I. PROJECT DEFINITION

Project Vision - It is our collective fundamental responsibility to work collaboratively to improve the land use and transportation conditions and mobility in the Southwest Corridor to support vibrant communities with transportation and housing choices that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life.

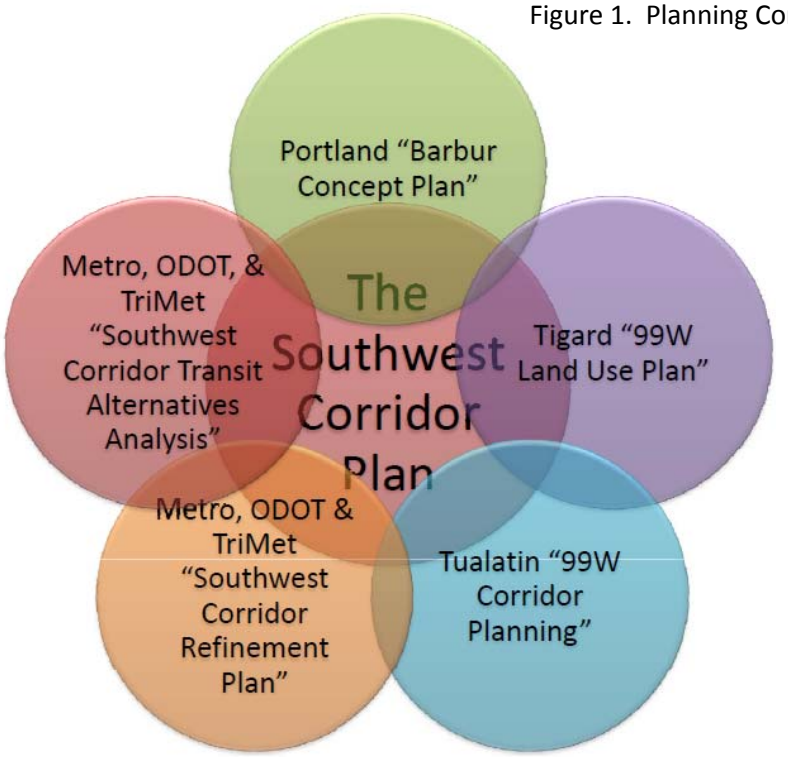
A. Project Description

The Southwest Corridor Transit Alternatives Analysis (AA) will evaluate a high capacity transit (HCT) alternative in the southwestern quadrant of the Portland metropolitan region. The Transit AA is an essential component of the Southwest Corridor Plan. The Plan is a comprehensive effort to create livable and sustainable communities by simultaneously planning for synergistic investments and policies in land use and transportation. The resulting projects from the plan will leverage public investments for improved mobility and increased access to employment, housing, education, and other services for current and future residents. The Southwest Corridor Plan includes local land use planning, which will identify land use actions and investments (including HCT) to support livable communities; a Corridor Refinement Plan to examine the function, mode, and general location of transportation improvements; and the Transit AA to define the best mode and alignment of HCT to serve the corridor.

Partnerships for this plan have been or will be established with (please refer to attached letters of support):

- Oregon Department of Transportation
- Tri-County Metropolitan Transportation District of Oregon (TriMet)
- Washington County
- Housing Authority of Washington County
- Housing Authority of Portland
- City of Portland
- City of Tigard
- City of Tualatin
- King City
- City of Sherwood

Figure 1. Planning Context



B. Applicant Information

(a)	Applicant Name	Metro
	Address	600 NE Grand Avenue Portland, OR 97232
	Congressional Districts:	1, 3 and 5
	FTA ID:	1711
(b)	Contact Name	Tony Mendoza
	Title	Transit Project Analysis Manager
	Address	600 NE Grand Avenue, Portland, OR, 97232
	E-mail	tony.mendoza@oregonmetro.gov
	Fax	503-797-1930
	Phone	503-797-1726
(c)	Services provided	Metro is an elected regional government that plans transportation and land use, functions as the metropolitan planning organization, and provides the following services for the 25 cities and 3 counties in the Portland metro region:

- manages more than 12,000 acres of parks and natural areas including more than 100 miles of river and stream banks
- manages public attraction and venues including the Oregon Zoo, the Portland Center for the Performing Arts, the Oregon Convention Center, and the Portland Expo Center
- oversees the region's recycling and garbage services, and provides resources for sustainable living and waste prevention
- provides mapping, analysis and forecasting tools

C. Evaluation Criteria

The Southwest Corridor Plan implements the *2040 Growth Concept,* adopted in 1993 and the *2035 Regional Transportation Plan,* adopted in 2010. This Southwest Corridor Plan is guided by the Metro Council adopted six desired outcomes of a sustainable and prosperous region, and the DOT/HUD/EPA Partnership for Sustainable Communities livability principles. Ultimately, the results of the Transit AA and other investments and policies will be prioritized based on ability of projects to fulfill those outcomes. The approach to this prioritization is listed in Work Plan Task 8 below, and preliminary criteria are listed in section II of this document.

D. Work Plan and Budget

The Southwest Corridor Plan Transit AA will be completed within the broader structure of the Southwest Corridor Plan in order to align transportation and land use decisions that can leverage investments and policies. The following 11 tasks comprise the work plan for the Southwest Corridor Transit Alternatives Analysis and the multi-modal Southwest Corridor Refinement Plan, including the land use tasks being

completed by the concurrent, collaborating and coordinating projects of the *Barbur Concept Plan* (City of Portland, 2012), the *99W Land Use Plan* (City of Tualatin, 2012), the *99W Land Use Plan* (City of Tigard, 2011). Tasks exclusive to the Transit Alternatives Analysis would be completed between now and February 2013. Tasks would be substantially enhanced with grant funds as indicated on the budget chart at the end of this section.

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

Task Objectives

- Maintain regular communications required for comprehensive project management, among Metro, partnering jurisdictions, and stakeholders involved in the Southwest Corridor Plan;
- Produce deliverables that are on-time and within-budget, and that are responsive to the scope of work; and
- Ensure high-quality and accurate technical documents and policy reports.

Deliverables: Project Management Plan.

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

Task Objectives

- Establish roles, responsibilities, and commitments for partner agencies;
- Provide a structure for staff, citizen, and partnering agencies to engage in the corridor planning process; and
- Establish common understanding of scope of work and issues/alternatives already identified, to leverage relevant previous and concurrent work with partner agencies.

Deliverables: Chartering and Scoping Report, Refined Scope of Work, Budget, Schedule, Project Organization.

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 Transit Alternatives Analysis planning process and the Southwest Corridor Plan;
- Ensure that there is coordination among agencies and related plans and projects involved, particularly with respect to the land use, transportation, housing and environmental planning; and
- Ensure the AA responds to community values and issues, particularly as expressed through local agency policies, aspirations and standards.

Deliverable: Interagency Coordination Plan, including affected federal agencies

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

Task Objectives

- Provide a structure for citizens to engage effectively in the AA and the Southwest Corridor Plan;
- Identify community needs and desires by gathering input from project stakeholders (citizens, neighborhood and civic groups, property owners and renters, business owners, and tenants of businesses);
- Ensure representation for under-represented groups;
- Ensure the AA responds to community values and issues; and

- Ensure the AA receives ample and broad public review, input and support.

Deliverables: Public Involvement Plan.

Task 5: Station Community Locations and Land Use Plans - (August 2010-April 2012)

Task Objectives

- Coordinate the efforts of each city's station community land use plans within the plan area;
- Enhance ability of transit to support the region's and cities' vision and local aspirations for growth.
- Enhance each city's ability to warrant HCT investment;
- Promote transit-oriented development consistent with the *2040 Growth Concept (Metro (1993)* Station Community designations and with the *2035 RTP (Metro, 2010)* HCT System Expansion Policy targets;
- Meet state, local, and regional goals, plans, and standards;
- Identify first the key transit-supportive potential station community locations, or neighborhood nodes, along a corridor, where pedestrian-oriented development would be concentrated, to enable the transit alignment discussions that follow to be more informed and responsive to the community;
- Develop the station community alternatives, called station community typologies, based on the *State of the Centers Activity Spectrum (Metro, 2009)* and the *Transit-Oriented Development Strategic Plan (Metro, 2010)* to fit the character of each City and the *2040 Growth Concept (Metro 1993) Station Community* design type;
- Develop a preferred land use alternative for the potential station communities, opportunities for transit-oriented developments, and recommendations leading to provisional Comprehensive Plan amendments in coordination and anticipation of an HCT project; and
- Integrate the City of Portland Bureau of Environmental Services' watershed planning into the project approach to respond to and improve watershed health.

Deliverables: Existing Conditions Reports; Evaluation Framework; Potential Station Community Locations; Station Community Alternatives & Typologies Reports; and Final Land Use Reports: Barbur Concept Plan (City of Portland), the 99W Land Use Plan (City of Tualatin), the 99W Land Use Plan (City of Tigard).

Task 6: Existing and Future Baseline Conditions (July 201- June 2011)

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;
- Identify policies, plans, standards, and best practice guidelines to inform development of alternatives;
- Make effective use of existing data (e.g., PORTAL and ODOT hours of congestion data) and policy (e.g., 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 micro-simulation analyses;
- Estimate the share of households in the corridor spending more than 40 percent of household income on housing and transportation combined;
- Prepare inventory of affordable housing areas;
- Develop inventory of voucher assisted renter householders;
- Use state and federal standards, establish air quality baseline data for alternatives analyses;
- Incorporate data relevant to greenhouse gas emissions, as state and regional protocols evolve;
- Collect bicycle and pedestrian counts in selected areas;
- Collect parking inventory in selected areas;
- Coordinate additional survey gathering for the plan area with regional travel model survey, to enhance regional survey work to be conducted in FY11. This data will include enhanced bike survey data for the bike model, on-board transit surveys for transit market analyses, and oversampling within the study area;
- Collect data on collisions and crashes for the top 10% Safety Priority Index System and the type of collision (i.e. vehicle to vehicle, vehicle to pedestrian, vehicle to bicycle, or bicycle to pedestrian etc.); and
- Collect traffic counts, including truck percentages in key freight access areas, as determined 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.

Deliverables: Existing and Future Baseline Conditions Report; Land Use Conditions and Preliminary Market Analysis Report; Usable survey data for inclusion into regional travel model; and HCT System Expansion Policy Review and Analysis.

Task 7: Define Purpose and Need Statement for Multimodal Transportation and Land Use Outcomes - (September –April 2011)

Task Objectives

- Incorporate public input on local issues and regional vision for communities into a problem statement;
- Compile market analyses, public input, agency goals and requirements to establish a problem statement; and
- Begin development of evaluation criteria and performance measures to be refined in Task 8.

Deliverables: Purpose & Need Statement Report for each component of the Southwest Corridor Plan, and a combined Plan Purpose and Need statement.

Task 8: Create Outcomes-Based Evaluation Framework (December 2010 – February 2011)

Task Objectives

- Develop outcomes criteria based on livability and sustainability goals and Metro-Council-adopted desired outcomes for a sustainable and prosperous region;

- Establish an objective and consensus-based framework to conduct technical evaluations of proposed alternatives;
- Address evolving issues and standards such as greenhouse gas and climate change requirements, if feasible;
- Build on Metro's GHG Procedures Manual ("climate calculator") as it evolves into criteria;
- Use newly collected bike survey work from this analysis to incorporate into the developing regional bike model;
- Provide detail on how to measure and assess the potential for economic development that may result from the range of alternatives analyzed, including land use modeling tools such as *Metroscope, Envision,* and *Index*;
- Develop affordable housing criteria; and
- Incorporate Southwest Corridor Plan goals and public input from tasks 2, 3 and 4 into the technical evaluation framework.

Deliverables: Screening and Performance Measures Technical Memorandum; Modeling Methodology Technical Memorandum ; 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.

Task 9: Develop and Screen Initial Broad Range of Reasonable Alternatives (December 2010 –June 2011)

Task Objectives

- Identify a wide range of corridor alternatives that includes all reasonably feasible strategies that address identified issues;
- Conduct screening process that is objective, inclusive and transparent;
- Design alternative improvements to meet Transit AA outcomes and goals, potentially including LRT, BRT, Rapid Streetcar, Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM) and HOV/HOT lanes;
- Align improvements with land use planning identified in Station area analysis in the Southwest Corridor Plan, including the *Barbur Concept Plan* (City of Portland, 2012), the *99W Land Use Plan* (City of Tualatin, 2012), the *99W Land Use Plan* (City of Tigard, 2011);
- Identify potential transportation investments that leverage housing authority needs and potential investments; and
- Identify pedestrian, bike, road and highway improvements.

Deliverables: Develop plan for conceptual analysis that include screening criteria from Task 8 that are consistent with those used throughout the planning process.

Task 10: 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 mode and general location of the alignment, based on evaluation criteria from Task 8;
- Conduct the following anaylses:
    - Engineering and implementation feasibility
    - Travel demand (regional)
    - Localized traffic impacts
    - Bike impacts and access improvements
    - Pedestrian impacts and access improvements
    - Multimodal assessment (all modes combined) trade-offs
    - HCT performance needed to meet needs
    - Land use impacts (Metroscope)
    - Environmental/natural resources
    - Economic development
    - Environmental justice
    - Institutional issues
    - Affordable housing coordinated strategies with transportation investments
- Select/confirm Final Set of Alternatives.

Deliverables: Alternatives Definitions, Technical Analysis Summary Reports, Evaluation Findings Summaries.

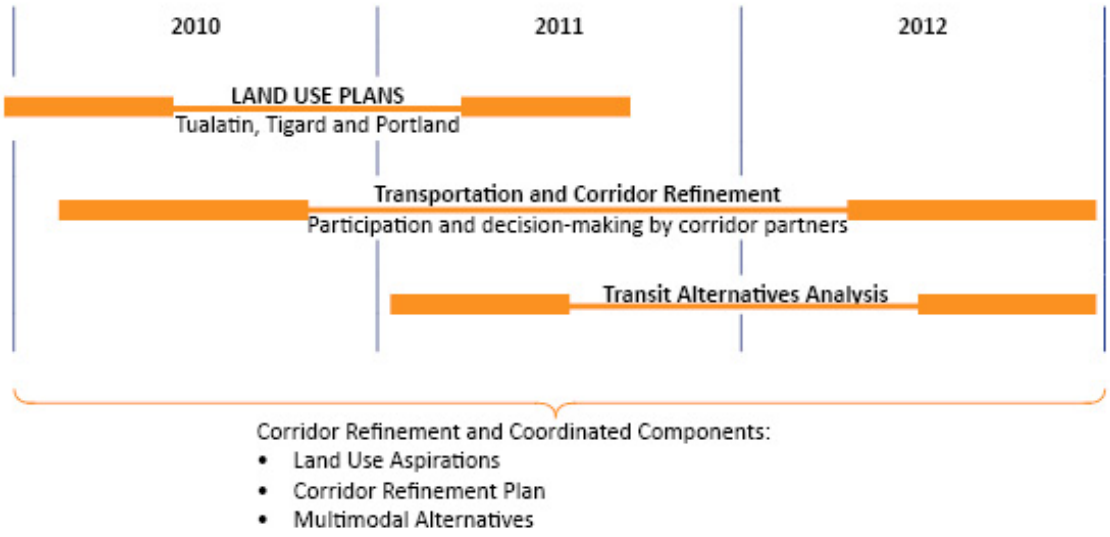
Task 11: Prepare Draft and Final Southwest Corridor Transit Alternatives Analysis Report (March 2012 – November 2012)

Task Objectives

- Document compliance with local land use policies, Metro regionally adopted policies, the Transportation Planning Rule and ODOT requirements;
- Document technical findings and policy determinations;
- Develop an implementation and investment plan for advancing the strategies identified in the Southwest Corridor Transit Alternatives Analysis Report;
- Prepare draft Southwest Corridor Transit Alternatives Analysis Report, summarizing the technical findings and policy determinations from all preceding tasks;
- Document compliance with Metro policies, Housing Authority Coordination, Environmental reconnaissance, FTA and State of Oregon requirements; and
- Provide needed guidance to other jurisdictions which may have to update TSPs and/or Comprehensive Plans; obtain written commitments for those needed actions.

Deliverables: Draft and Final Southwest Corridor Transit Alternatives Analysis Report.

Chart 1: Southwest Corridor Plan Schedule



Budget

Summary Budget:
Southwest Corridor Plan - Corridor Refinement, Land Use Planning and Transit Alternatives Analysis

	Total Project	% of Project
Total Local Contribution (Metro Excise & Local Land Use and Refinement Jurisdiction)	$ 1,465,445	29%
Total Federal PL/STP Contribution (Refinement Plan and Land Use Plans)	$ 1,646,595	32%
Total Federal Transit AA Request	**$ 2,000,000**	**39%**
Total Project Cost	$ 5,112,040	100%

Detailed Budget:
Southwest Corridor Plan - Corridor Refinement, Land Use Planning and Transit Alternatives Analysis

Task	**Local (Metro Excise) Land Use** (confirmed)	**Local Land Use and Refinement Jurisdiction (confirmed)**	**PL/STP (Fed) Land Use and Refinement (confirmed)**	**Total Corridor Refinement and Land Use Plans**	**Transit AA Request**	**Total SW Corridor Plan Costs**
1. Project Management		$19,258	$141,229	$160,487	**$103,140**	$263,627
2. Project Chartering and Scoping		$4,280	$31,384	$35,664	**$22,920**	$58,584

3. Interagency Coordination		$3,852	$28,246	$32,097	**$20,628**	$52,725
4. Public Involvement Plan		$72,754	$533,531	$606,285	**$22,003**	$628,288
5. Station Community and Land Use Plans	$881,000	$394,000	$250,000	$1,525,000	**$63,328**	$1,588,328
6. Existing and Future Baseline Conditions		$9,415	$69,045	$78,460	**$418,059**	$496,519
7. Purpose and Need Report		$7,275	$53,353	$60,628	**$38,964**	$99,592
8. Create Outcomes-Based Evaluation Framework		$6,419	$47,076	$53,496	**$34,380**	$87,876
9. Develop and Screen Initial Broad Range of Reasonable Alternatives		$8,131	$59,630	$67,761	**$623,391**	$691,153
10. Develop and Analyze Alternatives		$53,496	$392,302	$445,798	**$623,391**	$1,069,189
11. Prepare Draft and Final Southwest Corridor Transit Alternatives Analysis Report		$5,564	$40,799	$46,363	**$29,796**	$76,159
Totals:	**$881,000**	**$584,445**	**$1,646,595**	**$3,112,040**	**$2,000,000**	**$5,112,040**

II. PROJECT NEED, CONCEPTUAL ALTERNATIVES, PRELIMINARY EVALUATION CRITERIA, TECHNICAL CAPACITY AND DECISION-MAKING

A. Demonstrated Need

The Southwest Corridor was identified in *2035 RTP* (Metro 2010) as the corridor with the highest need for multimodal regional transportation investments. The *High Capacity Transit System Plan (Metro, 2009*), a component of the RTP, prioritized the Southwest Corridor as the region's next priority for HCT investment based on total potential benefits measured by 26 evaluation criteria. The corridor ranked highest compared to 55 corridors examined. The evaluation criteria considered how an HCT investment would best meet the livability and community needs, support the economy, provide environmental benefits, and potential for implementation based on costs and efficiencies of operations.

The corridor includes 10% of the region's population and 19% of the region's jobs. The corridor is constrained by lack of connectivity, transportation options, and capacity, and is currently congested and

experiencing delay. Population growth in the region and in the corridor will exacerbate these problems, increasing greenhouse gas emissions and the other environmental and economic impacts of fossil fuel use. Affordable housing is important to ensure a diverse workforce is available to meet regional employment needs.

Buses within the corridor carry approximately nearly 27,000 passengers on a typical weekday. Analysis as part of *the High Capacity Transit System Plan* (Metro, 2009) showed forecasted average weekly daily corridor boardings of 38,300 on potential high capacity transit in 2035. To meet the demand today, TriMet runs 41, 40-foot buses in the a.m. peak-hour at the peak load point to Central City each day. The peak load point is 1.7 miles south of the Central City.

1. Description of the Study Area, Transportation Problems and Needs

Study area

The Southwest Corridor is 17-miles long and generally follows Interstate 5 (I-5) and state highway OR99W (99W), which is Barbur Boulevard within the city of Portland. The highway continues southwest through the cities of Tigard, Tualatin, King City and Sherwood. The northern portion of the highway closely parallels I-5, diverging near the northern city limit of Tigard. I-5 and OR99 serve as the main travel routes between Portland, Tigard and Tualatin; OR 99W is the main travel route on to the cities of King City and Sherwood. Arterials and bus service support movements in and through the corridor. The terrain is quite hilly in many areas. Pedestrian connectivity is limited and bicycle paths are discontinuous. The arterial, collector, and local street network in the vicinity of much of the corridor is winding and discontinuous as a result of the hilly topography and suburban style development patterns. Sidewalks and crosswalks are lacking in much of the area, which impedes walking to take transit or meet other needs.

The majority of Barbur Boulevard and 99W within the southwest corridor is characterized by post-war auto-oriented commercial development. The corridor includes several important regional institutions, including Oregon Health & Science University (OHSU), Portland State University (PSU), and Portland Community College (PCC) Sylvania campus.

The corridor serves as the primary southern gateway to the region, and as part of the West Coast Trade Corridor (from Canada to Mexico) is critical for freight mobility. The Corridor connects agricultural industries of the Willamette Valley to the Portland Central City and / or I-5 and OR 217. It also serves as an important route to Portland International Airport. Shortline heavy rail provides access to the region from the Willamette Valley.

The corridor crosses the Willamette River, Tyron Creek, and Fanno Creek watersheds and is crossed by numerous streams, most of which are in stormwater pipes or culverts. Significant natural resource areas and open spaces exist along the corridor.

Transportation Problems

Underserved Major Regional Destinations

The Southwest Corridor includes several of the largest commercial, employment, and educational centers in the region. Centers, corridors and main streets have been identified as locations for focused growth in the *2040 Growth Concept*. Access to these centers is already constrained and with increased population growth and traffic congestion, access will continue to deteriorate.

The Southwest Corridor contains key regional institutions, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, and Portland State University (PSU). OHSU is the state's fourth largest private employer with over 11,500 employees and serves over 2,500 students each year[1]. PCC Sylvania campus serves 26,000 students over the course of a year. PSU is the state's largest university with an enrollment close to 30,000 and over 3,500 fulltime employees.

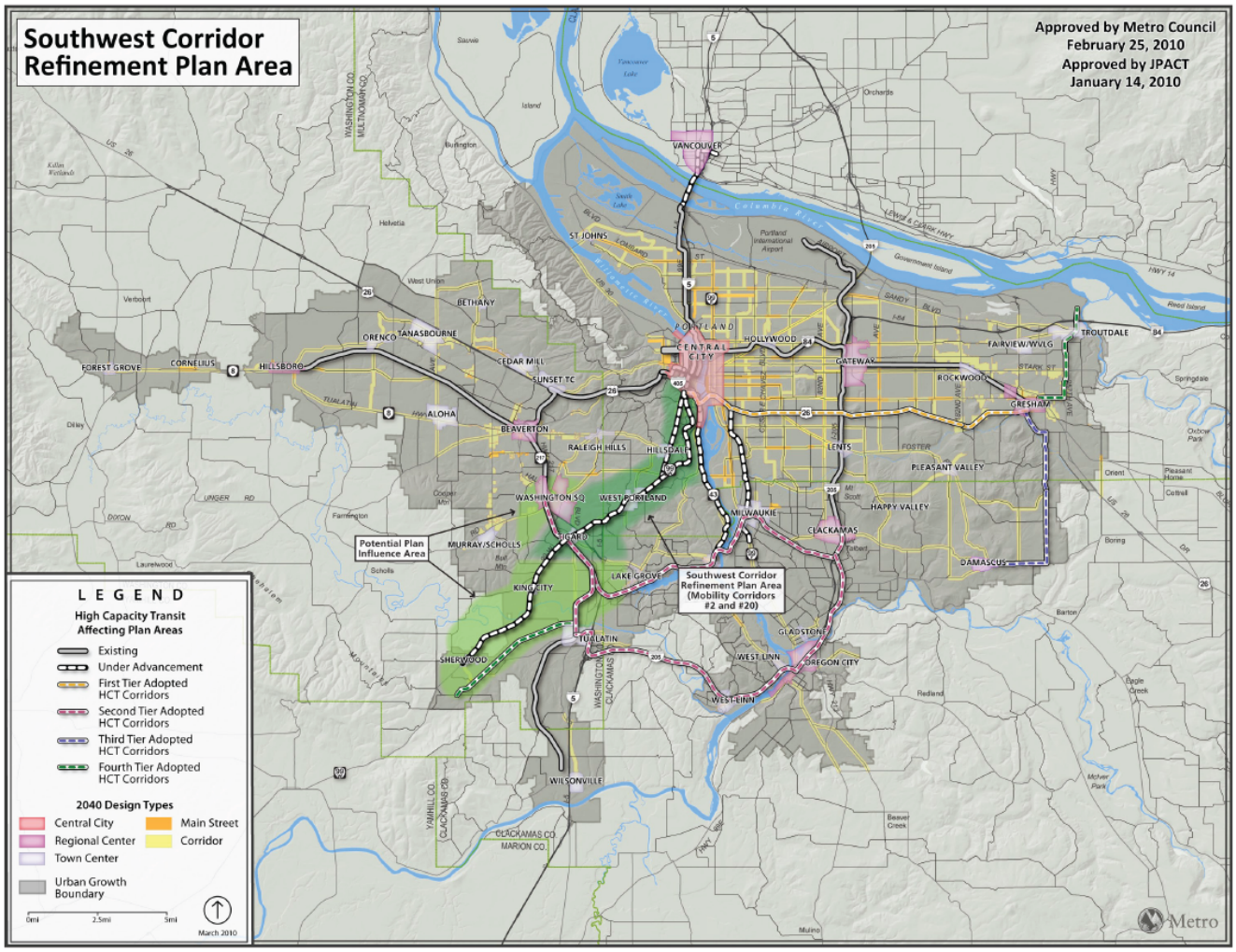
The southwest corridor connects several important regional centers designated in the 2040 Growth Concept that employ and house 125,127 people. The 2040 centers are areas planned for intensive growth. They include Portland Central City (90,103 people), the Hillsdale Town Center (2,856 people), West Portland Town Center (5,285 people), Tigard Town Center (3,884 people), Washington Square Regional Center (16,793 people), Tualatin Town Center (5,406 people), and Sherwood Town Center (800 people), in addition to the greater southwest corridor. (*ESRI Business Analyst*). These are key origins and destinations that will increase ridership. The Portland Central City includes about 21,000 housing units and 70,000 jobs today. Since 1990, the area has developed an average of 1.3 million square feet of new development per year, according to the Bureau of Planning.

Communities with the Southwest Corridor have capacity and aspirations for significant growth. Washington Square Regional Center is the largest employment center outside the Central City. It is located in both Tigard and Beaverton and has access to Highway 217 and several Washington County arterials, and most recently, the new Westside Express Service commuter rail. The Washington Square Center plan, a multi-jurisdictional effort, was completed within the last ten years to guide development.

Tigard has aspirations for 2,500 housing units and 1.9 million square feet of commercial in its downtown, which currently has about one million square feet of commercial property. Tigard envisions a mixed use urban village that includes two-to-eight story buildings with transit supportive land use densities. Their aspirations include improved street connectivity, alternative transportation options, parking standards and, potentially, structured parking. Tigard has already made multiple investments to support these plans, including preparation of a new vision document, location of new WES station, Main Street enhancements, adoption of urban renewal and relocation plans for the transit center, new investments in Fanno Creek trail and plans for a new plaza. High capacity transit is envisioned as a part of their center and an integrated bus/rail transit center. The land use plans Conducted as part of the larger Southwest Corridor Plan will solidify these aspirations.

[1] http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf

Figure 2. Geographic Area



Growing Population in an Already Congested Corridor

Corridor population is expected to increase from 140,000 to 206,000 residents in 2035. Employment is expected to increase from 163,000 to 251,000 over the same period. With population in the Portland metropolitan area expected to grow by 650,000 in the next 25 years, transportation demand is expected to double.

With over 25 miles of congested roadway within the corridor, the Southwest Corridor is one of the most highly congested corridors in the region. Congestion impedes the land use development that is planned to implement the *2040 Growth Concept* and to create compact, vibrant communities. Congestion also impedes workforce travel, the flow of goods needed to implement sustained economic competitiveness and prosperity.

Levels of service (LOS) are E (0.9 v/c) and F (1.0 v/c) and traffic volumes are up to 32,289 on I-5 and OR99W (both directions at the intersection with Capitol Highway, during the 2 hour p.m. peak period (2005).

Congestion in the corridor limits the operational reliability of bus service. According to Metro's transportation model, from the Central City to Tigard, a total trip time during the 2-hour pm peak in 2005 takes 45.07 minutes on transit compared to 27.4 minute by auto. Transit is projected to take a total trip time of 51.5 minutes on transit in the year 2035, compared to 33.5 minutes by auto. From the Central City to Sherwood, the current total transit time is 52.4 minutes on transit compared to 41.9 minutes by auto during the 2-hour pm peak. By the year 2035, it is forecasted that it will take a total trip time of 68.6 minutes on transit compared to 52.8 minutes by auto.

Constraint of the Existing Landscape

The hilly topography and suburban style development along the corridor has led to a roadway system that is winding and discontinuous and lacks key connections that might otherwise be provided by a grid network. The topography and existing development limit opportunities to expand roadways or achieve efficiencies only by adding bus service on the existing roadways. Difficult geography and lack of bicycle and pedestrian facilities impede the ability to walk for pleasure and to meet everyday needs.

Greenhouse Gas Emissions with Continued Population Growth

Under legislation passed in 2009 (House Bill 2001), Metro, as the metropolitan planning organization for the Portland metropolitan area, must plan for reductions in transportation-related carbon emissions. The State of Oregon will provide Metro with greenhouse gas reduction targets in 2011. Metro is actively engaged with local elected officials and advisory committees to begin the scope of work on developing greenhouse gas reduction scenarios for consideration in 2012.

In 2010, Metro completed a *Greenhouse Gas Inventory* for the region. Residents and businesses in the Portland metropolitan region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually; 25% of which comes from transportation sources. An additional 48% of additional greenhouse gas emissions come from the manufacturing and freight movement of goods and materials.

Through the *Climate Prosperity Plan* (2010), Metro will outline actions to realize green savings, capitalize on green economic opportunities, and groom green talent to reduce the region's carbon footprint. Through the *Climate Leadership Initiative* (University of Oregon, 2010-2012), Metro, the universities, agencies and local communities are developing a climate preparedness strategy.

The Southwest Corridor has high levels of congestion and vehicle miles travelled. The *High Capacity Transit System Plan* (Metro, 2009) and *Greenhouse Gas Reduction Methodologies* (City of Portland, Nelson Nygaard, 2010) calculated that the region could reduce CO2 emissions from automobile trips by 7,452 metric tons and avoid 16,674,762 vehicle miles travelled (VMT) annually, just within the City of Portland, by implementing high capacity transit in the Southwest Corridor. This assumes new transit

ridership of 12,000, average trip length of 6.83 miles, and 7,800 trips diverted from automobiles daily. The larger 17 mile corridor will produce more dramatic greenhouse gas reductions.

Access to Affordable Housing

Oregon's Statewide Planning Goal 10 states that "…plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households." Traditionally, housing affordability analyses considered the cost of the housing without regard for transportation costs. In reality, transportation costs should be considered as a part of total housing costs. In many cases, highly desirable locations have high housing costs but very low transportation costs because of their central location and access to multiple modes of transportation, while locations with lower housing costs tend to be distant from jobs and services, thus incurring higher transportation costs. The Southwest Corridor Transit AA will serve to align the affordable housing with new high capacity transit.

According to *Urban Growth Report, Appendix 7* (Metro, 2010), the cities within the Southwest Corridor differ on housing mix, housing affordability, and transportation costs. However, residents in the entire corridor spend approximately 41-54% of their income on combined transportation and housing costs in 2005 and 59-89% in 2030. At one extreme, in West Portland near the Central City, a quarter of households were cost-burdened in 2005 with a third projected to be cost-burdened in 2030. Multi-family housing accounts for third of all units. Housing is more expensive in the West Portland, with almost half spent on housing in 2005 and projected three-quarters in 2030, but transportation represents a smaller percentage of income than the rest of the region at just six percent in 2005 and 2030. On the other extreme, at the southern end of the Southwest Corridor in the suburb of Sherwood, residents spent one-fifth of their income on transportation and a third on housing. Most of the units are single family housing and only five percent of the households were cost-burdened in 2005, rising to fourteen percent in 2030.

Maintaining access to affordable housing has been one of the challenges of providing transportation improvements, particularly, high quality high capacity transit. The Housing Authority of Portland (HAP) has three properties in the Southwest Corridor. These properties have a combined waiting list of 586 households with 1,342 household members, which demonstrates the strong need for more affordable housing options in the Southwest Corridor. Southwest Corridor in general has higher land values, which has limited the options of HAP to develop there. HAP owns 6,000 units county-wide but very few are located in Southwest Portland.

The Housing Authority of Washington County (HAWC) has 2,668 people in its housing voucher system. Of those receiving voucher, 13% live in Tigard, 4% live in Tualatin, 1% live in King City, 1% live in Sherwood, and 1% live in Durham. This indicates a lack of landlords willing to accept vouchers in the Southwest Corridor. Of the 7,197 affordable housing units, or 250 properties in Washington County, HAWC owns 1,568 units or 172 properties. Other affordable housing is provided by non-profit or for-profit affordable housing developers. Of the 172 HAWC properties, just 10 properties are located in the Southwest Corridor. The higher land values in the Corridor have limited the opportunities to develop

affordable housing. By integrating affordable housing agencies earlier in the process, Metro expects to increase opportunities for affordable housing development in the transit corridor.

Economic Competitiveness

Market access is critical to local business development in the Southwest Corridor. As of February 2006, there were 3,124 businesses licensed in the city of Tigard with a total of 30,616 employees. The *2040 Growth Concept* defined centers are smaller subsets of the great cities intended to grow intensively. The centers served by the Southwest Corridor contain 98,492 employees. They include the Central City (74,367 employees), the Hillsdale Town Center (893 employees), West Portland Town Center (2,009 employees), Tigard Town Center (2,655 employees), Washington Square Regional Center (14,417 employees), Tualatin Town Center (3,565 employees), Sherwood Town Center (586 employees), in addition to the wider Southwest Corridor. (*ESRI Business Analyst*). These key origins and destinations increase ridership. This corridor also provides an important transportation link between the Willamette Valley agricultural and forest land.

According to *Portland's Green Dividend* (Joe Cortright, CEOS for Cities, July 2007), city of Portland residents drive four miles less daily than the other 33 most populous U.S. metro areas. This reduction in vehicle miles traveled translates into an extra $2.6 billion in spending money to invest in our local economy. As part of the City of Portland *Greenhouse Gas Reduction Methodologies* (Nelson Nygaard, 2010), it was calculated that the region could avoid 53,274 vehicle miles travelled (VMT) daily from auto trips, just within the City of Portland, by implementing high capacity transit in the Southwest Corridor using the assumptions of the *High Capacity Transit System Plan* (Metro, 2009). Therefore, by reducing the number of vehicle miles travelled, the region overall will have more money to spend on local products, thereby bolstering the local economy.

Environmental Impacts of the transportation system

Transportation is a major contributor to a variety of environmental problems other than greenhouse gases, including noise, air pollution, water quality and habitat destruction. Stormwater runoff from roads pollutes streams and rivers; exhaust from cars and trucks pollutes the air. This effort will use the information produced by the City of Portland *Barbur Concept Plan* (2010-2012); the city will examine station community locations and their relationship to stormwater management and major watersheds, as outlined in the *Stormwater Management Report* (City of Portland Bureau of Environmental Services, 2006).

Needs

The need for a major transit investment in the Southwest Corridor is initially identified as:

- Serve Major Regional Destinations: Local and regional land use and development plans, goals and objectives target the corridor for high capacity transit and residential, commercial, retail and mixed-use development to help accommodate forecast regional population and employment growth.

- Address the Growing Population in an Already Congested Corridor: The corridor experiences high levels of traffic congestion and travel delay with deteriorating conditions in the future.
- Provide Transportation Options: The corridor has lengthy and increasing transit travel times and deteriorating public transportation reliability in the corridor due to growing traffic congestion. Projected population and employment growth in the corridor will create an unmet demand for increased travel choices and transit capacity.
- Invent Solutions to the Constraints of the Existing Landscape: Existing development and topography limits options for expansion of the roadway system.
- Reduce Greenhouse Gas Emissions with Continued Population Growth: Move the most people to places they need to go with the smallest carbon footprint.
- Increase Access to Affordable Housing: Maintain and support affordable housing with access to transit.
- Enhance Economic Competitiveness: Provide access to regionally significant employment, educational and commercial centers and reduce vehicle miles travelled. Be fiscally sustainable.
- Avoid or minimize Environmental Impacts of the Transportation System

The *2040 Growth Concept* identified high capacity transit and focusing growth in centers and corridors as the region's preferred strategy to address the challenges of growth. The *Regional Transportation Plan* identified this highly congested corridor as one the two high priority corridors for near term investment for high capacity transit based on public input, economic impact, ridership potential, ability to manage congestion, and ability to implement. Potential high capacity transit alternatives for the corridor include:

- light rail transit
- rapid streetcar (high frequency, dedicated right-of-way streetcar)
- bus rapid transit

Given the substantial investment that building a new high-capacity transit line involves, all less-costly alternatives need to be carefully considered and evaluated. Those less-costly alternatives include

- transportation system management on the existing system, such as congestion pricing and signal timing, high occupancy vehicle lanes and high occupancy toll lanes
- increased or more efficient bus service within the corridor.

The alternative analysis would evaluate all the above options as potential solutions to the transportation problems in the Southwest Corridor. The Partnership for Sustainable Communities provides additional opportunities to collaborate broadly to develop innovative, effective transportation projects.

2. Description of Conceptual Alternatives

The Alternatives Analysis will include build alternatives and a no-build alternative. The no-build represents future conditions without a high capacity transit investment in the corridor. The no-build alternative represents both a possible outcome of decision-making process and a reference point to gauge the benefits, costs, and impacts of a potential high capacity transit project in the corridor. High capacity transit alternatives, including station locations and potential park-and-ride capacity are

described below followed by additional elements, which could be part of either a transit alternative or a no-build alternative.

Service Levels

Service levels will be designed to meet the demand of the corridor based on the capacity of the transit mode. Minimum service levels for Frequent Bus service are 15 minutes all day, every day. Generally, service levels would not vary from this minimum standard.

Alignments

Several alignments will be analyzed. Past LRT alignments have been analyzed as part of *High Capacity Transit System Plan* (2009), the *Westside Light Rail Transit Study* (Metro, 1982) and the *Barbur Corridor Study* (City of Portland, 1991). Significant alignment choices are necessary to serve the major regional employment and activity centers in the corridor.

All alignments would extend from the existing Transit Mall in downtown Portland to the city of Tigard, possibly continuing to the city of Sherwood. The Transit Mall contains exclusive lanes for buses and light rail and is also served by the Portland Streetcar.

Light rail

The light rail alternative would provide high-capacity light rail transit service, generally separated from traffic congestion, and include an expanded feeder bus network to residential areas and employment sites.

Rapid streetcar

Rapid streetcar would use smaller, lower capacity vehicles than light rail, but feature high frequency service operating primarily in a dedicated right-of-way. Alignments evaluated for rapid streetcar would be similar to other alternatives.

Bus rapid transit

Bus rapid transit (BRT) describes a variety of capital improvements designed to reduce transit travel time and improve transit system reliability. BRT components studied would include exclusive bus lanes, simplified fare payment methods, special vehicles, limited stations with amenities, and intelligent transportation systems (ITS). ITS elements included real-time customer information, automatic bus stop announcement, and bus priority at traffic signals. The BRT Alternative could operate on OR 99W, including between the Downtown Portland Transit Mall and Tigard and could be extended to Sherwood.

Station areas

A wide-range of station locations will be considered. Potential park-and-ride locations and capacities will also be identified and evaluated to assess their effect on ridership. Potential station areas were considered as part of *High Capacity Transit System Plan* (2009) and as part of *Barbur Corridor Study* (City of Portland, 1991). The project will also use station areas identified in the City of Portland *Transportation System Plan* and station community locations identified in the three concurrent projects

in the Cities of Portland, Tigard, and Tualatin for land uses associated with high capacity transit service in the Southwest Corridor: *Barbur Corridor Concept Plan* (City of Portland, 2010-2012), *Tigard 99W Land Use Plan* (City of Tigard, 2010-2011), and *Tualatin 99W Land Use Plan* (City of Tualatin, 2010-2012). Further station area planning will occur as part of the Draft Environmental Impact Statement (DEIS) when the alignments have been narrowed and during the FEIS processes after the locally preferred alternative (LPA) has been chosen.

Transportation System Management and Operation

A transportation system management and operation (TSMO) alternative would provide a lower cost alternative to the HCT alternatives. It would include significant improvements to the transit system using buses operating in mixed traffic. There would be a capital investment component included in a TSMO alternative, which, while relatively lower cost that than the HCT alternative, can be significant. The capital elements of a TSMO alternative can include improved trunk-route and feeder route service, expanded park-and-ride facilities, traffic signal exemption, special freeway bus ramps, new transit centers, and vehicle purchases.

The *Regional Transportation System Management and Operations Plan* (Metro, 2010), as a part of the 2035 RTP update, identifies and recommends specific TSMO strategies for freeway management for I-5 and arterial corridor management for arterials in the Southwest Corridor. The recommended TSMO strategies for the Southwest Corridor included items such as expanding traveler information, upgrading traffic signal equipment and timings, and establishing communications to the central traffic signal system.

High occupancy vehicle lanes and high occupancy toll lanes

High occupancy vehicle lanes (HOV) and high occupancy toll lanes (HOT) lanes are reserved for vehicles that have a minimum number of passengers. A HOV is a transit bus, vanpool, or any other vehicle that meets the minimum occupancy requirements.

HOT lanes would operate in a manner and alignment similar to HOV lanes described above. Qualifying vehicles would access a dedicated lane at no charge, while SOVs would pay a toll to gain access to the HOT lane. This option could be implemented during peak periods to regulate the capacity of the tolled express lane. This alternative would increase transit capacity in the corridor by providing HOV lanes along Barbur Boulevard / OR 99W.

3. Preliminary Evaluation Criteria

Framework for Preliminary Evaluation Criteria

In 2006, Metro Council and its regional partners adopted the following desired outcomes of a sustainable and prosperous region based on extensive outreach to and input from community organizations, business groups and the general public. The Southwest Corridor Plan implements the *2040 Growth Concept,* adopted in 1993 and the *2035 Regional Transportation Plan,* adopted in 2010 which agree with these outcomes. This Southwest Corridor Plan is guided by the DOT/HUD/EPA

Partnership for Sustainable Communities livability principles and the Metro Council adopted six desired outcomes listed below:

- People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

The Southwest Corridor Transit Alternatives Analysis AA will incorporate the vision, goals, criteria, and measures from the policies above in addition to concurrent, collaborating and coordinating projects of the *Barbur Concept Plan* (City of Portland, 2012), the *99W Land Use Plan* (City of Tualatin, 2012), the *99W Land Use Plan* (City of Tigard, 2011), and the *Southwest Corridor Refinement Plan (*Metro, 2013).

It will also incorporate the amenities proximity criteria used by housing authorities to determine future locations of affordable and workforce housing projects. These criteria include among others: the proximity to transit, sidewalks, parks & trails, commercial services, social services, childcare, grocery stores, percentage of children on free lunch programs, percentage of households at 80% median family income, subsidized housing, and the number of renters receiving vouchers.

Preliminary Evaluation Criteria

Preliminary criteria for the Southwest Corridor Transit AA are listed below. The criteria would or could also address many of criteria of the Partnership for Sustainability principles and agreements and Metro-adopted desired outcomes. Table 1 and Table 2 shows the DOT/HUD/EPA Partnership for Sustainable Communities livability principles and the Metro Council adopted six desired outcomes and that could be supported by each criterion.

Increase Access to Affordable Housing: This is a qualitative assessment of the ability of an alternative to improve housing and transportation affordability and to achieve greater diversity of housing opportunities by linking investments to initiatives undertaken by the local governments.

Reduce Green House Gas Emissions: Reduction in VMT correlates with greenhouse gas reduction. In addition, the best available science will be used to ensure that this assessment leads to a better understanding causes and possible solutions to global warming.

Affordability: This would assess the capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations.

Increase Transit Ridership: Estimates of ridership would include current (2005) ridership potential under existing land uses and future (2035) ridership potential under adopted regional land use projections.

Avoid Environmental Impacts: This includes the impacts typically assessed in an environmental analysis.

Avoid Traffic Impacts: Traffic impacts include effects on transit, traffic movements, and freight movement.

Promote Equity: This criterion assesses potential to serve areas identified as having high concentrations of low-income, senior and disabled, and minority and/or Hispanic populations.

Increase Transportation System Connectivity: Alternatives that connect to important centers, key regional transit centers, other HCT lines, park-and-ride opportunities and regional intercity transit services are favored.

Consistency with Regional 2040 Land Use Goals: This assesses the ability to facilitate development and/or re-development in or near centers, corridors, main streets, station centers, employment areas or industrial areas that enhance the 2040 Growth Concept.

Leveraging and Matching Potential: This assess the potential to leverage across jurisdictions and service providers, any financial or in-kind match associated with an alternative, and opportunities for private/public investment.

Table 1.AA criteria, the region's desired outcomes and DOT-HUD-EPA principles summary matrix

Livability Principals	Affordable Housing	Green House Gas	Affordable	Transit Ridership	Environmental	Traffic Impacts	Equity	Connectivity	Regional Land Use	Leveraging Potential
Vibrant Communities	X	X		X	X	X	X	X	X	
Economic Prosperity	X		X						X	X
Safe and Reliable Transportation				X	X	X		X	X	
Leadership on Climate Change		X		X	X	X		X		X
Clean Air and Water		X		X	X	X		X	X	
Equity	X			X	X		X			

Table 2. HUD/EPA/DOT Livability Principles and AA criteria summary matrix

Livability Principals	Affordable Housing	Green House Gas	Affordable	Transit Ridership	Environmental	Traffic Impacts	Equity	Connectivity	Regional Land Use	Leveraging
Provide more transportation choices.	X	X		X	X	X	X	X	X	X
Enhance economic competitiveness.						X	X	X	X	X
Promote equitable, affordable housing.	X						X	X	X	X
Support existing communities.	X			X	X	X	X	X	X	X
Coordinate and leverage federal policies and investment.	X	X	X	X	X	X	X	X	X	X
Value communities and neighborhoods.	X			X	X	X	X	X	X	X

B. *Technical Capacity*

Metro has the experience and expertise to successfully complete this alternatives analysis and environmental process. TriMet has the experience and expertise to successfully design, construct, and operate a project proposed as the result of this process.

Experience

Metro successfully led the following FTA alternatives analysis and National Environmental Policy Act processes for completed transit projects that are currently operating in the Portland metro region:

- Westside Light Rail Alternatives Analysis (AA) /Draft Environmental Impact Statement (DEIS)
- South/North AA
- South/North Corridor Major Investment Study (MIS)
- South/North Corridor Project DEIS
- North Corridor Interstate MAX Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS)
- North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (FEIS)
- South Corridor Transportation Alternatives Study
- South Corridor SDEIS
- Downtown Amendment to the South Corridor Project SDEIS
- South Corridor Project I-205/Portland Mall FEIS
- Hillsboro Extension AA/DEIS
- Hillsboro Extension FEIS

In addition, Metro led the following processes that have not yet, but are fully expected to be implemented:

- Portland-Milwaukie Light Rail Project SDEIS (2008)
- Portland-Milwaukie Light Rail Project FEIS (pending 2010)
- Portland Streetcar Loop AA (currently under construction)

The following completed processes were led by others in partnership or with assistance from Metro:

- Banfield Light Rail AA led by ODOT
- Banfield Light Rail DEIS led by ODOT
- Banfield Light Rail FEIS led by ODOT and TriMet
- Westside Light Rail Transit FEIS led by ODOT and TriMet
- Airport Light Rail Environmental Assessment (EA) led by Termed
- Portland Streetcar Loop EA led by TriMet and the city of Portland
- Westside Express Service Commuter Rail EA led by Washington County

The following pending processes pending completion were led by others in partnership with Metro:

- Columbia River Crossing DEIS led by ODOT and Washington State Department of Transportation (WSDOT)

- Columbia River Crossing FEIS led by ODOT and WSDOT

Staffing

Metro's reputation and successes in transportation and land use planning attract top talent to the organization.

Project Management

Ross Roberts is the Deputy Director of Metro's Planning and Development department. Mr. Roberts currently directs all planning and environmental work related to major transit capital investments in the region including light rail, commuter rail and streetcar projects. He also directs Metro's high capacity transit system planning, multimodal corridor planning and freight planning activities.

Mr. Roberts has worked in public transportation at a regional level in Portland for the past 22 years. Since joining Metro in 1999, he has managed alternatives analyses and the NEPA process for the Interstate, I-205, Portland Mall and Milwaukie light rail projects, the Lake Oswego to Portland Transit and Portland Streetcar Loop projects. Prior to joining Metro, Mr. Roberts worked for two years at Parsons Brinckerhoff on a number of projects including TriMet's Airport light rail extension and several Oregon Department of Transportation (ODOT) multimodal corridor plans. In his ten years at TriMet, he started out as a service planner and moved into light rail planning; eventually managing TriMet's planning activities for the Hillsboro and South/North light rail projects.

Tony Mendoza is Metro's project manager for the Southwest Corridor Transit Alternatives Analysis, and is Metro's Transit Project Analysis Manager. Working collaboratively with local jurisdictions, ODOT and TriMet, Mr. Mendoza managed the regional process to prioritize the next high capacity transit corridor and he recently brought the High Capacity Transit System Plan to a successful conclusion with significant regional support.

Mr. 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. Mr. Mendoza served as the Manager of Service Development, and as Environmental Impact Statement Coordinator and with the Transportation Demand Management program at TriMet. Before coming to TriMet, Mr. Mendoza worked on MIS and EIR/EIS studies for the Metropolitan Transit Development Board in San Diego.

Dick Walker is the director of Transportation Research and Modeling Services. Mr. Walker has been active in the field of travel demand modeling for over 35 years. At Portland Metro, he currently manages all programs related to modeling and forecasting, including data collection, model development, and model applications. Modeling activities include those that address policy decisions pertaining to the environment, urban form, and regional mobility. Recent modeling projects include the development of DTA and tour based modeling capability, introduction of a regional bike modeling tool, modeling for the Regional Transportation Plan, forecasting for the Columbia River Crossing project, and modeling for numerous New Start projects).

Walker holds a B.S. degree in Engineering from Montana State University. His current professional affiliations include the TRB Special Committee on Travel forecasting Resources (Co-Chair), the TRB Innovations in Transportation Modeling Task Force, Friend of the TRB Travel Demand Committee, and Chair of the Oregon Modeling Program Coordination Committee.

John R. Williams is Deputy Director for Planning and Placemaking in Metro's Planning and Development Department. This work includes oversight of a spectrum of current and long range land use and transportation planning activities. He recently completed an innovative effort to designate urban and rural reserves around the Portland metropolitan region, creating a 50-year blueprint for regional growth.

Prior to working at Metro, he served as Community Development & Planning Director for the City of Canby, OR. He grew up in Brooklyn, New York but has found his true home in the Portland area. Williams has a B.S. in Geology from Tufts University, a Master's degree in Geological Science from the University of North Carolina – Chapel Hill, and a Master's Degree in Public Administration from Lewis & Clark College.

Project Staff

Other project team members include four senior planners and three principle planners with Alternatives Analysis experience.

Metro also has additional in-house travel forecasting and data analysis expertise available in Transportation Research and Modeling Services section with three principle planners, three senior planners, and three associate planners, in addition to Mr. Walker.

Metro leads regional land use decision by designating the Urban Growth Boundary and designating areas for future development or protection.

TriMet and ODOT Partnership

As mentioned above, Metro works in a close partnership with TriMet to develop and implement transit projects. In multimodal projects, ODOT will also participate as a co-lead with Metro. Metro/TriMet and ODOT have partnered to deliver on grants from FTA and FHWA. TriMet maintains capital replacement funding and the ability to bond with a high rating for capital projects, including this project. Under a Memorandum of Understanding, Metro leads or co-leads the planning processes, including system planning, Alternatives Analyses and the NEPA process. Metro is the overall project lead through the selection of the Locally Preferred Alternative at which point overall transit project lead transitions to TriMet for engineering, construction and operation. Highway projects would transition lead to ODOT after an LPA.

C. Potential Impact on Decision-Making

The Southwest Corridor Transit Alternatives Analysis is being conducted in the context of an overall Southwest Corridor Plan that has emerged from the recently adopted *Regional Transportation Plan*. It considers relationships between the built environment, the supporting transportation network, and air

quality and other environmental considerations. It intends to collaborate regionally to create a multi-modal, multi-agency planning effort and initiate the public engagement process to incorporate the sequential planning projects into one contiguous and efficient planning effort.

The Regional Transportation Plan, along with the *2040 Growth Concept*, the region's 50-year land use plan, emphasize the need to encourage the mutually advantageous relationship between land use decision-making and transportation investment. This relationship will be developed through the *Southwest Corridor Plan*, which comprises the following:

- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet)
- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet)
- Barbur Concept Plan (City of Portland)
- 99W Land Use Plan (City of Tigard)
- 99W Corridor Planning (City of Tualatin)

Land use planning would define the areas best served by HCT for development and re-development. The Refinement Plan would identify a broad range of multi-modal transportation improvements meet mobility needs, while the transit AA would define how transit functions to best meet the land use aspirations in the area. The Southwest Corridor Plan will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state. Decisions are based on the outcomes for a successful region and criteria discussed above.

Attachments

Letters of Support:

- City of Portland Bureau of Planning and Sustainability
- City of Tigard
- City of Tualatin
- Washington County
- Oregon Department of Transportation (ODOT)
- TriMet
- Washington County Housing Authority
- Portland Housing Authority
- Community Partnership for Affordable Housing

Expected Letters of Support

- City of Sherwood

City of Portland
Bureau of
Planning and Sustainability
Sam Adams, Mayor
Susan Anderson, Director

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www.portlandonline.com/bps

July 8, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Tony:

The City of Portland strongly supports Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. The Alternatives Analysis would study a variety of land use and transportation options to provide cost-effective transportation solutions for the growing communities within the corridor between Portland and Sherwood. The Alternative Analysis is a critical component of a comprehensive land use and transportation effort for the corridor that will improve access to employment, housing, education, and other services for current and future residents.

The City of Portland supports the Metro Council's decision that the Southwest Corridor is the region's highest priority for high capacity transit planning. The selection of this corridor was endorsed by all area jurisdictions through the Regional Transportation Plan's, "High Capacity Transit System Plan," based on deliverability, economic, community, and environmental criteria. The City is actively involved in the integrated transportation and land use planning in this corridor and support the intent of this work to create a true mobility corridor based on local and regional needs.

We find ourselves at a critical time in planning for sustainable communities. Meeting challenges of energy independence, carbon neutrality, population growth, sustainable economic development, human health and equity rely heavily on a well-designed high capacity transit system. Regional land use planning policies and commitment to a multimodal transportation network have positioned the Portland area to take advantage of transit-supportive policies and projects that will help us meet these challenges.

Partnering to develop an understanding of the most critical needs and opportunities will ensure the Alternatives Analysis process will produce the best possible outcomes. We are pleased to have this opportunity to partner at this early stage with Metro, TriMet and other jurisdictions.

Sincerely,

Susan Anderson

Susan Anderson
Director
Bureau of Planning and Sustainability

City *of* Tigard

July 9, 2010

Metro
Tony Mendoza
600 NE Grand Avenue
Portland, OR 97232

Re: Support for Metro's Grant Application for Alternatives Analysis for the SW Corridor

Dear Tony:

The City of Tigard is pleased to support Metro's grant application for the Southwest Corridor Transit Alternatives Analysis.

The SW Corridor is among the most highly congested corridors in the region and in the state of Oregon. The corridor travels through the middle of the City of Tigard, serving simultaneously as a transportation resource and mobility barrier. The Interstate 5/Highway 99W Corridor is a major national trade route; HCT is crucial to maintain capacity and promote economic development and jobs in the corridor. For this reason, the City of Tigard considers transit planning for the corridor among our highest priorities overall and our highest transportation planning priority.

The Alternatives Analysis would be an essential step in achieving the City's aspirations to accommodate future growth through effective, coordinated land use and transportation planning. It would build on the strong collaborative relationships that exist within the region, demonstrated by the recent adoption of the 2035 *Regional Transportation Plan* and the City of Tigard's completion of the 2035 *Transportation System Plan*. Currently, Tigard and Metro are working together on a study to develop a station area land use plan for the corridor. The project is funded by the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development and is being coordinated with neighboring cities and TriMet.

Meeting challenges of population growth, sustainable economic development, energy independence, carbon neutrality, human health and equity depend on a well-designed high capacity transit system. Regional land use planning policies and commitment to a multimodal transportation network have positioned the Portland Metropolitan Region to take advantage of transit-supportive policies and projects that will help us meet these challenges. Tigard supports the intent of the Alternatives Analysis to help create a true mobility corridor based on local, regional, statewide and national needs.

Partnering to develop an understanding of the most critical needs and opportunities will ensure the Alternatives Analysis process will produce the best possible outcomes. We are pleased to have this opportunity to continue our partnership with Metro, TriMet and other jurisdictions.

Sincerely,

Craig Prosser, City Manager
City of Tigard

City of Tualatin
www.ci.tualatin.or.us

July 8, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Tony:

The City of Tualatin strongly supports Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. The Alternatives Analysis would study a variety of land use and transportation options to provide cost-effective transportation solutions for the growing communities within the corridor between Portland and Sherwood. The Alternative Analysis is a critical component of a comprehensive land use and transportation effort for the corridor that will improve access to employment, housing, education, and other services for current and future residents.

The selection of this corridor was endorsed by all area jurisdictions through the Regional Transportation Plan's, "High Capacity Transit System Plan," based on deliverability, economic, community, and environmental criteria. The City of Tualatin is actively involved in the integrated transportation and land use planning in this corridor and supports the intent of this work to create a true mobility corridor based on local and regional needs.

We find ourselves at a critical time in planning for sustainable communities. Meeting challenges of energy independence, carbon neutrality, population growth, sustainable economic development, human health and equity rely heavily on a well-designed high capacity transit system. Regional land use planning policies and commitment to a multimodal transportation network have positioned the Portland area to take advantage of transit-supportive policies and projects that will help us meet these challenges.

Partnering to develop an understanding of the most critical needs and opportunities will ensure the Alternatives Analysis process will produce the best possible outcomes. We are pleased to have this opportunity to partner at this early stage with Metro, TriMet, and other jurisdictions. If you have any questions, please contact Michael A. McKillip, City Engineer, 503.691.3030.

Sincerely,

Sherilyn Lombos
City Manager

SLTM Ltr of Support 070810
C: M. McKillip, City Engineer

WASHINGTON COUNTY
OREGON

July 9, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Tony:

Washington County strongly supports Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. The Alternatives Analysis would study a variety of land use and transportation options to provide cost-effective transportation solutions for the growing communities within the corridor between Portland and Sherwood. The Alternative Analysis is a critical component of a comprehensive land use and transportation effort for the corridor that will improve access to employment, housing, education, and other services for current and future residents.

Washington County supports the Metro Council's decision that the Southwest Corridor is the region's highest priority for high capacity transit planning. The selection of this corridor was endorsed by all area jurisdictions through the Regional Transportation Plan's, "High Capacity Transit System Plan," based on deliverability, economic, community, and environmental criteria. Washington County is actively involved in the integrated transportation and land use planning in this corridor and supports the intent of this work to create a true mobility corridor based on local and regional needs.

We find ourselves at a critical time in planning for sustainable communities. Meeting challenges of energy independence, carbon neutrality, population growth, sustainable economic development, human health and equity rely heavily on a well-designed high capacity transit system. Regional land use planning policies and commitment to a multimodal transportation network have positioned the Portland area to take advantage of transit-supportive policies and projects that will help us meet these challenges.

Partnering to develop an understanding of the most critical needs and opportunities will ensure the Alternatives Analysis process will produce the best possible outcomes. We are pleased to have this opportunity to partner at this early stage with Metro, TriMet and other jurisdictions.

Sincerely,

Andrew Singelakis
Director

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
phone: (503) 846-4530 • fax: (503) 846-4412

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

July 12, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Tony:

ODOT strongly supports Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. The Southwest Corridor is the region's highest priority for high capacity transit planning. The corridor includes three state highways: I-5, OR 99W, and OR 43 and ODOT is actively involved in the integrated, multi-modal transportation and land use planning that several agency partners are undertaking in this corridor. This planning is intended to improve mobility within the corridor and access to employment, housing, education, and other services. Understanding the interaction and impacts of different high-capacity transit alternatives on these State facilities, and mobility more generally in the corridor, is critical for decision-making. The Alternatives Analysis will be an important and integral part of this work.

The Metro region is currently embarking on an important planning process intended to significantly reduce greenhouse gas emissions while accommodating population growth, enhancing economic development opportunities, and addressing equity issues. The planning done in the Southwest Corridor should both inform this larger planning effort and help implement these goals. ODOT supports the Metro regional land use and multimodal transportation vision and continues to work actively with partner agencies in the region to achieve them. We are pleased to have this opportunity to partner with Metro, TriMet, and other jurisdictions in this important effort.

Sincerely,

for Jason Tell
Region Manager

July 9, 2010

Peter Rogoff
Administrator
Federal Transit Administration
US Dept of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Rogoff,

TriMet strongly supports Metro's 5339 grant application for the Southwest Corridor Transit Alternatives Analysis. The Alternatives Analysis would study a variety of land use and transportation options to provide cost-effective transportation solutions for the growing communities within the corridor between Portland and Sherwood. The Alternatives Analysis is a critical component of a comprehensive land use and transportation effort for the corridor that will improve access to employment, housing, education, and other services for current and future residents.

TriMet is actively involved in the integrated transportation and land use planning in this corridor and support the intent of this work to create a true mobility corridor based on local and regional needs.

Transit is a critical part of the livability strategy for this region. Integrating land use and transportation, relying on transit, biking, and walking as meaningful modes of transportation, and focusing investments in corridors and locations that best support the region's vision have been fundamental to our region's planning and growth. We must meet challenges of energy independence, carbon neutrality, population growth, sustainable economic development, human health and equity and to do this we rely heavily on an integrated transit system that includes high capacity transit in those corridors where it will perform well and enhance the overall system. This region is firmly committed to a multimodal transportation network that will help us meet these challenges.

We are pleased to have this opportunity to partner at this early stage with Metro and other jurisdictions and urge you to fund this application.

Sincerely,

Neil McFarlane
General Manager

COMMUNITY PARTNERS
FOR AFFORDABLE HOUSING, INC.

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Tel: 503-968-2724 • Fax: 503-598-8923 • www.cpahinc.org

July 8, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Tony:

On behalf of Community Partners for Affordable Housing (CPAH), I would like to share our strong support for Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. Our understanding is that this analysis would cover a variety of transportation and land use options on Barbur/99W, in order to help understand current and future needs, and enhance opportunity and quality of life for those who live, work and recreate in this area.

CPAH's mission is to build a healthy community through the development of permanent affordable housing, sustainable economic growth and community based partnerships. In siting projects, CPAH has always looked for properties which are transit-oriented, with bike and pedestrian access, as many of the households we serve cannot afford to maintain automobiles. **The Barbur/99W corridor serves as the major artery in our service area, and all of our projects are less than two miles from it, with several less than ¼ mile.** For this reason, we have been enthusiastic participants with the City of Tigard, Metro and others in planning for additional transit capacity in the area.

CPAH owns five multifamily properties: in Southwest Portland, the Watershed at Hillsdale (51 units/seniors) is .9 miles from Barbur, and in Tigard, Greenburg Oaks (84 units) is .2 miles, Village at Washington Square (26 units) is .6 miles, Metzger Park Apartments (32 units) is 1.2 miles, and Oleson Woods (32 units) is 1.8 miles from 99W. In today's dynamic marketplace, wait lists are not common, but CPAH does typically have over 50 on lists for its various properties, and is currently experiencing only 2-4% vacancy rate (primarily tied to units in turnover status).

In addition to these properties, CPAH has two projects in its pipeline, the Sears Armory site on Multnomah Boulevard (110 units proposed) is .3 miles from Barbur, and The Knoll at Tigard (completion spring 2011, 48 senior units) is .2 miles from 99W. CPAH is interested in continuing development along the Barbur corridor, and surrounding areas. Based on the current density and future capacity of the corridor, we agree this should be the region's highest priority for High Capacity Transit Planning.

CPAH serves a population of modest means. During the best of times, when jobs are more plentiful, and friends and family have more resources, they may still struggle. Today, with high unemployment and cutbacks in core government and nonprofit services, their challenges are greater. Reliable and affordable transit is a resource that impacts their stability and access to opportunity perhaps more than anything other than housing. We would be happy to provide any additional information or support that might further the goal of high capacity transit on Barbur/99W!

Sincerely,

Sheila Greenlaw-Fink
Executive Director

July 8, 2010

Mr. Tony Mendoza
METRO
600 NE Grand Avenue
Portland OR 97232

Dear Mr. Mendoza:

The Housing Authority of Portland (HAP) is pleased to offer our enthusiastic support for your application to the Federal Transit Administration for a grant to fund the Southwest Corridor Connections Alternatives Analysis. We understand the analysis would undertake a study of land use and transportations solutions in this corridor which links Portland's busy downtown and southwest neighborhoods with the ever-growing cities of Tigard, Tualatin and Sherwood in Washington County.

Over the years the proportion of rent-burdened residents particularly in these neighborhoods, has continued to grow. The opportunity to provide increased transit and other services to existing affordable housing developments – including HAP's Hillsdale Terrace which is the subject of a HOPE VI application to the Housing and Urban Development Department – is exciting.

HAP has long known that the placement of public and other affordable housing near services and community amenities is crucial to those we house, and perhaps none is more important than transportation. Efforts that link land use and transportation will provide a solid foundation for planning for future affordable housing needs.

We strongly support Metro's application and look forward to its success and the opportunity to bring access to schools, jobs, and other services throughout the region to our current and future residents.

Best regards,

Betty Dominguez
Assistant Director,
Development and Community Revitalization

DEVELOPMENT
AND
COMMUNITY
REVITALIZATION

HOUSING AUTHORITY
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WASHINGTON COUNTY
OREGON

July 8, 2010

Tony Mendoza
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Mendoza:

The Housing Authority of Washington County (HAWC) strongly supports Metro's grant application for the Southwest Corridor Transit Alternatives Analysis. The Alternatives Analysis would study a variety of land use and transportation options in the Southwest Barbur Boulevard/Highway 99W travel corridor to address ongoing and future travel demand by existing and new residents and businesses in the growing cities of Tigard, Tualatin and Sherwood. The Alternative Analysis is a critical piece of a comprehensive corridor planning effort that will increase access to employment, education, job training and other services for current and future residents.

The HAWC provides housing assistance for over 2,500 low-income households in Washington County, and partners with other affordable housing and service providers in the county to support vulnerable households and communities in the area. The Southwest Corridor has been identified as the highest priority High Capacity Transit line by the regional land use and transportation decision-making process. As low-income and disabled residents are typically more reliant on public transit and local access to daily amenities, this project has great potential to bring improved transit access, new commercial development, and better employment opportunities to these area residents.

This is a critical time to plan for affordable, accessible, and equitable communities that are economically and environmentally sustainable. It is vital to link housing and transportation planning efforts in order to create and preserve access to safe, decent, and affordable housing that does not burden households with excessive transportation costs. Leveraging resources to create comprehensive plans for sustainable communities, with access to employment, transportation, housing, and other daily amenities is our highest responsibility as stewards of public funds. This project presents an opportunity to not only increase transit and access to services for existing residents, but also develop strategic plans and partnerships that may increase housing opportunities in the corridor and maximize the impact of future housing investments in the area.

We are pleased to have the opportunity to partner at this early stage with Metro, TriMet and other jurisdictions on this new corridor study to evaluate existing conditions and potential solutions. The Housing Authority of Washington County strongly endorses Metro's grant application and kindly asks that it be given your fullest consideration.

Sincerely,

Joseph Valfre, Jr.

Adolph 'Val' Valfre, Jr.
Executive Director

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