January 2010

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2010

Type of Grant: Please indicate Category 1 or Category 2	Category 1
PROJECT TITLE:	Southwest Corridor Refinement Plan
PRIMARY APPLICANT JURISDICTION:	Metro
MAILING ADDRESS:	600 NE Grand Avenue
CITY:	Portland, OR
ZIP:	97232
CONTACT PERSON:	Tony Mendoza

OTHER JURISDICTIONS INVOLVED IN THE PROJECT	**MATCH?**
City of Portland	TBD
City of Tigard	TBD
City of Tualatin	TBD
King City	TBD
City of Sherwood	TBD
City of Wilsonville	TBD
Washington County	TBD

TELEPHONE:	(503) 797-1726
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ODOT REGION (1 - 5):	Region 1

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will conduct a corridor refinement plan in the Southwest Corridor, including Barbur Boulevard and Interstate 5 which serves as the main travel route between Portland to Tigard and on to Sherwood. This corridor refinement plan would focus on the region's network of freeways and highways, and explicitly includes parallel networks of arterial streets, sidewalks, regional bicycle and pedestrian facilities, high capacity transit, and other transit service as well as future and existing land uses along the corridor. The project will determine as its outcome the function, mode and general location of improvements. The Southwest Corridor Refinement Plan will include, as part of the multimodal analytical tasks, the initial analysis of high capacity transit alternatives, and set the stage for a Transit Alternatives Analysis (AA) to evaluate a range of high capacity transit alternatives to support the Region 2040 Growth Concept.

SUMMARY OF PROJECT BUDGET

Jurisdiction: Metro

Project Title: Southwest Corridor Refinement Plan

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	$350,000	$38,500	$388,500
Consultant Personal Services	$150,000	$16,500	$166,500
TOTAL	$500,000	$55,000	$555,000

* This amount should be a minimum of 11 percent of the total project budget.
Note that Metro is initiating negotiations with local jurisdictions, and may be able to demonstrate more than 11 % minimum requirement for local match.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: http://www.oregon.gov/ODOT/CS/OPO/

Initial _____

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name N/A

Initial _____

_____
Authorized Signature

Transit Project Analysis Manager
Title

Tony Mendoza
Printed Name

TRANSPORTATION GROWTH MANAGEMENT (TGM)
GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Complete this application (please limit to 8 pages), print it out, sign, and then submit by postal mail.

The answer fields below will expand as you type.

ORGANIZATION NAME Metro		PHONE 503-797-1726
CONTACT PERSON NAME AND TITLE Tony Mendoza, Transit Project Analysis Manager	Tony.Mendoza@oregonmetro.gov	
PROJECT TITLE SOUTHWEST CORRIDOR REFINEMENT PLAN		

Section 1: Project description and background

1. **Provide a brief statement of project purpose and transportation relationships and benefits:**

The Metro Council has approved several major planning efforts to help communities and the region develop transportation strategies to improve connections and offer transportation choices in the Southwest corridor. The transportation corridor, or travel demand area, includes Barbur Boulevard/ OR 99W and Interstate 5 as the main travel routes between Portland and Tigard and Pacific Highway/ OR 99W as the main travel route on to Sherwood. These routes are managed by the Oregon Department of Transportation (ODOT).

Within the City of Portland, Barbur Boulevard is 6.5 miles long and carries about 16,200 motor vehicles a day. Buses along the corridor carry approximately 8,000 passengers on a typical weekday. The OR 99W high capacity transit corridor analysis as part of the 2035 showed average weekly daily corridor boardings of 38,300, the highest of any of the regional corridors. The majority of the corridor is characterized by post-war auto-oriented commercial development.

The corridor has been approved by the Metro Council on February 25, 2010 and JPACT on January 14, 2010, as the next regional priority for a corridor refinement plan and for high capacity transit. The draft 2035 Regional Transportation Plan (RTP) identified five mobility corridors where more analysis is needed via a future corridor refinement plan. The mobility corridor strategy provides new framework to guide refinement planning in Metro region. As framed by the mobility corridor strategy, this corridor refinement plan would focus on the region's network of freeways and highways, and explicitly includes parallel networks of arterial streets, sidewalks, regional bicycle and pedestrian facilities, high capacity transit, and other transit service. In addition, the corridor refinement plan would consider the development and function of land uses along the corridor.

The Southwest Corridor includes a variety of important centers and corridors outlined in the 2040 Concept Plan: Town Center, Regional Corridor, and Regional Main Street. Portland's Transportation System Plan (TSP) designates streets within the corridor as a Major City Traffic Street, Regional Transitway & Major Transit Priority Street, City Bikeway, City Walkway, Regional Truckway, and Major Emergency Response Route.

Additional planning work in the Southwest corridor is required in order to determine function, mode and general location of improvements. Metro, ODOT, TriMet, Multnomah County, Washington County and the cities of Portland, Tigard, King City, Tualatin and Sherwood will begin the process by confirming the area of study and defining the

need and goals of the corridor. Project Partners will identify the alternatives, study their benefits and tradeoffs, and gather input for residents in the corridor.

The refinement plan will build upon the work that was done during the Mobility Corridor analysis and 2035 RTP development and the Regional High Capacity Transit System Plan. The most promising solutions will advance to further study of environmental, transportation, community and cost impacts and benefits.

2. List the key project objectives and expected outcomes and relate them to TGM objectives:

Project Objectives:
The proposed refinement plan has the following objectives:

- Provide a transparent, objective and consensus-based structure to define, refine, evaluate, screen and select corridor strategies (alternatives) that answer questions regarding function, mode and general location of facilities
- Identify the problems and needs in the study area, including travel patterns and land use goals;
- Develop an implementation and investment plan for advancing the strategies identified in the Corridor Refinement Plan.
- Strive to maintain performance on the state highway system, as feasible, considering other plan objectives and overall quality of life in corridor communities
- Address alternative mobility standards
- Further identify issues associated with the need to balance practical and timely solutions that match regional and local values identified in the evaluation framework.
- Define and evaluate a relevant range of alternatives for the corridor under study, including appropriate transportation system and demand management strategies; land use plan changes; transportation capacity additions and operational improvements for all modes, including major and supporting parallel or connecting portions of the multimodal network; bicycle and pedestrian options; and a transit strategy that includes high capacity transit and supporting bus and modal connections in support of regional transit network connectivity;
- Develop consensus on objectives for land use alternatives and transit-oriented development opportunities.

Tasks:

- Develop necessary intergovernmental agreements with local jurisdictions, regarding the plan, and implementation of the plan, including needed land use commitments and local plan amendments;
- Establish a public participation program that supports the technical effort; and
- Coordinate with other affected jurisdictions in technical analysis and public outreach.
- Identify a wide range of corridor alternatives that includes all reasonably feasible strategies that address identified issues
- Develop an implementation and investment plan for advancing the strategies identified in the Corridor Refinement Plan.

Key Outcomes:
This effort would fulfill the mandates of the TPR, help implement the 2006 Oregon Highway Plan, and develop transportation projects that support communities in implementing the 2040 Concept Plan. Planning work necessary in this corridor will:

- Strive to implement the definition of a successful region (Metro Council adopted, May 2008), which is a region that has economic competitiveness and prosperity; vibrant, walkable communities; reliable transportation choices; minimal contributions to global warming; clean air, clean water and healthy ecosystems; and the benefits and burdens of growth shared throughout the region;
- Advance our understanding of economic development potential of regional investments;
- Provide explicit feedback of land use and transportation systems into evolving the regional greenhouse gas assumptions;

- Allow the system level function, mode, general location decisions to be defined prior to or concurrent with the high capacity transit (HCT) Alternatives Analysis (AA);
- Result in the development of performance standards or alternatives, thereto, consistent with OHP IF3;
- Produce a multimodal transportation network with supporting land uses that permit livability and support the 2040 Concept Plan and urban growth boundary;
- Better serve the important industrial lands within the corridor while minimizing conflicts with other land uses;
- Improve community health through coherent land use/transportation actions resulting in reduced emissions and higher percentages of trips made via some type of active transportation (biking, walking); and through all these outcomes;
- Achieve compliance with the TPR, Oregon Transportation Plan, and Oregon Highway Plan.

3. List the final products that will be prepared for adoption and which government agencies (e.g., city, county, state agency, transit district, etc.) will need to take action in order for each to be adopted:

The corridor refinement plan will bring planned land uses and the planned transportation system into balance, promote efficient opportunities for all transportation modes, including transit, walking and cycling. In order to do that, and based on the outcomes of the technical and policy work included as part of the Plan, the particular products of this project will likely include:

- Creation of a transportation plan for the Southwest Corridor and Amendment to the Regional Transportation Plan (Metro)
- Adoption of a amendments to the Oregon Highway Plan, as appropriate (ODOT and Oregon Transportation Commission)
- Adoption of amendment(s) to the Oregon Transportation Facility Plan, as appropriate (ODOT and Oregon Transportation Commission)
- Adoption of an amendment to the Transportation System Plan and Comprehensive Plan (City of Portland)
- Adoption of an amendment to the Transportation System Plan and Comprehensive Plan (City of Tigard)
- Adoption of an amendment to the Transportation System Plan and Comprehensive Plan (City of King City)
- Adoption of an amendment to the Transportation System Plan and Comprehensive Plan (City of Tualatin)
- Adoption of an amendment to the Transportation System Plan and Comprehensive Plan (City of Sherwood)

4. Address the timeliness award criteria: explain why this is the right time for the project. Identify ongoing initiatives or actions to be completed that may affect the project timeline:

The project is a regional priority. Metro just completed a rigorous and in-depth prioritization process for corridor refinement and transit plans through the *2035 Regional Transportation Plan,* including the Mobility Corridors Analysis and the Regional High Capacity Transit Project. Metro worked with local jurisdictions and community members to identify a needs assessment in the 26 Mobility Corridors in order to create the *2035 Regional Transportation System Plan*. The 26 Mobility Corridor Strategies outline the corridor characteristics and summary of needs and strategies to address the needs. Metro also worked with local jurisdictions and community members to identify corridors to create the *High Capacity Transit System Plan.* Feedback from residents, businesses, community organizations and elected officials identified a wide range of corridors, narrowed to the 15 most promising corridors, and prioritized them. The Southwest corridor has been approved by the Metro Council on February 25, 2010 and JPACT on January 14, 2010, as the next regional priority for a corridor refinement plan and for high capacity transit.

The project enables Metro to leverage planned and ongoing efforts by the region and by corridor jurisdictions. A coordinated effort between land use and transportation analyses will result in the efficient and logical amendment

to and implementation of regional and local plans. In order to capitalize on the momentum, innovation, transparency, trust, and political and public will gained through those projects, it is most advantageous to start the Corridor Refinement Plan now. The project involves substantial coordination and leveraging of recent and current regional and local planning efforts, as described below.

The *Tigard 99W Improvement and Management Plan* (2007) was a TGM funded project completed in July 2007. This plan outlines needs, opportunities and constraints and offers several concrete alternatives for improving transportation mobility along the OR 99W corridor. The plan includes transportation and market analysis for the corridor. This TGM grant would use the data and recommendations identified in this plan as a foundation for the land use and transportation analysis.

The *Tigard Highway 99W Land Use and Urban Design Vision* (2009-2010) is a visioning project designed to create illustrative urban forms in the OR 99W Corridor. The City of Tigard has contracted with the University of Oregon architecture department to envision the four mile stretch along OR 99W from I-5 to Durham road as a transit supportive land use vision. The project will consider building forms/patterns and calculate potential for this urban area. This TGM grant would help refine that vision into land use designations and zoning code revisions through the use of scenarios. The vision plan is scheduled to be complete in August 2009.

Tigard Highway 99W Land Use Plan (2010-2011) will complete one land use corridor plan for OR 99W within the City of Tigard. By conducting the land use analysis before the Transit Alternatives Analysis, the plan will allow the jurisdictions to help inform the ultimate location of stations and the alignment and design appropriate land use modifications that will enhance transit ridership and promote development according to the 2040 regional goals. The outcome is intended to be a set of land use corridor alternatives, opportunities for transit-oriented developments, and zoning recommendations leading to plan amendments.

Barbur Corridor Concept Plan (City of Portland, 2010-2012) would identify potential transit station areas with greatest development and placemaking opportunities, develop a vision for Barbur Boulevard, and evaluate alternative transit station areas against watershed helth goals and existing investment strategies. The project would evaluate existing land use, circulation, urban watershed and accessibility patterns within a public-involvement framework. The Concept Plan is planned to coincide and coordinate with the *Southwest Corridor Refinement Plan.*

Barbur Corridor Concept Plan (City of Tualatin, 2010-2012) would identify potential transit station areas and nodal community plans within the corridor of OR 99W.

The *Regional High Capacity Transit System Plan* includes a system expansion policy framework to establish corridor readiness. Targets in the framework are design to ensure successful high capacity transit lines while leveraging regional investments to achieve land use and economic goals that create vibrant communities and meet the challenges of climate change, rising energy costs and population growth. Some of the elements of that will include an assessment of transit supportive land use, community support, partnership and political leadership, regional transit network connectivity, housing needs supportiveness, financial capacity, integrated transportation system development, and potential transit ridership.

The Southwest Corridor project would leverage the additional work already complete through the following transportation planning efforts: *Barbur Corridor Study* (City of Portland, 1991), *Barbur Boulevard Streetscape Plan* (City of Portland, 1999), Transportation System Plan (City of Portland, 2007, SW Barbur Blvd TSP projects # 90016, 90017 and 90018), and the Transportation System Plan (City of Tigard, 2010).

In addition, this TGM grant would bolster a variety of current planning projects, including *SW Barbur Blvd and Feeder Routes Active Transportation Proposal* (City of Portland) and *Fanno Creek Trail Transit Connections Active Transportation Proposal* (City of Tigard), *SWNI Current Priorities from the SW Barbur Streetscape Plan* (Southwest Neighborhood), *SW and E Portland Sidewalk Infill Federal Stimulus Project* (City of Portland), *Main Street* (City of Tigard), *Downtown Circulation Plan* (City of Tigard), *Access Management of 99W at Tigard Triangle* (City of Tigard),

Fanno Creek Trail Acquisition (Metro), *Tigard Greenway Systems Master Plan* (City of Tigard), *Bicycle Map* (City of Tigard), *Washington Square Regional Trail* (Metro), *Greenburg Road* (City of Tigard) , *Summer Creek Park* (Metro, 2010) and *the Knoll Affordable Senior Housing Development* (Metro, 2010).

This project would leverage several additional past land use planning efforts, including: *Tigard Downtown Plan* (City of Tigard, 2008), *Southwest Hills Resource Protection Plan* (City of Portland, 1991), *West Portland 2040 Town Designation* (City of Portland, 1994), *West Portland Town Center: Developing Partnerships for Planning and Implementation* (City of Portland, 1996), *West Portland Town Center: Final Report* (City of Portland, 1997), *Southwest Community Plan: Visions, Policies and Objectives* (City of Portland, 2000), *Southwest Community Plan: Comp Plan and Zoning Map Changes* (City of Portland, 2001), *Portland Watershed Management Plan* (City of Portland, 2005).

The Southwest Corridor Refinement Plan would set the stage for a Transit Alternatives Analysis (AA) to evaluate a range of high capacity transit alternatives to make connections between centers and support the Region 2040 Growth Concept. The end result would be the selection of a narrowed range of alternatives to be more fully developed in a NEPA Draft Environmental Impact Statement.

This TGM grant would serve to continue the development of a balanced transportation system in the Portland metropolitan region in concert with multiple land use and transportation planning projects along the OR 99W corridor. This TGM grant would support planning efforts necessary to ensure public investments provide for the efficient use of public infrastructure and urbanizable land and thereby, preserve agricultural and open space lands.

5. Provide additional background and context for the project that will help us understand your project:

Southwest Corridor: Corridor Refinement Plan Selection Process
Metro assessed five mobility corridors chosen through the 2035 *Regional Transportation Plan* process for further corridor refinement plans according to the regionally selected prioritization factors. The Southwest Corridor emerged as one of two highest priorities for the region. This was confirmed by the Metro Council and JPACT. In addition, Metro staff met with members of the jurisdictions in the corridor area to discuss the future potential corridor refinement plan and attached are letters of support from the relevant jurisdictions.

Southwest Corridor: High Capacity Transit (HCT) Corridor Process
The Southwest Corridor includes within its geographic area a high-priority HCT corridor, which extends from Portland city center to Sherwood (in the vicinity of Barbur). Based on regionally adopted criteria that examined community, environmental and economic performance factors, as well as project feasibility and ultimate deliverability, this corridor has been selected by Metro Council and JPACT as the top priority for advancement into federal alternatives analysis. Through the transparent and highly evaluative HCT System Plan process, three corridors were determined to be *near-term regional corridors.* Of those three, the Southwest Corridor is the most ready to advance due to having the highest transportation need, its strong regional and local political support, public support, and plethora of current land use and other planning efforts.

Transportation Planning Rule
In addition to the relevant project and programs listed above, this project proposes to incorporate several relevant planning considerations. This transportation plan would help the jurisdictions within the Southwest Corridor determine how best to balance Transportation Planning Rule (TPR) requirements with the regional vision for livable and sustainable urban form within the Urban Growth Boundary. This may include consideration of an alternative mobility standard.

6. If the project addresses a TGM focus area, describe how:

Global Warming/Climate Change: The project will address planning for global warming/climate change as alternatives are developed, analyzed, refined and ultimately selected as the plan work effort proceeds. Metro is charged with developing greenhouse gas (GHG) emissions reduction targets and strategies for our region through HB 2001. Results of this plan will be integrated back into the regional greenhouse gas assumptions. GHG reduction

scenario planning within the context of the Southwest Corridor Refinement Plan allows an early opportunity to consider, apply and test approaches to that work that are now under development.

Strategies will take land use (existing as well as potential changes) as primary, and will consider development in accord with approved land use directions in the corridor that include denser uses in Regional and Town Centers, and density that will support high capacity transit.

GHG analysis will continue with the multimodal examination of mobility alternatives, in association with the corridor land uses. This will include street connectivity, bicycle and pedestrian improvements to allow first-mile/last-mile connections to transit, home, work and other destinations in the corridor. The plan will also be considering potential for transit-oriented developments in association with the HCT scenarios that will be developed and assessed as part of the corridor refinement plan.

Economic Revitalization: This project *contributes to Economic Revitalization* by deciphering and answering transportation related issues needed to make key employment centers ready for development, especially underutilized parcels along OR 99W and the Southwest Corridor. Many of these businesses are located in the OR 99W corridor. The jurisdictions have demonstrated interest in strengthening the employment, housing and amenity levels in several areas, including the Tigard Triangle, downtown Tigard, and the OR 99W corridor.

Safe Routes to Schools: This project contributes to *Safe Routes to Schools* by guiding improvements to bike and pedestrian access within a half mile of the OR 99W corridor. Neighborhood and schools within the project area would benefit from the recommendations for bicycle and pedestrian investments and improvements.

Section 2: Project specifics

1. Will a consultant be used on the project?

If yes, describe the expected roles of consultant and local staff:

Consultants will be used on the project. Consultant staff will primarily be used as technical resources in areas including traffic analysis, land use planning, engineering feasibility and cost and risk management, specialized environmental technical analysis, urban design, landscape architecture and integration of habitat, interactive mapping software for potential design or value planning charettes, and potentially some level of zoning code development or discussion. Support for public involvement logistics, may also be a consultant task.

2. Outline the major project tasks, expected timeline, and general methods. Include a discussion of data and analysis needs and an overview of the expected public involvement process (e.g., technical and citizen committees, workshops, surveys, project Web page):

Note that Metro has initiated "Chartering and Scoping" with corridor jurisdictions to establish protocols for interagency commitments, roles, responsibilities, decision-making and reporting.

The following 11 tasks that comprise the work plan for this Corridor Refinement Plan are expected to be completed between April 2010 and February 2013. Given that TGM funding will not be available until approximately October 2010, several early tasks (e.g., most or all of tasks 1-4, and approximately half of Task 5 (Existing and Future Baseline Conditions) will be completed or substantially underway. Tasks 1-4 are described because they create the framework for all subsequent tasks, and because tasks 1, 3 and 4 continue for the duration of the Plan.

Task 1: Project Management (April 2010-February 2013)

Task Objectives

- Ensure necessary resources are available to define mode, function and general location of identified facilities within the Plan Area (and Influence Area, as determined).
- Ensure careful stewardship and efficient use of public resources during the Corridor Refinement Plan.
- Maintain regular communications required for comprehensive project management, both within Metro and between Metro, funding partners and other jurisdictions with specific scopes of work.

- Provide for contract management and accountability with consultants and vendors that may be needed for completion of the scope of work (the extent of this need is still to be determined).
- Produce deliverables that are on-time and within-budget, and that are responsive to the scope of work
- Ensure high-quality and accurate technical documents and policy reports.

Subtasks

1.1 Prepare Project Management Plan including the following elements (many of which must be finalized as part of Task 2, below):
- 1.1.1 Detailed Scope of Work
- 1.1.2 Refined Budget
- 1.1.3 Refined schedule with milestones and critical paths and coordination points identified
- 1.1.4 Quality assurance and quality control procedures
- 1.1.5 Project Management Meetings (Metro internal)
- 1.1.6 Interagency Management (as specified in Interagency Coordination Plan, Subtask 3.1-3.4)
- 1.1.7 Requests for Proposals (to be defined) and Consultant Selection Process (to be refined in Task 2)
- 1.1.8 Contracts
- 1.1.9 Forms (invoicing and reporting)

1.2 Monthly Progress Reports to Steering Committee and/or Funders, as well as internal Metro grant reporting

1.3 Project Administration

Metro Deliverables: Project Management Plan; Budget (to be refined during scoping); Contracts, Forms, Reporting Procedures; Monthly Progress Reports
Consultant Deliverables: Invoices, Progress Reports, as appropriate
Local Jurisdiction Deliverables: Invoices, Progress Reports, as appropriate

Task 2: Project, Chartering and Scoping (April 2010 – July 2010)

Task Objectives

- Establish roles, responsibilities and commitments for affected agencies in the Plan Area.
- Provide a structure for staff, citizen and partnering agencies to engage in the corridor planning process.
- Establish common understanding of scope of work and issues/alternatives already identified, to leverage relevant previous and concurrent work.
- Establish a framework for community consensus-building through development of a Public Involvement Plan (PIP) and an Interagency Coordination Plan (ICP).

Subtasks

2.1 Identify agency resources and obtain needed commitments for agency roles and responsibilities

2.2 Establish Plan oversight committee structure
- 2.2.1 Develop structure, procedures, reporting flows and membership for steering committee (SC), project management group (PMG), technical advisory committee (TAC), citizen advisory committee (CAC) and agency and public stakeholders

2.3 Conduct a Chartering and Scoping Effort with Partner Jurisdictions
- 2.3.1 Identify Plan objectives, geographic scope of plan and scope of work, and schedule
- 2.3.2 Compile initial list of known issues
- 2.3.3 Compile initial list of alternatives to be considered
- 2.3.4 Based on refined understanding of scope of work, identify and obtain detailed commitments with respect to agency roles and responsibilities and funding

2.4 Compile list of stakeholders (public, private, agency)

2.5 Develop Interagency Coordination Plan (ICP) (Described separately in Task 3)

2.6 Develop Public Involvement Plan (PIP) (Described separately in Task 4)

2.7 Obtain consultant assistance, if needed, and if funds are available. Based on the final scope of work and level of agency resources identified during scoping, develop requests for proposal for needed tasks, and conduct a transparent and agreed-upon process to solicit, screen, select and contract with one or more consultants.

Metro Deliverables: Chartering and Scoping Report (including Refined Scope of Work, Budget, Schedule, Project Organization Charts, Interagency Coordination Plan – Task 3, Public Involvement Plan – Task 4, Requests for Proposals)
Consultant Deliverables: N/A
Local Jurisdiction Deliverables: To be determined.

Task 3: Interagency Coordination Plan-(ICP) (April 2010-February 2013)

Task Objectives

- Provide a structure for policy-makers and staff in affected agencies to engage in the corridor refinement planning process.
- Ensure that there is coordination among agencies and related plans and projects involved, particularly with respect to the cities of Portland, Tigard, and Tualatin, and Washington County, Tri-Met, ODOT and Metro. Based on the geographic plan area and/or influence area that is yet to be determined, the cities of Sherwood and Wilsonville and Clackamas County would also participate.
- Ensure the Plan responds to community values and issues, particularly as expressed through local agency policies, aspirations and standards.
- Ensure that the Plan is advanced to completion with ample and broad technical and policy review, input and support from all affected agencies.

Subtasks

3.1 Develop/write ICP to define effective and timely pathways for interagency collaboration, information sharing, input, review, agency approvals and feedback into the Corridor Refinement Plan process and documents.
3.2 Organize, schedule and support meetings of the Steering Committee, Project Management Group (PMG) and Technical Advisory Committee (TAC)
3.3 Communication framing and messaging will be developed to keep the affected stakeholders updated with clear, timely and relevant information regarding the Plan process, schedule, technical findings and opportunities to provide input. (A communications team will be established under Task 4, which will meet as a subset of the PMG or the TAC.)
3.4 Document interagency coordination activities and outcomes.

Metro Deliverables: Interagency Coordination Plan; Steering Committee, PMG and TAC meeting materials and meeting summaries; Record of Correspondence
Consultant Deliverables: To be determined
Local Jurisdiction Deliverables: Formal participation in committees, as appropriate

Task 4: Public Involvement Plan (PIP) (April 2010-February 2013)

Task Objectives

- Provide a structure for citizens to engage effectively in the corridor refinement planning process.
- Identify community needs and desires for the Plan Area by gathering input from project stakeholders (citizens, neighborhood and civic groups, property owners and renters, business owners and tenants of businesses).
- Ensure that there are adequate opportunities for the public to participate and provide input throughout the Project.
- Ensure representation for under-represented groups
- Ensure the Plan responds to community values and issues.
- Ensure that Plan receives ample and broad public review, input and support.

Subtasks

4.1 Review previous public engagement efforts within the corridor (part of Task 5) to understand larger issues and prepare an effective Public Involvement Plan.
4.2 Develop/write PIP.
4.3 Organize, support and summarize meetings of Citizen Advisory Committee (CAC) and other public meetings as appropriate.
4.4 Schedule public briefings, meetings, and hearings with the various cities' planning commissions, county commissions and city councils consistent with the PIP.
4.5 Conduct traditional and innovative communication efforts as needed, with a special focus on reaching under-represented groups.
4.6 Develop Plan communication framing and messaging to keep the public updated with clear, timely and relevant information regarding the Plan process, schedule, technical findings and opportunities to provide input.
4.7 Document public engagement activities and findings.

Metro Deliverables: Public Involvement Plan; outreach materials (press releases, presentations, newsletters and fact sheets, web page updates, documentation of CAC meetings and formal outreach, project coordination and correspondence
Consultant Deliverables: To be determined
Local Jurisdiction Deliverables: Inclusion of local public involvement resources into PIP

Task 5: Existing and Future Baseline Conditions (June – October/November 2010)

Task Objectives

- Provide a comprehensive definition of existing and future baseline conditions and performance of the multi-modal transportation corridor, in the context of current and future land use decisions, coordinating closely with concurrent work of Metro's partners.
- Build a foundation of consensus among technical staff and the public, through accurate and understandable depiction of existing conditions.
- Identify policies, plans, standards and best practice guidelines to inform development of Plan alternatives.
- Make effective use of existing data (e.g., PORTAL and ODOT hours of congestion data) and policy (e.g., Mobility Corridor Strategies in the 2035 RTP).
- Develop sketch analysis of current and future baseline carrying capacity for all modes.
- Prepare information needed for market assessment for potential transit-oriented development to support corridor land use, placemaking and HCT investments.
- Identify existing safety, system linkage and connectivity, maintenance and operational issues throughout the corridor.
- Describe the multimodal baseline conditions for 2035 (projected growth plus projects in RTP, and other federal, state, regional and local plans in development).
- Provide technical information to feed into refined corridor modeling for transportation, land use and microsimulation analyses.

Subtasks

5.1 Assemble and Compile Resources. Identify list of all Plan reference material (design manuals or criteria) and Plan resource materials (previous plans, data sets, policies and relevant project development studies).
5.2 Prepare a Background Documents Report (a literature review) to highlight the elements of the background documents that provide guidance, standards, and policy direction for developing and evaluating transportation and land use system alternatives within the Plan Area and the Plan Influence Area.
5.3 Draft Existing Conditions Base Maps and Data Set- Prepare accurate and current information (as available) and base maps and data necessary to assess existing and future conditions in Plan Area, including both land use and transportation information. Prepare base maps and data set for the Plan Area (and, as determined, for the Plan

Influence Area).

Base maps in ArcInfo GIS must show:

5.3.1 Local, collector and arterial streets: location, typical cross-sections including number of travel lanes, trails, bike lanes, sidewalks, and improved crossing locations, signals, and transit services
5.3.2 Comprehensive plan and zoning designations
5.3.3 Existing land uses
5.3.4 Geographic and environmental constraints (topographical, sensitive lands or ecosystems) and opportunities to accommodate new or expanded corridor for high-capacity transit.
5.3.5 Access/driveways
5.3.6 For identified segments, produce cross sections of major roadways, including I-5, Barbur Blvd and OR 99-W, and arterials.
5.3.7 Transit routes and facilities
5.3.8 Passenger and freight rail lines (in operation and abandoned)
5.3.9 Public rail crossings and mapped (known) private rail crossings
5.3.10 Topography and environmental constraints such as known watershed and drainage problems (Title 13 issues), wetlands and Goal 5 inventory sites
5.3.11 Location of concentrations of socio-economically sensitive populations

5.4 Prepare an Existing and Future Baseline Conditions Report. This report may require additional data gathering, such as traffic counts (to be determined), but will at a minimum address the following:
5.4.1 Traffic counts-including truck percentages in key freight access areas, as determined
5.4.2 Traffic Analysis with focus on v/c ratios or LOS, or other performance measures to be determined, with focused analysis of operations for identified segments, subareas, intersections or interchanges, to be determined.
5.4.2.1 Corridor Refinement Plan Existing Conditions Traffic Analysis: Consultant shall document traffic performance in the broader Plan Area based on 2035 RTP federal and state system model runs, and recent City of Portland, Tigard, Tualatin, and Washington County traffic analyses.
5.4.3 Collisions/Crash Data-identify on a map the locations that are in the top 10% Safety Priority Index System. Crash data results shall report the type of collision i.e. vehicle to vehicle, vehicle to bicycle, or bicycle to pedestrian etc.
5.4.4 Air Quality Baseline – Using state and federal standards, establish baseline data for alternatives analyses. Incorporate data relevant to greenhouse gas emissions, as state and regional protocols evolve.
5.4.5 Bicycle and Pedestrian counts in selected areas.
5.4.6 Parking inventory in selected areas.
5.5 Facilities and System Assets and Constraints for Transit, Bicycle and Pedestrian Travel with focus on intermodal links and first-mile/last-mile connectivity; including ridership, bicycle and pedestrian counts as determined by scoping.
5.6 Existing Land Use Conditions and Preliminary Market Analysis Report- This subtask includes analysis of existing and planned land uses and a preliminary market analysis report to identify the potential for transit support redevelopment in the general area of the HCT priority corridor. The analysis will include identification of factors such as improvement/land value ratios for properties in the HCT corridor, a brief analysis of demographic and market area trends such as land cost, lease rates and sales prices, population, employment and household trends, and a discussion of how this information impacts transit-oriented redevelopment potential in specific plan areas (to be identified, to leverage concurrent station area and land use planning efforts led by Portland, Tigard and Tualatin). Using various tools, such as Metroscope, Metro will supplement the more detailed market analysis in Portland, Tigard and Tualatin with regional analyses, highlighting major employer/household patterns, trends related to Urban Growth Boundary expansion, and emerging employment and housing areas based on land availability in future years. The report will document sources, assumptions, methodology and results. The report must also discuss existing cities and County Development Code and land use regulations in

relation to their ability to support high capacity transit and meet HCT System Expansion Plan targets in the corridor.

Metro Deliverables: List of Resources; Baseline Maps; Background Document Report**;** Existing and Future Baseline Conditions Report; Land Use Conditions and Preliminary Market Analysis Report; HCT System Expansion Policy Review and Analysis
Consultant Deliverables: To be determined
Local Jurisdiction Deliverables: Contributions to segments of above deliverables, to be determined

Task 6: Define Corridor Refinement Plan Problem Statement (September – December 2010)

Task Objectives

- Incorporate public input and local identification of issues and regional vision for communities into a problem statement within the Plan Area.
- Compile public input, agency goals and Corridor Refinement Plan requirements to establish a problem statement focused on function, mode and general location of identified multi-modal facilities and associated land use options.
- Begin development of specific evaluation criteria and performance measures to be refined in Task 7.

Subtasks

a. Summarize and organize public views regarding various issues and preliminary options.
b. Summarize and organize agency goals and policies, relative to corridor land use, mobility and the function, mode and general location of facilities.
c. Provide details regarding entire transportation system, including freeway, regional and local circulation within the corridor, intermodal, transit, bicycle, pedestrian, and truck and goods movement related issues that are relevant to stated goals, concerns and issues.
d. Identify top concerns, areas of agreement and conflict, and tradeoff considerations.

Metro Deliverables: Corridor Refinement Plan Problem Statement Report
Consultant Deliverables: to be determined
Local Jurisdiction Deliverables: Contributions to the above deliverables, to be determined.

Task 7: Create Outcomes-Based Evaluation Framework (December 2010 – February 2011)

Task Objectives

- Establish an objective and consensus-based framework to conduct technical evaluations of proposed alternatives, at several levels of analytic detail.
- Incorporate agency goals and public input from tasks 2, 3 and 4 into the technical evaluation framework.
- Address evolving and changing issues and standards such as ODOT Mobility Standards and greenhouse gas/climate change requirements, as possible, within the Corridor Refinement Plan.

Subtasks

7.1 Examine ODOT Mobility Standards, and analyze and document need for alternatives. (This will be an ongoing task throughout the Plan, but will start here.)
7.2 Identify evaluation, screening, and performance measures (taking into account potential changes in ODOT Mobility Standards) that provide objective quantitative or reasonable qualitative indices for key corridor issues identified in previous tasks. Different levels of analytic detail will each require an appropriate analytic approach.
7.3 Identify how public and agency concerns and issues identified in previous tasks are "operationalized" through specific evaluation and screening criteria and performance measures.
7.4 Develop Modeling Methodology, including the approach, tools, assumptions and process required for each phase of technical analysis of alternatives to be conducted in Tasks 8 and 9.
7.4.1 Provide a special focus on how best to incorporate greenhouse gas (GHG) emissions reduction considerations into the data collection, modeling, and evaluation methodologies. Build on Metro's

GHG Procedures Manual ("climate calculator") as it evolves. Identify how land use and transportation decisions resulting from the Plan will feed back into Metro's regional GHG assumptions for future regional modeling and assessment.

7.4.2 Provide detail on how to measure and assess the potential for economic development that may result from the range of alternatives analyzed. Tools for this task would include Metroscope and the Index tool.

7.5 As a key component of the modeling methodology, identify the network and model(s) to be used and/or subarea or corridor-level focused model to be developed with sufficient detail to test specific improvements and changes in transportation and/or land use assumptions.

Metro Deliverables: Mobility Standards Technical Memorandum (subject to revision); Screening and Performance Measures Technical Memorandum; Modeling Methodology Technical Memorandum
Consultant Deliverables: to be determined, but is likely to include development of a refined subarea or corridor focused model.
Local Jurisdiction Deliverables: Contributions to the above deliverables, to be determined.

Task 8: Develop and Screen Initial Broad Range of Reasonable Alternatives (via a workshop or series of focused workshops) (March 2011 –June 2011)

Task Objectives

- Develop an efficient and comprehensive hands-on workshop (a good model for this is an intensive brainstorming session such as one or more three-to-five-day Value-Planning workshops) to accomplish the following:
  - Identify a wide range of corridor alternatives that includes all reasonably feasible strategies that address identified issues
  - Develop plan for conceptual analysis that include screening criteria from Task 7 that are consistent with those used throughout the planning process
  - Conduct screening process that is objective, inclusive and transparent
  - Achieve consensus on a screened down set of alternatives to be further developed and evaluated as part of Task 8.

Subtasks

8.1 Plan and Schedule Workshop(s) Identify participants, prepare or compile background materials (from previous tasks), establish procedures for participants, and prepare participants for optimal effectiveness.

8.2 During the workshop(s), develop corridor strategies (alternatives) to serve land use visions within the Plan Area.

- Improvement alternatives and trade-offs to be considered should include:
  - Access management, including general location of medians and pedestrian refuge islands;
  - Transportation System Management and Operations (TSMO);
  - Transportation Demand Management (TDM);
  - Improvements on parallel arterial routes for motor vehicles, bicycles and pedestrians;
  - New arterial, collector, or local street connections for motor vehicles, bicycles and pedestrians;
  - Improvements to address existing safety issues for motor vehicles, bicycles and pedestrians;
  - Rail crossing improvements to both improve crossing safety for all modes and to improve intersection operations;
  - Improvements to address operational issues at intersections throughout corridor;

- Improvements in intra-neighborhood movement (for all modes) between residential, commercial and employment areas;
- Improvements in access to transit by all modes;
- High Capacity Transit (HCT) consistent with the HCT System Expansion Plan;
- Transit service that complements both the function of I-5, Barbur/OR 99W and the existing light rail and bus service in the corridor;
- Improvements to overcome gaps and deficiencies in the bicycle and pedestrian networks, which includes bike lanes, sidewalks and crossings on arterial roadways as well as Active Transportation Corridors and trails;
- Land use alternatives supportive of and coupled with additional High Capacity Transit per the 2009 Metro HCT Plan and System Expansion Policy; and
- Alternatives that incorporate elements of the I-5/OR 99W "Alternative 7" (to be determined) Specific tradeoffs related to on- and off-ramps (and especially the lack of south-bound on-ramps) on I-5 between the Ross Island Bridge and Capitol Highway, as this may affect traffic volumes on Barbur Blvd.

8.3 As part of workshop, use appropriate concept-level screening criteria developed in Task 6, conduct technical assessments of alternatives (fatal flaw, order of magnitude, systems-level analyses)

8.4 Document agreement on the screened down set of alternatives to refine and evaluate in Task 9.

Metro Deliverables: Value Planning Workshop preparatory materials, Final Report on outcomes.
Consultant Deliverables: Potential consultant participation in Value Planning Workshop
Local Jurisdiction Deliverables: N/A

Task 9: Develop and Analyze Alternatives (July 2011 – April 2012)

Task Objectives

- Provide a transparent, objective and consensus-based structure to define, refine, evaluate, screen and select corridor strategies (alternatives) that answer questions regarding function, mode and general location of facilities, at a minimum
- Further identify issues associated with the need to balance practical and timely solutions that match regional and local values identified in the evaluation framework.

Subtasks

9.1 Refine alternatives coming out of Task 8, based on community, policy and technical guidance.

9.2 Evaluate alternatives based on Task 7 evaluation framework and relevant methodologies. At a minimum, perform technical analyses and develop or apply approved screening methods to assess the following:

- 9.2.1 Engineering and implementation feasibility (technical, cost and complexity issues)
- 9.2.2 Travel demand (regional)
- 9.2.3 Localized traffic impacts (e.g., intersection operations, requiring microsimulation analysis)
- 9.2.4 Bike impacts and access improvements
- 9.2.5 Pedestrian impacts and access improvements
- 9.2.6 Multimodal assessment (all modes combined) trade-offs
- 9.2.7 Land use impacts (Metroscope)
- 9.2.8 Environmental/natural resources
- 9.2.9 Economic development
- 9.2.10 Environmental justice
- 9.2.11 Institutional issues

9.3 Perform First Technical Screening

9.4 Re-evaluate second set of alternatives, at more detailed level where appropriate

9.5 Perform Second Technical Screening

9.6 Refine Alternatives as required

9.7 Select/confirm Final Set of Alternatives

Metro Deliverables: Alternatives Definitions, Technical Reports (summarizing each analysis conducted), Evaluation Findings Summaries (documenting a\methods, assumptions, and supporting analytical procedures for evaluating alternatives, reviewer comments and response to comments)
Consultant Deliverables: To be determined.
Local Jurisdiction Deliverables: To be determined.

Task 10: Prepare Draft and Final Southwest Corridor Refinement Plan (March 2012 – August 2012)

Task Objectives

- Document technical findings and policy determinations.
- Document compliance with Metro regionally adopted policies, the Transportation Planning Rule and ODOT requirements.
- Develop an implementation and investment plan for advancing the strategies identified in the Corridor Refinement Plan.
- Prepare for project development within the corridor, in accordance with a consensus-based phased and funded strategy.

Subtasks

10.1 Prepare draft Southwest Metro Corridor Refinement Plan, summarizing the technical findings and policy determinations from all preceding tasks.
   a. Document compliance with Metro policies, TPR and ODOT requirements
   b. Provide needed guidance to local jurisdictions which may have to update TSPs and/or Comprehensive Plans; obtain written commitments for those needed actions.
   c. Develop implementation and investment plan (project prioritization and funding)

10.2 Schedule public/stakeholder review and comment
10.3 Prepare Final Corridor Refinement Plan

Metro Deliverables: Draft and Final Southwest Metro Corridor Refinement Plan
Consultant Deliverables: final technical review of previous documents included in respective technical tasks
Local Jurisdiction Deliverables: to be determined

Task 11: Amend Regional Transportation Plan (August 2012 – January 2013)

Task Objectives

- Complete legal requirements associated with the Transportation Planning Rule by amending the regional transportation system plan (RTP) to reflect results of the corridor refinement plan
- If applicable, work toward formal changes to ODOT mobility standards for Plan Area.

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Subtasks

11.1 Metro staff to coordinate with Metro committees, as appropriate, and move resolutions and amendments through to JPACT and Metro Council.

Metro Deliverables: Materials (resolution/staff reports/ etc) to complete RTP amendment process.
Consultant Deliverables: N/A
Local Jurisdiction Deliverables: to be determined

3. **In addition to data and analysis that will be gathered or performed as part of the project, list any that must be completed *before* the project can begin.**

   All required data will be collected as part of the Corridor Refinement Plan if it is not already available.

4. Provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant:

Budget breakdown: Note that final determination of budget and use of consultants is to be determined as part of collaborative scoping work in spring/summer 2010. Tasks 1-4 will be funded through alternative sources to TGM. It is anticipated that part of Task 5 would be able to be funded through a successful TGM grant.

TASK	STATE COSTS**	LOCAL COSTS (METRO)	CONSULTANT COSTS	TOTALS	TGM REQUEST	TASK TIMELINE
1. Project Management		$225,000	N/A	$225,000	Pre-TGM	4/10 to 2/13
2. Project Kickoff, Chartering and Scoping		$50,000	N/A	$50,000	Pre-TGM	4/10 to 7/10
3. Interagency Coordination		$45,000	N/A	$45,000	Pre-TGM	4/10 to 2/13
4. Public Involvement Plan		$850,000	N/A	$850,000	Pre-TGM	4/10 to 2/13
5. Existing and Future Baseline Conditions		$70,000	$40,000	$110,000	55,000	6/10 to 11/10
6. Corridor Refinement Plan Problem Statement		$60,000	$25,000	$85,000	$45,000	9/10 to 12/10
7. Outcomes-Based Evaluation Framework		$50,000	$20,000	$75,000	$20,000	12/10 to 2/11
8. Develop and Screen Initial Broad Range of Reasonable Alternatives (conceptual level analysis at workshop(s))		$55,000	$40,000	$95,000	$45,000	3/11 to 6/11
9. Develop and Analyze Alternatives (two refinement and evaluation cycles)		$325,000	$300,000	$625,000	$300,000	7/11 to 4/12
10. Prepare Southwest Metro Corridor Refinement Plan		$65,000	N/A	$65,000	$35,000	3/12 to 8/12
11. Amend Regional/Local Transportation Plans and Comprehensive Plans (as required)		$30,000	N/A	$30,000	$0	8/12 to 1/13
Totals:		**$1,865,000**	**$425,000**	**$2,250,000**	**$500,000**	

** ODOT Staff time. Potential ODOT contributions to transportation and traffic-related consultant work to be determined through discussion between ODOT and Metro. Such contributions offer a means for ODOT to provide closer guidance to technical work focused on the state and interstate highway system.

Budget Summary:

TGM Grant Request: $500,000
Local Match (11%) $55,000 (Match from local partnering jurisdictions, to be determined)
TOTAL TGM: $555,000 (Balance of work to funded through other funding programs, or re-scoped.)

5. Describe the experience and capability of the proposed project manager to manage the project.

Metro's project manager, Tony Mendoza, has a BA in public administration with emphasis in city planning from San Diego State University (1990). He has been a transportation and light rail planner for 20 years, with experience in pulling together large complex projects and plans within often contentious or sensitive policy and fiscal contexts. Tony's people skills complement his wide technical capability –both of which will be required for this corridor refinement plan.

Tony has served as the Manager of Service Development at TriMet, and also as Environmental Impact Statement Coordinator and Transportation Demand Management program manager while working for the region's major transit provider.

Currently, at Metro, Tony is the Transit Project Analysis Manager. Working collaboratively with local jurisdictions, ODOT and TriMet, Tony managed the regional process to prioritize the next corridor refinement plans in Fall 2009. He also recently brought the High Capacity Transit System Plan to a successful conclusion with significant regional support—evidenced by the support for this Southwest Corridor Refinement Plan.

6. Project Area

8.5-by-11-inch map of the project area.....Map attached

Description:

The attached map indicates the proposed Corridor Refinement Plan area, and a potential plan influence area. Both areas will be refined and established during Task 2, Chartering and Scoping. The influence area will be adjusted based on a determination of Interstate 5 downstream and upstream factors (travel patterns, access to and from the interstate, access to industrial areas in Wilsonville, congestion north of the Plan Area, etc.), the need to examined a longer HCT corridor (i.e., through to Sherwood) and nearby relevant land use, development and transportation projects.

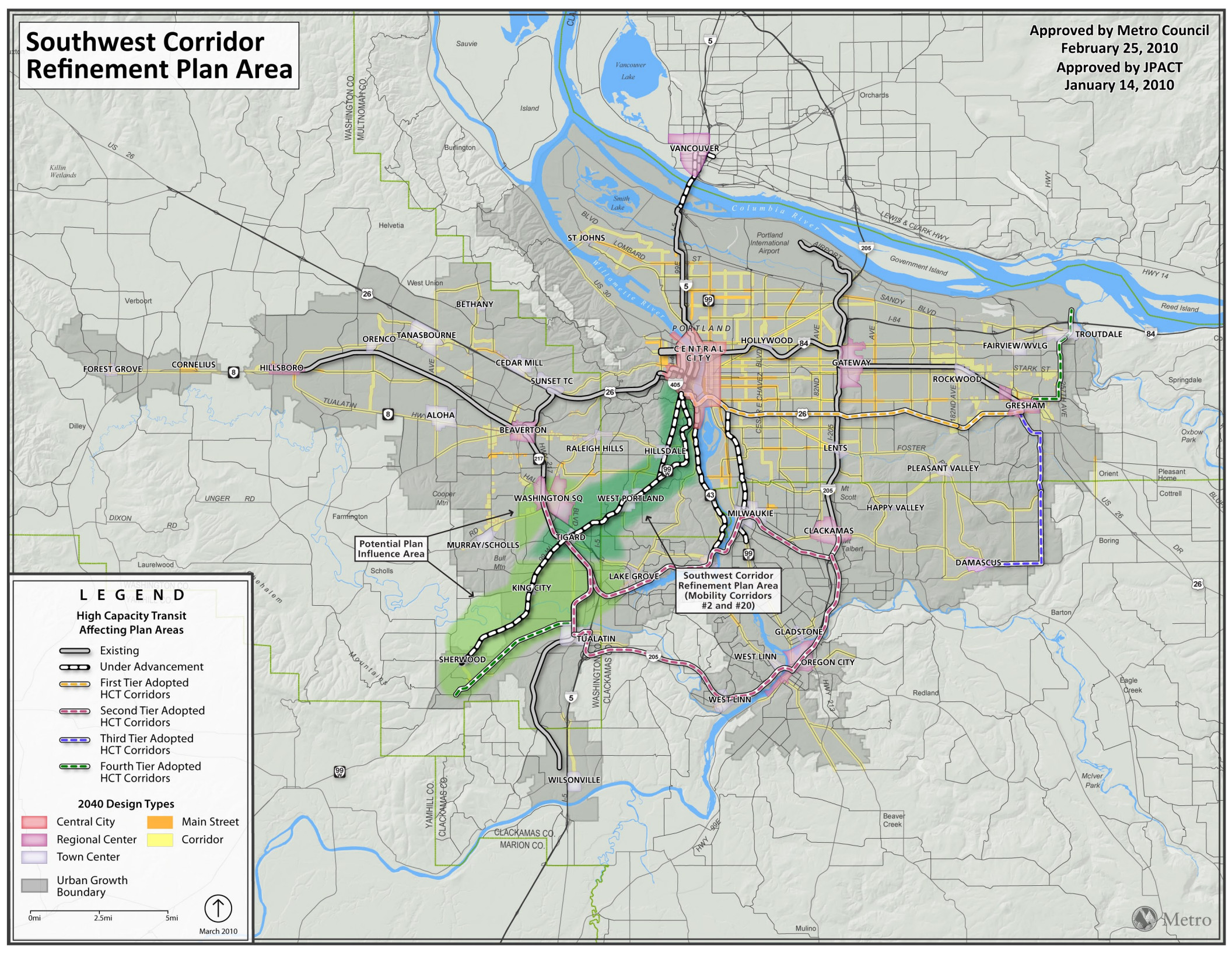
7. Submit letters or resolutions of support for the project from local officials that clearly indicate an understanding of the intended project outcomes and support of the project objectives. Submit letters of support from other interested parties as appropriate. Note: these may be submitted separately from the application. Letters and resolutions of support may be submitted through April 1, 2010. Those submitted after March 12, 2010 must be submitted electronically to cindy.l.lesmeister@odot.state.or.us.

List letters and resolutions attached and expected:

SOURCE	ATTACHED	EXPECTED	FALL 2009 SUPPORT LETTERS
1. City of Portland	☐	X	X
2. Washington County	☐	X	X
3. TriMet	☐	X	X
4. City of Tigard	☐	X	X
5. City of Tualatin	☐	X	X
6. City of Sherwood	☐	X	
7. City of Wilsonville	☐	X	X
8. Southwest Neighborhoods, Inc.			X

Attachments:

- Metro Council Resolutions
- Selected Fall 2009 Support Letters for Southwest (I-5/Barbur Blvd.) Corridor Refinement Plan
- Map


Southwest Corridor Refinement Plan Area
Approved by Metro Council
February 25, 2010
Approved by JPACT
January 14, 2010
Potential Plan Influence Area
Southwest Corridor Refinement Plan Area (Mobility Corridors #2 and #20)
LEGEND
High Capacity Transit Affecting Plan Areas
Existing
Under Advancement
First Tier Adopted HCT Corridors
Second Tier Adopted HCT Corridors
Third Tier Adopted HCT Corridors
Fourth Tier Adopted HCT Corridors
2040 Design Types
Central City
Regional Center
Town Center
Main Street
Corridor
Urban Growth Boundary
0mi
2.5mi
5mi
March 2010
VANCOUVER
PORTLAND
CENTRAL CITY
ST JOHNS
HOLLYWOOD
GATEWAY
FAIRVIEW/WVLG
TROUTDALE
GRESHAM
ROCKWOOD
LENTS
PLEASANT VALLEY
HAPPY VALLEY
DAMASCUS
MILWAUKIE
CLACKAMAS
OREGON CITY
WEST LINN
GLADSTONE
LAKE GROVE
TIGARD
TUALATIN
SHERWOOD
KING CITY
WILSONVILLE
WASHINGTON SQ
WEST PORTLAND
BEAVERTON
HILLSDALE
RALEIGH HILLS
ALOHA
HILLSBORO
FOREST GROVE
CORNELIUS
ORENCO
TANASBOURNE
BETHANY
CEDAR MILL
SUNSET TC
MURRAY/SCHOLLS
Columbia River
Willamette River
Government Island
Reed Island
Sauvie Island
Vancouver Lake
Smith Lake
Killin Wetlands
Cooper Mtn
Bull Mtn
Mt Scott
Mt Talbert
Portland International Airport
Metro

OFFICE OF MAYOR SAM ADAMS
1221 SW Fourth Ave, Suite 340
Portland, OR 97204
(503) 823-4120
mayorsamadams.com

TRIMET
Tri-County Metropolitan Transportation District of Oregon
710 NE Holladay St
Portland, OR 97232
(503) 238-RIDE
trimet.org

October 28, 2009

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Chair Collette,

The City of Portland and the Tri-County Metropolitan Transportation District of Oregon (TriMet) are excited about the selection of the I-5 South/Barbur Blvd/99W corridor (Portland to Sherwood) as a Tier 1 High Capacity Transit (HCT) alignment in the recently adopted Regional HCT Plan. While we just initiated service on the Green Line in September and are currently in design of the Yellow Line to Milwaukie, it is important that we begin the process of project planning and development for an HCT line from downtown Portland to Tigard and Sherwood.

The Oregon Department of Transportation (ODOT) has stated that we need a multimodal, multi-facility Mobility Corridor Refinement Plan for the corridor that includes both I-5 and Barbur Boulevard. This Corridor Refinement Plan will evaluate the needs for all modes so that decisions on High Capacity Transit can be made within the context of total mobility needs. For this reason it is critical that the efforts be concurrent.

Therefore, we strongly urge JPACT to designate the I-5 South/Barbur Blvd/99W corridor (Portland to Sherwood) as the Next Corridor for Corridor Refinement Planning and the next High Capacity Transit corridor and allocate the $500,000 in federal funds set aside in the Metropolitan Transportation Improvement Program (MTIP) to this effort. We also urge JPACT to support a request of $2.5 million in FTA Alternatives Analysis funding for the next federal appropriations cycle for the high capacity transit work.

Sincerely,

Sam Adams
Mayor
City of Portland

Fred Hansen
General Manager
TriMet

Southwest Neighborhoods, Inc.
7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 21, 2009

Sue Keil, Director, Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Re: Mobility Corridor Refinement Plan

Southwest Neighborhoods, Inc. (SWNI) urges the City of Portland, ODOT and Metro to select the I-5/99W mobility corridor, Portland Central City to Tigard (corridor #2) for the next Corridor Refinement Plan. This includes Barbur Boulevard and feeder routes as described in Metro's "Atlas of Mobility Corridors."

Significant congestion occurs frequently on I-5, causing significant local congestion on Barbur Blvd., Capitol Highway, Taylors Ferry Road, Terwilliger Blvd., Macadam Ave. and other arterials and local streets. Many of the freeway on and off-ramps are located on local streets, creating backups in our neighborhoods, especially when the local colleges are in session or when I-5 is at a stall.

We support the Active Transportation initiative and worked with you to develop a proposal for Barbur Blvd. and other key routes to develop a network that would make these routes safer to walk or ride a bicycle. Most of the arterials and collectors in our coalition area have significant sections of missing sidewalks and bike paths, and it is difficult to travel to schools and shops without depending on an automobile.

The corridor refinement plan is critically important at this time to evaluate how the selection of Barbur as a near-term priority for high-capacity transit will allow Barbur to accommodate all modes of transportation (transit, bicycles, pedestrians and motor vehicles) while preserving livability in the neighborhoods and the economic vitality of the commercial businesses in the corridor. If not done right, the addition of high-capacity transit on Barbur could result in loss of auto and freight capacity, housing, businesses, greenspaces and habitat, have a negative impact on mobility, and exacerbate congestion on adjacent transportation routes in neighborhoods.

We urge you to make the I-5/99W mobility corridor a high priority for the next Corridor Refinement Plan.

Sincerely,

Brian Russell
President
Southwest Neighborhoods, Inc.

cc: Metro, ODOT

WASHINGTON COUNTY
OREGON

November 2, 2009

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Chair Collette,

Washington County strongly supports the I-5 South-Barbur Boulevard-Highway 99W Corridor (Portland to Sherwood) as a Tier 1 High Capacity Transit (HCT) alignment in the recently adopted Regional HCT Plan. It is time for the Region to initiate the process of project planning and development for a HCT line from downtown Portland to Tigard and Sherwood. To be successful, this effort must also be coordinated with other supportive planning efforts.

The Oregon Department of Transportation (ODOT) identified the need for a Corridor Refinement Plan of Barbur Boulevard and Interstate 5. This Plan will evaluate the requirements for all transportation modes and inform the decisions on High Capacity Transit within the context of total mobility needs. It is prudent public financial policy that these two planning efforts be concurrent. Consistent with this thinking, Washington County believes the Interstate 5 Multimodal Corridor Plan should be addressed in phases. Phase one should include the Highway 217 and Carmen Drive interchange areas. Doing the planning in this way should conserve limited funding and allow another priority corridor to be studied.

The Washington County Board of Commissioners calls on JPACT to identify the Interstate-5 South-Barbur Boulevard-99W Corridor as the Region's next High Capacity Transit Corridor, and to support the initiation of a phased Mobility Corridor Plan. In support of this direction, JPACT is also asked to: 1) Set aside $500,000 in Metropolitan Transportation Improvement Program (MTIP) funds for the Multimodal Mobility Corridor planning effort. 2) Support a request for $2.5 million in Federal Transit Administration (FTA) funding for the initial High Capacity Transit Corridor work in the next federal appropriations cycle.

Sincerely,

Tom Brian

Tom Brian
Chairman

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Roy Rogers
Commissioner, District 3

cc: David Bragdon, Metro Council President
Kathryn Harrington, District 4 Metro Councilor
Carl Hosticka, District 3 Metro Councilor
Sam Adams, Mayor, City of Portland
Fred Hansen, General Manager, TriMet

From: Ottenad, Mark [mailto:ottenad@ci.wilsonville.or.us]
Sent: Monday, November 02, 2009 8:21 PM
To: Deborah Redman
Cc: Bowers, Michael; Lashbrook, Stephan; Young, Sandi; Neamtzu, Chris; Elissa Gertler (elissager@co.clackamas.or.us); Cowan, Danielle; Ron Weinman (ronw@co.clackamas.or.us); Mayor Tim Knapp; Charlotte Lehan-Office (clehan@co.clackamas.or.us)
Subject: S Metro I-5 Corridor: Mobility Corridors 2, 3 and 20

Hi Deb,

Please find attached the August 2009 letter to JPACT from the four mayors of the I-5 South Metro Portland region supporting the I-5 South Corridor Refinement Plan, which is listed by Metro as Mobility Corridors 2 and 3.

Four specific measures of local commitment are identified below.

1. Local support:

There are a number of regionally significant issues to be addressed by the proposed Mobility Corridors Study of Corridors 2, 3 and 20, all of which serve the greater Southwest Metro Portland 'travel-shed.' These issues are of such considerable importance that the four mayors of I-5 South Metro Portland region—Lake Oswego, Tigard, Tualatin and Wilsonville—all signed onto a letter early in the corridor refinment process.

Areas of regional agreement include maintaining capacity on I-5 for the movement of freight, providing better transit and active transportation improvements and developing regionally significant industrial areas north of Wilsonville and south of Tualatin.

Issue of potential conflict include the proposed I-5/99W Connector Route Southern Arterial that facilitates commuter traffic and increases congestion on I-5 and other key arterials, contrary to the goals and objectives of the draft 2035 RTP. The corridor study is necessary to determine mitigation measures on I-5 and I-205 and associated interchanges and ramps.

2. Community Interest:

Community interest in protecting I-5 mobility and capacity are of considerable interest to the Southwest Metro Portland business community, especially for industrial employers that move freight. Area residents are also concerned about negative environmental, watershed and traffic impacts of the proposed I-5/99W Connector Route Southern Arterial.

All three chambers of commerce of the Southwest Metro region—Tualatin, Sherwood and Wilsonville—have indicated strong support for the I-5 South Corridor Refinement Plan in order to encourage logical, cost-effective transportation improvements that facilitate the conduct of commerce.

3. Need and Readiness for Corridor Refinement Planning:

A Mobility Corridor refinement plan is greatly needed for the Southwest Metro Portland region in order to determine transportation solutions to implement land-use plans or local aspirations within the Urban Growth Boundary.

Issues related to readiness and urgency include planning activities of the proposed I-5/99W Connector Route Southern Arterial and other arterials. Collectively, the three-arterial Connector concept directly impacts three major I-5 interchanges and the I-5/I-205 junction. Continued residential and employment growth in the Southwest Metro Portland region requires that Metro and local jurisdictions plan carefully for how commuters will travel to work and how industrial employers can timely move large volumes of freight.

Specific issues that require land-use or investment "certainty" to permit public and private investment or planning to go forward include determining if or where the proposed I-5/99W Connector Route Southern Arterial will go forward. Uncertainty around the Connector is one of several issues contributing to an inability for development of the regionally significant industrial lands north of Wilsonville and south of Tualatin.

There is considerable need to avoid decisions that may cause problems down the line—e.g., loss of right-of-way or construction of incompatible uses. For example, initial corridor planning for the proposed I-5/99W Connector Route Southern Arterial showed a large increase in primarily commuter traffic on the most-congested segment of I-5 in Oregon, thereby removing freeway capacity for the movement of freight, and overwhelming the capacity of the I-5/N Wilsonville interchange, which was designed to serve the emerging regionally significant industrial area north of Wilsonville and south of Tualatin.

Refinement planning for this corridor needs to be completed sooner in order to make logical, beneficial decisions pertaining to proposed roadways like the I-5/99W Connector Route's proposed system of arterials and other potential roadway improvements designed to access regionally significant industrial lands.

A 2006 report by Oregon Transportation Improvement Group (OTIG), a consortium of private-sector companies involved in a flagship public-private transportation partnership with the Oregon Department of Transportation (ODOT), highlighted the immediate importance of evaluating I-5/99W Connector optional 'connections' to I-5, design restrictions and evaluating weaving/merging issues along this I-5 corridor.

4. Local Resource Commitment:

Wilsonville commits to working with Metro, ODOT and local jurisdictions in terms of in-kind and monetary resources to leverage the regional commitment. For example, Wilsonville's Public/Government Affairs Director worked with the Mayors of Lake Oswego, Tigard, Tualatin and Wilsonville to raise the profile of the I-5 South Corridor Refinement Plan and to develop the South Metro Mayors' I-5 Corridor Refinement Plan Letter. Wilsonville's Communtiy Development Director and City Engineer spent over two years actively participating in the Executive Management Team examining the issues around the I-5/99W Connector Route and are willing to assist in the new mobility corridor study. Wilsonville plans to fund its TSP update concurrent with the corridor refinement plan in order to maximize planning efficiencies and produce a better quality, more informed product that contributes to regional mobility.

Please let me know if you have any questions or need additional information.

Thank you for your time and consideration.

- Mark

Mark C. Ottenad
Public/Government Affairs Director
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
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Direct: 503-570-1505
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August 7, 2009

The Honorable David Bragdon, President
The Honorable Carlotta Collette, District 2 Councilor;
Chair, Joint Policy Advisory Committee on Transportation (JPACT)
The Honorable Carl Hosticka, District 3 Councilor
Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Mayors of South Metro Cities Support for "I-5 South Corridor Refinement Plan – Wilsonville to North Tigard," RTP Project #11062

Dear Council President Bragdon and Councilors Collette and Hosticka:

All four mayors of the South Portland metropolitan cities of Lake Oswego, Tigard, Tualatin and Wilsonville are writing to request your active support of the "I-5 South Corridor Refinement Plan – Wilsonville to North Tigard," Regional Transportation Plan (RTP) project #11062. Specifically, we seek the region's assistance to elevate the priority of this project as the 'next corridor' study for the 2035 RTP.

Based on Metro's recent work-product entitled, *Mobility Investment Track - Summary of Needs and 2007 Federal Priorities,* dated May 2009, the I-5 South Corridor Refinement Plan is listed more often than any other refinement plan as a 2035 RTP Investment Priority in five key mobility corridors, including:

- Corridor #2 – Portland Central City to Tualatin
- Corridor #3 – Tualatin to Wilsonville
- Corridor #7 – Tualatin to Oregon City
- Corridor #19 – Beaverton to Tigard
- Corridor #20 – Tigard/Tualatin to Sherwood

The Oregon Department of Transportation reports that the portion of the South Metro I-5 Corridor between Highway 217 and I-205 is the busiest stretch of highway in Oregon—over 156,000 vehicles per day. ODOT also reports that the I-5 Boone Bridge over the Willamette River carries nearly as much traffic as the Columbia River Crossing CRC "project of national significance" and handles one-third more freight than the CRC:

I-5 Major Bridges Daily Traffic Volume

I-5 Bridge	TOTAL VOLUME	Truck %	Truck Vol
Interstate CRC	126,600	18%	22,788
Boone Bridge	122,300	28%	34,244
Vol Difference	-4,300		11,456
% Difference	-3.5%		33.5%

Furthermore, ODOT has indicated in the Metro Urban/Rural Reserves process that the South Metro I-5 Corridor and Boone Bridge is reaching maximum traffic-handling capacity, and will require a "huge" investment of over $500 million to remedy.

The core reason for this extensive impact on regional corridors is that congestion and chokepoints on the South Metro I-5 Corridor directly impact the operations of Hwy 217 and I-205 — the most crucial highways of the Portland region. And in turn, cities along these routes like Beaverton, Gladstone, Happy

Valley, Milwaukie, Oregon City, Portland and West Linn are directly affected. Other entities such as the Port of Portland and traded-sector industries are also impacted by the operation of the South Metro I-5 Corridor when freight shipments are slowed or unpredictably delayed. Thus, while we mayors of the South Portland region are writing in support of this the I-5 South Corridor Refinement Plan project, the project benefits multiple jurisdictions and economic interests around the region.

A completed I-5 South Corridor Refinement Plan will help determine logical cost-benefit investment decisions on I-5 connectivity enhancements, improved access controls and effective methods of alleviating freight mobility chokepoints in several jurisdictions adjacent to I-5. Reducing the impact of system congestion, capacity constraints and traffic hotspots has been advocated by the Regional Freight and Goods Movement Task Force as key issues for the regional freight transportation system.

Additionally, the Regional Freight and Goods Movement Task Force is advocating that freight-oriented preservation, management and investment priorities should focus on "the core throughway system bottlenecks to improve truck mobility in and through the region," specifically citing that "hotspots of note include…the I-5 South corridor." The I-5 South Corridor Refinement Plan directly addresses these issues and explores potential solutions that help the region to avoid costly investments that may not be beneficial and to selectively target public investments for maximum benefit.

In conjunction with the I-5 South Corridor Refinement Plan project, we also support JPACT's nomination of the High Capacity Transit Corridor number 11, "Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor (LRT)" as the region's highest-ranked "Near Term Regional Priority" for study. Examining improved transit options in this larger mobility corridor complements the road study of the I-5 South Plan.

As the region considers future investments in transportation improvements and new urban-growth boundary expansion areas, such as the Coffee Creek industrial area or the Tualatin-Sherwood-Wilsonville area, the region will be better served when we have quantified the limitations of and identified potential modifications within the South Metro I-5 Corridor, which carries more traffic and freight than any other highway segment in Oregon.

We thank you for your time and consideration and look forward to working with the region to advance the I-5 South Corridor Refinement Plan as a critical tool to improve system mobility and reliability that benefits all metro-area jurisdictions and West Coast commerce.

Sincerely,

Jack Hoffman
Mayor, City of Lake Oswego

Craig Dirksen
Mayor, City of Tigard

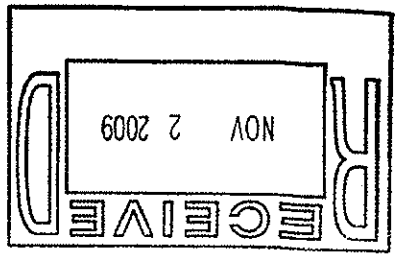
Lou Ogden
Mayor, City of Tualatin

Tim Knapp
Mayor, City of Wilsonville

cc: Honorable Lynn Peterson, Chair, Clackamas County Board of Commissioners
Honorable Ted Wheeler, Chair, Multnomah County Board of Commissioners
Honorable Tom Brian, Chair, Washington County Board of Commissioners
Jason Tell, Director, Region 1, Oregon Department of Transportation
Bill Wyatt, Executive Director, Port of Portland

October 29, 2009

City *of* Tigard



Councilor Carlotta Collette, JPACT Chairperson
David Bragdon, Metro Council President
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Tigard's Support for Refinement Planning for the I-5 South/Barbur Blvd/Hwy 99W High Capacity Transit Corridor

Dear Councilor Collette and President Bragdon,

I wish to express Tigard's enthusiasm and commitment to participating in a Mobility Corridor Refinement Plan encompassing the Barbur Blvd/Highway 99W High Capacity Transit Corridor and the adjacent Interstate 5 Corridor because of the importance of concurrently planning for all travel modes. A concurrent effort is essential to developing an integrated and well-functioning transportation system.

The corridor refinement planning effort is a vital step towards achieving Tigard's (and the Region's) urban growth and livability aspirations. We see it as essential to achieving Tigard's aspirations to redevelop its Downtown, the Highway 99W Corridor, Tigard Triangle, and the Washington Square Regional Center as compact urban areas. These areas have the potential to accommodate thousands of dwellings and jobs and the urban amenities necessary for prosperity, sustainability and a high-quality of life for the region's existing and future residents.

The Corridor Refinement Planning Project would directly support Tigard's current and future policy planning efforts and the investments being made to achieve its aspirations. For example, city residents approved the formation of the Downtown Urban Renewal District and since then an investment of several million dollars in transportation facilities and amenities have been made, or committed, for the near future including West Side Commuter Rail; major downtown street reconstruction; improvements to Fanno Creek Park and major intersection improvements on Hall, Greenburg, Main and 99W intersections.

Tigard has also taken a strong policy position consistent with the need to develop an integrated multi-modal transportation system combined with a supportive land use pattern. This is evidenced in a number of City Council decisions such as support for the West Side Commuter Rail; adoption of the Highway 99W Improvement and Management Plan (2007); development of future urban design vision studies for Downtown Tigard and Highway 99W (2008, 2009) and adoption of the Washington Square Regional Center Master Plan (2005). Furthermore, the city is updating its Transportation System Plan which emphasizes an integrated multi-modal transportation system. Tigard will also soon be working with Metro, Tri-Met and ODOT to

develop a Highway 99W/Barbur Blvd. Land Use Plan with a specific emphasis on development of a transit-supportive land use pattern.

Tigard is doing many other things, which in aggregate emphasize its readiness to participate in an I-5/Barbur Blvd/99W Corridor Refinement Plan. These include development and future adoption of downtown urban design standards and circulation plan; citywide pathway master planning; working with ODOT to infill missing sidewalk lengths on Highway 99W and signal modernization along the length of the facility.

The interest and support in the principles embodied in a corridor refinement planning effort extends throughout the community. Citizens have actively sought additional information about future high capacity transit by participating in events such as the recent Tigard/Interstate LRT tour organized by TriMet and Tigard business leaders. Tigard citizens have consistently shown a high level of concern about the future of the transportation system, particularly Highway 99W, through community surveys and workshops

We believe that selection of this corridor as a multimodal, multi-facility Mobility Corridor Refinement Plan including both I-5 and Barbur Blvd/Highway 99W, is a decision that is most supportive of the region's goals to implement the Regional High Capacity Transit System Plan. Therefore, we ask JPACT to make that selection and allocate the $500,000 in federal funds set aside in the Metropolitan Transportation Improvement Program (MTIP) to this timely and important effort.

Sincerely,

Craig E. Dirksen, Mayor
City of Tigard

cc: Chair Tom Brian, Washington County Board of Commissioners
Mayor Keith Mays, City of Sherwood
Mayor Sam Adams, City of Portland
Mayor Ron Shay, King City
Gail Achterman, Oregon Transportation Commission
Robin McArthur, Metro
Lidwien Rahman, ODOT
Jason Tell, ODOT
Matt Garret, ODOT
Fred Hansen, TriMet
Alan Lehto, TriMet

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE	))))))	RESOLUTION NO. 10-4119 Introduced by Carlotta Collette

WHEREAS, the State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs; and

WHEREAS, the state component of the 2035 Regional Transportation Plan (RTP) is intended to serve as the regional TSP under statewide planning Goal 12 and the State Transportation Planning Rule ("TPR"), and must be consistent with those laws; and

WHEREAS, the 2035 RTP must be consistent with other statewide planning goals and the state TSP as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, Metro, as the metropolitan planning agency, has identified areas where corridor refinement planning is necessary to develop needed transportation projects and programs not included in the regional TSP; and

WHEREAS, Chapter 7 of the adopted 2035 (Federal) RTP, section 7.7, Project Development and Refinement Planning, identifies corridors where multi-modal corridor refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, in summer of 2009, as part of the current Draft 2035 RTP update, staff began working on a Mobility Corridor Strategy (mobility corridors are graphically identified in Exhibit "A" of this resolution); and

WHEREAS, as a complement to the mobility corridor strategy, the Draft 2035 RTP has defined a broader approach to corridor refinement planning intended to better integrate land use and transportation analyses, and leverage land use decisions with transportation investments; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, the Metro Council deferred corridor refinement plan prioritization from its acceptance of the Draft 2035 RTP pending further discussion; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, Chapter 5 of the Draft 2035 RTP, section 5.4, Table 5.2, identifies an updated and shortened list of corridors where multi-modal corridor refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee (TPAC) assisted in the development of the corridor refinement plan prioritization factors; and

WHEREAS, regional jurisdictions were engaged in the review and technical prioritization of the remaining corridor refinement plans, as summarized in Exhibit "B" of this resolution; and

WHEREAS, Exhibit "C" of this resolution identifies a phased execution of the remaining corridor refinement plans that considers both technical and local support factors used in prioritization; and

WHEREAS, the proposed sequencing shown in Exhibit "C" acknowledges that there is regional agreement and certainty concerning corridor refinement plans identified for initiation and completion during this RTP cycle (2010-2013) and;

WHEREAS, regular review of the proposed sequencing will be conducted, to ensure that regional priorities continue to be reflected in corridor refinement plan efforts; and

WHEREAS, TPAC and JPACT have recommended approval of the corridor refinement plan prioritization by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council:

1. Approves and adopts the sequencing and phasing of corridor refinement planning through 2020 as shown in Exhibit "C" of this resolution, as a guideline for conducting necessary planning work in these corridors. The precise sequence and content of such work will be monitored and updated annually as part of the Unified Work Program process.
2. Approves commencement of major corridor refinement planning efforts for two near term corridor refinement plan priority corridors (see Exhibit "D" for approximate plan areas) as follows, subject to all necessary further approvals, to be conducted more-or-less simultaneously, with work staggered and sequenced as resources permit:
    a. Staff is directed to work with all affected jurisdictions in the East Metro area (the segment of Mobility Corridor #15 from I-84 southward to US 26 and the Springwater area) to scope and explore funding options with local, regional, state and federal partners for a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs.

b. Staff is directed to work with all affected jurisdictions in the vicinity of the I-5/Barbur Boulevard corridor (Mobility Corridors #2 and #20 from Portland Central City southward to approximately the "Tigard Triangle") to scope and explore funding options with local, regional, state and federal partners for a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs. This effort will commence with a substantial chartering effort, in view of necessary coordination and commitments required for a successful corridor refinement plan.

3. Directs staff to coordinate corridor refinement planning work with the High Capacity Transit Planning efforts identified in the System Expansion Policy Framework contained within the Regional High Capacity Transit System Plan.
4. Directs staff to confer with ODOT and local jurisdictions to determine roles and responsibilities for the next two corridor refinement plans, as identified above.
5. Directs staff to work with appropriate regional partners to develop detailed scopes of work for completing the corridor refinement plans that will:
   a. Be consistent with the Mobility Corridor Strategies contained within the Draft 2035 RTP;
   b. Determine the geographic scope of each corridor refinement plan;
   c. Identify unresolved issues and next steps for each corridor;
   d. Identify scope elements and study methods for the corridor refinement process, to effectively leverage ongoing and/or planned efforts by other jurisdictions within the two corridors; and
   e. Coordinate proposed planning activities with other project development activities and already defined RTP projects within each corridor.

ADOPTED by the Metro Council this 25TH day of February, 2010.

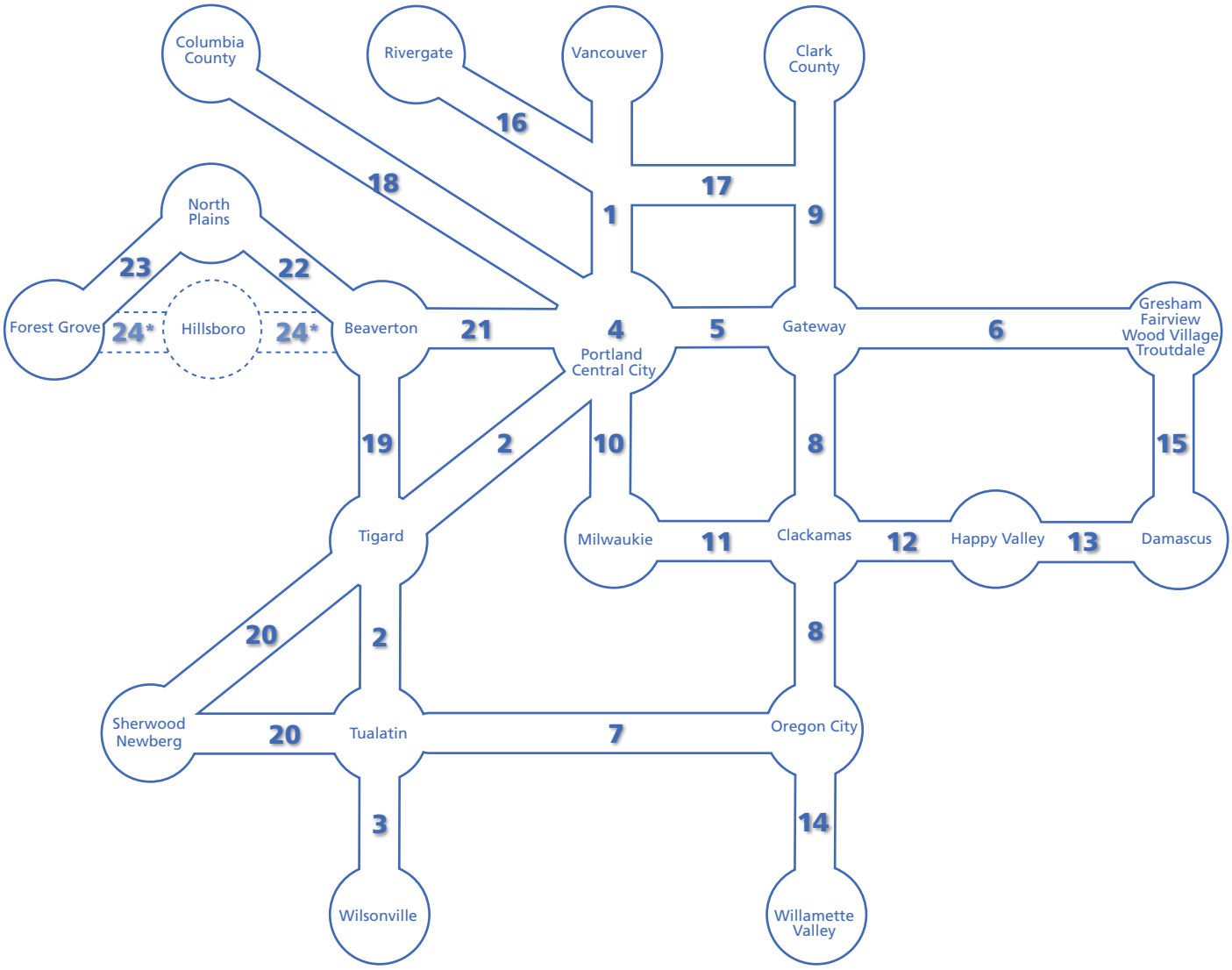
David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROVED AS TO PROJECT DEVELOPMENT ACTIVITY METRO COUNCIL

Mobility Corridors in the Portland Metropolitan Region



* Corridor 24 - Beaverton to Forest Grove is under development

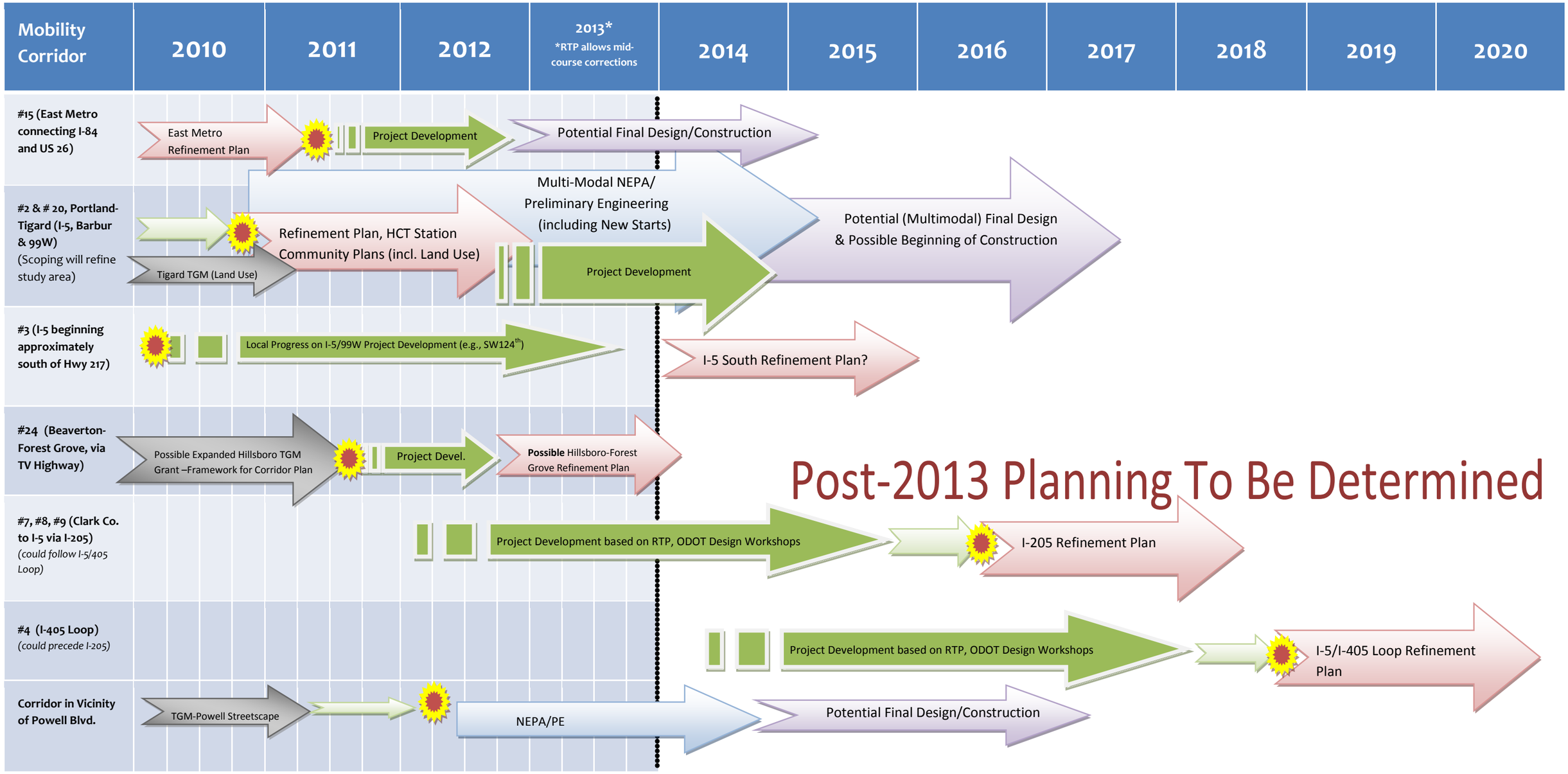
RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING (February 2010)

Rankings are:
1= Low
2 = Med
3 = High

Mobility Corridor Description	Portland Central City to Wilsonville, Including Tigard-Sherwood/Newberg/Tualatin, including Barbur/I-5 South				Portland Central City Loop, including I-5/I-405 Downtown Loop		Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205				Cities of East Multnomah County to Damascus		Beaverton to Forest Grove (Tualatin Valley Highway)	
Mobility Corridors Involved (See Exhibit A Resolution 10-4119 for visual depiction of corridors)	2, 3 and 20				4		7, 8 and 9				15		24	
	Corridor 2	Corridor 3	Corridor 20	Score	Corridor 4	Score	Corridor 7	Corridor 8	Corridor 9	Score	Corridor 15	Score	Data from Corridors 22/23	Score
A: Consistency with State and Regional Plans/Policies														
A1: Previous refinement plan ratings/ranking (2001) INFORMATION ONLY- not included in scores	High	Medium	Low	**Medium**	N/A	**N/A**	Medium	Medium	Medium	**Medium**	Low	**Low**	Medium	**Medium**
A2: Previous refinement plan prioritization ratings/ranking (2005)	2	3	3	**2.7**	**3**	**3.0**	3	2	2	**2.3**	3	**3.0**	1	**1.0**
A3: Support Region 2040 (# of primary land uses in corridor - PDX CBD, Regional Centers, Industrial Centers, Freight/Passenger intermodal)	Corridors considered together			**2.0**	2	**2.0**	Corridors considered together			**3.0**	2	**2.0**	1	**1.0**
A4: High Capacity Transit Plan ranking	Corridors considered together			**3.0**	0	**0.0**	Corridors considered together			**2.0**	1	**1.0**	2	**2.0**
A5: Regional Freight Plan consistency	Corridors considered together			**3.0**	3	**3.0**	Corridors considered together			**2.0**	3	**3.0**	1	**1.0**
B: Environment														
B1: Pedestrian network gap (% of sidewalks in pedestrian districts/corridors, 2005) <34% average = 3; 34-66% average = 2; >	2	1	2	**1.7**	1	**1.0**	2	2	2	**2.0**	2	**2.0**	2/3	**2.5**
B2: Transit coverage (% of housholds/% of jobs covered by 15 min transit service, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1	3/2	3/3	3/3	**2.8**	1/1	**1.0**	3/2	2/2	1/2	**2.0**	2/2	**2.0**	HH (2/1) Jobs (2/2)	**1.8**
B3: Street connectivity (# of intersections/square mile, 2005)	3	3	3	**3.0**	1	**1.0**	3	3	2	**2.7**	3	**3.0**	3/3	**3.0**
B4: Bicycle Network Gap -- length of gap (feet) per household, 2005)	2	2	2	**2.0**	2	**2.0**	3	2	2	**2.3**	3	**3.0**	2/3	**2.5**
B5: Traffic volumes on corridor throughways and arterials	3	3	3	**3.0**	3	**3.0**	3	3	2	**2.7**	2	**2.0**	2	**2.0**
C: Equity														
C1: Number of low-income, senior and disabled, and minority and/or Hispanic population in corridor	2	1	1	**1.3**	2	**2.0**	1	2	2	**1.7**	2	**2.0**	3/2	**2.5**
D: Economy (includes system performance as well as economic indicators)														
D1: Congestion (volume to capacity ratios for regional throughways and arterial streets (2005)	3	3	2	**2.7**	3	**3.0**	3	3	3	**3.0**	1	**1.0**	3	**3.0**
D2: Safety (# of top accident locations, SPIS data 2007)	3	3	3	**3.0**	3	**3.0**	2	3	3	**2.7**	1	**1.0**	3	**3.0**
D3: Total corridor households (2005)	3	2	1	**2.0**	2	**2.0**	1	3	2	**2.0**	2	**2.0**	3/1	**2.0**
D4: Total corridor households (2035)	2	2	1	**1.7**	2	**2.0**	1	3	1	**1.7**	2	**2.0**	3/1	**2.0**
D5: Total corridor jobs (2005)	2	1	1	**1.3**	3	**3.0**	1	2	1	**1.3**	1	**1.0**	2/1	**1.5**
D6: Total corridor jobs (2035)	2	2	1	**1.7**	3	**3.0**	1	2	1	**1.3**	2	**2.0**	3/1	**2.0**
D7: Freight volume (trucks) as percentage of total volume - 2005 (highest % of total) (0-5% = 1; 6-10% = 2; > 10=3)	3	3	2	**2.7**	2	**2.0**	3	2	2	**2.3**	1	**1.0**	1/2	**1.5**
SUBTOTAL--TECHNICAL SCORES				**39.5**		**36.0**				**37.0**		**33.0**		**34.3**
E: Local Commitment and Support	**[INFORMATION SUPPLIED VIA LETTER FROM LOCAL JURISDICTIONS]**													
E1: Demonstrated local jurisdiction support (# of jurisdictions)	8 agencies or jurisdictions			**High**		**N/A**	1 agency			**Low**	8 agencies, Local MOU/Resolution	**High**	2 agencies	**Medium**
E2: Demonstrated community interest in issues under consideration	3 groups			**Medium**		**N/A**				**N/A**	7 groups	**High**	5-agency scope letter	**Medium**
E3: Compatible with locally adopted land use & transportation plans; Ripe/Urgent (need for land use certainty or to support local aspirations)				**Medium**		**N/A**				**N/A**		**High**		**Medium**
E4: Commitment to monetary or in-kind support of refinement plan				**Medium**		**N/A**				**N/A**		**Medium**		**Medium**
SUBTOTAL--LOCAL COMMITMENT & SUPPORT				**Medium**								**High**		**Medium**
GRAND TOTAL--TECHNICAL SCORES				**39.5**		**36.0**				**37.0**		**33.0**		**34.3**

Corridor Refinement Plan Sequencing, including Top Near-Term High-Capacity Transit Plans, through 2020 (2/8/10)

Exhibit C Resolution No. 10-4119



Critical Plan Elements or Goals:

#15: Refine problem statement; identify urgent actions and solutions leading to system project development. ***Moderate Effort from Metro Staff***

#2 & 20: Phase A: Scoping and chartering to support long-term commitments. ***Moderate Effort;*** Phase B: **Portland Central City to Tigard Triangle:** I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, **Major *Effort;*** Phase C: Multimodal NEPA, PE. ***Major Effort***

#24: Phase A: Beaverton-Hillsboro (TV Highway) TGM grant, plus possible expansion. **Moderate Effort; Phase** B could require refinement planning from Hillsboro to Forest Grove. **Moderate Effort**

#3: I-5/South to Boone Bridge Refinement Plan (unresolved elements). (Potentially) ***Major Effort***

 # 7, 8, 9: Multimodal refinement plan. Could be phased. ***Major Effort***

#4: I-405 Loop multimodal refinement plan. Could be phased. ***Major Effort***

Powell Vicinity: (High Capacity Transit Corridor, Alternatives Analysis, NEPA, PE). ***Moderate Effort***

Starburst denotes KEY points of required stakeholder agreement.

Color Key: (Arrow thickness indicates relative level of effort across the region. Local agency efforts would differ.)

Planning Tasks:

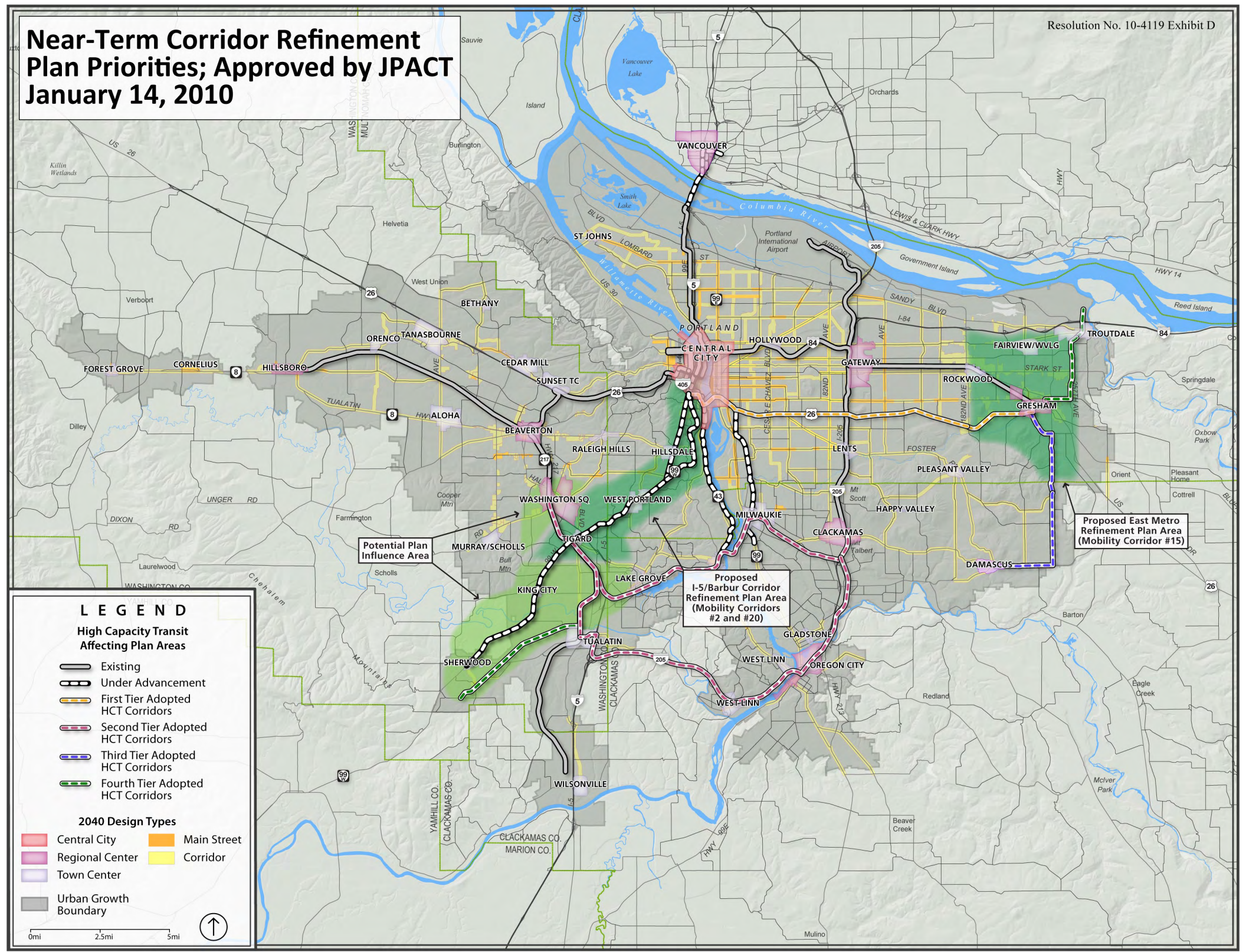
- Preparatory Scoping/Chartering
- Corridor Refinement Plan
- Other Planning Work (e.g., TGM, Land Use Planning)

Project Development Tasks:

- Near-Term Road/Bike/Ped Project Development
- NEPA/Preliminary Engineering (All Modes)
- Final Design/Construction (All Modes)

Near-Term Corridor Refinement Plan Priorities; Approved by JPACT January 14, 2010

Resolution No. 10-4119 Exhibit D



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4119 FOR THE PURPOSE OF APPROVING CORRIDOR REFINEMENT PLAN PRIORITIZATION THROUGH THE NEXT REGIONAL TRANSPORTATION PLAN CYCLE (2010-2013)

Date: February 8, 2010

Prepared by: Deborah Redman
503-797-1641

BACKGROUND

Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

This staff report is a compilation of the history, technical methodology and ratings, local support documentation and assessment thereof. It also explains staff's rationale for recommendations for prioritizing the next regional corridor refinement plans during the 2010-2013 RTP cycle.

Five Corridors Recommended for Future Corridor Refinement Plans

The public review draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Corridor refinement plans involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies.

Although each of the five remaining corridors needs a refinement plan, neither Metro, ODOT nor local agency resources can accommodate five plans at the same time. In order to move forward, staff worked with Metro partners (counties, cities, ODOT and TriMet) and Metro committees (TPAC, JPACT, MTAC and MPAC) and the RTP Work Group to develop and finalize factors to compare and prioritize the relative urgency of planning for future transportation solutions across the region's mobility corridors.

Relationship of Mobility Corridors to Five Corridors Recommended

- Mobility Corridors #2, #3 and #20 - Portland Central City to Wilsonville and to Sherwood, which includes I-5 South
- Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop
- Mobility Corridors #7, #8 & #9 -Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205
- Mobility Corridor #15 - Gresham/Fairview/Wood Village/Troutdale to Damascus
- Mobility Corridor #24 - Beaverton to Forest Grove, which includes Tualatin Valley Highway

General Methodological Approach:

- The five remaining corridor refinement plan candidates were compared to each other, rather than viewed as part of a range that includes all 24 mobility corridors.

- Technical prioritization factors (A-D, below) were developed that allowed the use of available, regional and accepted data types and sources.
- Factors for local support and commitment were developed through discussion with local partners, and were approved by JPACT on October 8, 2009, and were considered by staff in its recommendations (herein) in a qualitative assessment.
- Unless otherwise noted in the attached matrix (Corridor Refinement Plan Draft Prioritization Matrix: Raw Data and Sources), the numbers within the data "spread" were inserted into a formula that distributed them according to Jenk's natural breaks method of ranking, into Low (1), Medium (2) and High (3) categories.
- Corridor 24 (Beaverton to Forest Grove) includes data from Corridors 22 and 23, as appropriate, since Corridor 24 had not been completed for inclusion in the Mobility Atlas in time for this prioritization process.

Technical and Local Support Evaluation Factors

In order to prioritize the remaining corridors, staff worked with the local jurisdictions and regional parterns to develop evaluation factors that would use readily available data. The first five factors identified below (A-D) include measures (A1, A2, etc.) that relate to technical considerations, while the local commitment measures (E) address issues of readiness and ripeness for corridor planning that help determine the success and fruitfulness of such regional efforts.

A: Consistency with State and Regional Plans and Policies

A1: 2001 corridor refinement plan ratings/rankings (*for information only—not included in ranking*)
Although the 2001 ranking for refinement plans was not used to calculate totals, it was included to indicate longevity of certain projects, and their ranking over time.

A2: 2005 corridor refinement plan ratings/rankings (this more recent set of rankings is included in the quantified technical assessment and forthcoming staff recommendation)
Corridors were rated based on whether they were identified for near, mid- or longer-range implementation in the 2005 Metro Council resolution updating the corridor refinement plan work program.

A3: Support for the Region 2040 plan (number of primary land uses in the corridor)
Primary land uses include Portland central city, regional centers, industrial centers, and both freight and passenger intermodal facilities. Primary land uses within a corridor indicate a regionally accepted commitment of resources that could support and/or require corridor refinement planning. The measure used consists of the absolute number of primary land uses within a mobility corridor. If a corridor contained more than one mobility corridor, the numbers of primary land uses were added for a refinement plan total, and that total was used in scoring.

A4: High Capacity Transit (HCT) ranking
The Summary of HCT priority tiers, found in Figure 2.8 of the High Capacity Transit System Plan provides near-term, next phase and developing corridor levels for regional HCT priorities. These tiers were translated into rankings that correlate to how the corridors scored in the regional process that led to the 2009 adoption of the HCT system plan.

A5: Regional Freight Plan consistency (freight routes, facilities, volumes and freight-related corridor needs identified)

Rankings were given for each corridor based on how the Regional Freight Plan assigned regional freight significance to issues, projects and segments of the multimodal freight network.

B: Environment

B1: Pedestrian network gap (percent of sidewalks complete in pedestrian districts or corridors)

B2: Transit coverage (percent of households and jobs covered by 15 minute transit service)

B3: Street connectivity (number of intersections per square mile)

B4: Bicycle network gap (length of gap) per household

Measures B1, B2, B3 and B4 identify connectivity gaps in our multimodal transportation network. Our environmental quality is related to the ability to choose appropriate modes for a variety of trip purposes. These numbers, which provide a portrait of system completeness, come directly from the Mobility Atlas, and represent 2005 data for each corridor.

B5: Traffic volumes on corridor throughways and arterials

Traffic volumes on corridor throughways and arterials, as reported in the Mobility Atlas, provide a proxy for opportunity to reduce vehicle miles traveled and associated environmental impacts.

C: Equity

C1: Number of low-income, senior and disabled, and minority and/or Hispanic population in the corridor.

This measure is intended to identify the number of people within a corridor for whom transportation investments are especially important, and who have sometimes endured under-investment relative to their contribution and need for transportation services. The data comes from the 2000 US Census.

D: Economy (includes system performance as well as economic indicators)

These measures capture need (congestion has an impact on the economy; vehicle crashes and injury or fatal accidents have human and economic costs) and opportunity for economic development (households and employment areas to be served by appropriate infrastructure investment.) The measures include congestion and safety, as well as current data and future estimates of corridor households and jobs.

D1: Congestion in the corridor (volume-to-capacity ratios for regional throughways and arterial streets)

Congestion numbers came from the volume/capacity data for 2005, and the 2035 no-build RTP model runs, originally included as part of the Mobility Atlas and Mobility Corridor Needs Assessment conducted for all 24 mobility corridors.

D2: Safety (number of top spots for number and severity of accidents from ODOT data)

Safety Priority Index System (SPIS) data from ODOT was used to assess the number of high crash locations within the five mobility corridors.

D3: Total households in corridor (2005)

D4: Total households in corridor (2035)

D5: Total jobs in corridor (2005)

D6: Total jobs in corridor (2035)

Data used to assess measures D3, D4, D5 and D6 are total corridor households and jobs, current (2005) and future (2035). The data represents Metro regional model outputs for traffic analysis zones along each candidate corridor, within boundaries identified in the Mobility Atlas.

D7: Freight volume as percentage of total volume (trucks)

Freight volumes as a percentage of total volumes shows percentages for trucks along the candidate corridors as a percentage of all roadway traffic. The 2005 data comes from the Mobility Atlas, and

E: Local Commitment and Support Factors

E1: Local support—letter indicating agreement to go forward, description of corridor issues and potential solutions

E2: Community interest—levels and sources of community support and/or opposition either to the plan or to solutions being discussed

E3: Need and readiness for a corridor refinement plan—issues requiring land use or investment certainty, e.g., a need for transportation solutions to implement land use plans or local aspirations within the urban growth boundary

E4: Local resource commitment—in-kind or monetary resources that local jurisdictions can commit to, to leverage regional commitment

Documenting Local Support for Corridor Refinement Plan

The four specific measures of local commitment were scored low, medium or high, based on the content of local support letters submitted by the jurisdictions and local community or business groups. Metro staff asked the jurisdictions to include an elaboration of the applicable factors, as described in the instructions to local jurisdictions, below:

- **Local support:** Letter(s) from local jurisdiction(s) or coordinating committee (e.g., the Multnomah County Coordinating Committee) indicating agreement on going forward. Describe how the corridor issues and potential solutions (if any have been identified) are seen. Identify areas of agreement and areas of conflict with respect to corridor land use and transportation aspirations.
- **Community Interest:** Identification of levels and sources of community support and/or opposition either to the plan itself or to potential solutions and projects under consideration within the community.
- **Need and Readiness for Corridor Refinement Planning:** A narrative describing how a refinement plan in your area is needed to determine transportation solutions to implement land use plans or local aspirations within the Urban Growth Boundary.
  - Describe issues related to readiness and urgency.
  - Are there specific issues that require land use or investment "certainty" to permit public and private investment or planning to go forward?
  - Is there a need to prevent decisions that may cause problems down the line— e.g., loss of right-of-way or construction of incompatible uses?
  - When does refinement planning for this corridor need to be completed, and why?
- **Local Resource Commitment:** What resources can the local jurisdictions commit to, in terms of in-kind, and monetary resources to leverage the regional commitment?

The Relationship between Evaluation Factors Used to Prioritize Corridor Refinement Plans and Regional Desired Outcomes: The refined and finalized prioritization factors are in alignment with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the "Making the Greatest Place" initiative as shown below. The bullets show the key supporting indicators within the five factor categories relate to desired outcomes. Note that several factors support more than one outcome, or loosely relate to all of them.

- Vibrant Communities (A4, B1, B2, B4)
- Economic Prosperity (A5, B3, B5, D1, D5, D6, E1, E3)
- Safe and Reliable Transportation (B1, B2, B3, B4, D1, D2)
- Leadership on Climate Change (A3, A4, C1, E1)

- Clean Air and Water (A3, A4, B1, B2, B4)
- Equity (A4, B1, B2, C1, D3, D4, D5, D6, E1, E2, E3)

Corridor Refinement Plan Phasing and Sequencing

The phasing shown in Exhibit "C" to Resolution #10-4119 is based in part on the understanding that in order to accomplish as much corridor refinement planning work as possible with likely funding and staff resources, and, in some cases, segmenting, of the five remaining corridor plans. The order presented in the phasing and sequencing shown in Exhibit "C" considers not only the accepted technical rankings, but also takes into account the current levels of local support, addition to other issues, as listed below:

- Technical rankings
- Demonstrated local support
- Respective levels of effort of the five corridors
- Ability of local jurisdictions to take more responsibility for one or more pieces of work that are likely to be required in a given corridor
- Ability to logically segment work (e.g., to postpone corridor refinement planning)
-
- Potential for project development to proceed on a separate track
- Ramp-up time needed for more complex corridors (to be included in a preparatory phase described below)—allowing staggered plan initiation points
- A proposed scenario for linking High Capacity Transit (HCT) system expansion process and priorities to the corridor refinement planning process, where appropriate

Leveling Planning Effort across Several Corridors: The level of effort required of Metro varies relative to the known issues and geography of the corridors. Metro may not be required to lead all corridor refinement plans.

- In East Metro, for example, the local jurisdictions are well-organized and could share coordination responsibilities in order to develop a detailed problem statement, and identify early actions that would be needed to take advantage of opportunities, or prevent loss of future opportunities such as losing right-of-way, as part of a system-level refinement plan.

Preparatory Phase: In some cases, a preparatory stage is recommended, prior to the formal commencement of the corridor refinement plans. In more complex, longer corridors with numerous jurisdictions, this includes the following efforts:

- Stakeholder identification
- Chartering for the corridor refinement plan work
- Scoping and segmentation issues
- Negotiation of the necessary study MOUs between agencies to establish roles and commitments.

It will be time well spent, to develop levels of agreement on study elements that will further interagency relationships. Note that the transitions between preparatory work and formal corridor refinement planning efforts are marked by a stakeholder decision point on Exhibit "C" to the Resolution.

Committee Review of the Corridor Refinement Plan Prioritization Process

Metro has been following the timeline below, in order to complete prioritization of corridor refinement plans by the end of this year, and ensure agency consensus within the region.

1. Metro staff develops a matrix for the five potential CRP corridors, with the above factors and measures to be scored "low, medium, high" for each corridor.
2. September 21, 2009: Regional Transportation Plan Work Group review rating factors.
3. September 25, 2009: TPAC reviews and revises the factors.
4. October 5, 2009: Metro staff convenes regional partners (ODOT, TriMet, City of Portland and county staff) to complete the scoring and ranking matrix. TPAC representatives were also invited.
5. October 8, 2009: JPACT review and approval of draft factors (input to October 12 RTP Work Group)
6. October 12, 2009: RTP Work Group review and comment on results of technical prioritization process.
7. October 21, 2009: MTAC review and comment, approved factors
8. October 23, 2009: MPAC review and comment on technical factors (provided input to JPACT)
9. October 26, 2009: RTP Work Group review staff recommendations, with requested revisions.
10. October 30, 2009: TPAC review and comment on staff recommendations for technical prioritization
11. November 4, 2009: MTAC recommendations to MPAC as part of RTP resolution
12. November 12, 2009: JPACT review and comment
13. November 18, 2009: MPAC unanimous adoption of TPAC/MPAC technical ratings and make recommendation to Metro Council as part of RTP resolution
14. Metro Council on land use considerations of corridor priorities
15. November 20, 2009: TPAC recommendation to defer final prioritization until January 2010
16. November 24, 2009: Metro Council Work Session – briefing on technical findings and local support letters
17. December 16, 2009 HCT Subcommittee provided input on staff priorities recommendation
18. January 8, 2010: TPAC recommended approval of resolution to JPACT
19. January 12, 2010: Metro Council Work Session—approval to proceed with resolution
20. January 14, 2010: JPACT recommendation to Metro Council on resolution

ANALYSIS/INFORMATION

1. **Known Opposition –** None. However there is concern that if the region conducts more than one corridor refinement plan at a time, that they be appropriately scoped and funded so that available funding is targeted to produce useful results. Staff recommends a detailed scoping and chartering process to ensure that these concerns are addressed.

2. **Legal Antecedents** –

   Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project,* (July 26, 2001)

   Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 (October 27, 2005)*

   Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan* (December 17, 2009)

3. **Anticipated Effects** Adoption of this resolution identifies new corridor planning priorities for the 2010-2013 planning period and would enable the prioritized corridors to receive funding and staff

resources needed to complete the required corridor refinement planning work by updating the work program for corridor refinement planning through 2013, and provide general guidance through 2020.

4. **Budget Impacts** Cost of performing the two identified corridor refinement plans is to be determined, based upon scope.

Funding Issues Still Unresolved:

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two multimodal corridor refinement planning efforts in the next four years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs. It is important to note that, the proposed phasing and sequencing schedule is predicated on the commitment by the region and local jurisdictions to sufficient funding to accomplish these corridor refinement plans and related HCT analyses. The scopes will be developed and the schedule will be revised to match available resources.

RECOMMENDED ACTION

Approve Resolution No. 10-4119 For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle") with the understanding that detailed scopes of work for each corridor refinement plan will be developed, based on actual funding availability and other factors.

Resolution Exhibits (included by reference as attachments to this staff report)

Exhibit A: Mobility Corridors in the Portland Metropolitan Region
Exhibit B: Corridor Refinement Plan Rating Matrix
Exhibit C: Corridor Refinement Plan Sequencing Graphic
Exhibit D: Near-Term Corridor Refinement Plan Priorities (Adopted by JPACT January 14, 2010)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE SOUTHWEST HIGH CAPACITY TRANSIT (HCT) CORRIDOR - HCT CORRIDOR #11, PORTLAND TO SHERWOOD IN THE VICINITY OF BARBUR BOULEVARD/OR 99W - AS THE NEXT REGIONAL PRIORITY TO ADVANCE INTO ALTERNATIVES ANALYSIS	)))))	RESOLUTION NO. 10-4118 Introduced by Councilor Collette

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and is a component of the Regional Framework Plan; and

WHEREAS, the Metro Council accepted the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the three highest priority corridors for an HCT investment (Near-term regional priority), include the corridor in the vicinity of Barbur Boulevard/OR 99W and, the corridor in the vicinity of Powell Boulevard, and upgrades to the Westside Express Service commuter rail; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEAREAS, the RTP demonstrates that investment in HCT is a proven strategy that helps build great communities, increases walking and bicycling and reduces greenhouse gas emissions; and

WHEREAS, a need exists now for a regional endorsement of the next priority HCT corridor in order to apply a concentrated and coordinated effort to ensure a successful project; and

WHEREAS, an HCT investment in the Southwest HCT Corridor (indicated in Exhibit A) would provide HCT service to a new area of the region; and

WHEREAS, the Southwest HCT Corridor has long been recognized as a potential HCT corridor, identified in the 1982 Light Rail Transit Plan, and maintained through subsequent Regional Transportation Plans; and

WHEREAS, the System Expansion Policy framework identified in the HCT System Plan, outlines quantitative and progressive targets to be measured in order to advance the next HCT corridor; and

WHEREAS, the Southwest HCT Corridor has been evaluated through a rigorous HCT process and emerged as a top Near-Term Regional Priority through the application of the Metro and the Joint Policy Advisory Committee on Transportation approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and

WHEREAS, the Southwest HCT Corridor ranks highest in priority of the three HCT Near-Term Regional Priority Corridors based on the System Expansion Policy targets measurable at this time; and

WHEARAS, JPACT approved advancement of the Southwest HCT Corridor on January 14, 2010; now therefore

BE IT RESOLVED:

1. Metro Council selects the Southwest HCT Corridor as the next regional HCT priority to advance toward implementation.

2. Selection of this corridor also begins the process for affected jurisdictions, including Metro, to begin action items identified in the System Expansion Policy (Exhibit B) in order to promote, encourage and leverage other transportation and land use investments that will support the HCT investment and to work with local, state and federal partners to secure necessary funding for this project.

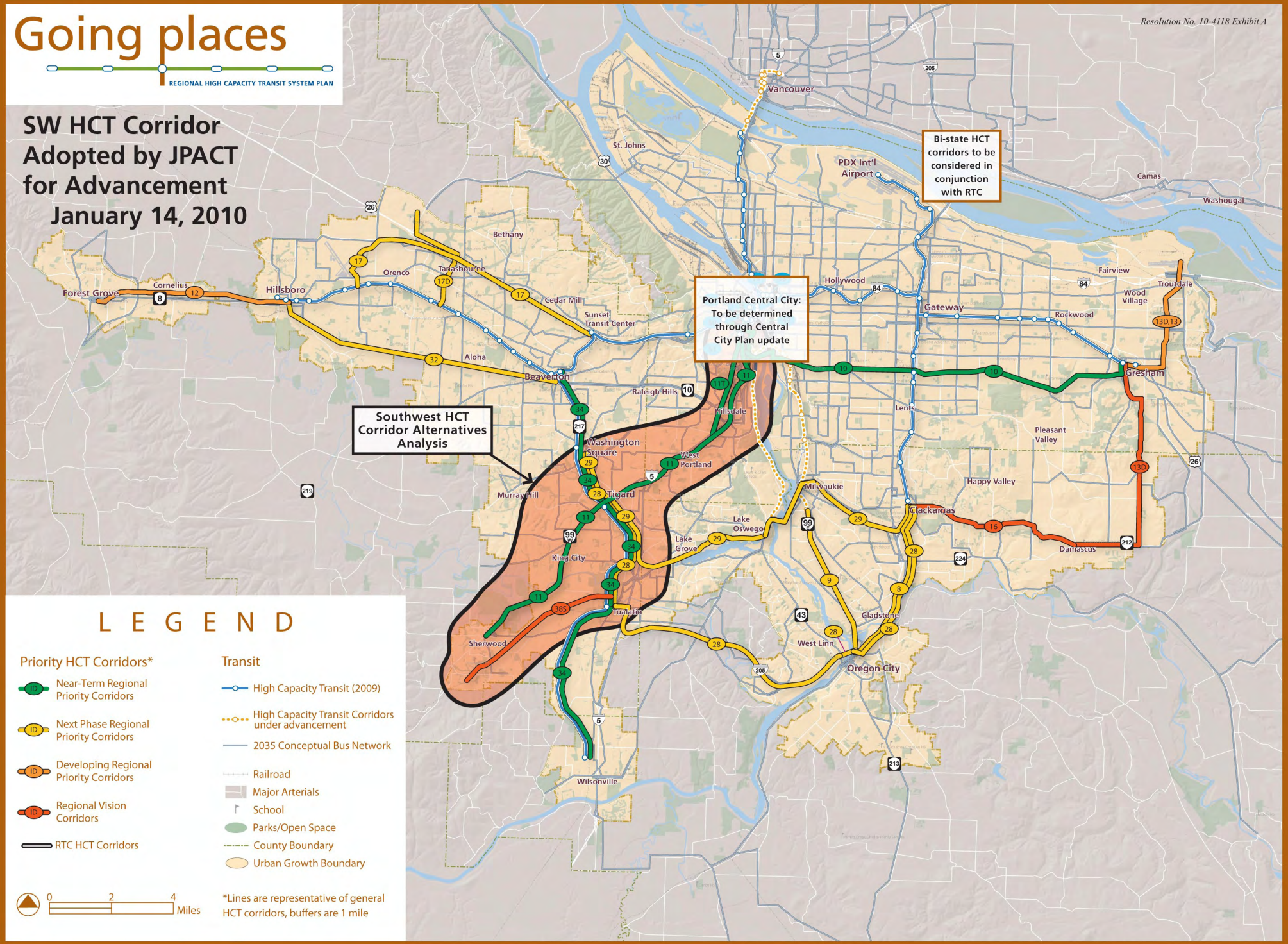
ADOPTED by the Metro Council this 25TH day of February 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROVED AS TO FORM METRO COUNCIL


Going places
REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN
Resolution No. 10-4118 Exhibit A
SW HCT Corridor Adopted by JPACT for Advancement January 14, 2010
Bi-state HCT corridors to be considered in conjunction with RTC
Portland Central City: To be determined through Central City Plan update
Southwest HCT Corridor Alternatives Analysis
Vancouver
St. Johns
PDX Int'l Airport
Camas
Washougal
Bethany
Forest Grove
Cornelius
Hillsboro
Orenco
Tanasbourne
Cedar Mill
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hollywood
Gateway
Fairview
Wood Village
Troutdale
Rockwood
Gresham
Hillsdale
Lents
Pleasant Valley
Washington Square
West Portland
Murray Hill
Tigard
Milwaukie
Happy Valley
Clackamas
Lake Oswego
Lake Grove
King City
Damascus
Tualatin
Sherwood
Gladstone
West Linn
Oregon City
Wilsonville
LEGEND
Priority HCT Corridors*
Near-Term Regional Priority Corridors
Next Phase Regional Priority Corridors
Developing Regional Priority Corridors
Regional Vision Corridors
RTC HCT Corridors
Transit
High Capacity Transit (2009)
High Capacity Transit Corridors under advancement
2035 Conceptual Bus Network
Railroad
Major Arterials
School
Parks/Open Space
County Boundary
Urban Growth Boundary
0 2 4 Miles
*Lines are representative of general HCT corridors, buffers are 1 mile

APPLICATION OF THE SYSTEM EXPANSION POLICY TO THE SOUTHWEST HCT CORRIDOR

As adopted in Resolution No. 09-4052, the System Expansion Policy framework is designed to provide a transparent process to advance HCT projects through the Near-Term, Next Phase, Developing and Vision tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The System Expansion Policy framework:

1. Identifies which near-term regional priority HCT corridor(s) should move into the federal projected development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

MEASUREMENT OF THE NEAR TERM REGIONAL PRIORITY CORRIDORS - SOUTHWEST HCT CORRIDOR AND POWELL CORRIDOR[1]

Both the Southwest HCT Corridor and Powell Boulevard corridors are viable for implementation based on the analysis completed through the Regional HCT System Plan. While Powell Boulevard shows potential to achieve significant ridership, the Southwest HCT Corridor shows greater potential to gain new riders, a strong indicator of the corridor's potential to meet existing federal requirements for New Starts funding.

At this time, System Expansion Policy targets can be analyzed based on available information gained through the Regional HCT System Plan analysis, the corridor refinement prioritization process and the Draft 2035 RTP. An additional target of projected ridership is a practical and essential measurement to help determine the next corridor priority. It is the ridership category that distinguishes the Southwest HCT Corridor from the Powell Boulevard Corridor. Based on System Expansion Policy Targets, the Southwest HCT Corridor and Powell Boulevard compare as follows:

- Transit supportive land use/station context (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan
- Community support (Southwest HCT Corridor = Powell) – measured by Local Aspirations as part of the Regional HCT System Plan
- Partnership/political leadership (Southwest HCT Corridor has more support than Powell) – measured through City of Portland, TriMet, City of Tigard and Washington County support for Southwest HCT Corridor – measured by corridor refinement plan responses
- Regional transit network connectivity – (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan
- Housing needs supportiveness (Southwest HCT Corridor serves fewer people in this category than Powell) – measured through Regional HCT System Plan
- Financial capacity – capital and operating finance plans – (Southwest HCT Corridor performs better than Powell under current Federal Transit Administration criteria that measures the number of potential new riders)
- Integrated transportation system development (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan

[1] Improvements in the WES corridor are also an HCT Near-Term Regional Priority. It was determined through the HCT process that improvements to this corridor would consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the Southwest HCT Corridor or Powell Boulevard Corridor.

Ridership – In this category, the Southwest HCT Corridor has higher projected corridor ridership and higher projected increase in corridor ridership.

	Powell Boulevard	**Southwest HCT Corridor**
Daily ridership estimate (2035)	28,000	38,000
Increase in projected daily corridor ridership (2035)	1,000	12,000

Source: Metro – High Capacity Transit System Detailed Evaluation, 3rd Draft, April 2009, Nelson\Nygaard

SYSTEM EXPANSION POLICY WORK PLAN

As identified in the System Expansion Policy framework, the local and regional actions to be completed as part of the initial work in the Southwest HCT Corridor include:

- Develop corridor problem statement
- Define corridor extent
- Assess corridor against system expansion targets
- Create ridership development/land use/TOD plans for centers and stations
- Assess mode and function of HCT
- Create multimodal station access and parking plans
- Assess financial feasibility
- Coordinate with MTIP priorities
- Perform multi-modal transportation analysis
- Begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor

STAFF REPORT

FOR THE PURPOSE OF ENDORSING THE SOUTHWEST HIGH CAPACITY TRANSIT (HCT) CORRIDOR - HCT CORRIDOR #11, PORTLAND TO SHERWOOD IN THE VICINITY OF BARBUR BOULEVARD/OR 99W - AS THE NEXT REGIONAL PRIORITY TO ADVANCE INTO ALTERNATIVES ANALYSIS

Date: January 13, 2010

Prepared by: Tony Mendoza,
Transit Project Analysis Manager
503-797-1726

BACKGROUND

The Regional High Capacity Transit (HCT) System Plan was incorporated into the into the Draft 2035 Regional Transportation Plan by Metro Council resolution, December 17, 2009. There are three corridors in the top tier, "Near-Term Regional Priority," category that were found to perform best based on the 25 regionally adopted evaluation criteria. These are the corridors in the vicinities of Barbur Boulevard/OR 99W (Southwest HCT Corridor), Powell Boulevard and the Westside Commuter Express. This resolution selects the Southwest HCT Corridor as the regional priority corridor to advance into alternatives analysis.

Adoption of this resolution does not discount the potential of the remaining two corridors, but does allow the region to focus resources for a major investment.

Role of high capacity transit

The regional HCT system is part of an integrated strategy to accommodate the region's rapidly increasing population, while reducing the negative impacts of growth on land, air and water quality and the ability to get around in the region. The RTP demonstrates the effectiveness of HCT investment in meeting regionally desired outcomes for growth.

System Expansion Policy plan and priority selection process

The HCT system plan was adopted by Metro Council on July 9, 2009, to advance into the RTP. Since that time the three corridors in the near-term regional priority tier (corridors in the vicinities of Barbur Boulevard/OR 99W, Powell Boulevard and WES) were further scrutinized and reviewed by the RTP working group. Because of the complexity and importance of the HCT decision, the High Capacity Transit Subcommittee, comprised of TPAC and MTAC members, was reestablished to focus on further defining and applying the System Expansion Policy. The System Expansion Policy framework is designed to provide a transparent process to advance high capacity transit projects through the Near-Term, Next Phase, Developing and Vision tiers. The framework is based on a set of targets designed to measure corridor readiness to support a successful high capacity transit project.

The subcommittee determined that in order to select the next regional priority, it would be prudent to apply available information to the System Expansion Policy. The rationale for this was based on the significant amount of technical work that was developed through the Regional HCT System Plan, with the addition of new information gained through the RTP process. This level of analysis would likely not be available for corridors in the next RTP cycle.

The RTP process included the ability for the public to further review and comment on the HCT priorities within each tier. Additionally, through the corridor refinement planning prioritization process, conducted as part of the RTP, jurisdictions weighed in on the importance of advancing HCT in conjunction with the next Corridor Refinement Plan. There were not a significant number of public responses to the RTP regarding the Regional HCT System Plan to help preference one corridor over another.

Application of the System Expansion Policy was applied to only the corridors in the vicinities of Barbur Boulevard/OR 99W (Southwest HCT Corridor) and Powell Boulevard. For the corridor in the vicinity of WES, it was determined through the HCT process that improvements to this corridor would consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the Southwest HCT Corridor or Powell Boulevard Corridor.

The System Expansion Policy targets will continue to be refined through the finalization of the RTP update to apply to future decisions on HCT corridor advancement.

RESOLUTION MATERIALS

Exhibit A shows the proposed geographic scope of the alternatives analysis for the Southwest HCT Corridor.

Exhibit B describes how the Southwest HCT Corridor weighs against the Powell Boulevard Corridor. Both corridors perform well based on the System Expansion Policy targets, but it is the potential to capture new riders that distinguishes Southwest HCT Corridor over the Powell Boulevard Corridor.

ANALYSIS/INFORMATION

Known opposition

None

Legal antecedents

Resolution No. 09-4099 *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan*

Resolution No. 09-4025 *For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridors and Evaluation Criteria.*

Ordinance No. 82-135 *For the Purpose of Adopting the Regional Transportation Plan*

Resolution No. 83-383 *For the Purpose of Endorsing the Regional Light Rail Transit (LRT) System Plan Scope of Work and Authorizing Funds for Related Engineering Services*

Resolution 07-383 1B *For the Purpose Of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis*

Anticipated effects

This action selects Southwest HCT Corridor as the next regional priority to advance toward implementation. Staff would begin developing a work plan in order to work with regional partners to:

- develop corridor problem statement
- define corridor extent
- assess corridor against system expansion targets
- create ridership development plan/land use/TOD plans for centers and stations
- assess mode and function of HCT
- create multimodal station access and parking plans
- assess financial feasibility
- coordinate with MTIP priorities
- perform multi-modal transportation analysis
- begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor.

Budget impacts

Anticipated budget for this program is based on a variety, yet to be secured, resources, including ODOT Transportation and Growth Management funding and federal appropriations.

RECOMMENDED ACTION

Approve Resolution No. 10-4118

Resolution exhibits

Exhibit A: Southwest High Capacity Transit Corridor, Adopted by JPACT for Advancement January 14, 2010
Exhibit B: Application of the System Expansion Policy to the Southwest HCT corridor