October 11, 2018

Tom Hughes, President
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Subject: Application to Adopt the Southwest Corridor LUFO

Dear President Hughes:

Following consultation with TriMet's Board of Directors, I am pleased to submit TriMet's enclosed application requesting approval of a Land Use Final Order (LUFO) for the Southwest Corridor Light Rail Project.

This LUFO application is being submitted to the Metro Council pursuant to Section 6(2) of Oregon Laws 2017, Chapter 714 (House Bill 3202) that directs TriMet to submit such an application to the Metro Council after TriMet has received a recommendation from the LUFO Steering Committee. I am pleased to report that TriMet has received and considered this recommendation as noted in the application and attachments.

The enclosed LUFO application is consistent with the recommendation of the LUFO Steering Committee in both the proposed facilities and improvements and their locations. It will provide the basis for findings to be made as part of the Council's adoption of the subject Southwest Corridor LUFO. I am requesting that Metro schedule a public hearing and Council action on this application by December 10, 2018.

Thank you for your cooperation and assistance on these very important components of our planned regional integrated multi-modal transportation system.

Best regards,

Doug Kelsey
General Manager

Enclosures

C: Erik Van Hagen, TriMet
Steve Witter, TriMet
Dave Unsworth, TriMet
Hope Whitney, Metro
Malu Wilkinson, Metro
Chris Ford, Metro

TriMet Application for Southwest Corridor Project
Land Use Final Order

10/10/2018

A. Introduction.

This document constitutes TriMet's application to the Metro Council for approval of a Land Use Final Order (LUFO).[1] for the Southwest Corridor Project (Project). This application is filed in accordance with the provisions governing applications for LUFOs set out in House Bill 3202.

This application addresses the light rail route, the light rail stations, lots and maintenance facilities, and the highway improvements, and their locational boundaries, for the Project.

B. Requirements of House Bill 3202.

Sections 7(1) and 7(2)(a) of House Bill 3202 direct the Metro Council, following application by TriMet, to adopt a land use final order establishing the project improvements, including their locations, for the Southwest Corridor Project. The LUFO identifies the light rail route, stations, lots and maintenance facilities, and the highway improvements that comprise the Project, and it further specifies the boundaries within which these facilities and improvements may be located. As explained in Section 6(2)(b) of the Act:

> "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."

Sections 6(1) and (2) of the Act address the application process. Under Section 6(1), Metro establishes a LUFO Steering Committee whose initial membership must include representatives from Metro, TriMet, the Oregon Department of Transportation, and the "affected local governments", which for this project are the Cities of Portland, Tigard and Tualatin and the Counties of Multnomah and Washington. Under Section 6(2), prior to TriMet's filing of its application, the LUFO Steering Committee "shall issue recommendations for the siting of the light rail route and other project improvements and their locations to TriMet."

On August 13, 2018, the LUFO Steering Committee met and issued its recommendation for the Project. The recommendation included both a written description of the Project improvements and maps illustrating their locations. TriMet's application is consistent

[1] A LUFO is a written order or orders of the Metro Council deciding the light rail route, the light rail stations, park-and-ride lots and maintenance facilities, and the highway improvements (project improvements) for the Southwest Corridor Project, including their locations.

with the recommendation of the LUFO Steering Committee, a copy of which is attached to this application as Attachment A.

House Bill 3202 further requires the Metro Council to demonstrate through findings "how the decisions on the project improvements, including their locations, comply with" review criteria established by the Land Conservation and Development Commission (LCDC) under Section 4 of the Act. Section 7(2)(b). These criteria are identified later in this application.

C. Requested Light Rail and Highway Improvements and Their Locations.

TriMet requests that the Metro Council adopt a 2018 Land Use Final Order establishing the light rail route, the light rail stations, lots and maintenance facilities, and the highway improvements related to the Southwest Corridor Project, including their locations. TriMet's proposed project improvements and location boundaries are described textually below and illustrated on location boundary maps attached to the LUFO Steering Committee's recommendation (*See* Figures 1.1 through 1.15 of Attachment A and revised Figure 1.8 as Attachment B).

TriMet has divided the Project into three segments of similar length: Inner Southwest Portland, Outer Southwest Portland, and Tigard to Tualatin. The Project description and maps follow these segments, beginning in downtown Portland and ending at Bridgeport Village in Tualatin.

1. Inner Southwest Portland Segment

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

Light Rail Alignment

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

Light Rail Stations

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

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

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

Park-and-Ride Lots

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

Operations and Maintenance Facilities

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

Highway Improvements

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

- A Marquam Hill connection connecting the SW Gibbs Street Station to the medical and educational facilities on Marquam Hill. The connection will use some combination of elevators, bridges, paths and/or tunnels.
- 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 **Figures 1.1 to 1.4** of the attached Steering Committee recommendation (Attachment A).

2. Outer Southwest Portland Segment

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

Light Rail Alignment

From north of the intersection of SW Barbur Boulevard and SW Brier Place, the alignment shifts westward at grade and in the center of SW Barbur Boulevard, crossing SW Terwilliger Boulevard and SW Bertha Boulevard. It then continues southwestward at

grade to the Barbur Transit Center and Park-and-Ride. Along the way, the alignment passes stations in the vicinity of SW Custer Street, SW 19th Avenue and SW 30th Avenue. From the Barbur Transit Center, the alignment shifts adjacent to I-5 and crosses over on an aerial structure over I-5, SW Capital Highway and SW Barbur Boulevard landing south of I-5. The alignment then moves southwestward along the south side of I-5 to a station and park-and-ride in the vicinity of SW 53rd Avenue between I-5 and SW Barbur Boulevard. From here, the alignment continues west along the north side of SW Barbur Boulevard, then travels west across I-5 on a new aerial guideway structure that then descends into the space between the southbound I-5 Pacific Highway off-ramp and southbound SW Barbur Boulevard. The alignment then crosses under SW Barbur Boulevard at approximately 64th Avenue to the south side of SW Barbur Boulevard/Pacific Highway (Highway 99W) towards a station and park-and-ride in the vicinity of SW 68th Parkway.

It should be noted, for this Segment, that in the area immediately west of the Barbur Transit Station, the LUFO Steering Committee recommendation offered two alternative light rail alignment choices – one along SW Taylors Ferry Road, and one farther south. The TriMet Board has selected the more southern alternative, thereby avoiding SW Taylors Ferry Road. Consequently, this application includes an updated Figure 1.8 that illustrates the selected alignment. Because of this selection, roadway improvements on SW Taylors Ferry Road west of SW Capitol Highway no longer become necessary.

Light Rail Stations

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

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

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

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

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

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

Park-and-Ride Lots

There are two park-and-ride lots in the Outer Southwest Portland Segment. The Barbur Transit Center Park-and-Ride will provide up to 825 parking spaces in a maximum three-

story structure. The SW 53rd Avenue Station Park-and-Ride will provide up to 950 parking spaces in a maximum three-story structure.

Operations and Maintenance Facilities

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

Highway Improvements

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

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

The proposed boundaries within which the above-described project improvements would be located are as illustrated on **Figures 1.5 to 1.10** of the attached Steering Committee recommendation (Attachment A) and the **revised Figure 1.8** (Attachment B).

3. Tigard/Tualatin Segment

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

Light Rail Alignment

Beginning east of the station and park-and-ride in the vicinity of SW 68th Parkway, the alignment turns south on an aerial guideway over Red Rock Creek to connect at grade onto SW 70th Avenue. The alignment then continues south on SW 70th Avenue, crossing over SW Dartmouth Street on structure to SW Elmhurst Street, where it turns west. A station would be located on SW Elmhurst in the vicinity of SW 70th and SW 72nd avenues. The alignment crosses SW 72nd Avenue at grade before crossing over Highway 217 in the vicinity of SW Hermosa Way. The alignment then crosses SW Hunziker Street at grade in the vicinity of SW Knoll Drive to a station, park-and-ride lot and operation and maintenance facility on the east side of SW Hall Boulevard in the vicinity of the WES Commuter Rail/Portland and Western railroad tracks. The LUFO Steering Committee recommends that the SW Hall Boulevard (Tigard Transit Center) Station be located as close to SW Hall Boulevard as practicable, while accommodating bus circulation. From here, the alignment heads southeastward along the east side of the WES Commuter Rail/Portland and Western railroad tracks and goes onto a structure over SW Bonita Road with a station and park-and-ride in the vicinity of SW Bonita Road. From

there the alignment continues southeastward adjacent to and east of the Tillamook Branch of the Union Pacific/Portland and Western Railroad, crossing SW 72nd Avenue to a station and park-and-ride west of SW Sequoia Drive and in the vicinity of SW Upper Boones Ferry Road/SW Carmen Drive. It then continues southeastward to I-5, where it crosses southward over the railroad tracks on an elevated structure, then continues southward at grade paralleling I-5 on its west side to its terminus station, park-and-ride and bus facilities north of SW Lower Boones Ferry Road and east of SW 72nd Avenue east of Bridgeport Village. Additionally, a park-and-ride structure would be located south of SW Lower Boones Ferry Road that connects to the station with an elevated walkway.

Light Rail Stations

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

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

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

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

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

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

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

Park-and-Ride Lots

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

Operations and Maintenance Facilities

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

Highway Improvements

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

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

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

The proposed boundaries within which the above-described project improvements would be located are as illustrated on **Figures 1.10 to 1.15** of the attached Steering Committee recommendation (Attachment A).

D. Applicable Land Use Criteria.

On November 2, 2017, pursuant to House Bill 3202, Section 4(8)(c), LCDC issued Order 001887 establishing land use criteria for the Southwest Corridor Project and adopting findings explaining how the criteria established reasonably reflect the statewide land use planning goals and plan policies that are relevant to decisions regarding the project improvements and their locations. The approval criteria are set out below. In its LUFO, the Metro Council must demonstrate compliance with these criteria.

Definitions: The definitions in Section 1 of House Bill 3202 enacted by the Oregon State Legislature in 2017 apply within these criteria.

When adopting a Land Use Final Order for the Southwest Corridor MAX Light Rail Project, the Metro Council shall:

(1) Coordinate with and provide an opportunity for TriMet, the Oregon Department of Transportation and the affected local governments to submit testimony on the light rail route, light rail stations, park-and-ride lots and vehicle maintenance facilities, and the highway improvements, including their locations, proposed to be included in the Southwest Corridor MAX Light Rail Project (Project).

(2) Hold a public hearing to provide an opportunity for the public to submit testimony on the light rail and highway improvements, including their locations, proposed to be included in the Project.

(3) Identify economic, social, urban form, safety and traffic impacts in affected residential neighborhoods, commercial districts, industrial districts, and mixed-use centers. Identify measures that could increase beneficial impacts or reduce adverse impacts, and that could be imposed as conditions of approval during processes required by the National Environmental Policy Act of 1969, 42 U.S.C. 4321 et seq. (NEPA), or, if reasonable and necessary, by affected local governments during the local development approval and permitting processes.

(A) Provide for a light rail route, stations, lots and maintenance facilities, including their locations, balancing

(1) the need for light rail proximity and service to present or planned residential, employment and recreational areas that are capable of enhancing transit ridership;

(2) the likely contribution of light rail proximity and service to the development of an efficient and compact urban form, and to improved safety; and

(3) the need to protect affected neighborhoods, districts, and centers from identified adverse impacts.

(B) Provide for highway improvements, including their locations, balancing the need to improve the highway system with the need to protect affected neighborhoods, districts and centers from the identified adverse impacts.

(4) Identify adverse noise impacts and identify measures to reduce noise impacts that could be imposed as conditions of approval during processes required by NEPA or, if reasonable and necessary, by affected local governments during the local development approval and permitting processes.

(5) Identify Project improvements in areas subject to natural hazards (including landslide areas, areas of severe erosion potential, areas subject to earthquake damage and lands within the 100-year floodplain) and demonstrate that adverse impacts to persons or property can be reduced or mitigated through design or construction techniques that could be imposed during processes required by NEPA or, if reasonable and necessary, by local governments during the local development approval and permitting processes.

(6) Identify adverse impacts on significant fish and wildlife, scenic and open space, riparian, wetland, and park and recreational areas that are protected in acknowledged local comprehensive plans or functional plans and, where adverse

impacts cannot practicably be avoided, encourage the conservation of natural resources by demonstrating that there are measures to reduce or mitigate impacts that could be imposed as conditions of approval during processes required by NEPA or, if reasonable and necessary, by local governments during the local development approval and permitting processes.

(7) Identify adverse impacts associated with stormwater runoff and demonstrate that there are measures to provide adequate stormwater drainage retention or removal and protect water quality that could be imposed as conditions of approval during processes required by NEPA or, if reasonable and necessary, by local governments during the local development approval and permitting processes.

(8) Identify adverse impacts on significant historic and cultural resources protected in acknowledged comprehensive plans and, where adverse impacts cannot practicably be avoided, identify local, state or federal review processes that are available to address and to reduce adverse impacts to the affected resources.

(9) Identify general or anticipated impacts on air pollution, greenhouse gas emissions, and energy usage from project improvements that would help meet state, regional and local reduction goals.

(10) Consider a light rail route connecting Portland's Central City with Southwest Portland neighborhoods along or near the Barbur Boulevard corridor.

(11) Consider a light rail route in Tualatin within an area identified as a Transit Ready Place, and in Tigard within an area identified in Tigard's High Capacity Transit Land Use Plan that maintains downtown Tigard as the city's primary transit center for rail and bus, and that does not cause light rail related park-and-ride activity to dominate the downtown area.

(12) If future phases or extensions are proposed, then consider light rail routes as identified in applicable plans and policies of affected local governments in effect at that time.

(13) 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.

E. Interpretation of Terms.

For the purposes of this application, as set out in the 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.

Attachments

Attachment A: LUFO Steering Committee Recommendation
Attachment B: Revised Figure 1.8 of LUFO Steering Committee Recommendation
Attachment C: Signed TriMet Board Resolution 18-09-67

Southwest Corridor MAX Light Rail Project

Recommendations of the

Land Use Final Order Steering Committee

August 13, 2018

1. Introduction: Requirements of House Bill 3202

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

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

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

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

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

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

2. Recommended Project Improvements and Locations

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

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

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

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

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

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[1] Criterion 13 states:

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

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

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

Inner Southwest Portland Segment

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

Light Rail Alignment

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

Light Rail Stations

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

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

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

Park-and-Ride Lots

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

Operations and Maintenance Facilities

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

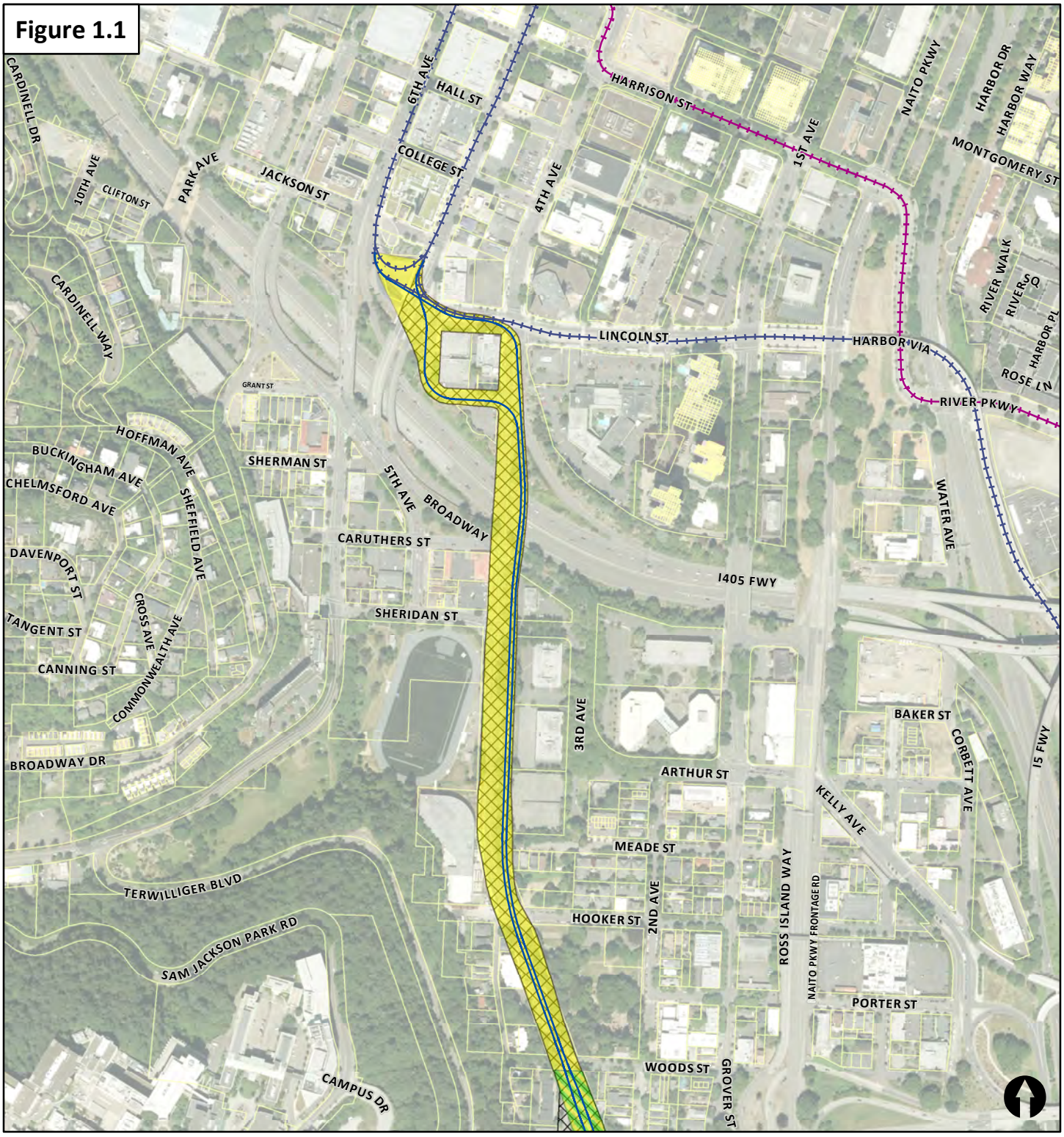
Highway Improvements

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

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

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

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



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

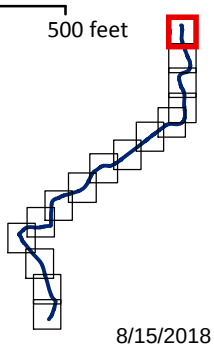
Potential Light Rail Alignment and Stations

- Alignment

Existing Transit

- MAX Light Rail
- Portland Streetcar

0 250 500 feet



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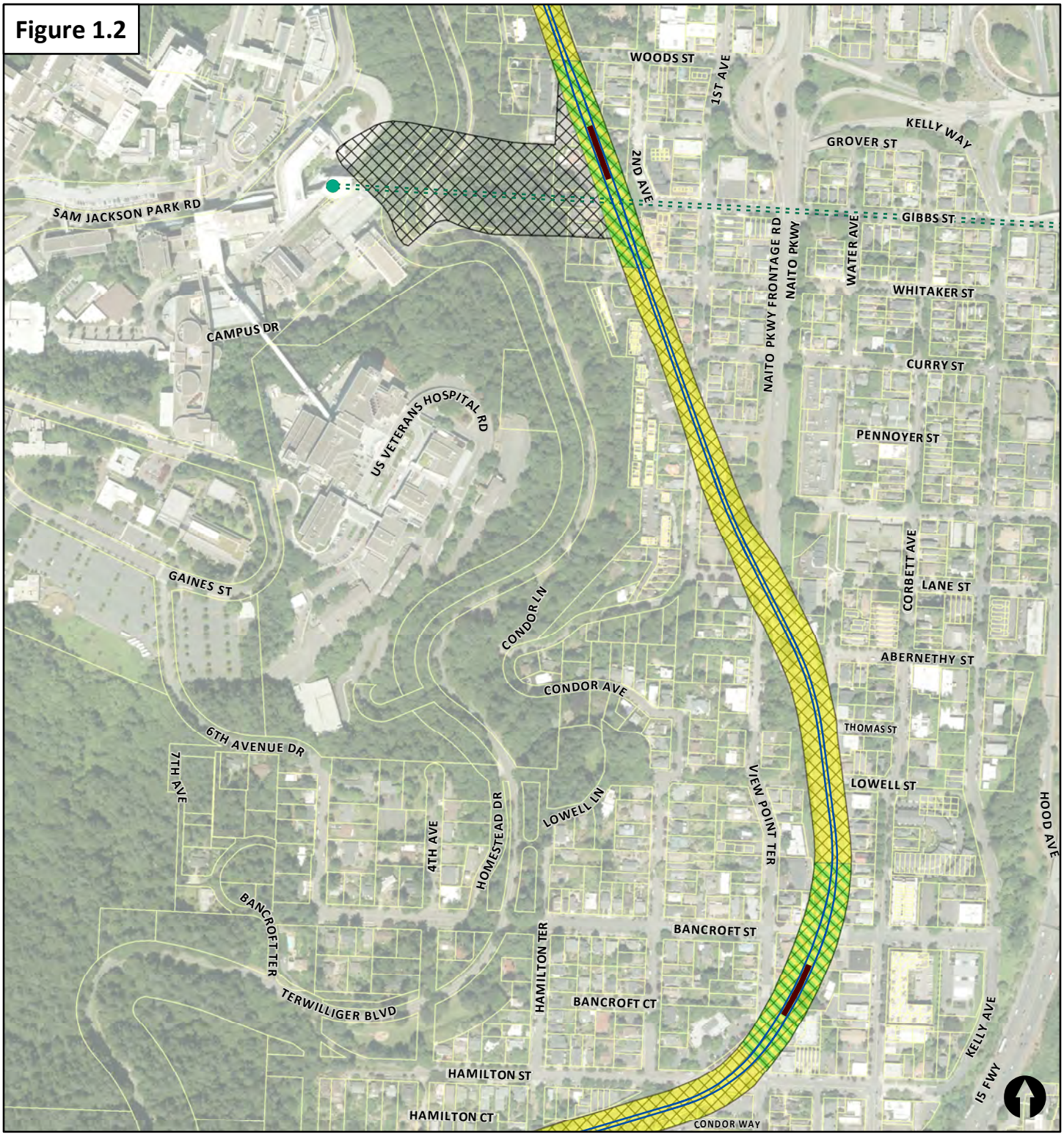


Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

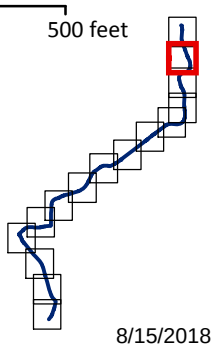
- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

- Portland Aerial Tram



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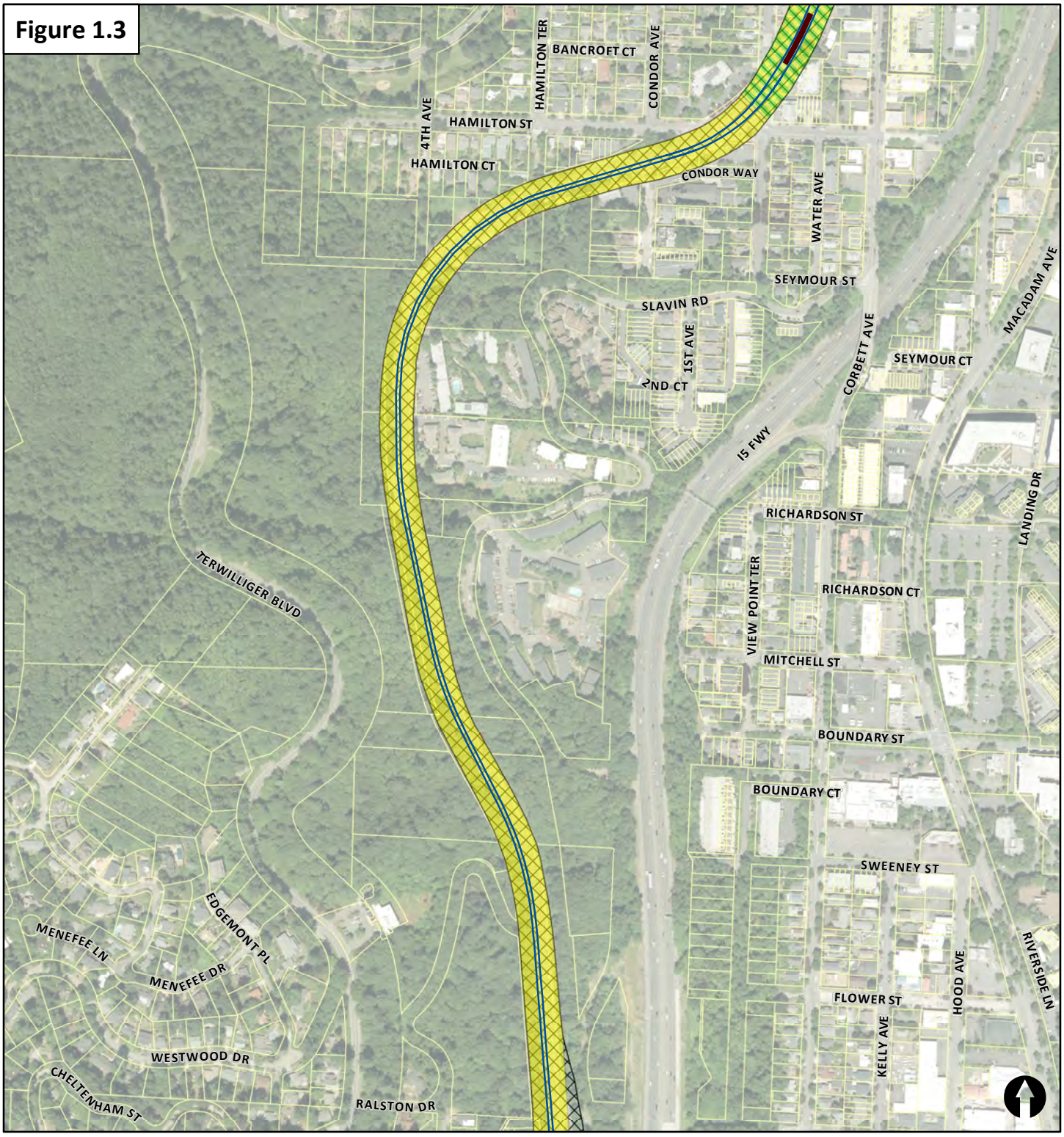


Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

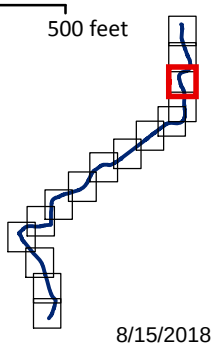
0 250 500 feet

Boundaries

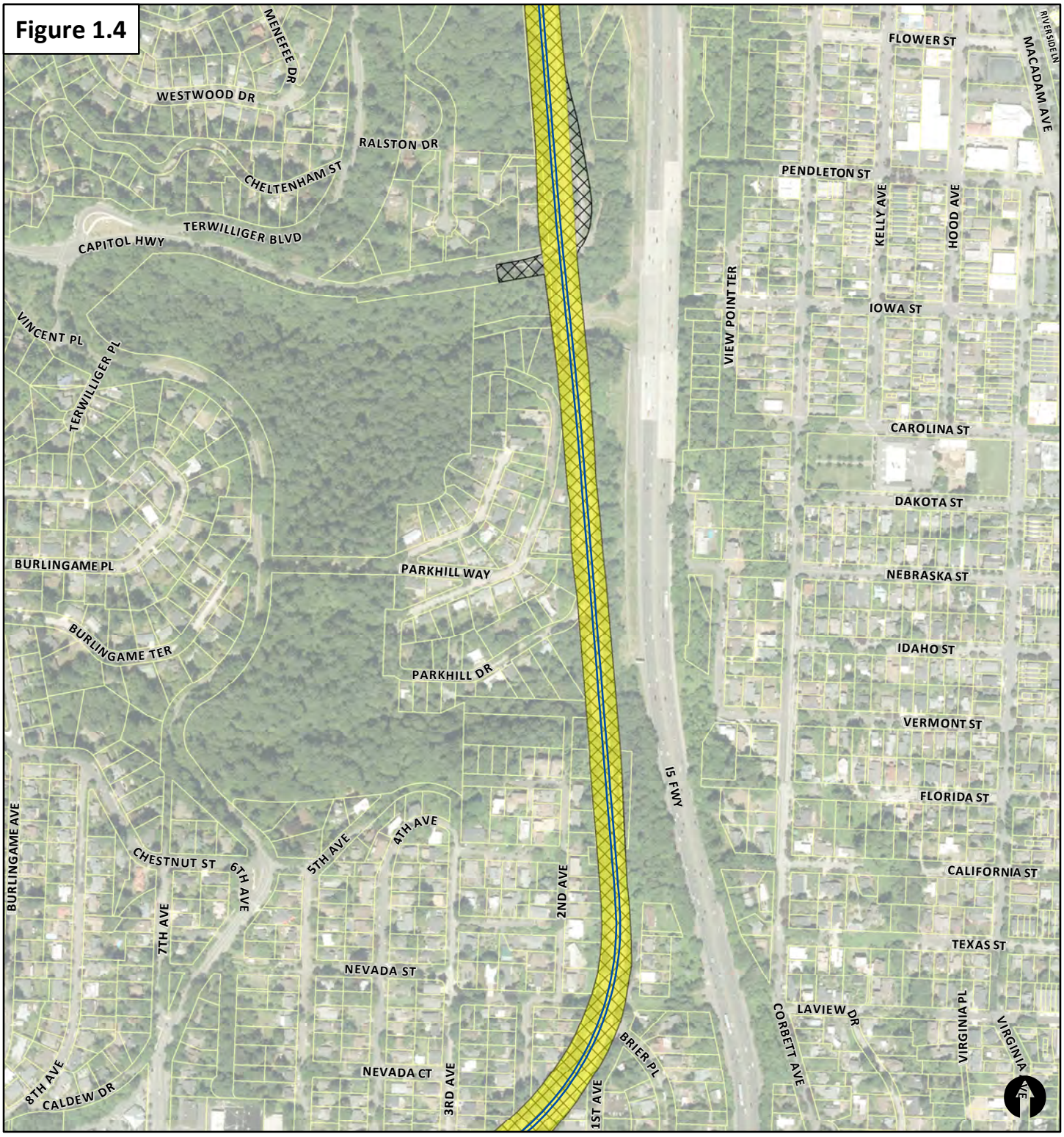
- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

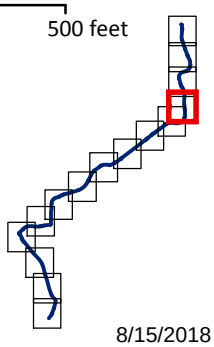
0 250 500 feet

Boundaries

- Light Rail Route
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment



8/15/2018

Outer Southwest Portland Segment

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

Light Rail Alignment

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

Light Rail Stations

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

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

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

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

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

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

Park-and-Ride Lots

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

Operations and Maintenance Facilities

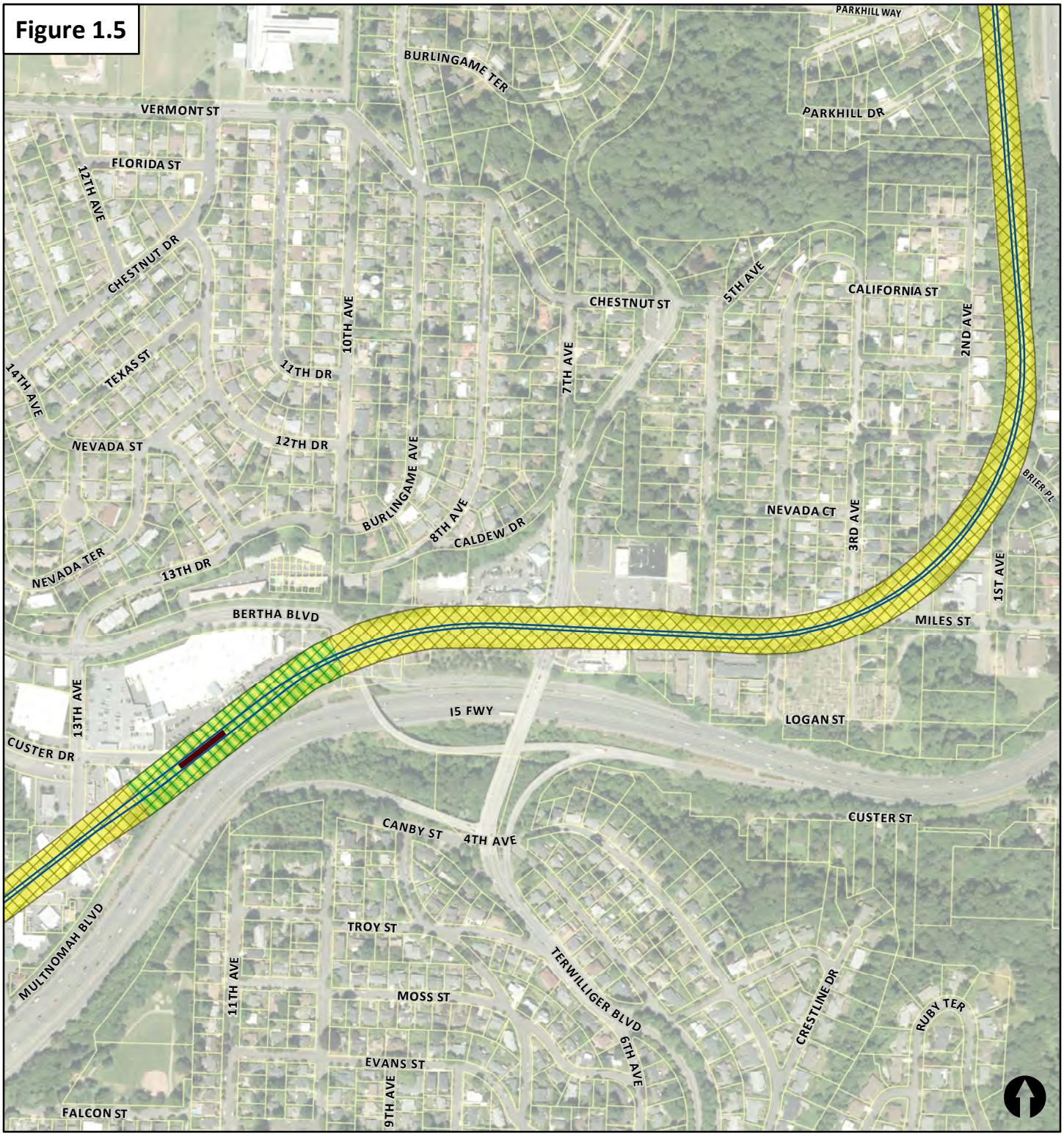
There are no operations and maintenance facilities in the Outer Southwest Portland Segment.

Highway Improvements

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

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

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



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

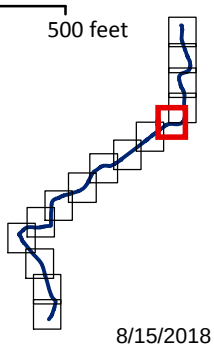
0 250 500 feet

Boundaries

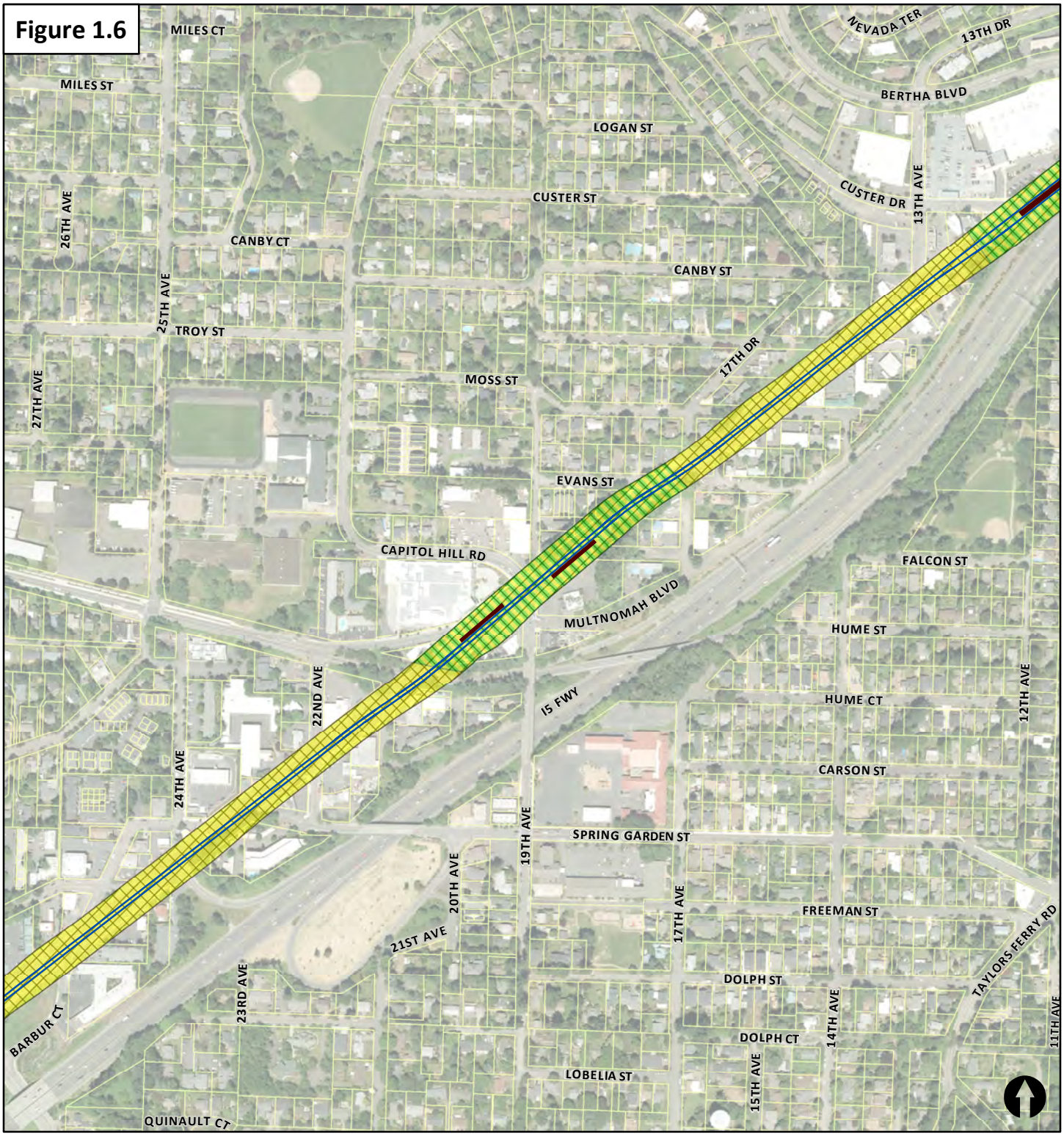
- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

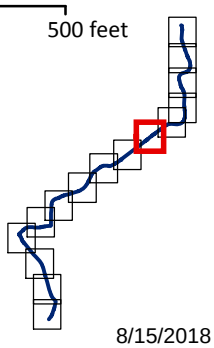
0 250 500 feet

Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



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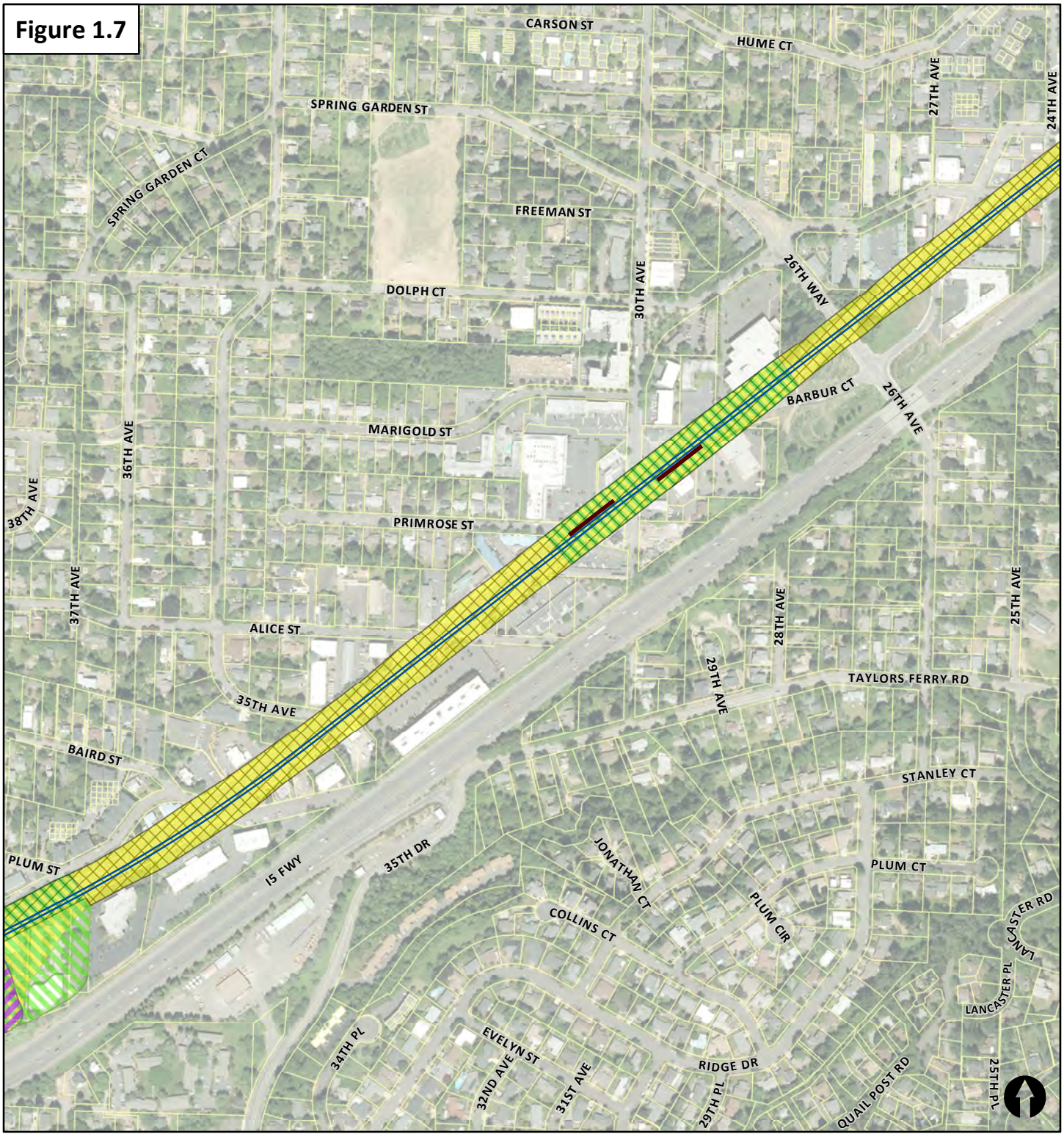


Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

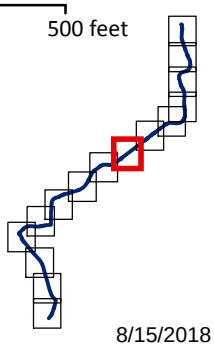
0 250 500 feet

Boundaries

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

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



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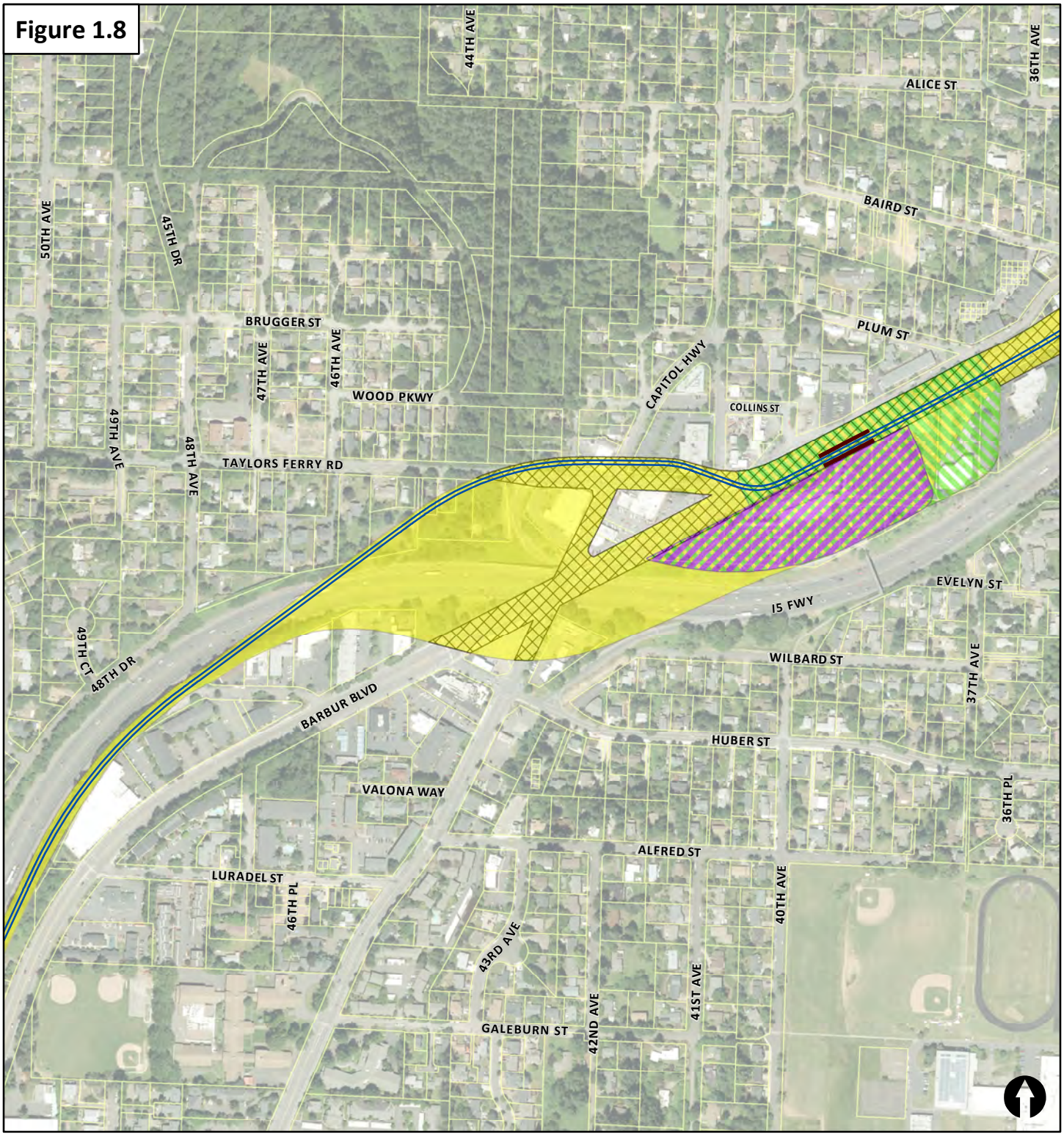


Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

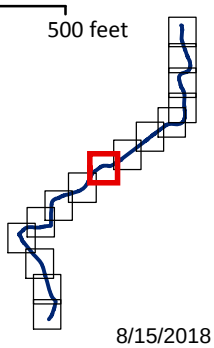
0 250 500 feet

Boundaries

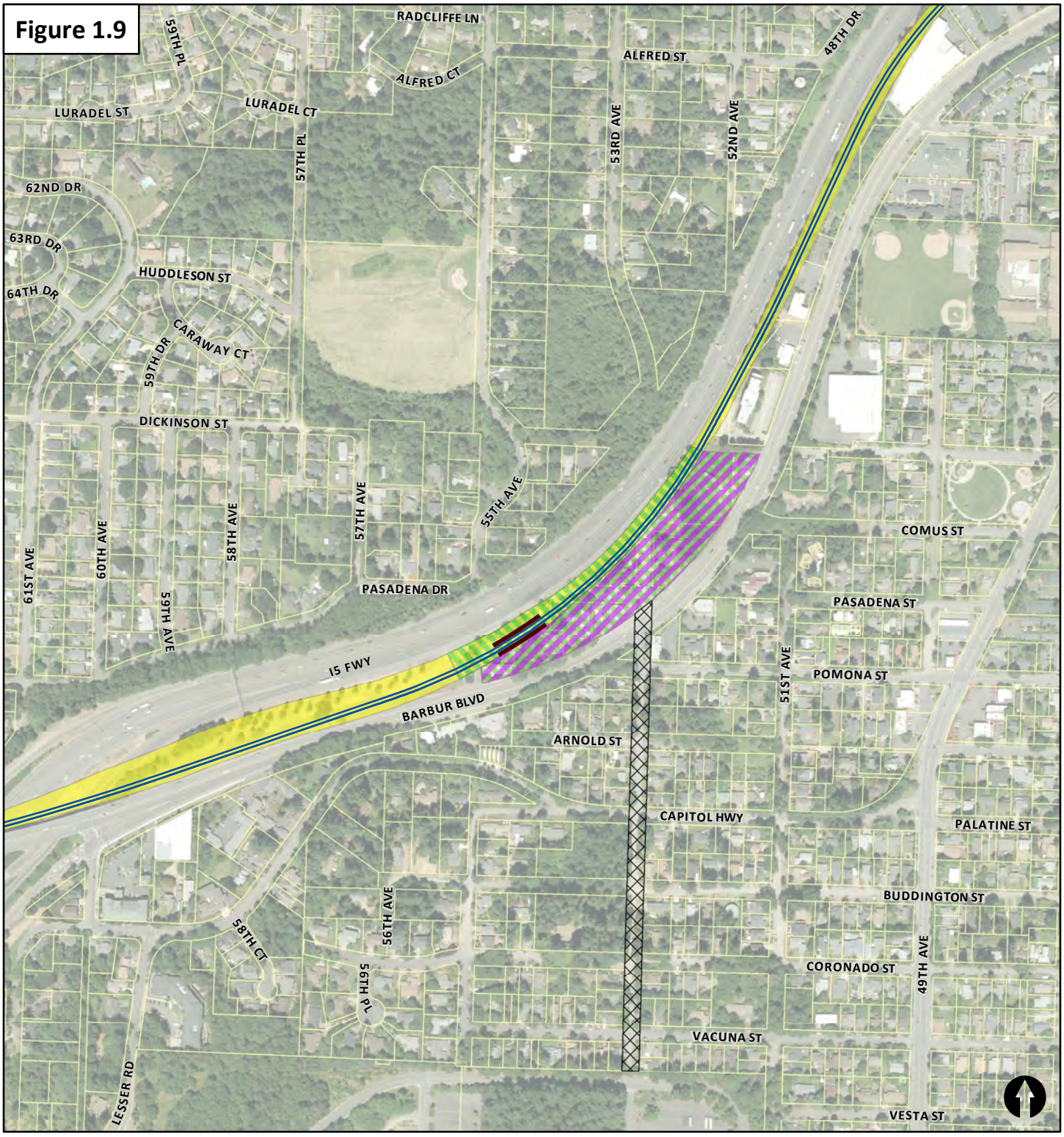
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

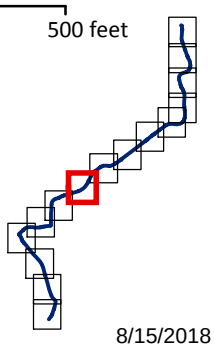
0 250 500 feet

Boundaries

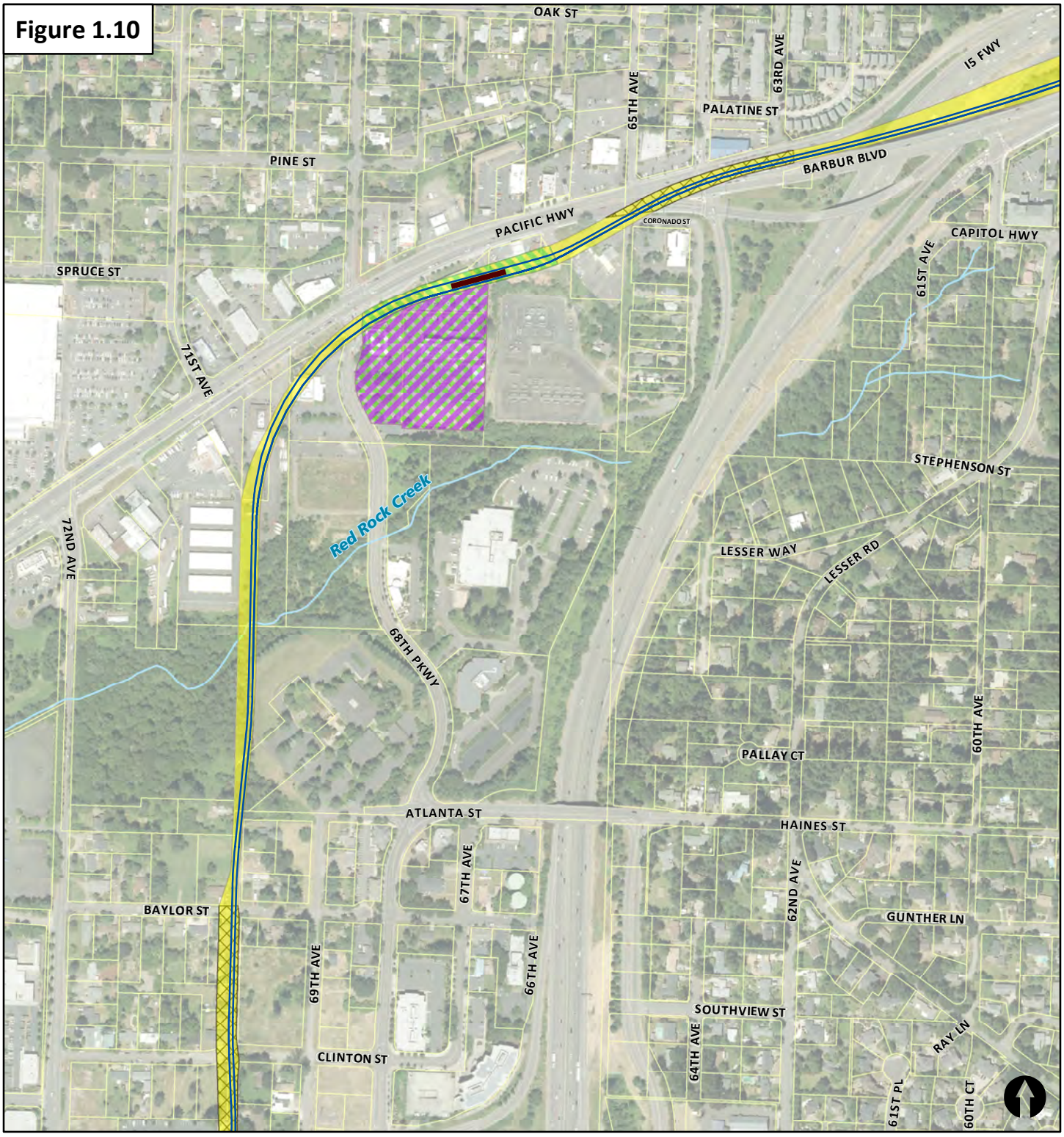
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

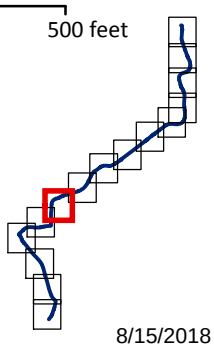
0 250 500 feet

Boundaries

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

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018

Tigard/Tualatin Segment

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

Light Rail Alignment

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

Light Rail Stations

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

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

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

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

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

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

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

Park-and-Ride Lots

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

Operations and Maintenance Facilities

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

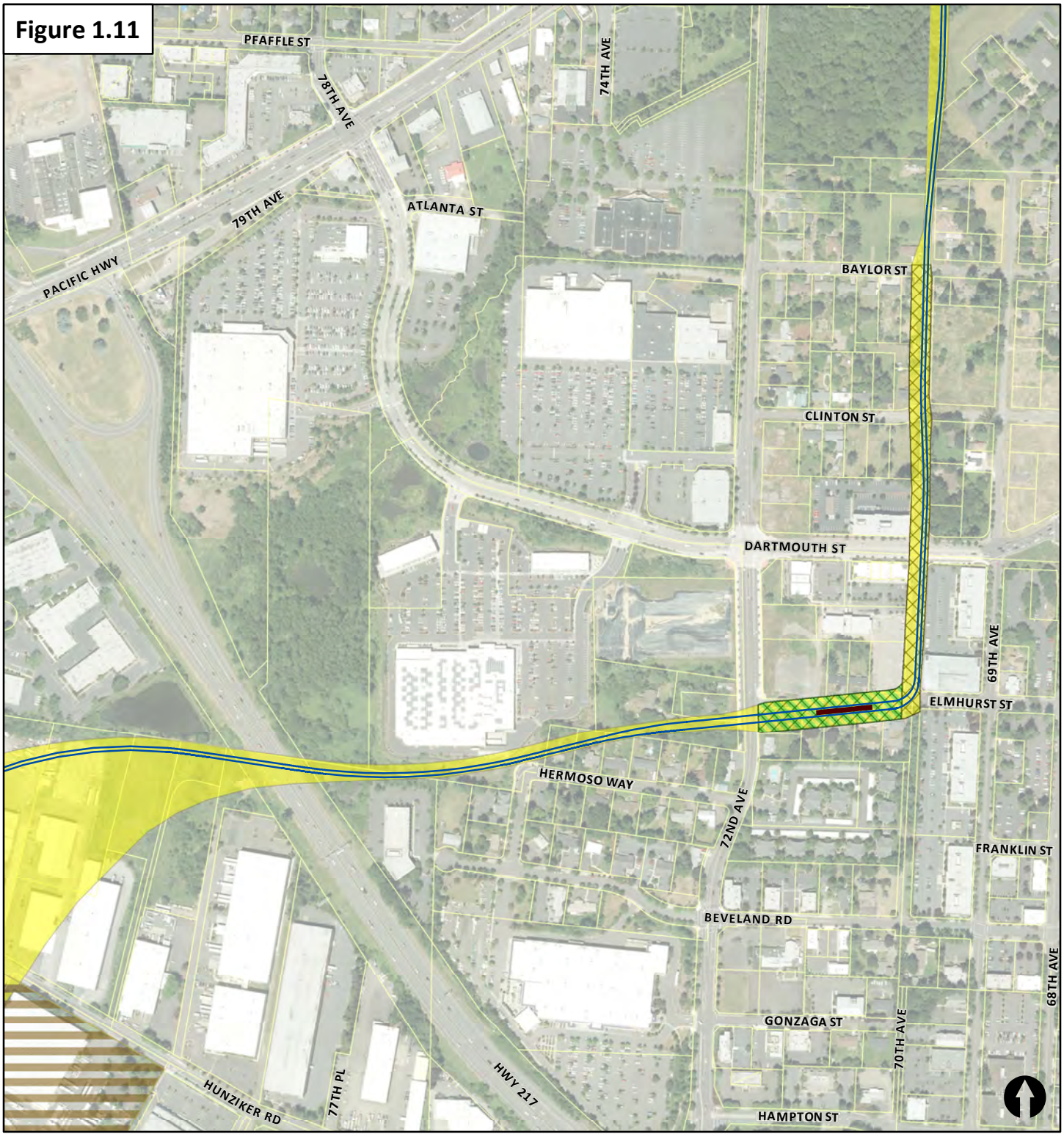
Highway Improvements

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

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

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

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



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

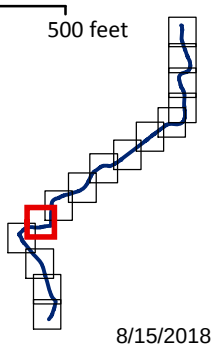
0 250 500 feet

Boundaries

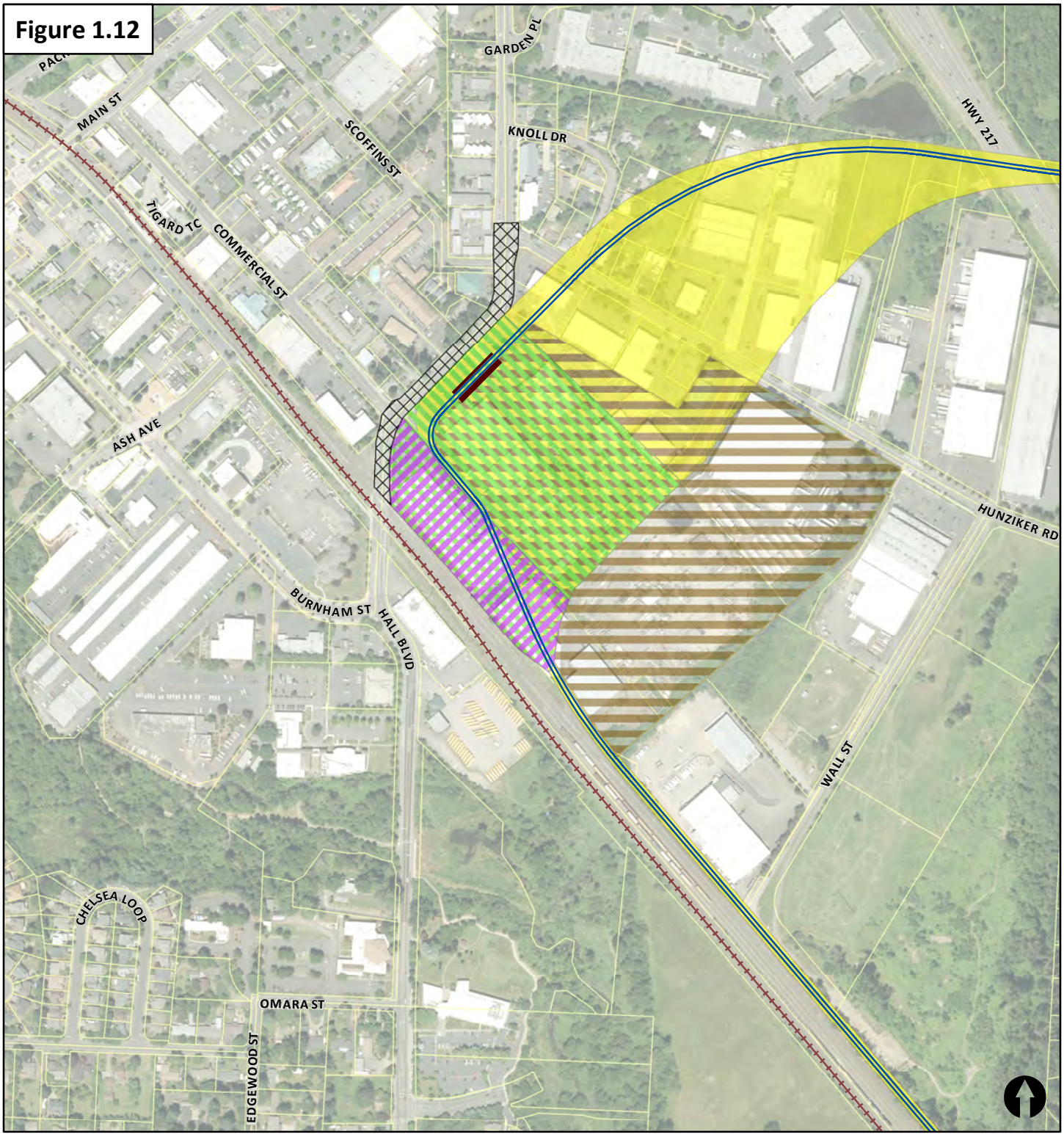
- Light Rail Route
- Light Rail Station
- Operations and Maintenance Facility
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

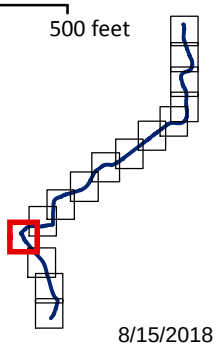
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot
- Operations and Maintenance Facility
- Highway Improvement

Potential Light Rail Alignment and Stations

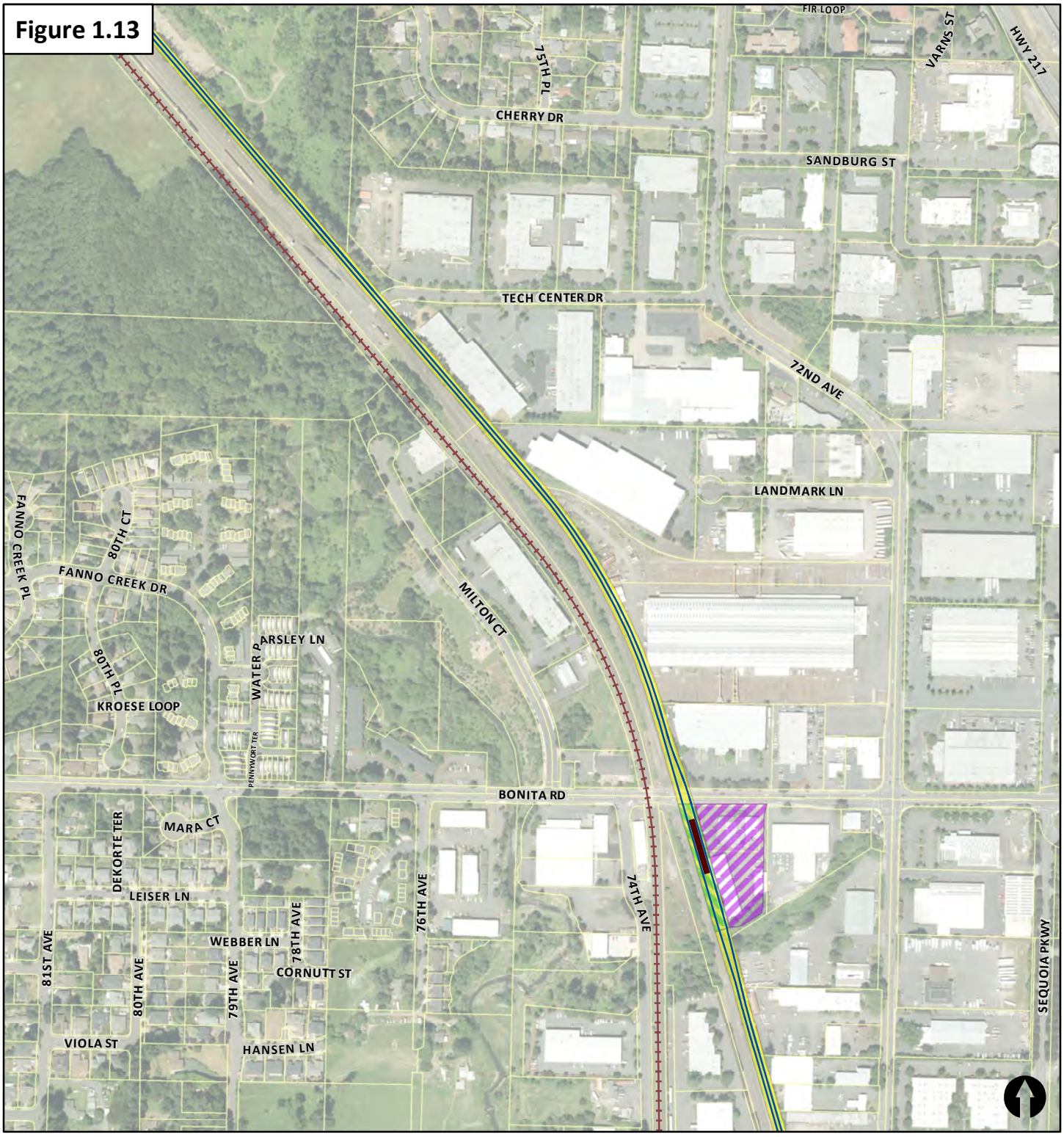
- Alignment
- Station Platform

Existing Transit

- WES Commuter Rail



8/15/2018



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

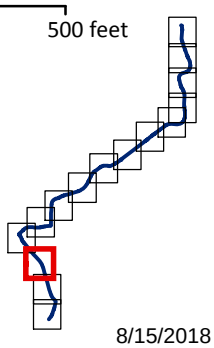
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

- WES Commuter Rail



8/15/2018

Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

0 250 500 feet

Boundaries

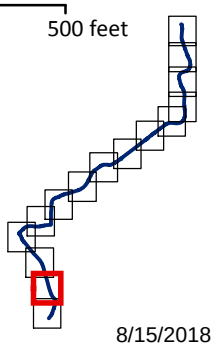
- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

- WES Commuter Rail



8/15/2018

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

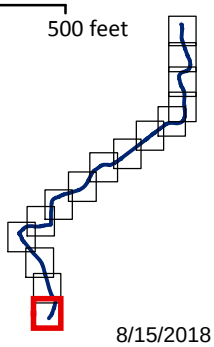
Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

- WES Commuter Rail

0 250 500 feet

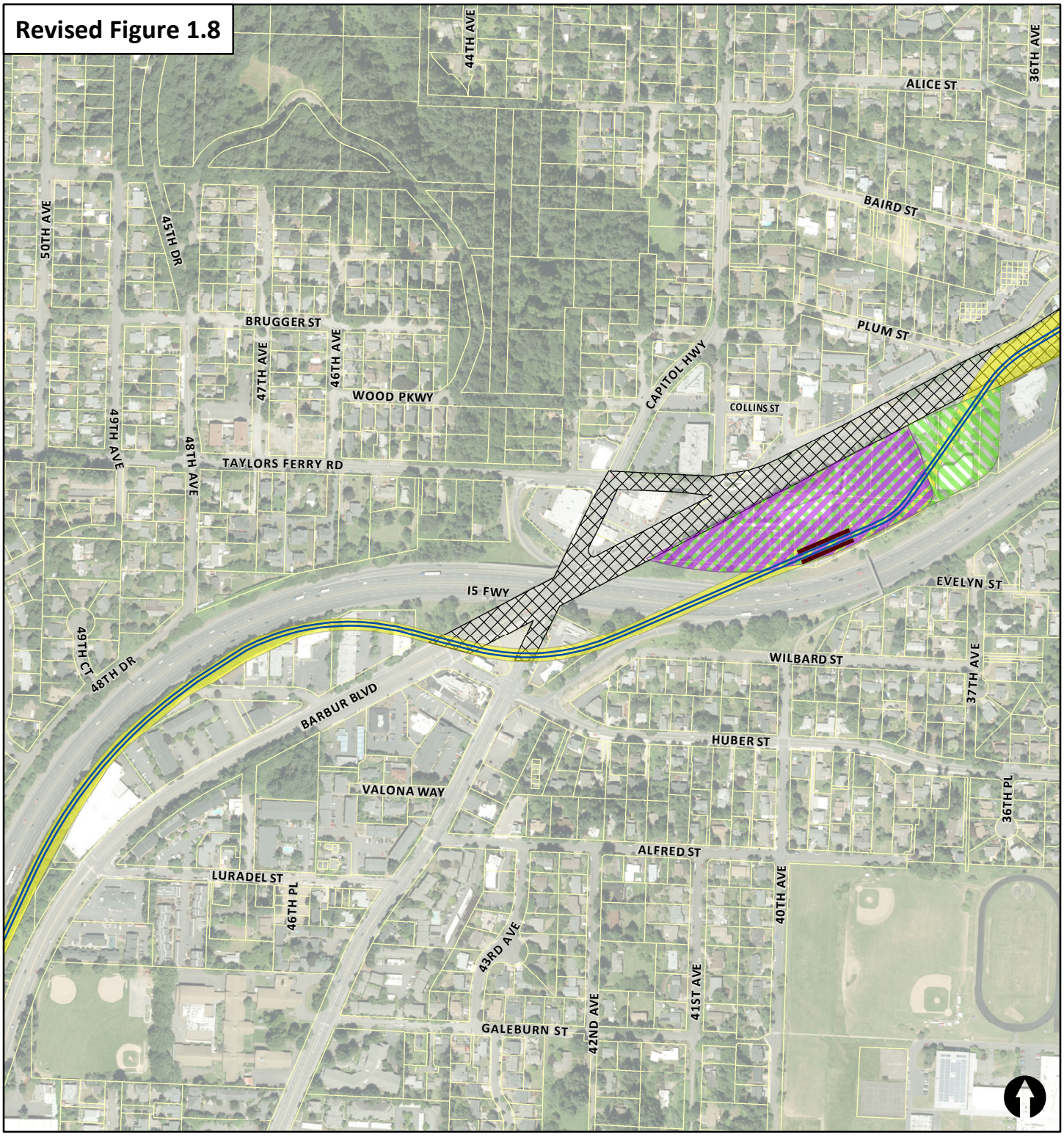


8/15/2018

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.



Southwest Corridor Land Use Final Order Boundary Map

Amendment Approved by TriMet Board of Directors

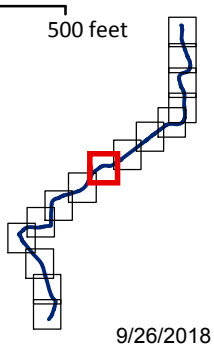
0 250 500 feet

Boundaries

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

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



9/26/2018

RESOLUTION 18-09-67

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

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

Dated: September 26, 2018

Presiding Officer

Attest:

Kelly Ruxton

Recording Secretary

Approved as to Legal Sufficiency:

Legal Department