

# 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

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### 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.

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### 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,

RESOLVED AND ORDERED that:

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

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

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

DATED this 25th day of September, 2018.

	AYE	NAY	ABSENT
DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SCHOUTEN	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BOARD OF COUNTY COMMISSIONERS  
FOR WASHINGTON COUNTY, OREGON

  
CHAIR

  
RECORDING SECRETARY