

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

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

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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.

Attachment: Recommendations of the Land Use Final Order Steering Committee (Final)

# **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.<sup>1</sup> 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.

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<sup>1</sup> 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.”

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 5<sup>th</sup> 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 5<sup>th</sup> Avenue, the alignment extends southward over Interstate 405 (I-405) on a new structure parallel to SW 4<sup>th</sup> 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**

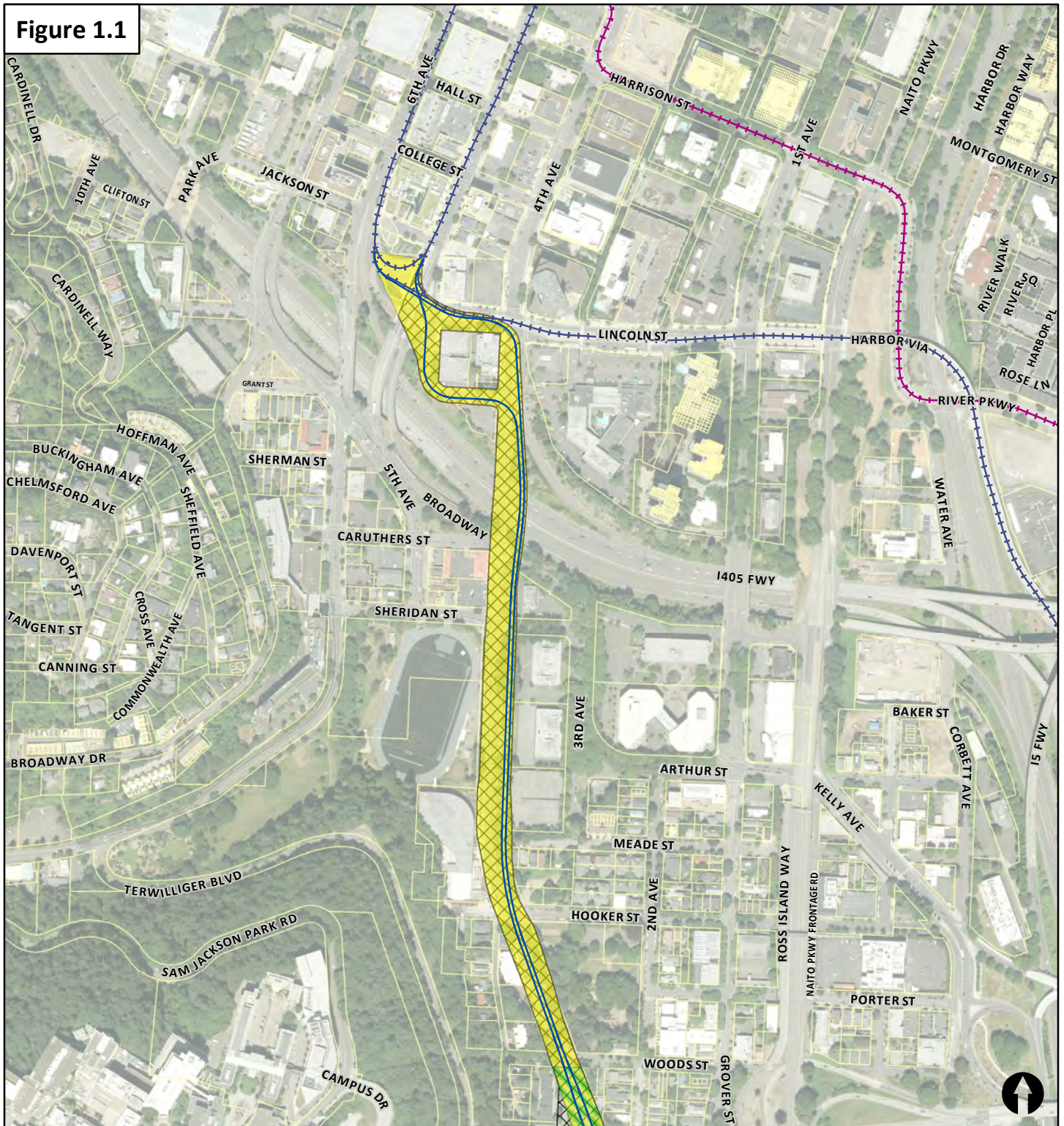
The major highway improvements in the Inner Southwest Portland Segment are as follows:

- 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.

- 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**).

**Figure 1.1**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

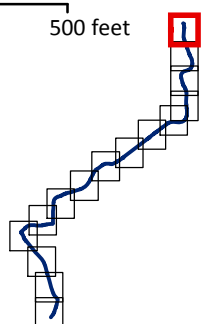
### Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

### Potential Light Rail Alignment and Stations

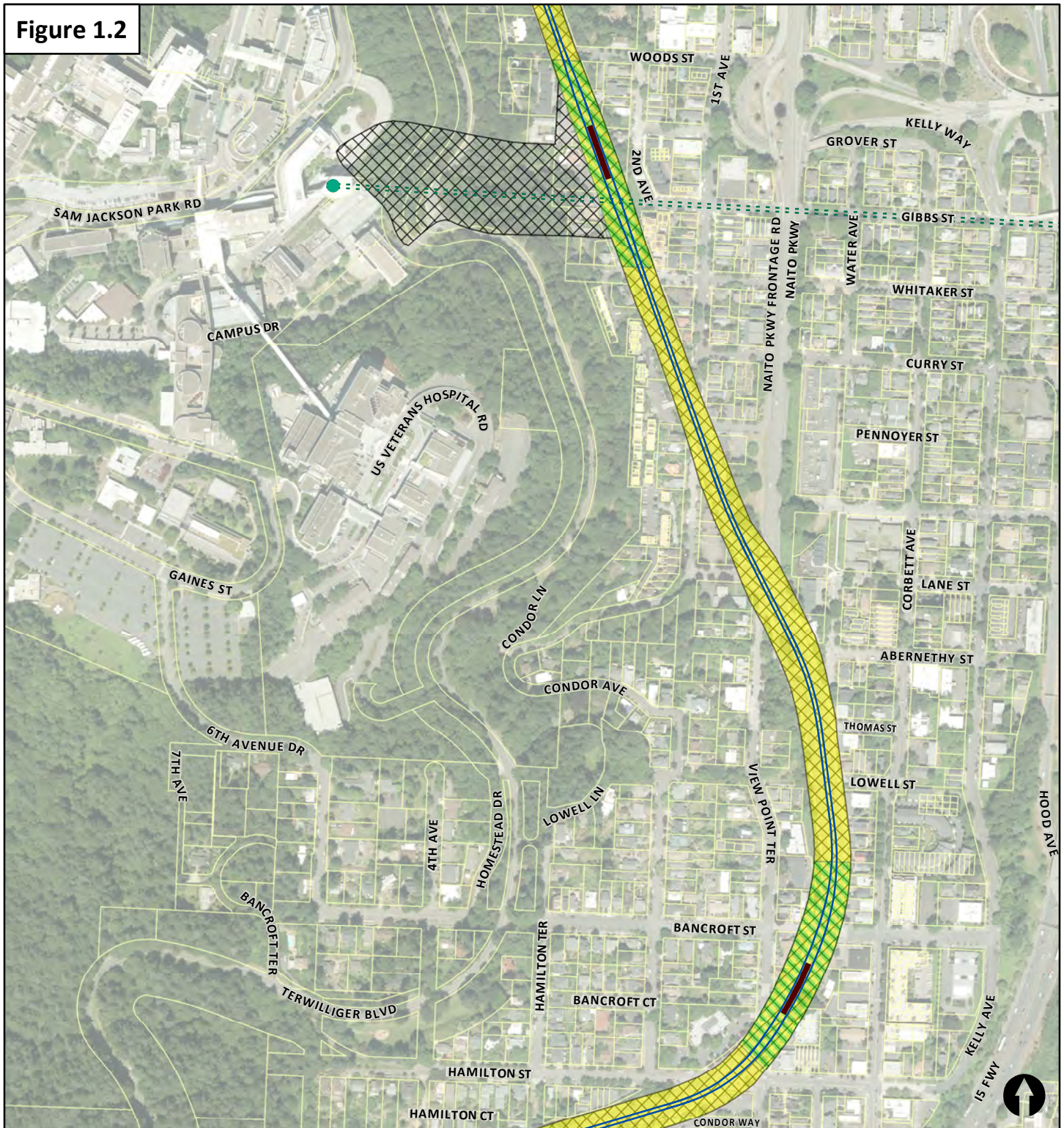
- Alignment
- Existing Transit**
- MAX Light Rail
- Portland Streetcar

0 250 500 feet



8/15/2018

**Figure 1.2**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

### Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

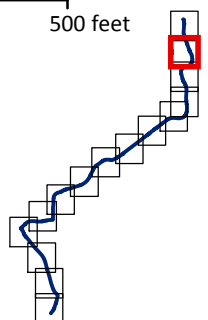
### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

### Existing Transit

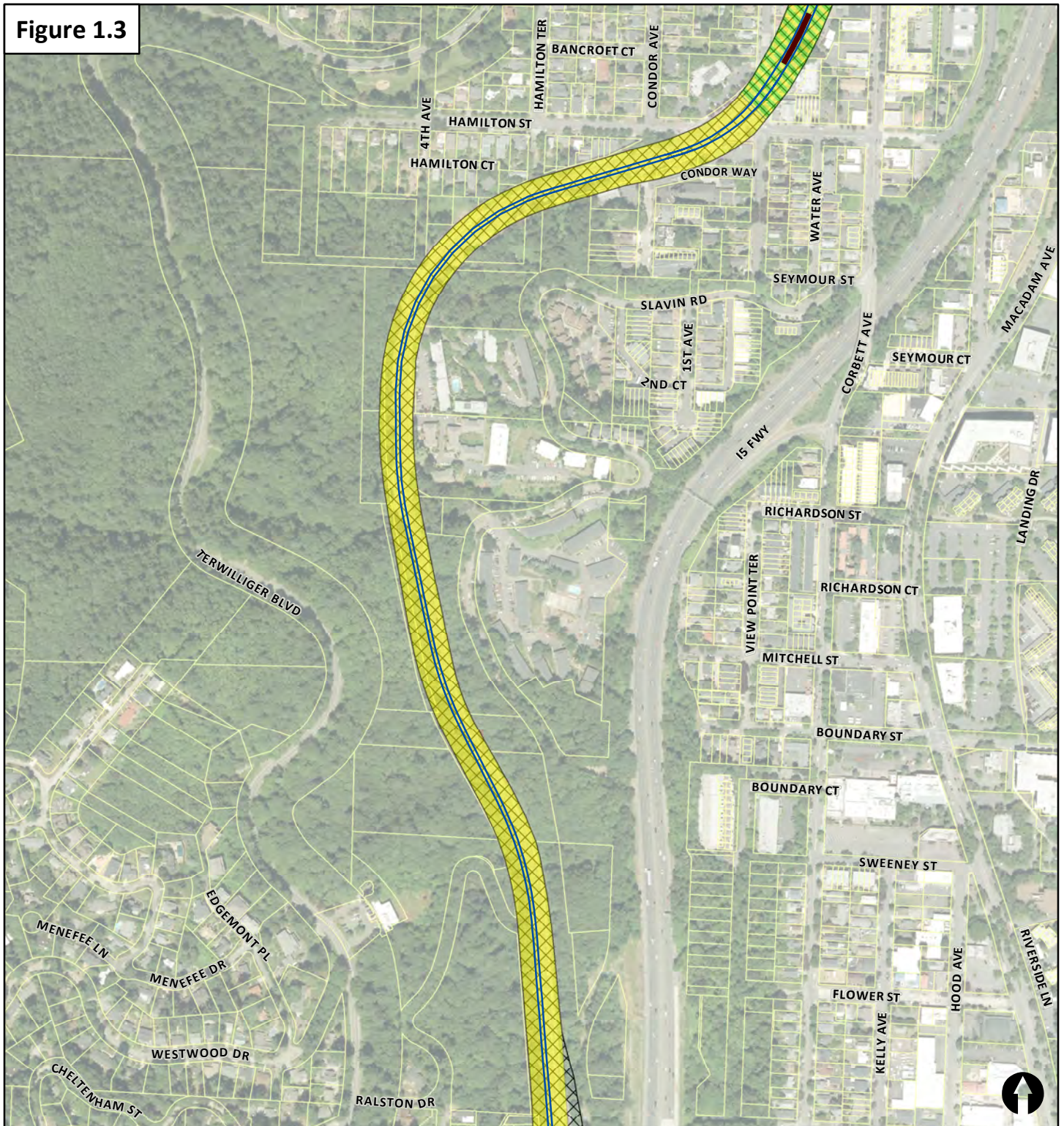
- Portland Aerial Tram

0 250 500 feet



8/15/2018




**Figure 1.3**





## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

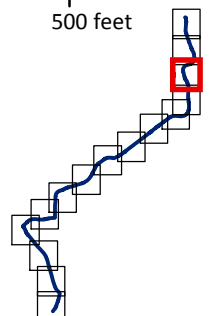
### Boundaries

-  Light Rail Route
-  Light Rail Station
-  Highway Improvement

### Potential Light Rail Alignment and Stations

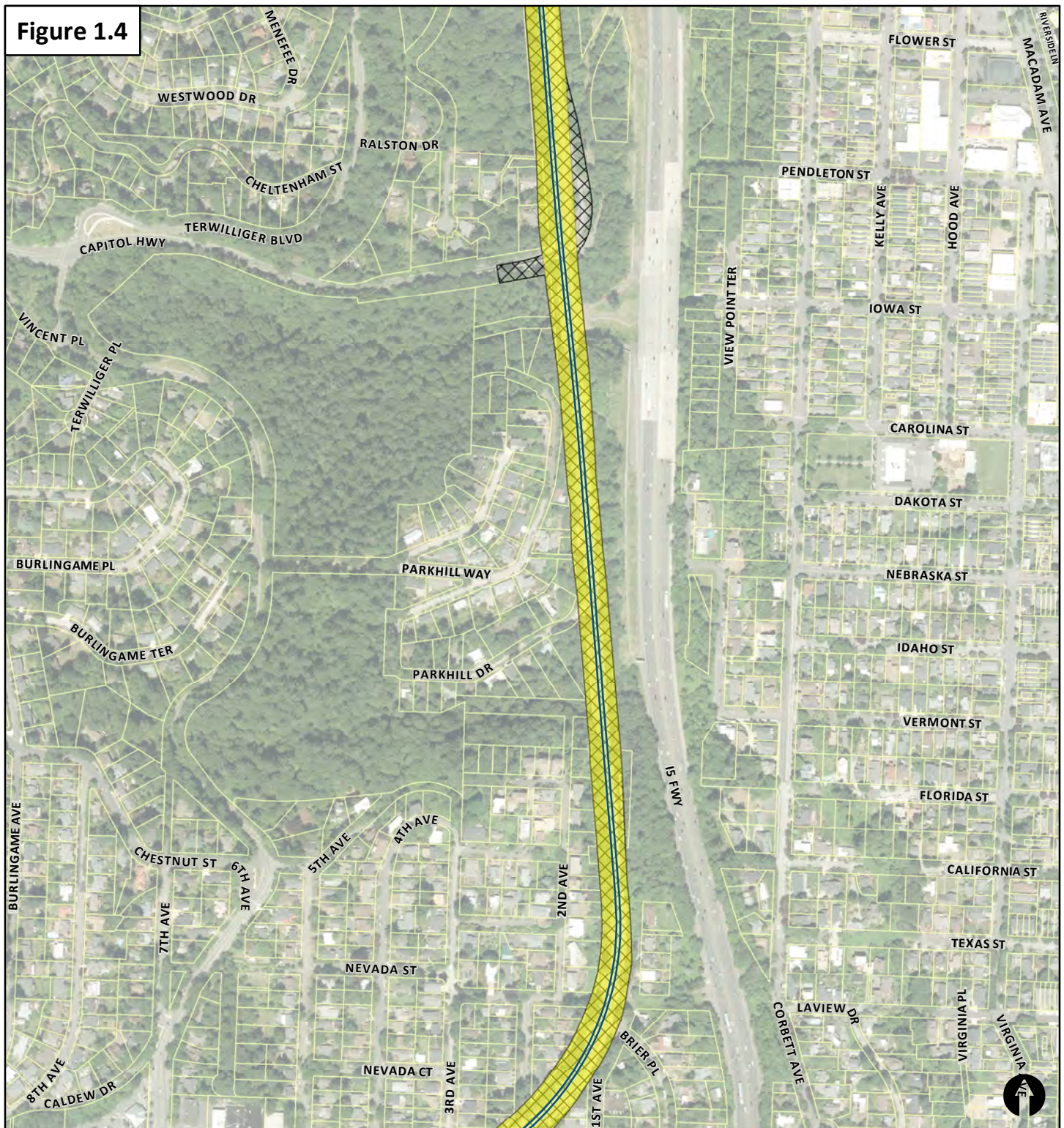
-  Alignment
-  Station Platform

0 250 500 feet



8/15/2018

**Figure 1.4**



## Southwest Corridor Land Use Final Order Boundary Map

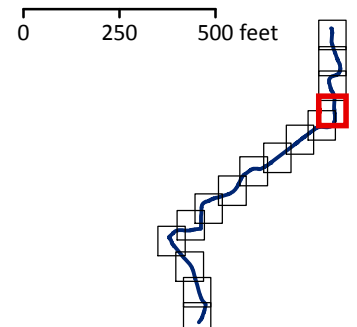
*Recommendation of the LUFO Steering Committee*

### Boundaries

- Light Rail Route
- Highway Improvement

### Potential Light Rail Alignment and Stations

- Alignment



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## 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 68<sup>th</sup> 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 19<sup>th</sup> Avenue and SW 30<sup>th</sup> 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 53<sup>rd</sup> 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 64<sup>th</sup> 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 68<sup>th</sup> 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 19<sup>th</sup> Avenue Station.** The SW 19<sup>th</sup> Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 19<sup>th</sup> Avenue.

**SW 30<sup>th</sup> Avenue Station.** The SW 30<sup>th</sup> Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 30<sup>th</sup> 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 53<sup>rd</sup> 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 53<sup>rd</sup> 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.

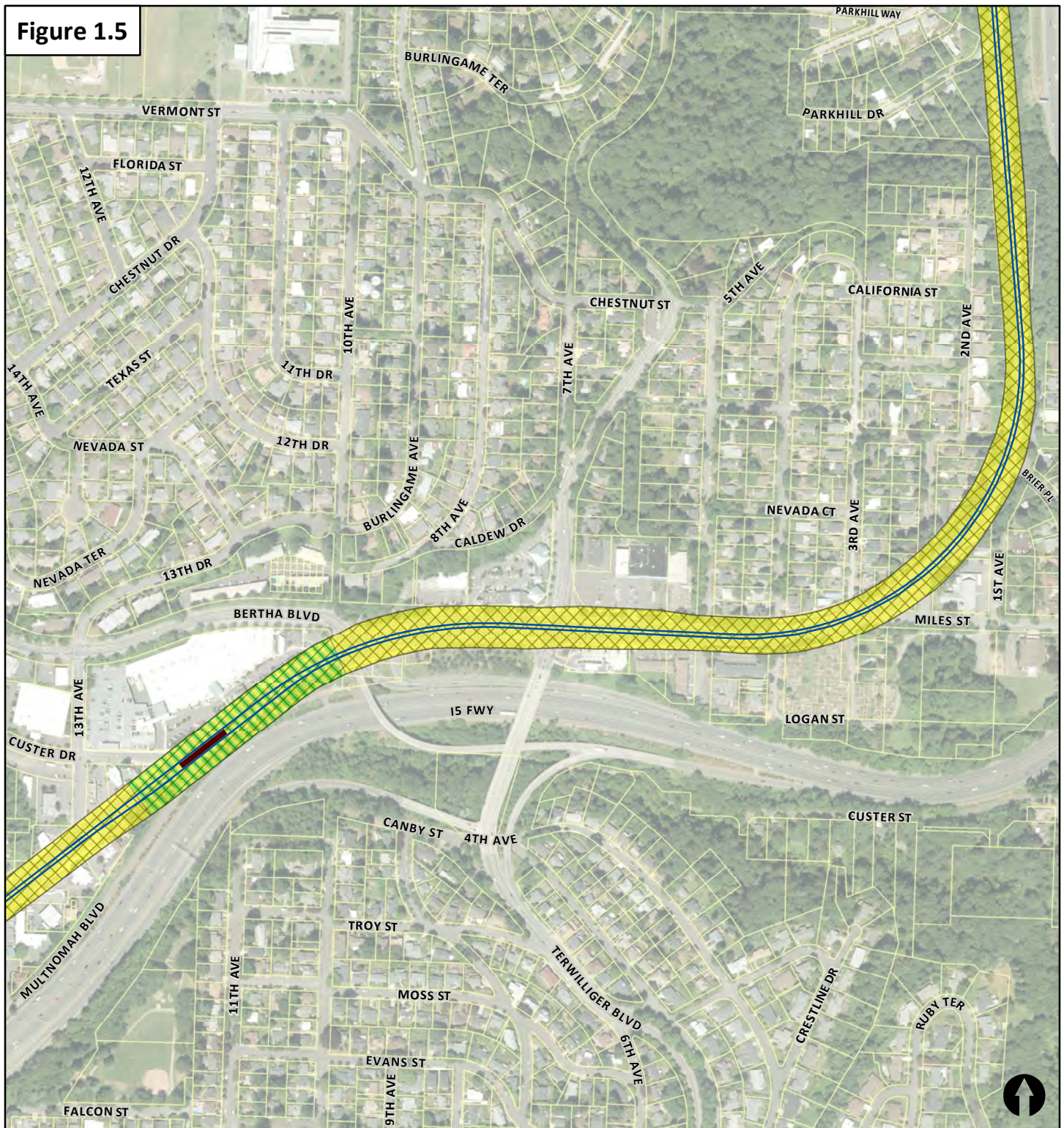
### **Highway Improvements**

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

- Street improvements on SW 53<sup>rd</sup> 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**).




**Figure 1.5**





## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

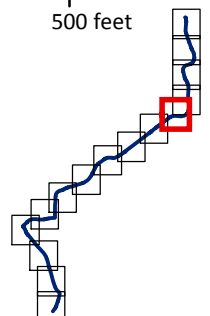
### Boundaries

-  Light Rail Route
-  Light Rail Station
-  Highway Improvement

### Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform

0 250 500 feet






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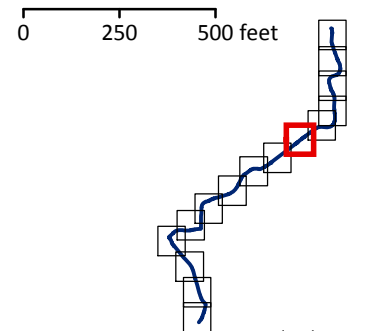
**Figure 1.6**

This aerial map illustrates the proposed light rail alignment through the Capitol Hill neighborhood in Portland, Oregon. The alignment is shown as a yellow and green shaded corridor running diagonally from the bottom left towards the top right. Key streets labeled include Miles St, 26th Ave, 27th Ave, 25th Ave, 24th Ave, 23rd Ave, 22nd Ave, 21st Ave, 20th Ave, 19th Ave, 18th Ave, 17th Ave, 16th Ave, 15th Ave, 14th Ave, 13th Ave, 12th Ave, 11th Ave, 10th Ave, 9th Ave, 8th Ave, 7th Ave, 6th Ave, 5th Ave, 4th Ave, 3rd Ave, 2nd Ave, 1st Ave, and the I-5 Freeway. The map also shows various parks, schools, and commercial areas.

### Recommendation of the LUFO Steering Committee

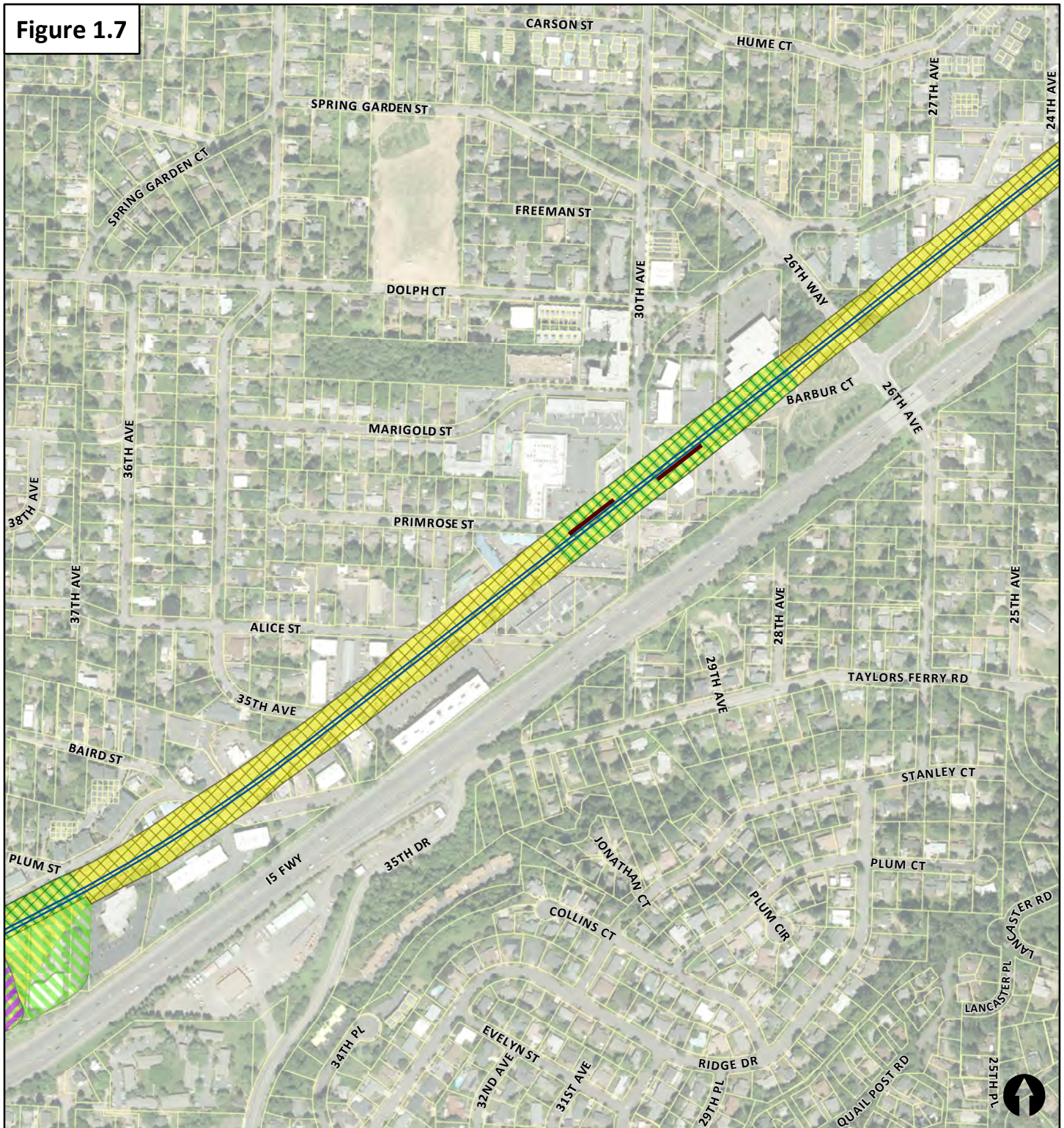
 Light Rail Route  
 Light Rail Station  
 Highway Improvement

— Alignment  
■ Station Platform



8/15/2018

**Figure 1.7**



## Southwest Corridor Land Use Final Order Boundary Map

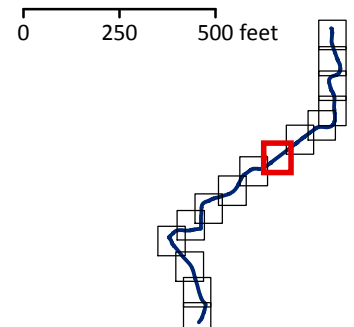
*Recommendation of the LUFO Steering Committee*

### Boundaries

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

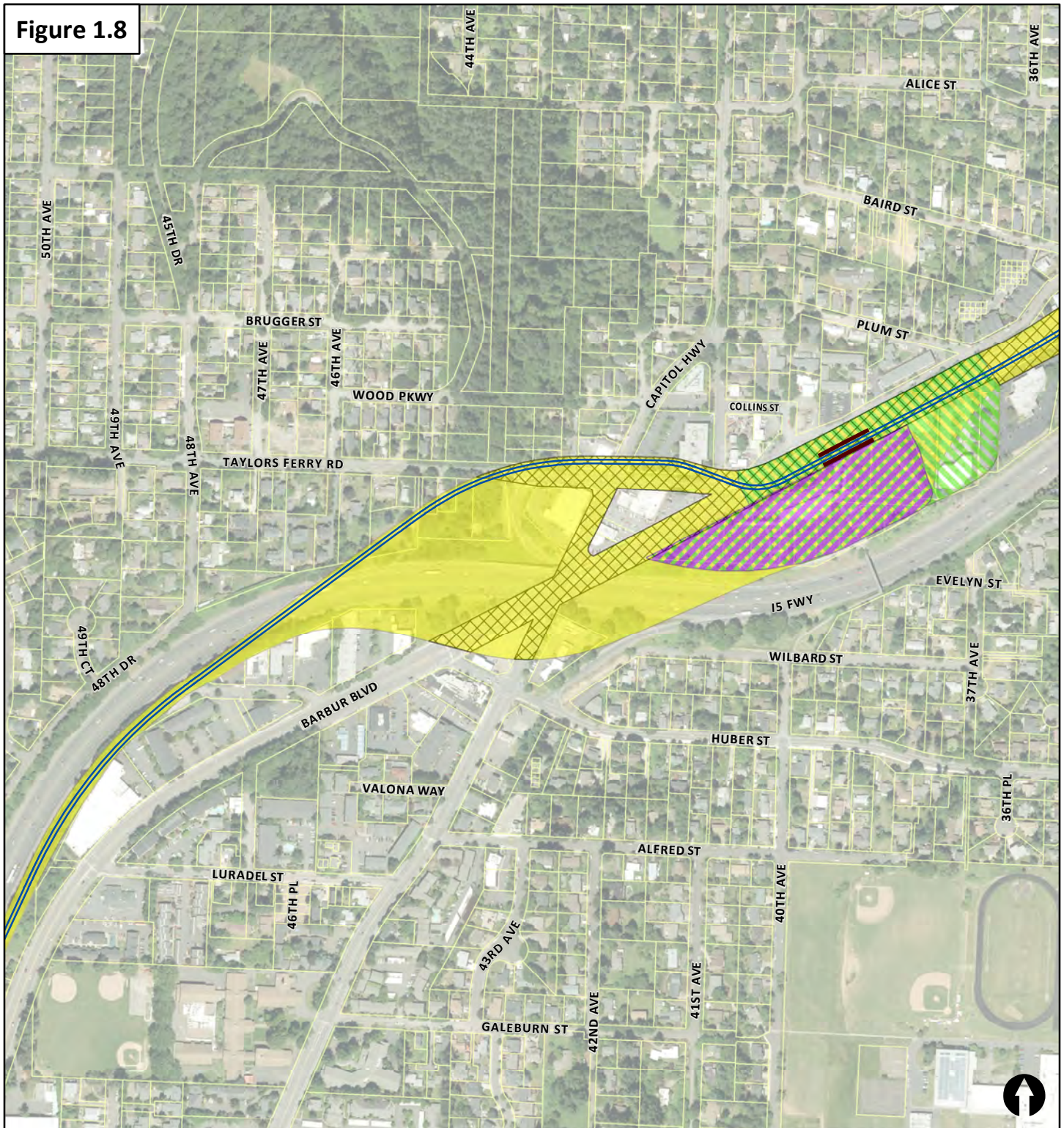
### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



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**Figure 1.8**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

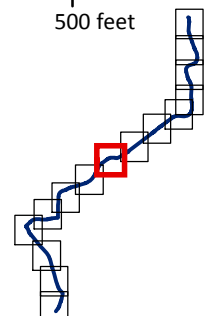
### Boundaries

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

### Potential Light Rail Alignment and Stations

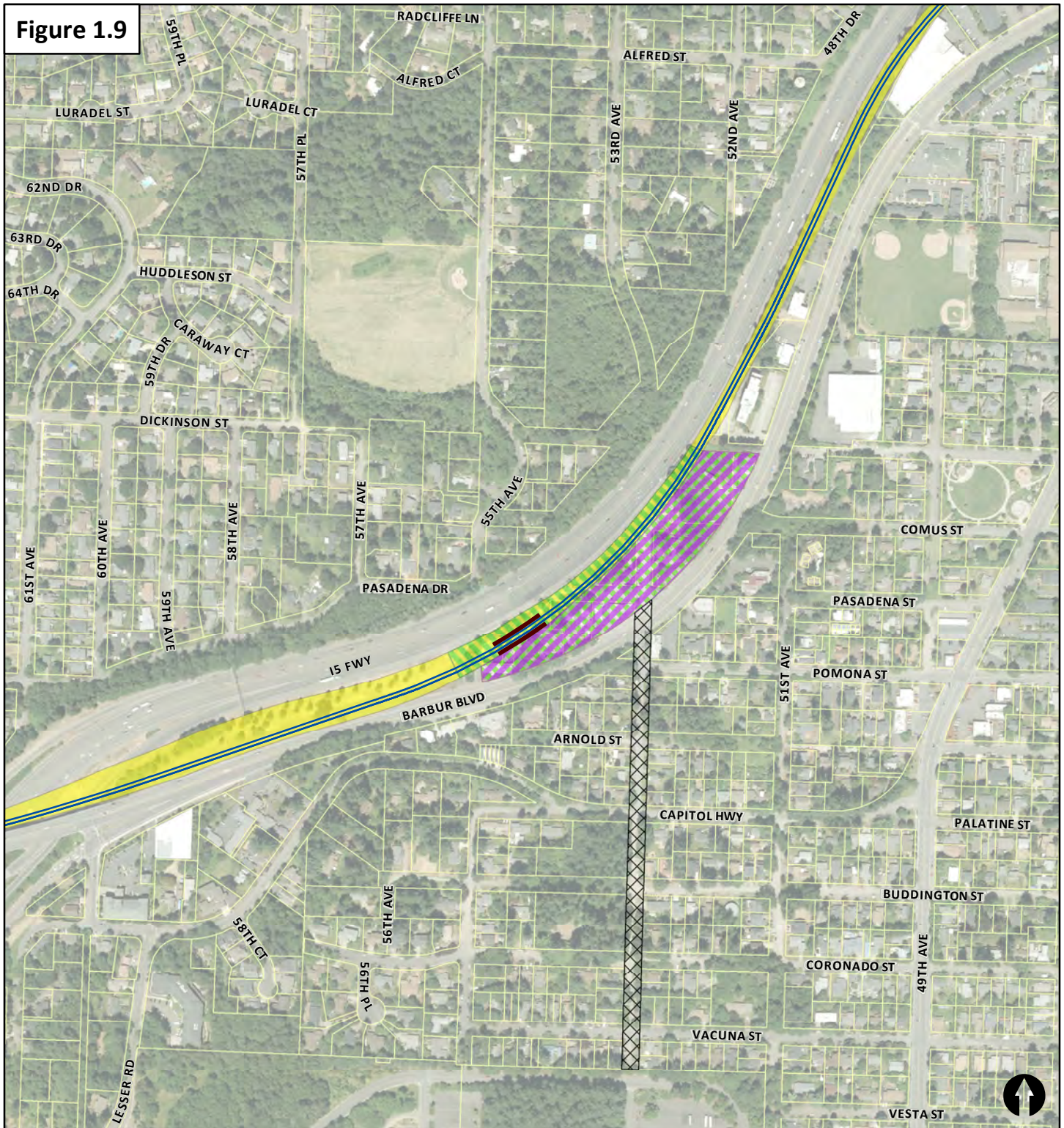
- Alignment
- Station Platform

0 250 500 feet



8/15/2018

**Figure 1.9**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

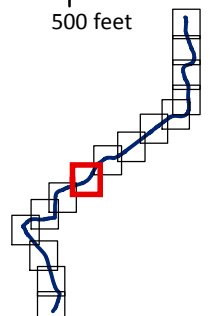
### Boundaries

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

### Potential Light Rail Alignment and Stations

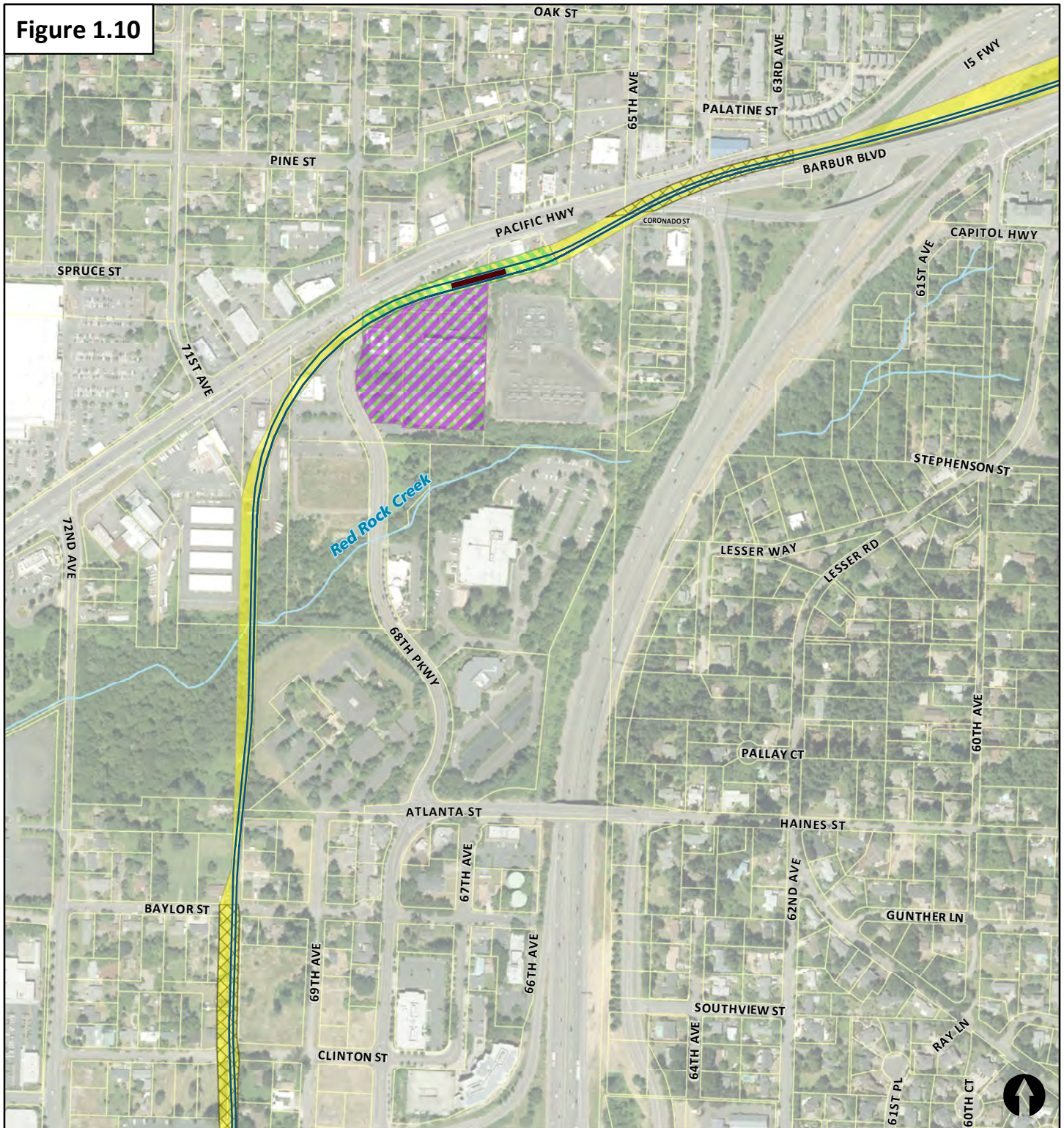
- Alignment
- Station Platform

0 250 500 feet



8/15/2018





**Figure 1.10**





## Southwest Corridor Land Use Final Order Boundary Map

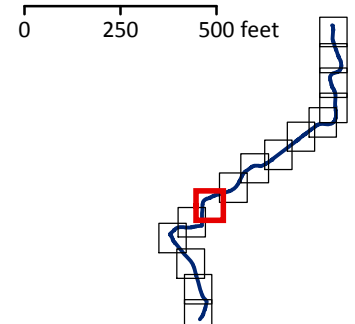
*Recommendation of the LUFO Steering Committee*

### Boundaries

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

### Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform



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## **Tigard/Tualatin Segment**

The Tigard/Tualatin Segment extends from approximately SW 68<sup>th</sup> 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 68<sup>th</sup> Parkway, the alignment turns south on an aerial guideway over Red Rock Creek to connect at grade onto SW 70<sup>th</sup> Avenue. The alignment then continues south on SW 70<sup>th</sup> 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 70<sup>th</sup> and SW 72<sup>nd</sup> avenues. The alignment crosses SW 72<sup>nd</sup> 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 72<sup>nd</sup> 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 72<sup>nd</sup> 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 68<sup>th</sup> Parkway Station.** The SW 68<sup>th</sup> Parkway Station is located in the vicinity of Pacific Highway (Highway 99W) and SW 68<sup>th</sup> Parkway.

**SW Elmhurst Street Station.** The SW Elmhurst Street Station is located in the vicinity of SW Elmhurst Street and SW 70<sup>th</sup> and SW 72<sup>nd</sup> 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 72<sup>nd</sup> 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 68<sup>th</sup> 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**

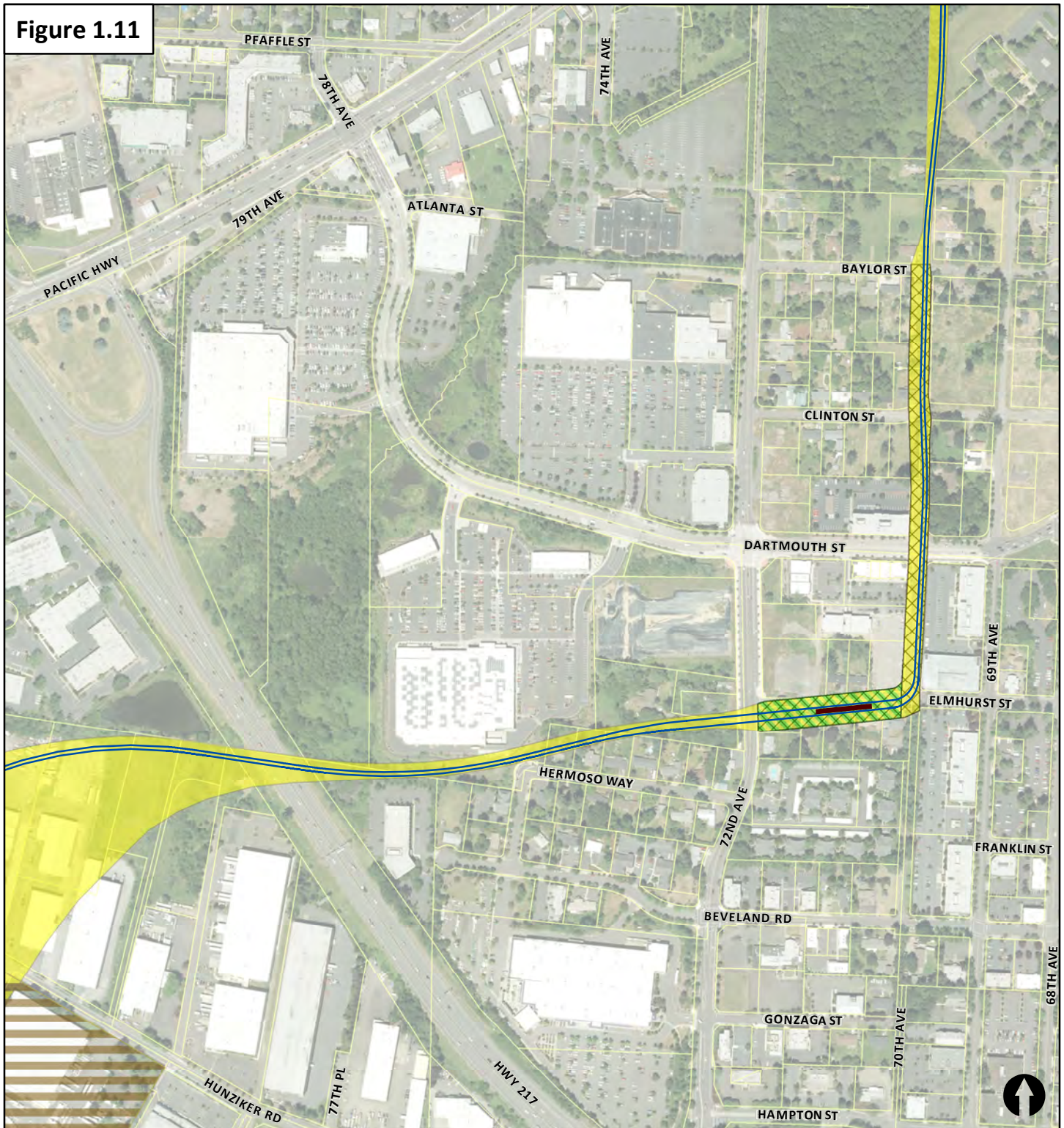
The major highway improvements in the Outer Southwest Portland Segment are as follows:

- Construction or reconstruction of segments of SW 70<sup>th</sup> Avenue between SW Baylor Street and SW Elmhurst Street and on SW Elmhurst Street between SW 70<sup>th</sup> Avenue and SW 72<sup>nd</sup> 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**).

**Figure 1.11**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

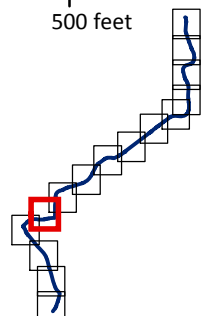
### Boundaries

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

### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

0 250 500 feet



8/15/2018

**Figure 1.12**



## 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
- Operations and Maintenance Facility
- Highway Improvement

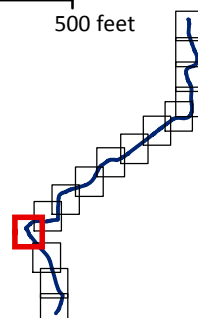
### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

### Existing Transit

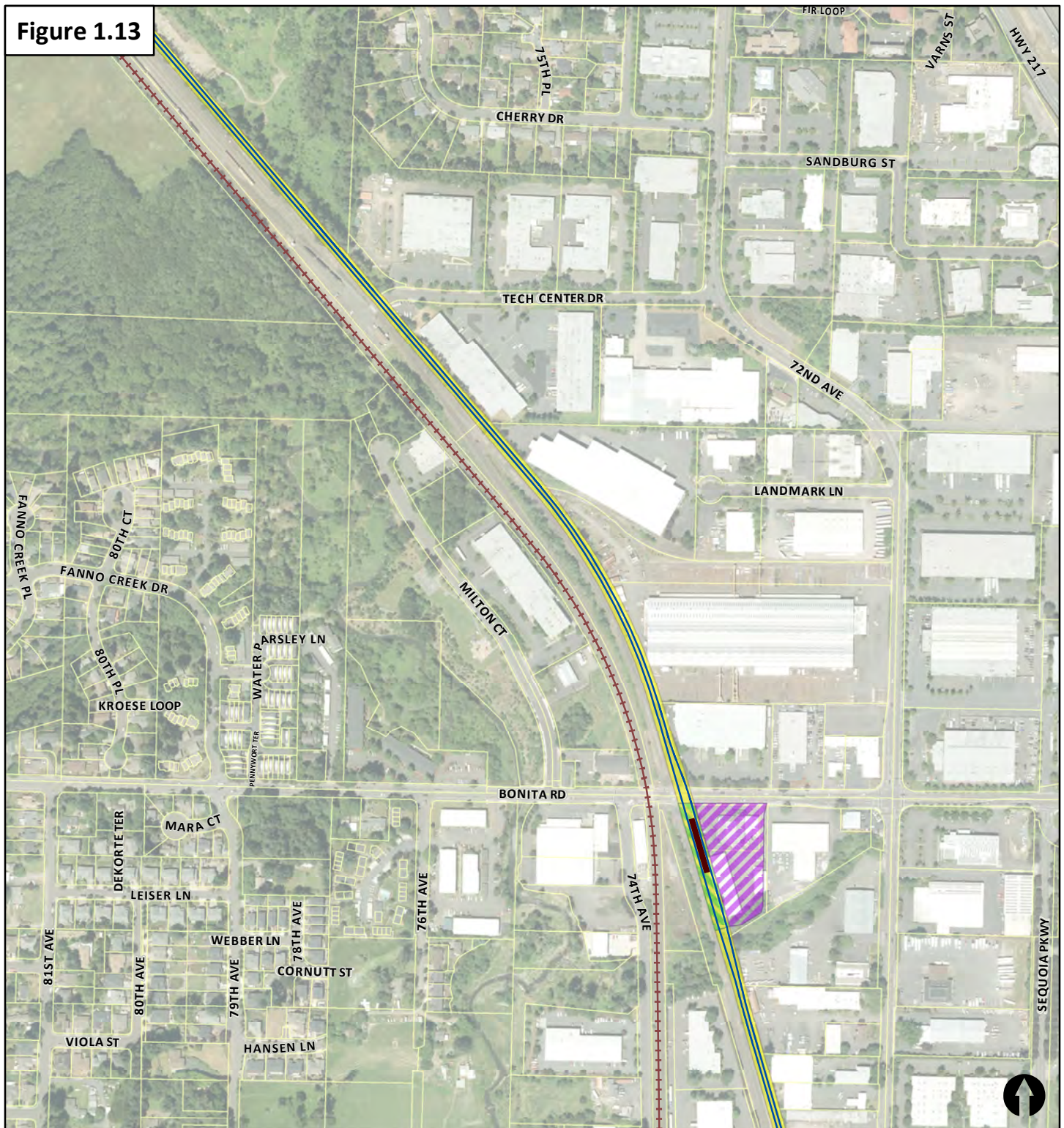
- WES Commuter Rail

0 250 500 feet



8/15/2018

**Figure 1.13**



## 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

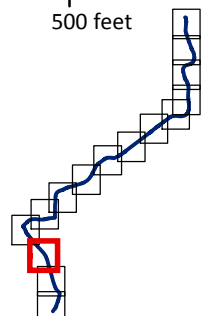
### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

### Existing Transit

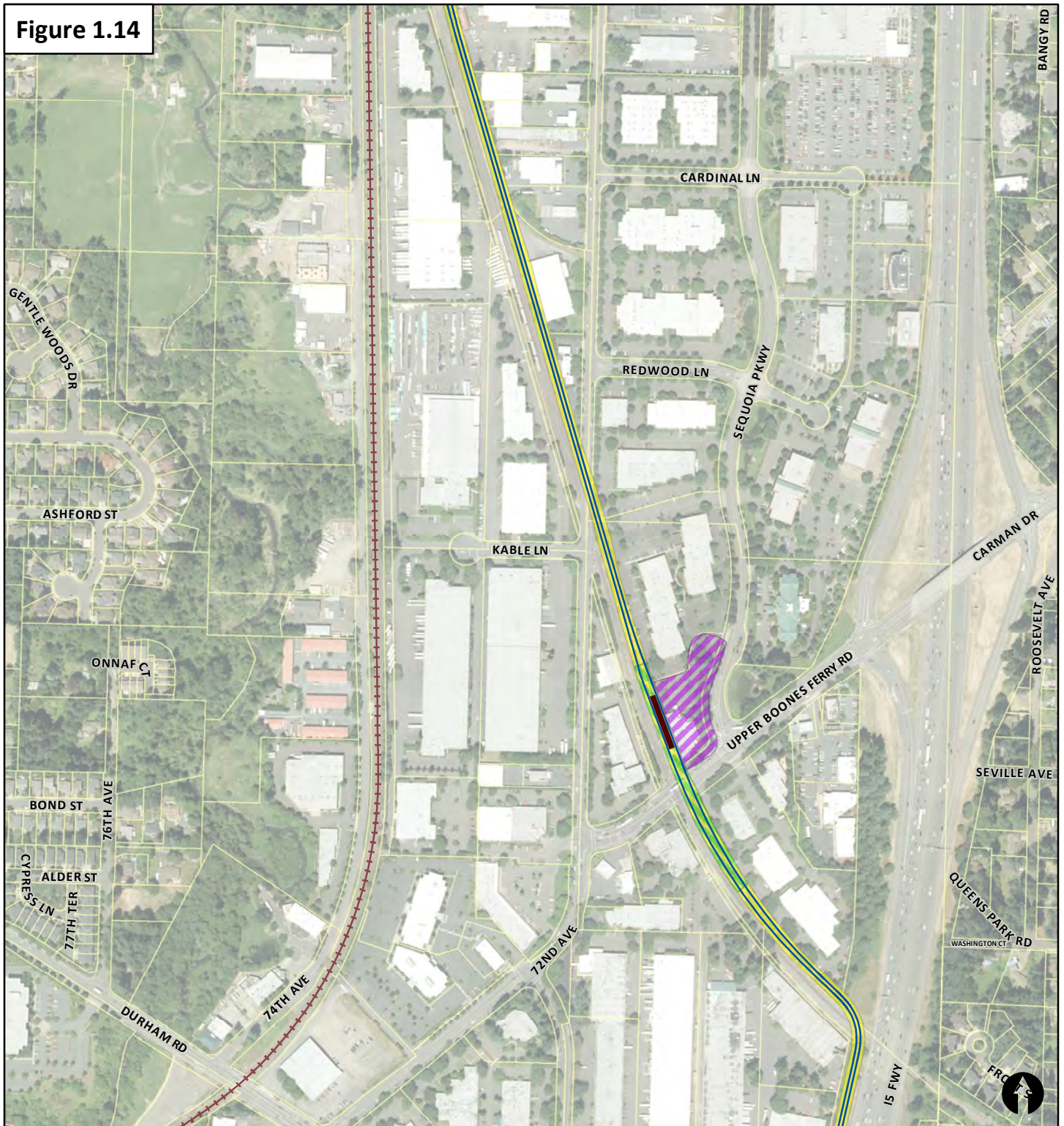
- WES Commuter Rail

0 250 500 feet



8/15/2018

**Figure 1.14**



## Southwest Corridor Land Use Final Order Boundary Map

*Recommendation of the LUFO Steering Committee*

### Boundaries

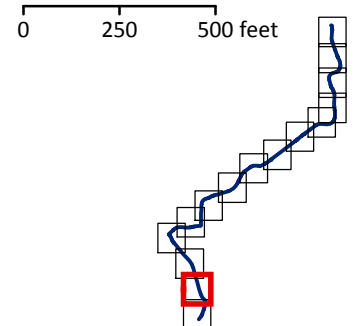
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot

### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

### Existing Transit

- WES Commuter Rail



8/15/2018

**Figure 1.15**



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*Recommendation of the LUFO Steering Committee*

### Boundaries

- Light Rail Route
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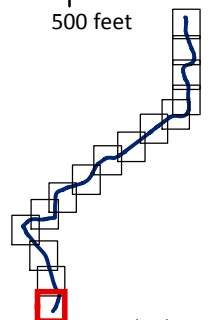
### Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

### Existing Transit

- WES Commuter Rail

0 250 500 feet



8/15/2018

### 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.