

A RESOLUTION NO. 4533

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

- WHEREAS,** in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and
- WHEREAS,** the Regional HCT System Plan identified a new HCT corridor in the vicinity of the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and
- WHEREAS,** the Southwest Corridor includes portions of the cities of Portland in Multnomah County and Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard; and
- WHEREAS,** the Southwest Corridor has 11 percent of the region's population and 26 percent of the region's employment, and 23,800 people commute between Portland and Tigard/Tualatin for work; and
- WHEREAS,** the Portland region is projected to grow by 500,000 people and 365,000 jobs by 2035; and
- WHEREAS,** the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035, and transit demand is projected to grow by over 70 percent; and
- WHEREAS,** high levels of congestion exist in the corridor today, and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035; and
- WHEREAS,** Southwest Corridor light rail will provide fast, reliable high capacity transit service, such as a 30 minute trip between Portland State University and Bridgeport Station, regardless of congestion; and
- WHEREAS,** light rail is projected to carry 43,000 daily weekday riders in 2035; and
- WHEREAS,** light rail is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland, the equivalent of one freeway lane's worth of drivers, in 2035; and
- WHEREAS,** in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Southwest Corridor Plan; and
- WHEREAS,** in Fall 2013, each of the Southwest Corridor Plan project partner jurisdictions and agencies expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor, and the partners each

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

- WHEREAS,** the communities in which the Southwest Corridor light rail would operate developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, and the Linking Tualatin plan; and
- WHEREAS,** in October 2013, the Metro Council endorsed the Southwest Corridor Shared Investment Strategy (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor; and
- WHEREAS,** in June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, identified specific questions to be answered during a focused refinement period prior to initiating the NEPA process, and recommended that the transportation alternatives set forth in the *Southwest Corridor Transit Design Options* and the results of the focused refinement study be further analyzed in a federal environmental impact statement; and
- WHEREAS,** in June 2014, the Metro Council adopted the *Southwest Corridor Transit Design Options*, directed staff to complete a focused refinement period of the *Southwest Corridor Transit Design Options*, and, pending Steering Committee direction on the results of the focused refinement analysis and timing of the draft Environmental Impact Statement (EIS), directed staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public; and
- WHEREAS,** in December 2014, the Steering Committee directed staff to implement an 18-month workplan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-based approach to narrow alignment options and select a preferred transit mode and terminus; and
- WHEREAS,** in June 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle and pedestrian projects narrowed from the *Southwest Corridor Transit Design Options* and to be considered under NEPA; and
- WHEREAS,** in June 2016, the Steering Committee adopted an updated project "Purpose & Need" statement, reflecting refinements made to the high capacity transit project since the Steering Committee adopted the original Purpose & Need January 2014; and
- WHEREAS,** in August and September 2016, staff held a public scoping process for the federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review* and on the revised Purpose & Need, prior to commencing work on the Draft EIS; and

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

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

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

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


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

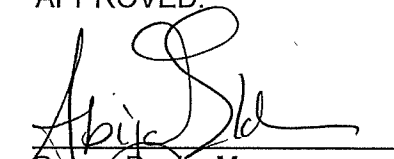
Ayes: 3

Nays: 0

ATTEST:

APPROVED:


Catherine Jansen, City Recorder


Denny Doyle, Mayor
by Abigail Elder, Mayor Pro Tem

STATE OF OREGON
COUNTY OF WASHINGTON
CITY OF BEAVERTON

ss CERTIFICATION

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

Dated this 17th day of October, 2018.

Nanci Mayo
RECORDER, City of Beaverton
Deputy