

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. 14-4550, 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