and improvements related to construction or operation of the Project. Highway improvements include ancillary facilities such as retaining walls, bridges, signals, electrical equipment, lighting equipment, staging areas, facilities for bus or rail travel, stormwater facilities, wetland mitigation facilities and facilities designed for vehicle, pedestrian and bicycle traffic. Highway improvements do not include mitigation or other “measures” as defined in Section 1(12) of HB 3202.

RESOLUTION 18-09-67

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING AN APPLICATION TO BE FILED WITH METRO FOR A LAND USE FINAL ORDER FOR THE SOUTHWEST CORRIDOR PROJECT

WHEREAS, the 2017 Legislative Assembly enacted House Bill 3202 (2017 Or. Laws Ch. 714), which established procedures governing the Southwest Corridor Project and authorized TriMet's filing of an application to the Metro Council for a Land Use Final Order (LUFO) establishing the light rail route, light rail stations, lots and maintenance facilities, and highway improvements for the Project; and

WHEREAS, on August 13, 2018, pursuant to Section 6 of HB 3202, the LUFO Steering Committee met and issued its recommendations to TriMet on the project improvements and their locations; and

WHEREAS, the Board has reviewed the recommendations of the LUFO Steering Committee recommending that TriMet file an application with Metro for a Southwest Corridor Project LUFO consistent with the LUFO Steering Committee's Recommendations;

NOW, THEREFORE, BE IT RESOLVED:

1. The General Manager shall file an application with Metro for a Land Use Final Order for the Southwest Corridor Light Rail Project.

2. The application filed by the General Manager shall identify the light rail route, stations, park and ride lots, maintenance facility and highway improvements, including their locations. The location boundaries shall be sufficient to accommodate adjustments to the specific placements of the light rail route and facilities as needed upon the development of more detailed environmental or engineering data following approval of a Full Funding Grant Agreement with the Federal Transit Administration.

3. To the extent practicable, the light rail route, stations, park and ride lots, maintenance facility and highway improvements, including their locations, included in the application filed by, or on behalf of, the General Manager shall be consistent with those identified in the LUFO Steering Committee Recommendations. Notwithstanding the forgoing, the application shall not include the first option identified by the LUFO Steering Committee for the Outer Southwest Portland Segment to travel on SW Taylor's Ferry Road.

Dated: September 26, 2018

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department