#### BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 13-4468A
SOUTHWEST CORRIDOR SHARED	)	
INVESTMENT STRATEGY	)	Introduced by Councilor Craig Dirksen and
		Councilor Bob Stacev

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the Southwest Corridor Plan process is intended to lead to a locally preferred alternative under the National Environmental Policy Act of 1969 for a high capacity transit investment in the Southwest Corridor, which if adopted, would lead to consideration of the Southwest Corridor Plan as an amendment to Metro's Regional Transportation Plan; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the Southwest Corridor Shared Investment Strategy's purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions' plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

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WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor* Shared Investment Strategy, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

- 1. Adopts the Southwest Corridor Shared Investment Strategy, attached to this Resolution as Exhibit A.
- 2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
- Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
- 4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of local, state and federal funds.
- 5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
- 6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
- Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner
  jurisdictions for implementation of early opportunity projects and planning to support the Southwest
  Corridor Shared Investment Strategy.
- 8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

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#### ADOPTED by the Metro Council this 31st day of October, 2013.

Tom Hugher Company of the Company of

Approved as to Form:

Alison R. Kean, Metro Attorney

# Exhibit A to Resolution No. 13-4468A

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July 22, 2013

Portland • Sherwood • Tigard • Tualatin Beaverton • Durham • King City • Lake Oswego Multnomah County • Washington County ODOT • TriMet • Metro

# SHARED INVESTMENT STRATEGY RECOMMENDATION

# Making investments in the Southwest corridor

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

#### Accountability and partnership

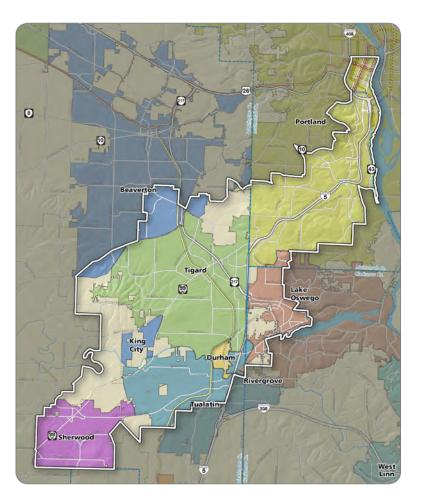
Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

**Prosperity** People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

**Health** People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable transportation network that enhances economic vitality and quality of life.





#### **Steering committee members**

Metro Councilor Craig Dirksen, co-chair
Metro Councilor Bob Stacey, co-chair
Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
Portland Mayor Charlie Hales
Lake Oswego Councilor Skip O'Neill
TriMet general manager Neil McFarlane
Sherwood Mayor Bill Middleton
Tualatin Mayor Lou Ogden
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirado
Multnomah County Commissioner Loretta Smith
ODOT Region 1 manager Jason Tell
King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with

other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

Overview

Action chart

Vision and context

Getting to the plan

Summary of the recommendation
The Southwest Corridor Land Use Vision

Integrating public investments to support great places

Regulatory framework and financial incentives toolkits

Recommendation Shared investment strategy

What's next for the Southwest Corridor Plan?

Public involvement for Phase I

Investments in the public realm

Alternative performance measures

In July 2013, the Southwest Corridor Plan Steering Committee gave direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

#### Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.

The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



#### Summary of the Southwest Corridor Shared Investment Strategy recommendation, July 22, 2013

#### **Recommendation: Invest in transit** (page 6)

Transit is a key element to help communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.



#### Local service

To improve local bus service, this recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

#### **High capacity transit**

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

#### Recommendation: Invest in roadways and active transportation (page 8)

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. See *Attachment A* for the list of priority projects.



The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
- o walking and biking projects within one-quarter mile of potential station areas
- o trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
- o leverage future development in places local communities have defined as "essential" or "priority"
- o are important to meet freight and capacity needs in employment and industrial districts
- o improve pedestrian connectivity, provide safe crossings or create high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

#### Recommendation: Invest in parks, trails and nature (page 9)

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor's most important and attractive features. To strengthen "green" elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

# Natural areas Watershed Urban trees Parks

# Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision (page 10)

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.



In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment. Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

# Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.



# The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest corridor began this collaborative effort by looking at its downtown, main streets, corridors and employment areas to define a vision for these places that reflects their

unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor includes important regional retail and employment destinations as well as many major trails and one of the nation's few urban national wildlife refuges.

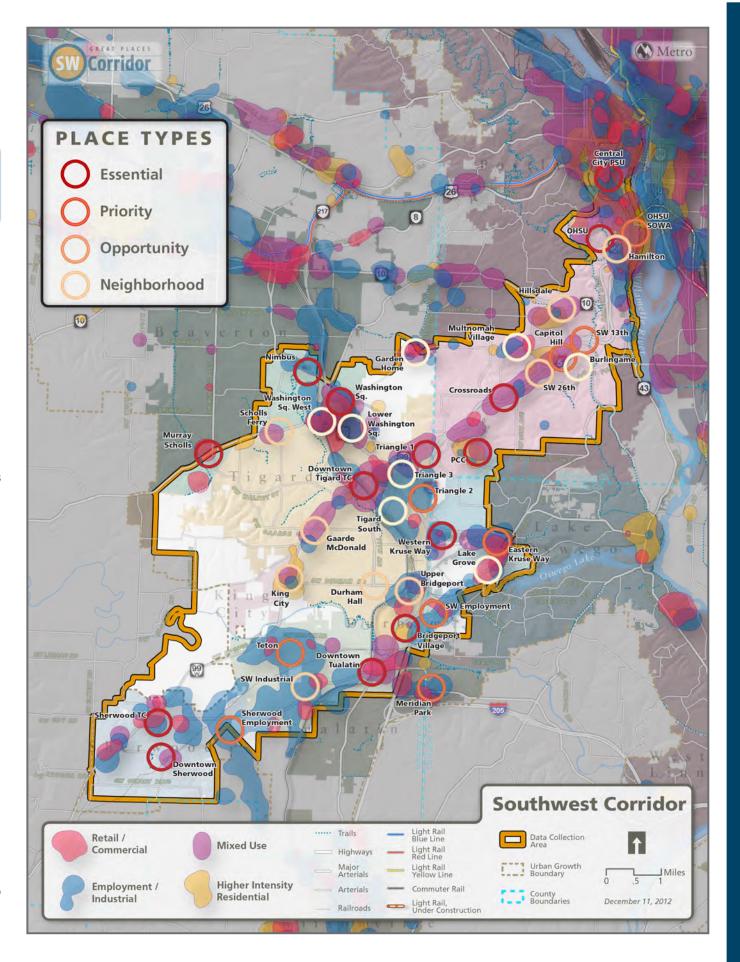
	Households	Jobs
2010	78,800	187,900
2035	111,900	259,200

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that creates more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- Retail/commercial The corridor is a destination for retail with prominent shopping destinations in Washington Square and Bridgeport Village. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** The corridor includes opportunities for areas with a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- Higher intensity residential Infill and redevelopment is likely to be the primary generator for new development in the corridor. The majority of new residential development that does occur will be found in the mixed-use areas, and these areas will need to integrate natural features into development to ensure a high quality of life and connections to nature.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them (see map at right). These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



#### **Public involvement for Phase I**

#### September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage aimed to determine the scope, evaluation framework and goals of the overall plan. In that process, project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

# February to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

#### August to December 2012: How should investments be prioritized?

The third public engagement stage aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

#### January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback to inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that was open between May 23 and June 26. The public reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire from June 11 to 26. The draft recommendation was also the focus of the final community planning forum on June 26.

Together, the questionnaires received 2,669 responses.

# What are people saying about the transit alternatives and staff draft recommendation?

- There is strong support for high capacity transit in the Southwest corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending high capacity transit to the furthest extent possible, with Sherwood as the destination.
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit and light rail transit for further study in the next phase of the plan.
- People overwhelmingly support studying a bus rapid transit that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
  - o enhanced local transit service
  - o transit related roadway, biking and walking projects
  - o roadway, biking and walking projects related to local aspirations
  - o parks and natural resources projects
  - o development strategy that stimulates private investment.
- The three highest priorities for Southwest Corridor Plan outcomes were:
  - 1. better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
- 2. access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
- 3. feasibility (cost, funding potential and support).
- Environmental justice organizations' representatives prioritized the plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
- 1. equity (fair distribution of benefits and burdens)
- 2. healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
- 3. a tie between prosperity (more jobs, development, housing) and access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights).

#### **Getting to the plan**

To create the Southwest Corridor Plan, representatives of cities and counties throughout corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped identify the local vision in key areas of the corridor: Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these local visions, the project partners worked together to identify a potential high capacity transit alternative that could catalyze the corridor land use vision, and developed and narrowed a list of roadway, bicycle and pedestrian improvements that would support high capacity transit and make it work better for the corridor. This work led to the recommendations in this Southwest Corridor Shared Investment Strategy. The strategy will help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

**Barbur Concept Plan** Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

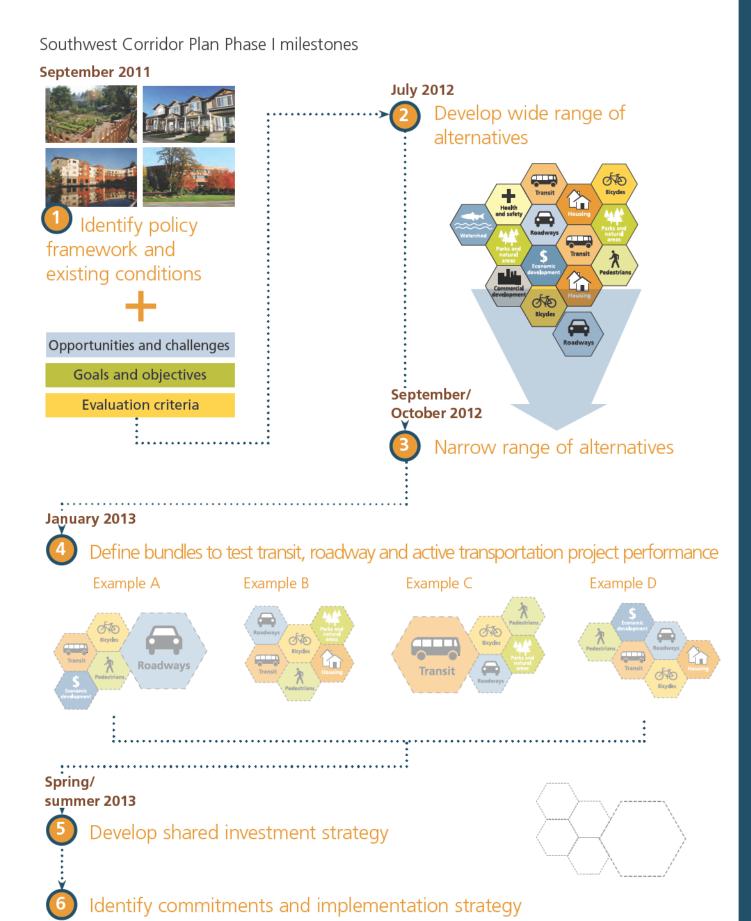
**Tigard High Capacity Transit Land Use Plan** In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

**Linking Tualatin** With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

**Sherwood Town Center Plan** Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.







# Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified "key places" to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct partners to collaborate, target resources and search for opportunities to leverage dollars.

#### **Collaborate**

The project partners agree to work together to implement common prioritized projects that support the corridor land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the connection to nature so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

#### **Target resources**

Focusing on the Southwest Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion worth of projects to about \$500 million for a 15-year time frame. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of roadway and active transportation projects that support the land use vision in the corridor.

Does the project support the community and corridor vision?

Does the project meet transportation needs and local land use goals?

Can we afford it and when?

Are there too many impacts?



The Southwest Corridor Plan also includes the region's first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the shared investment strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

#### Leverage

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Investing in a road improvement might not create a great place by itself – but combining it with a trail, a culvert replacement and bus stop improvements could help that public investment catalyze the market and attract private investment to build the community vision.

As a shared strategy, the narrowed lists of projects contained in this recommendation can serve as a tool for agencies when making future investment decisions. Continued communication is critical, both within agencies and with other community stakeholders.

Great places are defined by a variety of elements that come together in one location to meet a range of community needs.





### **Recommendation: Shared investment strategy**

The Southwest Corridor Plan and Shared Investment Strategy includes a strategic project list for transit, roadway, active transportation and parks and natural resources as well as ideas for policy change and development strategies. The Southwest Corridor Plan evaluation, project partner priorities and public input provided the foundation for the Southwest Corridor Shared Investment Strategy.

It is understood that many Southwest corridor communities have transportation and other needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Plan Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the shared investment strategy defines actions that are critical to supporting the Southwest Corridor Land Use Vision.

#### Investments in the public realm

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Opportunities for public influence on community development

#### Investments in the public realm

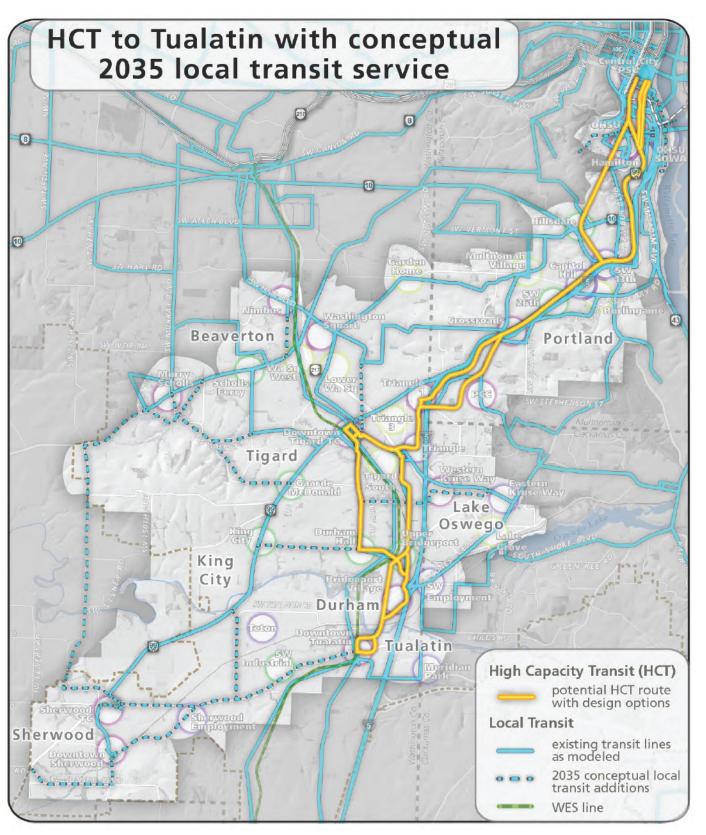
- High capacity transit
- Roadway expansions and improvements
- Bike and pedestrian facilities improvements
- Parks, trails and natural resources improvements

#### Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

# Financial incentives that catalyze private investment

- Public development grants such as through Metro's Transit-Oriented Development Program
- Local tax incentives

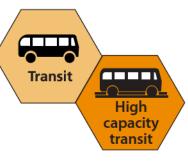


Note: Potential local transit service additions are conceptual only at this point. TriMet will work with local jurisdictions to determine service needs and will match service increases to available funding. Service enhancements could include both route and frequency.

#### **Transit recommendation**

#### Local service/Southwest corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.



**Southwest Service Enhancement Plan** This recommendation directs TriMet to implement the Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest corridor locations quickly and reliably to one another and to a potential high capacity transit line
  - Locations include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
  - Service includes improved local transit circulation from the Southwest corridor throughout Washington County, including connections to northern Washington County.
- 2. improved local transit connections to Westside Express Service
- 3. capital improvements necessary to achieve higher transit system functioning, such as queue jumps and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
- 4. identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).

#### High capacity transit

**Mode** Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and ability to support the Southwest Corridor Land Use Vision.





Quality of bus rapid transit As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration (FTA) New Starts funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

# **Destination** The recommended

destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Note: A high capacity transit alignment will not be on Interstate 5 or Highway 99W southwest of the I-5/99W intersection.

**Funding** The steering committee recommends that project partners work together to develop a funding strategy for the Southwest Corridor Plan that includes local, regional, state and

# Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This means it can be difficult to define, and bus rapid transit projects are often under pressure to cut costs by reducing how much of the line runs in dedicated right of way.

A bus rapid transit project that runs in mixed traffic is less expensive to construct – it is also more expensive to operate, is slower and offers less certainty about arrival and departure times. Bus rapid transit in mixed traffic can be an improvement over local buses without transit priority treatments, but it cannot attract as many riders as bus rapid transit in exclusive lanes.

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit, solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which is in the United States.



For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/microsites/the-brt-standard-2013/.

federal sources. Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the FTA which has contributed more than half the total funding for MAX projects to date. Even with a federal grant, high capacity transit will require a corridor-wide funding strategy that secures and leverages new resources. An FTA grant would most likely require a 50 percent match which could include local, regional, state and other non-FTA federal funds.

#### **Steering committee decisions: High capacity transit**

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and local transit connections to the potential high capacity transit line.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul> <li>Direction on Southwest (Transit) Service Enhancement Plan</li> <li>Policy direction on "level" of bus rapid transit for further study</li> <li>Which modes to carry forward for further study</li> <li>Destination</li> </ul>	<ul> <li>Refinement</li> <li>Alignments</li> <li>Naito or Barbur?</li> <li>Surface or tunnel?</li> <li>Direct connection to PCC?</li> <li>Hall or 72nd?</li> <li>Add a lane or convert a lane?</li> <li>Potential station locations</li> <li>Funding strategies</li> </ul>	Draft Environmental Impact Statement  Mode Station locations Transit system connections

#### **Earlier decisions**

The October 2012 narrowing decision removed several options from further consideration:
1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on
Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy
transit use. It also tabled consideration of WES improvements for another time and process.

The steering committee looked at potential impacts to auto and freight movement as well as local community land use goals to guide its narrowing decision. For instance, all high capacity transit options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement as well as to commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin.

#### Roadway and active transportation recommendation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the high capacity transit recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation



funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the corridor over the next 15 years.

Projects on the narrowed list fall into one of two categories:

#### 1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. However, even if a high capacity transit investment advances, not all of these projects can be included in a future funding package. Which projects advance along with a potential high capacity transit investment will be a future decision based on judgments by project partners during refinement in an effort to best match Federal Transit Administration funding requirements. Those projects that are not included in a high capacity transit funding package will still be available to the partners for further project development, including the pursuit of other funding opportunities.

# 2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

These lists are not intended to identify all projects that are important to communities in the Southwest corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the shared investment strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

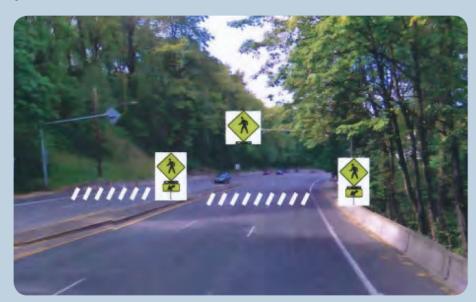
Attachment A includes maps, the project lists and narrowing criteria.

#### **Early project implementation**

In locations throughout the corridor, project partners are already making investments that support the Southwest Corridor Plan Land Use Vision, both independently and in collaboration with other corridor partners. For example, in Sherwood, the Cedar Creek trail is funded and proceeding toward construction. In Portland, Multnomah Boulevard from Barbur to Southwest 45th Avenue is being reconstructed to urban standards, including curbs and sidewalks. When complete, it will improve bicycle and pedestrian safety and connect the potential Capitol Hill/Barbur Boulevard high capacity transit station with nearby Multnomah Village. In addition, ODOT and TriMet have identified a series of low-cost improvements that can be implemented quickly and are supported by the local jurisdictions and the public. These include projects on Barbur Boulevard/Highway 99W that improve access to transit, fill pedestrian gaps or fill bicycle gaps, such as:

- Southwest Barbur at Southwest Bertha Boulevard bike lane markings
- Southwest Barbur at Southwest 13th Avenue crossing improvements
- Southwest Barbur at Southwest Alice Street crossing improvements
- Barbur Transit Center access improvements
- OR 99W at Bull Mountain Road sidewalk/bus stop improvements
- OR 99W at Durham Road illumination improvements
- OR 99W at Hazelbrook Road sidewalk/bus stop improvements.

These projects are expected to be completed in the next two to three years.



Example of a proposed crosswalk warning light project on Southwest Barbur Boulevard. ODOT, March 2011.

#### Parks, trails and nature recommendation

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled a list of nearly 450 "green" projects in the corridor including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage. The projects on the list were screened based on how they would support the Southwest Corridor Land Use Vision, a potential high capacity transit investment, and important water resource and regional trail connections.



# 1. Work together to secure funding for and implementation of the highest priority parks, trail and natural area projects for people and places

As the high capacity transit alternative is refined, partners should continue to sort and prioritize this green project list, examine likely funding sources and develop a collective strategy for grant writing and strategic use of existing or new funds. The project list and related maps can be used to coordinate across jurisdictional boundaries and select park and trail projects that support transit and new land uses. Additionally, green street designs that incorporate tree planting, vegetated storm water facilities and other low impact development approaches are recommended, softening the landscape for residents and visitors to the area and increasing people's access to nature.

# 2. Support habitat and water quality projects that deliver the greatest return on investment

Project partners should identify the highest value natural resource investments and work together to fund and implement those projects. This project list and approach offers an opportunity to focus on large projects that can achieve measurable ecological and financial benefits. Wherever possible, partners should work to avoid negative impacts to the highest quality areas while also enhancing those areas where water quality, wildlife habitat and recreation benefits are greatest.

Project implementation could be organized into broad strategies that include: stream and wetland enhancement, outfall and water quality facility retrofits, culvert replacements to improve fish passage and reduce risks to infrastructure, preservation of high quality fish and wildlife habitat, and enhancement of important but degraded habitats. Private land owners can also be involved through outreach and education efforts that improve stream function and water and habitat quality throughout the watersheds.

Attachment A includes maps, the narrowed list of projects and the parks and natural areas narrowing criteria.

# Why the split between "trails" and "active transportation" projects?

People bike and walk on trails for recreation as well as a way to get to specific destinations, so trails are part of the overall active transportation network. For residents, there is no real division between the on-road bike lane or paved sidewalk portion of their route and the off-road trail portion of their route

Behind the scenes, there are differences that determine the best way to implement these "on-road" versus "off-road" active transportation improvements. Specific city, county or state requirements determine how bike or pedestrian facilities must be built or marked when they interact with auto traffic, while trail construction and maintenance through a park or natural area have different standards. Additionally, different potential funding sources may be pursued for trails than for on-road bike and pedestrian facilities.

This recommendation focuses on avenues for implementation, so it lists on-road bike and pedestrian improvements and selected off-road trails as active transportation and places all regional, local and community trails with parks and other nature improvements.

### Achieving desired development: Regulatory environment and financial incentives

The public sector plays a key role in realizing a community's land use vision. Often, the development forms desired by communities are limited by the regulatory environment or not financially feasible.

Two important tools can help the public sector set the stage for development consistent with community goals. Those tools are 1) changing the regulatory framework and 2) providing financial incentives. Together, these actions can catalyze market value and stimulate private investment.



# market." In particular, development forms that are mixed use or multi-story are often more risky and expensive. Through creative financing strategies and tools, the public sector can help offset these risks and higher costs, helping to build value in the market and, eventually, enabling private investments to be made without public support.

#### Illustrative project examples

As part of the Southwest Corridor Plan, Metro staff looked at several case studies, or project examples, throughout the corridor. These examples were specifically chosen to highlight redevelopment opportunities that could be catalyzed by a combination of public sector investments and policy changes to leverage that investment.

#### **Case study: Tigard Triangle**

The Tigard Triangle is identified as an essential place for the Southwest Corridor Plan. It is envisioned as a pedestrian-friendly area with a mix of uses and an increased residential presence. The case study project is located near the potential high capacity transit line.

Analysis of development readiness in the Tigard Triangle highlighted issues with the current regulatory framework and identified the need for key public investments to spur the market to support development forms consistent with the local land use vision. This project example found that the following actions could remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Ease parking minimums to enable top-quality office and retail development currently constrained by parking minimums. Strategies to address this include:
  - o Parking reductions that are phased in over time, including reduced minimums for retail, office and housing. This could help achieve transit-supportive densities and increase leasable square footage.
- As development begins to take place and there is an increase in transit access, a parking management strategy (combined with phased parking reductions) could provide significant benefits. (For example, shared parking between office and retail uses.)
- Use layered landscaping to maximize leasable square-footage, reduce operating costs, and increase habitat value in an urbanizing area.
- Make investments that increase transit access (such as connections to the Tigard Transit Center, increasing higher level of connectivity within the Triangle and enhancing walkability). This will help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return on investment.
- Consider land banking developable parcels, since land values are relatively low in the Tigard Triangle today, and public partners could aggregate land for more efficient development with a higher impact.

#### **Case study: Capitol Hill (Portland)**

In Portland, one project example is located in the Capitol Hill area. Envisioned as a transit-oriented residential neighborhood with a mix of supporting uses, the case study project is located along the potential high capacity transit line.

Analysis of development readiness in this portion of the corridor in Southwest Portland highlighted issues with the current commercial zoning and identified a catalytic investment opportunity that could leverage development to match the land use vision. The following actions could help remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

**Regulatory environment** The regulatory framework is the area in which the public sector has

the most control over development outcomes. This includes zoning codes and policies that relate

to land development. Public sector policy changes can help local land use visions become a reality

**Financial incentives** The public sector can also help catalyze development through the strategic

application of financial incentives that support new development forms that may be "ahead of the

market and helps the community get high quality development in desired locations.

by making them the easiest thing to do. Southwest Corridor Plan partners should work together to create a regulatory framework that is predictable and efficient. This creates certainty in the private

- Provide public sector support for new development forms. Strategies to address this include:
  - o Public ownership of the land enables the value to be written down, which could provide a multimillion dollar savings to the developer.
  - Utilizing the Transit-Oriented Tax Exemption could provide a significant financial incentive to developers while resulting in additional community benefits such as workforce affordable housing units.
- Investments that enhance pedestrian and bike facilities and provide access to local amenities help increase the area's attractiveness and value, raising achievable rents and the project's potential return on investment.
- Focus development codes on context appropriate design and transitions with existing uses:
  - o Smaller building mass and stepbacks better fit the character of the neighborhood and intensity of nearby uses, while enabling improved connectivity in the street network.
  - o Surface parking at low ratios does not occupy a majority of the site, supporting this design alternative and reducing construction costs significantly.
- Focus retail uses in nodes along the corridor and provide plenty of opportunities for employment and residential uses around and between these commercial nodes.

#### Transit orientation and development readiness

There is growing demand for more compact urban development centered around transit, and this desire is expressed repeatedly in the land use visions of Southwest corridor communities. Research has shown that a few key measures can predict the readiness of an area to support walkable, mixed-use development. In turn, this type of development increases transit ridership and reduces vehicle miles traveled. Metro's transit-oriented development strategic plan (Metro, 2011) identifies a transit orientation measure as a composite of the following physical/demographic characteristics:

**People** The number of residents and workers in an area has a direct correlation with reduced auto trips.

**Places** Areas with commercial urban amenities such as restaurants, grocers and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increased residential land value.

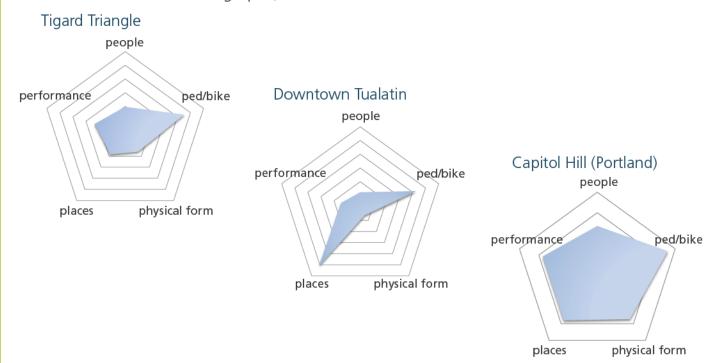
Physical form Small blocks promote more compact development and walkability.

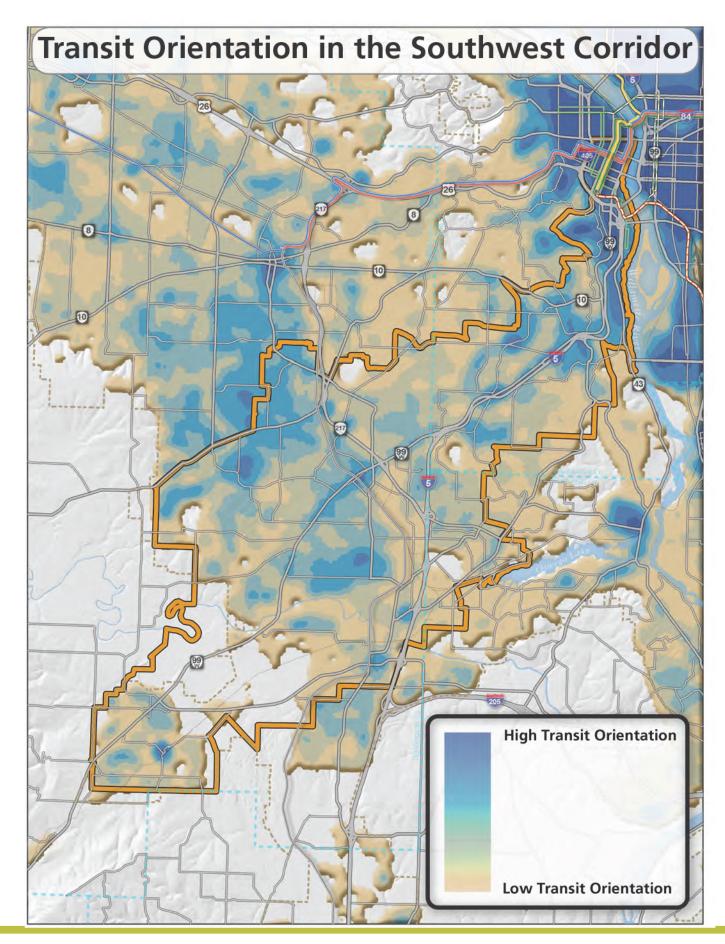
**Performance** High quality, frequent bus and rail service make public transportation a more reliable means of getting around and can be correlated to less driving.

**Pedestrian/bicycle connectivity** Access to sidewalks and safe bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

The graphs below show how selected areas of the corridor perform against this transit orientation measure. The map to the right shows the relative transit orientation of areas in the Southwest corridor in 2011. This map and others like it help determine the highest value location for a potential high capacity transit investment.

Transit orientation measure graphs, selected corridor locations





#### **New Starts funding competitive advantage**

By setting the right regulatory and financial environment, the public sector can catalyze private development and, ideally, make the region more competitive for capital construction dollars from the Federal Transit Administration's New Starts grant program, likely to be a key element of a high capacity transit funding strategy. The policy guidance for the New Starts program provides measures that will be used to evaluate projects, including a series of actions local governments can take to leverage a transit investment such as plans, policies and financial incentives to support the adjacent land use and bring more transit riders to the system. The guidance prioritizes actions that support these outcomes:

- additional, transit-supportive development and redevelopment
- preservation or increase in the affordable housing supply
- increased population and employment density.

The New Starts policy guidance gives higher rating to places that have adopted plans, policies and incentives in place to support transit. Locations with built "proof of concept" transit-oriented projects rate the highest. This means the more quickly the Southwest corridor establishes transit-supportive policies and initiates financial incentives, the better positioned it will be to compete for federal funds. These actions also prepare the corridor now for transit-oriented development, rather than waiting until after transit is built.

#### **Public benefits**

By aligning the regulatory framework, offering financial incentives to catalyze development, and prioritizing transit-supportive capital investments in the public realm, the public sector has a tremendous opportunity to create successful places that reflect the Southwest Corridor Land Use Vision.

These investments help ease traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects show what is possible for future development, setting the stage for more private investment in the area. Early development projects bring more people to specifically chosen locations in the corridor, which in turn attracts more amenities and private investment to the area.

With more people and places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Revitalizing and re-orienting properties in station areas can also strengthen the fabric of the local community, creating places where people want to be. Public investments that create beautiful public spaces and pedestrian streetscapes draw residents and visitors to spend time there. Projects that re-energize underperforming suburban office parks and commercial strip malls into housing choices and employment opportunities attract existing and new residents. With more people and

places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor. As a result, the public sector sees a positive financial return on a high capacity transit investment – both from higher use and from the increase in tax revenue from redevelopment and its effect on the value of surrounding properties.

#### Parks can be key to economic development

Traditionally, parks have been developed to fill service gaps, and natural areas are purchased to protect resources. But a new perspective is emerging: Parks, trails and natural areas can be sited where development would benefit from their proximity. A growing body of evidence demonstrates how public amenities such as parks, natural areas, trails, street trees and other investments that add more nature to urban areas contribute to higher land values.

In 2012, Metro investigated the connection between access to nature and economic development within a community. The discovery: A strategy of investing in parks and open space is not contrary to a community's economic health, but rather it is an integral part of it. Integrating natural features into development helps ensure a high quality of life and a connection to nature. Additionally, when people are drawn to public spaces, they interact as neighbors, and this interaction builds stronger, healthier, more prosperous and more engaged communities.

For the full report, see: A synthesis of the relationship between parks and economic development (Metro, 2012), at www.oregonmetro.gov/naturalareas.







#### Toolkit: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

Attachment B describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are included to illustrate how the changes can raise the development potential within the corridor. Policies for consideration include:

- zoning code changes
- o density maximums and building height
- o non-compliant use provisions
- o stepbacks
- o commercial corridor assessment
- parking requirements and parking management
  - o trip generation reductions
  - o responsive parking ratios
  - o shared parking
  - o unbundling parking
- design code changes
- o layered landscapes and active open space
- o ground floor active use provisions.

Attachment B includes the full policy toolkit, which includes a representative list of possible regulations.

#### Toolkit: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas the community would like to see more walkable, attractive and business-friendly neighborhoods than exist today. The financial incentives toolkit section of Attachment B highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Tools recommended for consideration by public sector partners in areas of change throughout the Southwest corridor include:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

Attachment B includes the full financial incentives toolkit, which includes a representative list of possible incentives.

#### Alternative performance measures

In some circumstances, existing state transportation level of service performance measures function as a barrier to redevelopment or new development. This could make it difficult for local communities to achieve their land use goals as set out in the Southwest corridor land use vision. To address this challenge, the steering committee recommends that the Southwest Corridor Plan refinement process include collaborative work by Metro, the Southwest corridor cities, Washington County and ODOT to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

These multimodal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The alternative performance measures would likely address I-5 and 99W within the Southwest corridor and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary. The result would be a set of multimodal performance measures and associated evaluation process that could be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

#### **Southwest Corridor Plan recommendation attachments**

Attachment A: Roadway, active transportation, parks, trails and natural resources projects map book and project lists

Attachment B: Regulatory framework and financial incentives toolkit

# Documents that support this action and provide key information for further phases www.swcorridorplan.org/projectlibrary

Charter Dec. 12, 2011

Health assessment January 2012

Opportunity and housing report January 2012

Vision, goals and objectives May 14, 2012

Existing conditions summary report April 18, 2012

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives *Jan. 24, 2013* 

Project bundles Feb. 5, 2013

Evaluation report, July 1, 2013

Public involvement report, July 1, 2013

#### Forward: What's next for the Southwest Corridor Plan?

During the months following the steering committee recommendation, the boards and councils of plan partners (cities, counties and agencies) will take action on the Southwest Corridor Plan.

Project partners will continue to meet during the 2013-14 refinement period to consider high capacity transit options, guide transit Service Enhancement Plan decisions and move forward with strategic project development for priorities identified in the Southwest Corridor Shared Investment Strategy.

Project partners will collaborate to develop an implementation structure that maximizes the potential for project success. This structure will consider:

- community partners
- public/private/non-profit partnerships
- citizen engagement
- innovative and collaborative funding mechanisms.

As the partners work to advance projects in the Southwest Corridor Shared Investment Strategy, they should consider other regional plans such as the Regional Trails Plan and the Active Transportation Plan to identify the safest and most interconnected bicycling and walking network possible. At the end of the refinement period (in mid-2014), the Southwest Corridor Plan Steering Committee will decide whether to advance a high capacity transit project for further consideration in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).



# **Southwest Corridor Strategic Investment Strategy action chart**

July steering committee	ee Responsibility for implementation					
recommendation	Who implements		When	Funding for work	Notes	Target date for next steps
	Lead	Partners	1			(if applicable)
Decision to refine high capacity transit alternatives for further study	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement:  1. Refined high capacity transit project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for high capacity transit project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on high capacity transit alternative as refined by project partners  Early 2017: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet with some Metro staff support	Vision for future transit service throughout the area, including connections to high capacity transit. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	<b>2015 and forward</b> : Implement service enhancements and revisit over time based on local improvements
Southwest corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of high capacity transit alternative	
Policies and incentives to address regulatory framework and financial incentives	Cities	Metro	Timing depends on jurisdiction needs and desires and direct connection to high capacity transit	Cities	Milestones for specific cities will be tied to progress on high capacity transit project with an aim to address FTA guidelines and help the region compete for federal transit funds	<b>Spring 2014</b> : Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway and active transportation projects highly supportive of high capacity transit	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement, partners will determine which projects are integral to a high capacity transit investment	<b>Mid 2014</b> : Partners will define which projects are packaged with the high capacity transit alternative for NEPA
Roadway and active transportation projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified for early implementation; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non- profits	8/2013 – 6/2014 for projects related to high capacity transit		Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	<b>Mid 2014</b> : Identify projects that may be part of high capacity transit alternative for NEPA

# Exhibit B to Resolution No. 13-4468A

Date: October 15, 2013

To: Metro Council President Hughes and Metro Councilors Chase, Collette, Craddick,

Dirksen, Harrington and Stacey

From: Malu Wilkinson, Principal regional planner

Subject: Summary of the Southwest Corridor Plan partners' actions adopting, affirming

and/or supporting the July 22, 2013 Steering Committee recommendation and

Shared Investment Strategy

On July 22, 2013 the Southwest Corridor Plan Steering Committee unanimously approved its recommendation for further study and Shared Investment Strategy. Since that day, Metro staff has been working to ensure that each partner jurisdiction and agency officially adopt or affirm the recommendation and Shared Investment Strategy, or submit a letter stating its support for the Steering Committee's action.

To date, each of the partner jurisdictions and agencies has either officially adopted, affirmed or declared its support for the Steering Committee recommendation and Shared Investment Strategy, or has formal plans to do so prior to the Metro Council's consideration of Resolution No. 13-4468A.

Attached to this memorandum you will find the following documents that memorialize the Southwest Corridor Plan partners' adoption, affirmation or statement of official support for the recommendation and Shared Investment Strategy:

<u>Partner</u>	<u>Document type</u>	<u>Issue date</u>
City of Sherwood	Resolution	Aug. 20, 2013
City of King City	Resolution	Sept. 4, 2013
City of Beaverton	Resolution	Sept. 17, 2013
City of Durham	Resolution	Sept. 24, 2013
Washington County	Resolution	Sept. 24, 2013
City of Lake Oswego	Letter of support	Sept. 25, 2013
Multnomah County	Resolution	Sept. 26, 2013
City of Tigard	Resolution	Oct. 8, 2013
TriMet	Letter of support	Oct. 9, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013
Oregon Department of Transportation	Letter of support	Oct. 15, 2013



#### RESOLUTION 2013-047

# A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

**WHEREAS**, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

**WHEREAS**, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Sherwood benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

#### NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

- <u>Section 1.</u> The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- Staff is directed to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.
- Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.
- Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.
- **Section 6.** This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayo

Attest:

Resolution 2013-047 August 20, 2013

Page 2 of 2, with Exhibit A (53 pgs)

#### **RESOLUTION R-2013-08**

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high

<sup>&</sup>lt;sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

People live, work and play in vibrant communities where their everyday needs are easily accessible.

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.

<sup>·</sup> Current and future generations enjoy clean air, clean water and healthy ecosystems.

The benefits and burdens of growth and change are distributed equitably.

capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

BE IT RESOLVED that the City of King City, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

- Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this
  resolution as Exhibit A.
- 2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code as necessary for its implementation, such as (provide examples such as "the Tigard Triangle Strategic Redevelopment Plan").
- 3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
- Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

Adopted this 4th day of September, 2013

Ron E. Shay, Mayor

Attest: David M. Wells, City Manager

#### RESOLUTION NO. 4200

# A RESOLUTION TO ENDORSE THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013, and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

**BE IT RESOLVED** that the City of Beaverton, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

- 1. Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit 1.
- 2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code, as necessary, for its implementation.
- 3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

APPROVED by the Mayor this18	day of <u>September</u> , 2013.
AYES:4	NAYS:0
ATTEST:	APPROVED:
Cathering James	44
CATHY JANSEN, CITY RECORDER	DENNY DOYLE, MAYOR BY RANDY EALY, MAYOR PRO TEM

ADOPTED by the Council this <u>17</u> day of <u>September</u>, 2013.

#### **RESOLUTION 557-13**

# A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

**WHEREAS,** the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

**WHEREAS**, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the *Southwest Corridor Plan* is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Durham benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

#### NOW, THEREFORE, THE CITY OF DURHAM RESOLVES AS FOLLOWS:

- **Section 1.** The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- Staff is directed to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.
- Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.
- Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.
- **Section 6.** This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 24th day of September 2013.

CITY OF DURHAM

Gery Schirado, Mayor

ATTEST:

Roland Signett, City Administrator/Recorde

#### IN THE BOARD OF COUNTY COMMISSIONERS

#### FOR WASHINGTON COUNTY, OREGON

In the Matter of the Board of County	)	RESOLUTION AND ORDER
Commissioners' Acknowledgment of the	)	
Southwest Corridor Plan and Shared	)	
Investment Strategy	)	No. 13-93
	-	

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are

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distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared

Investment Strategy is not intended to be a binding land use decision, but rather is intended to

direct continued study which will culminate in the future adoption of appropriate plan and code

amendments for its implementation; now therefore:

1	BE IT RESOLVED AND ORDERED that the Washington County Board of County			
2	Commissioners:			
3	Acknowledges its support for the Southwest Corridor Plan and Shared Investment			
4	Strategy, attached to this resolution as Exhibit A; and			
5	Directs staff to consider the Southwest Corridor Plan and Shared Investment Strategy to			
6	inform the future adoption of plans, policies and code as necessary for its implementation; and			
7	Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-			
8	term transit service improvements and on-going Southwest Corridor Plan efforts, including			
9	refinement and analysis of high capacity transit alternatives and local connections, along with			
10	associated roadway, active transportation and parks and natural resource projects for potential			
11	further study and pursuit of federal funds; and			
12	Directs staff to study funding options in coordination with Metro, ODOT, TriMet and			
13	project partner jurisdictions for future implementation and planning purposes.			
14	DATED this 24th day of September, 2013.			
15	BOARD OF COUNTY COMMISSIONERS			
16	FOR WASHINGTON COUNTY, OREGON  AYE NAY ABSENT			
17	DUYCK Cleb ()			
18	SCHOUTEN CHAIRMAN CHAIRMAN			
19	TERRY Barbara Heitmanek			
20	RECORDING SECRETARY			
21	Date signed: 9-24-13			
22	Approved as to form:			
23	Junks bale 2			
24	County Counsel for			

25

Washington County, Oregon



September 25, 2013

Honorable Tom Hughes, President Metro Council 600 NE Grand Ave. Portland, OR 97232

Dear Council President Hughes:

Over the past two years, the City of Lake Oswego has been a participant in the multi-jurisdictional process to create the Southwest Corridor Plan Shared and Investment Strategy. During that time, the Lake Oswego City Council was represented on the Southwest Corridor Plan Steering Committee along with representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard, and Tualatin, as well as Multnomah and Washington Counties, Tri-Met, ODOT and Metro. Simultaneously, Lake Oswego planning staff participated in the technical work to develop the Shared Investment Strategy.

As defined by the Southwest Corridor Plan Steering Committee in May 2012, the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth. The collaborative work of the Southwest Corridor partners led to adoption of the Southwest Corridor Plan and Shared Investment Strategy by the Steering Committee on July 22, 2013. The plan recommends a set of potential transportation system investments. It also directs TriMet to create and implement a Service Enhancement Plan for transit improvements in the Southwest Corridor.

The City of Lake Oswego appreciates the opportunity to participate in creating the Southwest Corridor Plan and Shared Investment Strategy, and supports advancing a Service Enhancement Plan for improved bus service in the corridor. The City of Lake Oswego, as an outlying community in the Southwest Corridor planning area, probably does not need to participate as an ongoing member of the steering committee. However, we would like to remain engaged in the transit service enhancement planning process as it could be a real benefit to our community.

Sincerely,

Kent Studebaker

Mayor

City of Lake Oswego

Kent Studibake

# BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON

#### **RESOLUTION NO. 2013-131**

Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

#### The Multnomah County Board of Commissioners Finds:

- a. The Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC). The Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. Four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment.
- b. The Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011.
- c. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

<sup>&</sup>lt;sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

People live, work and play in vibrant communities where their everyday needs are easily accessible.

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.

- d. The charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions.
- e. The Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth.
- f. The Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects.
- g. The Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*.
- h. The Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.
- i. Supporting the Southwest Corridor land use vision assists in addressing current and future transportation needs in Multnomah County and the region.
- j. This endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not a land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation.

#### The Multnomah County Board of Commissioners Resolves:

- 1. Multnomah County endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- 2. Multnomah County supports using the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies code as necessary for its implementation.
- 3. Multnomah County supports the continuation of the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and ongoing Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
- Page 2 Resolution Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

4. Multnomah County endorses pursuing funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

ADOPTED this 26th day of September, 2013.

BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON



Marissa Madrigal, Acting Chair

REVIEWED:

JENNY M. MADKOUR, COUNTY ATTORNEY FOR MULTNOMAH COUNTY, OREGON

Jed Tomkins, Assistant County Attorney

SUBMITTED BY:

Kim E Peoples, Interim Director Department of Community Services

Page 3 - Resolution Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

#### CITY OF TIGARD, OREGON TIGARD CITY COUNCIL RESOLUTION NO. 13 √3

A RESOLUTION ENDORSING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE SOUTHWEST CORRIDOR PLAN

WHEREAS, in 2010 the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and

WHEREAS, Goal 3 of the *Tigard Transportation System Plan* is to provide an accessible, multimodal transportation system that meets the mobility needs of the community; and, states that the City shall engage with regional partners to support development of High Capacity Transit serving Tigard; and

WHEREAS, City Council goals for 2011 and 2012 included local participation in the Southwest Corridor Plan as well as a long-term goal to pursue opportunities to reduce traffic congestion; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, identified the Tigard Triangle and Downtown Tigard as potential station communities most suitable for mixed use development and growth, for the purpose of informing future Tigard planning activities; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including Tigard's representative) in December 2011 adopted a charter agreeing to use a collaborative approach to align local, regional, and state policies and investments to create great places; and,

WHEREAS, the Southwest Corridor Plan project partners worked closely with Tigard representatives to conduct a number of public events throughout the corridor, including in Tigard, to guide development of the Southwest Corridor Plan and Shared Investment Strategy, and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the *Southwest Corridor Plan and Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation;

NOW, THEREFORE, BE IT RESOLVED that the Tigard City Council:

SECTION 1: Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached as Exhibit A.

SECTION 2: Directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the future development and adoption of local plans, policies and code as necessary for its implementation, such as the *Tigard Triangle Strategic Plan*.

SECTION 3: Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

SECTION 4: Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

SECTION 5: This resolution is effective immediately upon passage.

PASSED:

This 8th day of cloker 2013.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard



October 9, 2013

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

RE: TriMet support for Southwest Corridor Plan and Shared Investment Strategy

Tom,

Thank you and Metro for leading the Southwest Corridor planning process. Once again, Metro has guided a thorough, community-based process for considering the region's next high capacity transit investment. Metro has asked for TriMet's support for the Southwest Corridor Plan and Shared Investment Strategy that was adopted by the Project Steering Committee on July 22, 2012. I am pleased to convey TriMet's support for both the plan and shared investment strategy.

In 2009, Metro developed the High Capacity Transit System Plan, and this adopted plan selected the Southwest Corridor as the highest regional priority. Over the last three years, Metro has led the planning efforts for the Southwest Corridor, which included staff and policy officials from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, TriMet and Metro. During this time, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor that will help to guide future investments in the high capacity transit system while supporting active transportation, roadway and green infrastructure projects.

The Project Steering Committee adopted the vision, goals and objectives for the Southwest Corridor Plan in May 2012. The plan vision is one that supports, strengthens and connects livable and prosperous places from Portland to Sherwood as a way to address current needs and anticipated future growth.

In July 2013, the Project Steering Committee adopted the recommendation that details further actions necessary to support the shared land use vision and to refine alignment and design options for high capacity transit, including bus rapid transit and light rail transit, from Portland to Tualatin via Tigard. The recommendation also identified active transportation and roadway projects that support the land use vision and high capacity transit infrastructure. Finally, the recommendation calls for TriMet to invest in Southwest Corridor a transit service enhancement process intended to provide improved transit connections for corridor land use.

TriMet is supportive of the next steps that include furthering the Shared Investment Strategy and participating in the necessary planning efforts to refine High Capacity Transit alternatives along with associated roadway, active transportation, and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds. TriMet's support is contingent on the continued support from the region and local partners in moving forward with a HCT investment and related land use plans. In addition, TriMet will move forward with the Southwest Transit Service Enhancement process.

Please let me know if you have guestions.

Bruce Warner

TriMet Board President

#### RESOLUTION No. 3 7 0 378 As Amended

Endorse the Southwest Corridor Plan and Shared Investment Strategy and provide direction for plan refinement and implementation (Resolution)

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the City of Portland's Transportation System Plan calls for a Barbur/Interstate 5 Refinement Plan to identify needed improvements for motor vehicles, trucks, bicycles, pedestrians and high-capacity transit travel in the corridor; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter, in December 2011, agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places along the corridor to address current needs and anticipated future growth; and

WHEREAS, the Barbur Concept Plan community working group included representation from southwest residents, institutions, neighborhoods, and businesses and held 14 meetings and 3 community forums to guide the creation of a plan and serve as a model for subsequent phases; and

WHEREAS, the Barbur Concept Plan adopted by Council on April 24 2013 by Resolution No. 37014 created a corridor wide vision and goal to achieve community aspirations for the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan recommends policies and projects aimed at supporting development within the seven catalytic focus areas identified in the Barbur Concept Plan; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee, with Mayor Hales representing the City of Portland, on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland endorses the *Southwest Corridor Plan and Shared Investment Strategy* as Non-Binding City Policy attached as Exhibit A.

BE IT FURTHER RESOLVED, the Council directs staff to participate in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue near-term critical safety improvements, active transportation access to jobs, retail and transit, and projects that leverage prior investments or partnership opportunities; and

BE IT FURTHER RESOLVED, the Council directs the Commissioner-in-Charge of Transportation and city staff to work with Metro to finalize a public involvement plan to advise the SW Corridor Plan HCT Refinement Phase, including a Community Working Group to address Southwest Portland issues, refine projects and identify implementation priorities; and

BE IT FURTHER RESOLVED, the Council directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the next update of the City's Transportation System Plan and other local plans, policies and implementation strategies; and

BE IT FURTHER RESOLVED, the Council directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements; and

BE IT FURTHER RESOLVED, the Council directs staff to use the Barbur Concept Plan land use vision, including the seven designated focus areas and adopted neighborhood plans, and other adopted local plans to inform the refinement and evaluation of HCT alternatives and transportation projects; and

BE IT FURTHER RESOLVED, the Council directs staff to evaluate the land use impacts and transportation system needs associated with the various options for high capacity transit on the areas of Marquam Hill, Hillsdale Town and Portland Community College; and

BE IT FURTHER RESOLVED, the Council directs staff to work with Metro to analyze and recommend a set of HCT supportive projects that yield the best overall performance for improving safety for pedestrians and people on bicycles, increasing use of active transportation, reducing vehicle miles traveled and greenhouse gas emissions, and minimizing traffic impacts on neighborhood streets; and

BE IT FURTHER RESOLVED, the Council directs staff to coordinate across bureaus to build upon the City's regulatory tools, affordable housing and gentrification policies, and to continue refining the environmental and green infrastructure projects, including parks, trails, natural area and water quality improvements, identified in the *Shared Investment Strategy*; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

Adopted by the Council,

OCT **09** 2013

Commissioner Steve Novick Mayor Charlie Hales

Prepared by: *Denver Igarta:slg*Date Prepared: 09/25/13

By

LaVonne Griffin-Valade

Auditor of the City of Portland

Deputy

#### RESOLUTION NO. 5168-13

## RESOLUTION ACKNOWLEDGING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from: the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012; defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in the future adoption of appropriate plan and code amendments for its implementation.

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

Section 1. The City of Tualatin City Council acknowledges its support for the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit A; and directs staff to:

- A. Consider the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of plans, policies and code as necessary for its implementation; and
- B. Participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects for potential further study and pursuit of federal funds; and
- C. Study funding options in coordination with Metro, ODOT, TriMet and project partner jurisdictions for future implementation and planning purposes.

Section 2. This resolution is not a land use decision.

#### Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 14th day of October, 2013.

CITY OF TUALATIN, OREGON

Mayor Council Presiden

APPROVED AS TO LEGAL FORM

ATTEST:

City Attorney



#### Department of Transportation

Transportation Region 1 123 NW Flanders St Portland, OR 97209-4012 (503) 731-8200 Fax: (503) 731-8259

October 15th, 2013

File Code:

5

Council President Tom Hughes Metro 600 NE Grand Ave. Portland, OR 97232-2736

#### Council President Hughes,

I am writing to express ODOT Region 1's endorsement of the Southwest Corridor Plan and Shared Investment Strategy, which marks the completion of Phase 1 of the Southwest Corridor Plan. In the coming year, I will ask my staff to participate in the refinement and analysis of High Capacity Transit alternatives, local connections, and transit-supportive multimodal projects that may be studied as part of an FTA project. ODOT staff will continue to work with project partners as they develop local plans, policies, and implementation strategies informed by the Southwest Corridor Plan.

ODOT has a strong commitment to improving safety, active transportation, and access to transit in the Southwest Corridor. To that end, we recently funded construction of several early opportunity projects to be delivered over the next two to three years. These projects center on OR-99W and include crossing improvements, bike lane markings, sidewalks/walkways, enhanced illumination, and transit stop accessibility improvements. The first of these projects has already been completed, and we hope the others will offer the corridor's communities some immediate benefits while longer-range planning efforts continue. Together with implementation of TriMet's Southwest Service Enhancement Plan, which will improve the corridor's transit service in the near-term, we are working together to improve safety and access to transit right away.

Determining the future of OR-99W will be one of the Southwest Corridor Plan's central policy decisions. Currently, this route is focused on providing vehicle mobility. As the project partners collectively look ahead, we will need to make choices for OR-99W—will the highway carry added transit service or will High Capacity Transit travel on a separate alignment, how will pedestrians and cyclists access improved transit service, and how will all modes of travel move safely through the corridor?

In the longer-term, High Capacity Transit is the crucial element needed to achieve the land uses envisioned by the Southwest Corridor's communities. Successfully planning and implementing a High Capacity Transit project will involve tough decisions and require focused effort. During the coming year, I understand Metro will convene project partners in the development of a funding

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strategy. This work is equally important to the technical analysis that will be performed during the refinement phase. The ability to raise non-federal matching funds is essential for securing federal funds and determining the overall budget for constructing High Capacity Transit in the corridor.

To make these decisions, the project partners will need clear information outlining the tradeoffs different alternatives represent between transit performance, traffic impacts, cost, and impacts to property and the natural environment. This conversation must meaningfully engage all of the corridor's communities and stakeholders, and reconcile the varied desires expressed during Phase 1. My staff and I look forward to working with Metro and TriMet to develop and communicate the analysis needed to support this conversation.

We look forward to participating in the refinement of High Capacity Transit alternatives in this important corridor.

Regards,

Jason Tell

Region 1 Manager

Oregon Department of Transportation

Cc: Councilor Bob Stacey – Metro

Councilor Craig Dirksen - Metro

## Exhibit C to Resolution No. 13-4468A

## Implementation and Development Southwest An Overview

**Purpose.** Metro is proposing the creation of a committee, Implementation and Development Southwest (ID Southwest), made up of community leaders with a passion for the Southwest Corridor area and who know how to get things done. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor.

**Background.** The Southwest Corridor Plan is a collaborative effort to create livable and sustainable communities along the Southwest corridor including Portland, Tigard, Tualatin and Sherwood. The goal of the Plan is to increase prosperity, health, access and mobility in the Southwest Corridor through the implementation of the Shared Investment Strategy. The strategy includes a potential major transit investment, 81 roadway and active transportation projects, 400 parks and natural resource projects, and development incentives and policy changes to support development consistent with the local land use vision. The plan is led by the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the 13 partner jurisdictions.

**Scope of work.** ID Southwest will support and implement the Southwest Corridor Plan and Shared Investment Strategy in coordination with the Steering Committee. The committee members will be focused on creating the conditions for the plan to achieve its goals. They will help:

- lay the groundwork for public-private partnerships and investment to take place
- identify early implementation projects (transportation, green, and development opportunities) for potential funding and help pursue financing for those projects where opportunities arise
- generate enthusiasm in the communities about the plan's projects
- recruit greater numbers of stakeholders to support the plan
- navigate the changing political landscape to make sure that the Southwest Corridor Plan is consistently supported.

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee.

Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will serve as liaisons to ID Southwest to create a strong connection with the Steering Committee and the Metro Council.

**Membership.** The membership of ID Southwest will be carefully selected to include highly influential stakeholders in the corridor, with representatives from the community, community-based organizations and housing providers, businesses, educational institutions and philanthropic organizations. Members should have the acumen to help staff address barriers and problems and generate enthusiasm for the project.

The expected number of ID Southwest members will be between 20 and 25. Members will include people who represent the following interest categories:

- Educational institutions
- · Elected officials
- Environmental green spaces interests

- Funders
- Government agencies
- Health-related interests
- Work force and affordable housing providers
- Community-based organizations
- Developers
- Major employers
- Small businesses
- Transit-related interests

#### First-year timeline:

- 1. Kickoff meeting: December 2013
- 2. Determine initial priority opportunity areas: January 2014
- 3. Define early implementation projects and funding opportunities: Spring 2014
- 4. Implementation of early opportunities projects: Summer 2014

## Exhibit D to Resolution No. 13-4468A

#### **Members of the Southwest Corridor Plan Steering Committee**

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

#### STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4468A, FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR PLAN SHARED INVESTMENT STRATEGY

Date: October 1, 2013 Prepared by: Malu Wilkinson, x1680

#### BACKGROUND

#### Purpose of the Southwest Corridor Plan and Shared Investment Strategy

The Southwest Corridor plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

The work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

#### **Policy Framework**

The Portland metro area Regional Transportation Plan (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. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At

the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

#### Corridor land use vision forms foundation of Shared Investment Strategy

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor.

#### **Barbur Concept Plan**

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

#### Tigard High Capacity Transit Land Use Plan

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

#### **Linking Tualatin**

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

#### **Sherwood Town Center Plan**

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Simultaneous to the work on the local land use vision, Metro and project partner staff worked collectively to identify existing conditions and develop a wide range of alternatives to address opportunities and challenges in the corridor. The project partners began work to identify a potential HCT alternative, and an associated package of multimodal transportation projects and parks/nature investments that could catalyze the local land use visions for the corridor.

In October 2012 the Southwest Corridor Steering Committee narrowed an early set of ten HCT alternatives to five concepts, removing several options from further consideration: 1) streetcar as a mode; 2) HCT connection between Tigard and Sherwood on Highway 99W; and 3) adding or converting an Interstate 5 lane for HCT use. The Steering Committee's narrowing decision also tabled consideration of Westside Express Service (WES) improvements for another time and process. These decisions were guided by potential impacts to auto and freight movement as well as local community land use goals. All HCT options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement and commercial activities. Preferred locations would provide transit connections to potential station communities in Tigard and Tualatin.

During the first six months of 2013, Metro and project partner staff worked closely together to further narrow the set of HCT alternatives and supportive roadway, active transportation, and parks/natural areas projects. Projects were bundled and modeled to test performance, then screened according to their supportiveness of the local land use visions. On July 22, 2013, the Southwest Corridor Steering Committee unanimously approved the Shared Investment Strategy Recommendation to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

#### Southwest Corridor Plan Shared Investment Strategy Recommendation

With its July 22, 2013 recommendation, the Southwest Corridor Steering Committee defined a set of investments and actions to support the community land use visions and gave direction on three main questions to further narrow the options for a potential HCT investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study; 2) percentage of bus rapid transit in a dedicated transitway; and 3) the destination of a potential high capacity transit investment.

In the year following this recommendation, a refinement phase will give more information in each of these areas, and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

A summary of the Shared Investment Strategy Recommendation follows.

#### Recommendation: Invest in transit

Transit is key to helping communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

#### Local service

To improve local bus service, the recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line;
- make on-the-ground improvements to the transit system; and
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

#### High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive, and
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit;
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way; and
- an alignment that connects Portland to Tualatin, via Tigard.

#### Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. *Attachment A* of the Shared Investment Strategy Recommendation contains the list of priority projects.

The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
  - o walking and biking projects within one-quarter mile of potential station areas
  - o trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
  - leverage future development in places local communities have defined as "essential" or "priority"
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or create highdemand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

#### Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor's most important and attractive features. To strengthen "green" elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

## Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* of the Shared Investment Strategy Recommendation contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment. Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

## Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

The recommendation urges project partners to develop a collaborative funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

#### Public engagement in the Southwest Corridor Plan and Shared Investment Strategy Metro and project partner staff held a number of public events to support the Steering Committee decision-making process, including the following:

#### **Community Planning Forums (4)**

"Invited" open houses targeted to engaged community members from each of the communities in the Southwest Corridor were held in different locations including Tualatin, Tigard and Southwest Portland.

#### **Economic Summits (2)**

These invited forums targeted individuals from the private sector and corridor institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.

#### **Shape Southwest**

This online tool was designed to engage broad audience in soliciting opinions on potential HCT and local transit connections, as well as values and where to focus public investments. 2098 visited the website to learn about the tool.

#### Online surveys (5)

This included a survey to gather feedback on the draft Steering Committee recommendation in July 2013, which received 954 responses.

#### Numerous neighborhood and community meetings

These included local community-specific public events (e.g., SWNI Open House, Tigard Town Hall), in addition to planning commission and city council presentations

Public engagement for the Southwest Corridor Plan and Investment Strategy was divided into four stages:

#### September 2011 to February 2012

Project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area.

#### February to August 2012

Project partners aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects. Visiting an online, virtual open house, participants viewed video feeds that explained the purpose and process of the overall plan. Participants were asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor.

#### August to December 2012

Project partners focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access.

#### January to July 2013

Project staff sought feedback on potential projects and the draft high capacity transit alternatives through events and an online questionnaire. The public also reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire.

#### Local jurisdiction actions

During September and October 2013, the Southwest Corridor partner jurisdictions have considered and taken action on the Southwest Corridor Steering Committee's Shared Investment Strategy Recommendation. All of the partner cities and counties have endorsed the recommendation, either by Council action or by letter from the Mayor. TriMet and ODOT have endorsed the recommendation by letter to the Metro Council.

Neither the local jurisdiction supporting actions nor Metro Council endorsement of the Southwest Corridor Plan Shared Investment Strategy are intended to be binding land use decisions. Instead, the Shared Investment Strategy is intended to inform future adoption of plan and code amendments for its implementation.

#### Next steps

If the Metro Council votes in favor of this resolution, it adopts the Southwest Corridor Plan Shared Investment Strategy and directs staff to use it to inform the future adoption of plans, policies and code as necessary for its implementation.

In addition, specific next steps include:

- 1. Metro and partner staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements (2014)
- Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
  - Refinement and analysis of HCT alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision (October 2013- June 1014); and
  - Potential further study and pursuit of federal funds for project elements.
- Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

#### ANALYSIS/INFORMATION

#### **Known Opposition**

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, two related efforts are of note:

- A resident of Tualatin, an attorney representing the Tonquin Group, has stated that
  entity's disapproval of the Ice Age Tonquin Trail (a project included in the Shared
  Investment Strategy Recommendation) and expressed an intention to take legal action
  blocking any land use decision that furthers the trail project.
- In Tigard, a citizens' group has successfully gathered the 4,122 signatures required to place an anti-HCT initiative on the March 2014 ballot. If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard would be required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

#### **Legal Antecedents**

The Southwest Corridor Plan Shared Investment Strategy is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010
   Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest
   Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee

#### **Anticipated Effects**

Council acceptance of the Southwest Corridor Plan Shared Investment Strategy will enable the project partners to carry into refinement and further study a set of public investments, including HCT alternatives, to support the corridor land use vision. It will also advance staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements in the corridor.

#### **Budget Impacts**

No additional resources are needed for FY13/14 to continue the refinement phase.

#### RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the Southwest Corridor Plan Shared Investment Strategy to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

#### BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 13-4468
SOUTHWEST CORRIDOR PLAN AND SHARED	)	
INVESTMENT STRATEGY	)	Introduced by Councilor Craig Dirksen and
		Councilor Bob Stacey

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan, as well as to develop an implementation strategy to align local, regional, and state policies and investments to create great places, referred to as the *Southwest Corridor Shared Investment Strategy* (and attached as Exhibit A to this Resolution); and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region – that people live, work and play in vibrant communities where their everyday needs are easily accessible; that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably – guide the creation of the Southwest Corridor Plan, the *Southwest Corridor Shared Investment Strategy*, and inform the entire planning process; and

WHEREAS, the Southwest Corridor Shared Investment Strategy's purpose is two-fold: to articulate a future vision for the Southwest Corridor, and to bring together in one place the land use, transportation, and community-building goals and projects that have already been advanced in local jurisdictions' plans and which support development consistent with the future vision for the corridor; and

WHEREAS, the Southwest Corridor Plan project partners have worked with community members to create a coordinated future land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events and conducted extensive stakeholder outreach to support and guide the creation of the land use vision and the *Southwest Corridor Shared Investment Strategy*; and

WHEREAS, in May 2012, the Southwest Corridor Plan Steering Committee adopted the future land use vision, and the goals and objectives for the corridor, expressing that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the charter stated that the *Southwest Corridor Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

Resolution 13-4468 page 1

WHEREAS, on July 22, 2013, the Steering Committee unanimously adopted the *Southwest Corridor* Shared Investment Strategy, and recommended further refinement and study of the public investments that could support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, the Metro Council's endorsement of the *Southwest Corridor Shared Investment Strategy* is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in future consideration of appropriate plan and code amendments for the Southwest Corridor Plan's possible adoption and implementation;

WHEREAS, each of the Southwest Corridor Plan project partner jurisdictions and agencies has expressed formal support for the *Southwest Corridor Shared Investment Strategy* and an intention to cooperatively advance key elements of the recommendation, as found in Exhibit B; now therefore:

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor:

- Adopts the Southwest Corridor Shared Investment Strategy, attached to this Resolution as Exhibit A.
- 2. Directs staff to continue development of plans, policies and codes that, if adopted, would support the *Southwest Corridor Shared Investment Strategy*.
- Directs staff to work with TriMet to develop a transit service enhancement plan to identify nearer-term transit service improvements in the corridor that can be made in advance of any high capacity transit project.
- 4. Directs staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- 5. Directs staff to work with project and community partners to create a coalition of businesses, private funders, non-profits, community advocates and government leaders as described in Exhibit C attached to this Resolution, to build support for the *Shared Investment Strategy* and help implement early opportunity projects in the corridor that have already been described and considered in local plans or already received approval to move forward independent of the Southwest Corridor Plan.
- 6. Directs staff to continue to work with project partners to involve stakeholders at key points in the process and seek input from the public as has been done in earlier phases of the project.
- Directs staff to pursue funding options in coordination with ODOT, TriMet and project partner
  jurisdictions for implementation of early opportunity projects and planning to support the Southwest
  Corridor Shared Investment Strategy.
- 8. Renews and reauthorizes the continued duration and existence of the Steering Committee, as described in Exhibit D, to complete the Southwest Corridor Plan.

Resolution 13-4468 page 2

ADOPTED by the Metro Council this 31	day of October, 2013.	
	Tom Hughes, Council President	
Approved as to Form:		
Alison Kean, Metro Attorney		

Resolution 13-4468 page 3

## Exhibit A to Resolution No. 13-4468

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Beaverton • Durham • King City • Lake Oswego Multnomah County • Washington County July 22, 2013

## SHARED INVESTMENT STRATEGY RECOMMENDATION

## Making investments in the Southwest corridor

ODOT • TriMet • Metro

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

#### Accountability and partnership

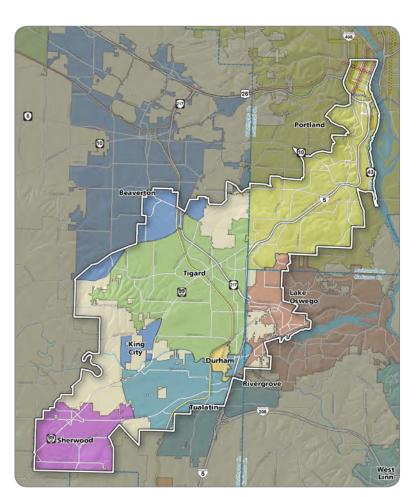
Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

**Prosperity** People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

**Health** People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable transportation network that enhances economic vitality and quality of life.





#### **Steering committee members**

Metro Councilor Craig Dirksen, co-chair
Metro Councilor Bob Stacey, co-chair
Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
Portland Mayor Charlie Hales
Lake Oswego Councilor Skip O'Neill
TriMet general manager Neil McFarlane
Sherwood Mayor Bill Middleton
Tualatin Mayor Lou Ogden
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirado
Multnomah County Commissioner Loretta Smith
ODOT Region 1 manager Jason Tell
King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with

other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

Action chart

Overview

Vision and context

Getting to the plan

Summary of the recommendation
The Southwest Corridor Land Use Vision

Integrating public investments to support great places

Regulatory framework and financial incentives toolkits

Recommendation Shared investment strategy

What's next for the Southwest Corridor Plan?

Public involvement for Phase I

Investments in the public realm

Alternative performance measures

In July 2013, the Southwest Corridor Plan Steering Committee gave direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

#### Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.

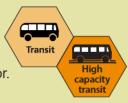
The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



#### Summary of the Southwest Corridor Shared Investment Strategy recommendation, July 22, 2013

#### **Recommendation: Invest in transit** (page 6)

Transit is a key element to help communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.



#### Local service

To improve local bus service, this recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

#### **High capacity transit**

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

#### Recommendation: Invest in roadways and active transportation (page 8)

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. See *Attachment A* for the list of priority projects.



The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
- o walking and biking projects within one-quarter mile of potential station areas
- o trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
- o leverage future development in places local communities have defined as "essential" or "priority"
- o are important to meet freight and capacity needs in employment and industrial districts
- o improve pedestrian connectivity, provide safe crossings or create high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

#### Recommendation: Invest in parks, trails and nature (page 9)

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor's most important and attractive features. To strengthen "green" elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

# Natural areas Watershed Urban trees Parks

# Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision (page 10)

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.



In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment. Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

## Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.



## The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest corridor began this collaborative effort by looking at its downtown, main streets, corridors and employment areas to define a vision for these places that reflects their

unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor includes important regional retail and employment destinations as well as many major trails and one of the nation's few urban national wildlife refuges.

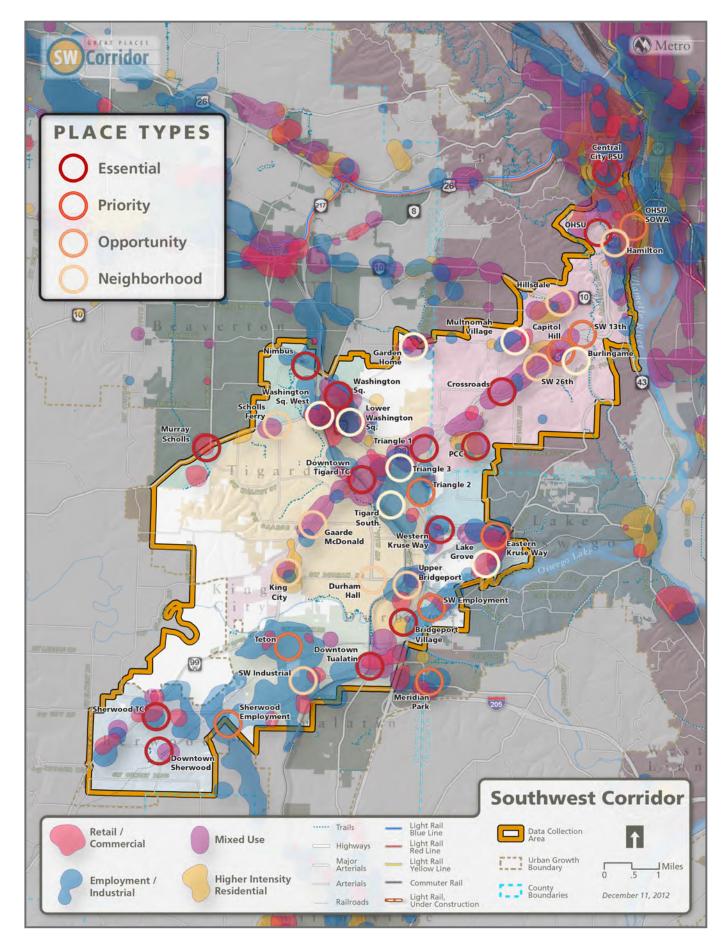
HouseholdsJobs201078,800187,9002035111,900259,200

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that creates more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- Retail/commercial The corridor is a destination for retail with prominent shopping destinations
  in Washington Square and Bridgeport Village. These retail destinations will continue to
  generate substantial demand and will need accommodation through enhanced transit, active
  transportation and roadway investments.
- **Employment/industrial** The Southwest corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** The corridor includes opportunities for areas with a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- Higher intensity residential Infill and redevelopment is likely to be the primary generator for new development in the corridor. The majority of new residential development that does occur will be found in the mixed-use areas, and these areas will need to integrate natural features into development to ensure a high quality of life and connections to nature.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them (see map at right). These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



#### **Public involvement for Phase I**

#### September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage aimed to determine the scope, evaluation framework and goals of the overall plan. In that process, project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

## February to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

#### August to December 2012: How should investments be prioritized?

The third public engagement stage aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

#### January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback to inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that was open between May 23 and June 26. The public reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire from June 11 to 26. The draft recommendation was also the focus of the final community planning forum on June 26.

Together, the questionnaires received 2,669 responses.

## What are people saying about the transit alternatives and staff draft recommendation?

- There is strong support for high capacity transit in the Southwest corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending high capacity transit to the furthest extent possible, with Sherwood as the destination.
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit and light rail transit for further study in the next phase of the plan.
- People overwhelmingly support studying a bus rapid transit that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
  - o enhanced local transit service
  - o transit related roadway, biking and walking projects
  - o roadway, biking and walking projects related to local aspirations
  - o parks and natural resources projects
  - o development strategy that stimulates private investment.
- The three highest priorities for Southwest Corridor Plan outcomes were:
  - 1. better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
- 2. access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
- 3. feasibility (cost, funding potential and support).
- Environmental justice organizations' representatives prioritized the plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
- 1. equity (fair distribution of benefits and burdens)
- 2. healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
- 3. a tie between prosperity (more jobs, development, housing) and access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights).

#### **Getting to the plan**

To create the Southwest Corridor Plan, representatives of cities and counties throughout corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped identify the local vision in key areas of the corridor: Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these local visions, the project partners worked together to identify a potential high capacity transit alternative that could catalyze the corridor land use vision, and developed and narrowed a list of roadway, bicycle and pedestrian improvements that would support high capacity transit and make it work better for the corridor. This work led to the recommendations in this Southwest Corridor Shared Investment Strategy. The strategy will help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

**Barbur Concept Plan** Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

**Tigard High Capacity Transit Land Use Plan** In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

**Linking Tualatin** With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

**Sherwood Town Center Plan** Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.





Southwest Corridor Plan Phase I milestones September 2011 July 2012 Develop wide range of alternatives Identify policy framework and existing conditions Opportunities and challenges Goals and objectives September/ **Evaluation** criteria October 2012 Narrow range of alternatives • January 2013 Define bundles to test transit, roadway and active transportation project performance Example A Example B Example C Example D Spring/ summer 2013 Develop shared investment strategy

Identify commitments and implementation strategy

## Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified "key places" to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct partners to collaborate, target resources and search for opportunities to leverage dollars.

#### **Collaborate**

The project partners agree to work together to implement common prioritized projects that support the corridor land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the connection to nature so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

#### **Target resources**

Focusing on the Southwest Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion worth of projects to about \$500 million for a 15-year time frame. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of roadway and active transportation projects that support the land use vision in the corridor.

Does the project support the community and corridor vision?

Does the project meet transportation needs and local land use goals?

Can we afford it and when?

Are there too many impacts?



The Southwest Corridor Plan also includes the region's first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the shared investment strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

#### Leverage

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Investing in a road improvement might not create a great place by itself – but combining it with a trail, a culvert replacement and bus stop improvements could help that public investment catalyze the market and attract private investment to build the community vision.

As a shared strategy, the narrowed lists of projects contained in this recommendation can serve as a tool for agencies when making future investment decisions. Continued communication is critical, both within agencies and with other community stakeholders.

Great places are defined by a variety of elements that come together in one location to meet a range of community needs.





## **Recommendation: Shared investment strategy**

The Southwest Corridor Plan and Shared Investment Strategy includes a strategic project list for transit, roadway, active transportation and parks and natural resources as well as ideas for policy change and development strategies. The Southwest Corridor Plan evaluation, project partner priorities and public input provided the foundation for the Southwest Corridor Shared Investment Strategy.

It is understood that many Southwest corridor communities have transportation and other needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Plan Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the shared investment strategy defines actions that are critical to supporting the Southwest Corridor Land Use Vision.

### Investments in the public realm

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Opportunities for public influence on community development

#### Investments in the public realm

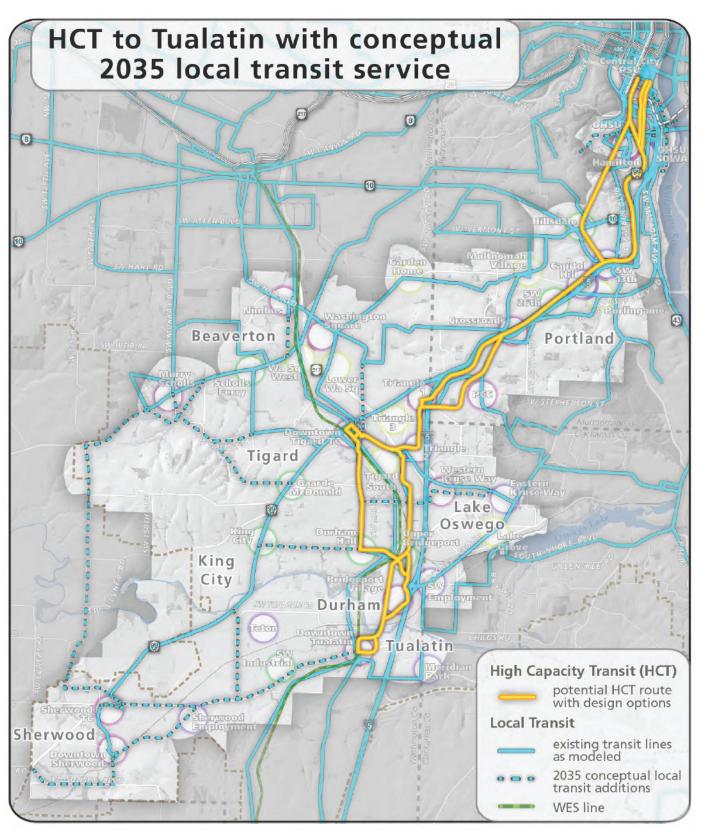
- High capacity transit
- Roadway expansions and improvements
- Bike and pedestrian facilities improvements
- Parks, trails and natural resources improvements

#### Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

## Financial incentives that catalyze private investment

- Public development grants such as through Metro's Transit-Oriented Development Program
- Local tax incentives

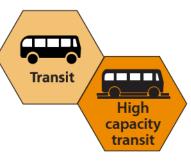


Note: Potential local transit service additions are conceptual only at this point. TriMet will work with local jurisdictions to determine service needs and will match service increases to available funding. Service enhancements could include both route and frequency.

### **Transit recommendation**

#### Local service/Southwest corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.



**Southwest Service Enhancement Plan** This recommendation directs TriMet to implement the Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest corridor locations quickly and reliably to one another and to a potential high capacity transit line
  - Locations include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
  - Service includes improved local transit circulation from the Southwest corridor throughout Washington County, including connections to northern Washington County.
- 2. improved local transit connections to Westside Express Service
- 3. capital improvements necessary to achieve higher transit system functioning, such as queue jumps and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
- 4. identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).

### High capacity transit

**Mode** Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and ability to support the Southwest Corridor Land Use Vision.





Quality of bus rapid transit As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration (FTA) New Starts funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

Destination The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Note: A high capacity transit alignment will not be on Interstate 5 or Highway 99W southwest of the I-5/99W intersection.

**Funding** The steering committee recommends that project partners work together to develop a funding strategy for the Southwest Corridor Plan that includes local, regional, state and

# Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This means it can be difficult to define, and bus rapid transit projects are often under pressure to cut costs by reducing how much of the line runs in dedicated right of way.

A bus rapid transit project that runs in mixed traffic is less expensive to construct – it is also more expensive to operate, is slower and offers less certainty about arrival and departure times. Bus rapid transit in mixed traffic can be an improvement over local buses without transit priority treatments, but it cannot attract as many riders as bus rapid transit in exclusive lanes.

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit, solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which is in the United States.



For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/ microsites/the-brt-standard-2013/.



federal sources. Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the FTA which has contributed more than half the total funding for MAX projects to date. Even with a federal grant, high capacity transit will require a corridor-wide funding strategy that secures and leverages new resources. An FTA grant would most likely require a 50 percent match which could include local, regional, state and other non-FTA federal funds.

### Steering committee decisions: High capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and local transit connections to the potential high capacity transit line.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul> <li>Direction on Southwest (Transit) Service Enhancement Plan</li> <li>Policy direction on "level" of bus rapid transit for further study</li> <li>Which modes to carry forward for further study</li> <li>Destination</li> </ul>	<ul> <li>Refinement</li> <li>Alignments</li> <li>Naito or Barbur?</li> <li>Surface or tunnel?</li> <li>Direct connection to PCC?</li> <li>Hall or 72nd?</li> <li>Add a lane or convert a lane?</li> <li>Potential station locations</li> <li>Funding strategies</li> </ul>	Draft Environmental Impact Statement  • Mode  • Station locations  • Transit system connections

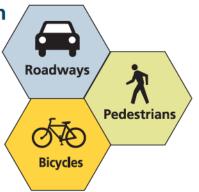
### **Earlier decisions**

The October 2012 narrowing decision removed several options from further consideration:
1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on
Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy
transit use. It also tabled consideration of WES improvements for another time and process.

The steering committee looked at potential impacts to auto and freight movement as well as local community land use goals to guide its narrowing decision. For instance, all high capacity transit options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement as well as to commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin.

### Roadway and active transportation recommendation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the high capacity transit recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation



funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the corridor over the next 15 years.

Projects on the narrowed list fall into one of two categories:

### 1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. However, even if a high capacity transit investment advances, not all of these projects can be included in a future funding package. Which projects advance along with a potential high capacity transit investment will be a future decision based on judgments by project partners during refinement in an effort to best match Federal Transit Administration funding requirements. Those projects that are not included in a high capacity transit funding package will still be available to the partners for further project development, including the pursuit of other funding opportunities.

# 2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

These lists are not intended to identify all projects that are important to communities in the Southwest corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the shared investment strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

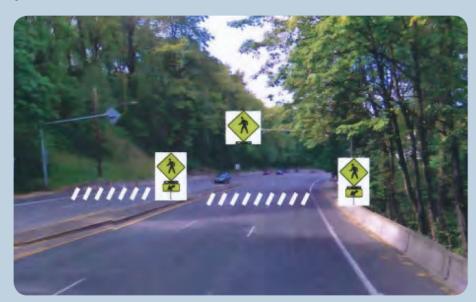
Attachment A includes maps, the project lists and narrowing criteria.

### **Early project implementation**

In locations throughout the corridor, project partners are already making investments that support the Southwest Corridor Plan Land Use Vision, both independently and in collaboration with other corridor partners. For example, in Sherwood, the Cedar Creek trail is funded and proceeding toward construction. In Portland, Multnomah Boulevard from Barbur to Southwest 45th Avenue is being reconstructed to urban standards, including curbs and sidewalks. When complete, it will improve bicycle and pedestrian safety and connect the potential Capitol Hill/Barbur Boulevard high capacity transit station with nearby Multnomah Village. In addition, ODOT and TriMet have identified a series of low-cost improvements that can be implemented quickly and are supported by the local jurisdictions and the public. These include projects on Barbur Boulevard/Highway 99W that improve access to transit, fill pedestrian gaps or fill bicycle gaps, such as:

- Southwest Barbur at Southwest Bertha Boulevard bike lane markings
- Southwest Barbur at Southwest 13th Avenue crossing improvements
- Southwest Barbur at Southwest Alice Street crossing improvements
- Barbur Transit Center access improvements
- OR 99W at Bull Mountain Road sidewalk/bus stop improvements
- OR 99W at Durham Road illumination improvements
- OR 99W at Hazelbrook Road sidewalk/bus stop improvements.

These projects are expected to be completed in the next two to three years.



Example of a proposed crosswalk warning light project on Southwest Barbur Boulevard. ODOT, March 2011.

### Parks, trails and nature recommendation

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled a list of nearly 450 "green" projects in the corridor including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage. The projects on the list were screened based on how they would support the Southwest Corridor Land Use Vision, a potential high capacity transit investment, and important water resource and regional trail connections.



# 1. Work together to secure funding for and implementation of the highest priority parks, trail and natural area projects for people and places

As the high capacity transit alternative is refined, partners should continue to sort and prioritize this green project list, examine likely funding sources and develop a collective strategy for grant writing and strategic use of existing or new funds. The project list and related maps can be used to coordinate across jurisdictional boundaries and select park and trail projects that support transit and new land uses. Additionally, green street designs that incorporate tree planting, vegetated storm water facilities and other low impact development approaches are recommended, softening the landscape for residents and visitors to the area and increasing people's access to nature.

# 2. Support habitat and water quality projects that deliver the greatest return on investment

Project partners should identify the highest value natural resource investments and work together to fund and implement those projects. This project list and approach offers an opportunity to focus on large projects that can achieve measurable ecological and financial benefits. Wherever possible, partners should work to avoid negative impacts to the highest quality areas while also enhancing those areas where water quality, wildlife habitat and recreation benefits are greatest.

Project implementation could be organized into broad strategies that include: stream and wetland enhancement, outfall and water quality facility retrofits, culvert replacements to improve fish passage and reduce risks to infrastructure, preservation of high quality fish and wildlife habitat, and enhancement of important but degraded habitats. Private land owners can also be involved through outreach and education efforts that improve stream function and water and habitat quality throughout the watersheds.

Attachment A includes maps, the narrowed list of projects and the parks and natural areas narrowing criteria.

# Why the split between "trails" and "active transportation" projects?

People bike and walk on trails for recreation as well as a way to get to specific destinations, so trails are part of the overall active transportation network. For residents, there is no real division between the on-road bike lane or paved sidewalk portion of their route and the off-road trail portion of their route

Behind the scenes, there are differences that determine the best way to implement these "on-road" versus "off-road" active transportation improvements. Specific city, county or state requirements determine how bike or pedestrian facilities must be built or marked when they interact with auto traffic, while trail construction and maintenance through a park or natural area have different standards. Additionally, different potential funding sources may be pursued for trails than for on-road bike and pedestrian facilities.

This recommendation focuses on avenues for implementation, so it lists on-road bike and pedestrian improvements and selected off-road trails as active transportation and places all regional, local and community trails with parks and other nature improvements.

### Achieving desired development: Regulatory environment and financial incentives

The public sector plays a key role in realizing a community's land use vision. Often, the development forms desired by communities are limited by the regulatory environment or not financially feasible.

Two important tools can help the public sector set the stage for development consistent with community goals. Those tools are 1) changing the regulatory framework and 2) providing financial incentives. Together, these actions can catalyze market value and stimulate private investment.



# market." In particular, development forms that are mixed use or multi-story are often more risky and expensive. Through creative financing strategies and tools, the public sector can help offset these risks and higher costs, helping to build value in the market and, eventually, enabling private investments to be made without public support.

### Illustrative project examples

As part of the Southwest Corridor Plan, Metro staff looked at several case studies, or project examples, throughout the corridor. These examples were specifically chosen to highlight redevelopment opportunities that could be catalyzed by a combination of public sector investments and policy changes to leverage that investment.

### **Case study: Tigard Triangle**

The Tigard Triangle is identified as an essential place for the Southwest Corridor Plan. It is envisioned as a pedestrian-friendly area with a mix of uses and an increased residential presence. The case study project is located near the potential high capacity transit line.

Analysis of development readiness in the Tigard Triangle highlighted issues with the current regulatory framework and identified the need for key public investments to spur the market to support development forms consistent with the local land use vision. This project example found that the following actions could remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Ease parking minimums to enable top-quality office and retail development currently constrained by parking minimums. Strategies to address this include:
  - o Parking reductions that are phased in over time, including reduced minimums for retail, office and housing. This could help achieve transit-supportive densities and increase leasable square footage.
- As development begins to take place and there is an increase in transit access, a parking management strategy (combined with phased parking reductions) could provide significant benefits. (For example, shared parking between office and retail uses.)
- Use layered landscaping to maximize leasable square-footage, reduce operating costs, and increase habitat value in an urbanizing area.
- Make investments that increase transit access (such as connections to the Tigard Transit Center, increasing higher level of connectivity within the Triangle and enhancing walkability). This will help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return on investment.
- Consider land banking developable parcels, since land values are relatively low in the Tigard Triangle today, and public partners could aggregate land for more efficient development with a higher impact.

### **Case study: Capitol Hill (Portland)**

In Portland, one project example is located in the Capitol Hill area. Envisioned as a transit-oriented residential neighborhood with a mix of supporting uses, the case study project is located along the potential high capacity transit line.

Analysis of development readiness in this portion of the corridor in Southwest Portland highlighted issues with the current commercial zoning and identified a catalytic investment opportunity that could leverage development to match the land use vision. The following actions could help remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

**Regulatory environment** The regulatory framework is the area in which the public sector has

the most control over development outcomes. This includes zoning codes and policies that relate

to land development. Public sector policy changes can help local land use visions become a reality

**Financial incentives** The public sector can also help catalyze development through the strategic

application of financial incentives that support new development forms that may be "ahead of the

market and helps the community get high quality development in desired locations.

by making them the easiest thing to do. Southwest Corridor Plan partners should work together to create a regulatory framework that is predictable and efficient. This creates certainty in the private

- Provide public sector support for new development forms. Strategies to address this include:
  - o Public ownership of the land enables the value to be written down, which could provide a multimillion dollar savings to the developer.
  - Utilizing the Transit-Oriented Tax Exemption could provide a significant financial incentive to developers while resulting in additional community benefits such as workforce affordable housing units.
- Investments that enhance pedestrian and bike facilities and provide access to local amenities help increase the area's attractiveness and value, raising achievable rents and the project's potential return on investment.
- Focus development codes on context appropriate design and transitions with existing uses:
  - o Smaller building mass and stepbacks better fit the character of the neighborhood and intensity of nearby uses, while enabling improved connectivity in the street network.
  - o Surface parking at low ratios does not occupy a majority of the site, supporting this design alternative and reducing construction costs significantly.
- Focus retail uses in nodes along the corridor and provide plenty of opportunities for employment and residential uses around and between these commercial nodes.

### Transit orientation and development readiness

There is growing demand for more compact urban development centered around transit, and this desire is expressed repeatedly in the land use visions of Southwest corridor communities. Research has shown that a few key measures can predict the readiness of an area to support walkable, mixed-use development. In turn, this type of development increases transit ridership and reduces vehicle miles traveled. Metro's transit-oriented development strategic plan (Metro, 2011) identifies a transit orientation measure as a composite of the following physical/demographic characteristics:

**People** The number of residents and workers in an area has a direct correlation with reduced auto trips.

**Places** Areas with commercial urban amenities such as restaurants, grocers and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increased residential land value.

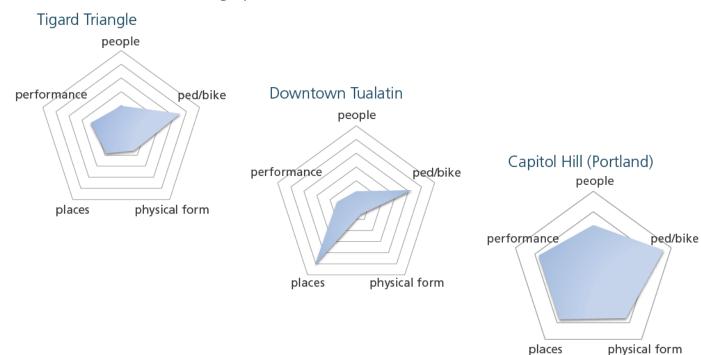
Physical form Small blocks promote more compact development and walkability.

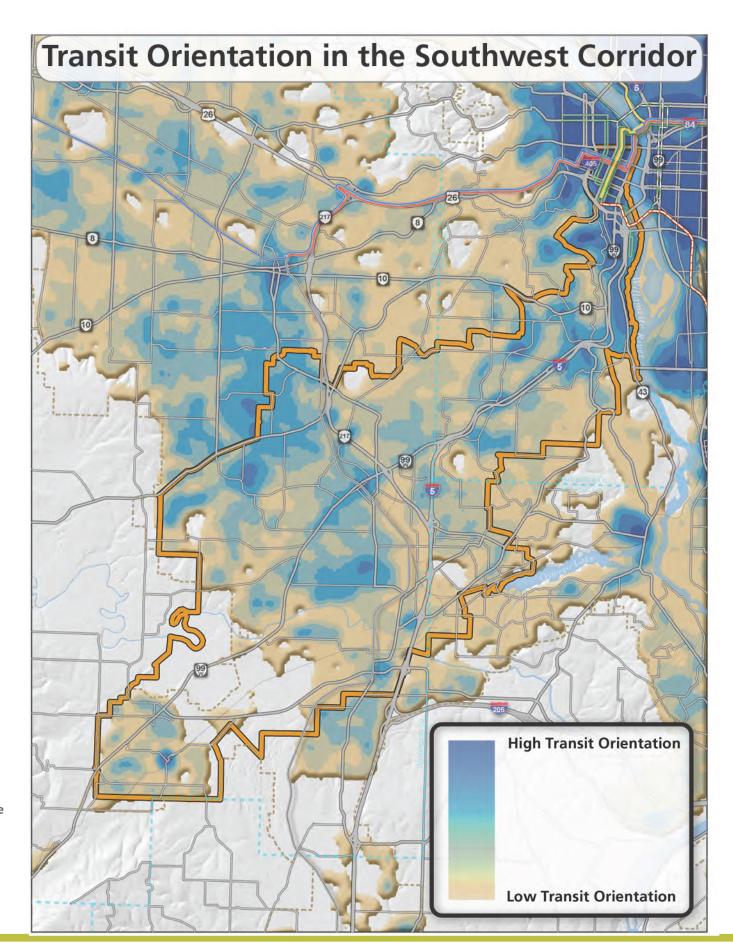
**Performance** High quality, frequent bus and rail service make public transportation a more reliable means of getting around and can be correlated to less driving.

**Pedestrian/bicycle connectivity** Access to sidewalks and safe bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

The graphs below show how selected areas of the corridor perform against this transit orientation measure. The map to the right shows the relative transit orientation of areas in the Southwest corridor in 2011. This map and others like it help determine the highest value location for a potential high capacity transit investment.

Transit orientation measure graphs, selected corridor locations





### **New Starts funding competitive advantage**

By setting the right regulatory and financial environment, the public sector can catalyze private development and, ideally, make the region more competitive for capital construction dollars from the Federal Transit Administration's New Starts grant program, likely to be a key element of a high capacity transit funding strategy. The policy guidance for the New Starts program provides measures that will be used to evaluate projects, including a series of actions local governments can take to leverage a transit investment such as plans, policies and financial incentives to support the adjacent land use and bring more transit riders to the system. The guidance prioritizes actions that support these outcomes:

- additional, transit-supportive development and redevelopment
- preservation or increase in the affordable housing supply
- increased population and employment density.

The New Starts policy guidance gives higher rating to places that have adopted plans, policies and incentives in place to support transit. Locations with built "proof of concept" transit-oriented projects rate the highest. This means the more quickly the Southwest corridor establishes transit-supportive policies and initiates financial incentives, the better positioned it will be to compete for federal funds. These actions also prepare the corridor now for transit-oriented development, rather than waiting until after transit is built.

### **Public benefits**

By aligning the regulatory framework, offering financial incentives to catalyze development, and prioritizing transit-supportive capital investments in the public realm, the public sector has a tremendous opportunity to create successful places that reflect the Southwest Corridor Land Use Vision.

These investments help ease traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects show what is possible for future development, setting the stage for more private investment in the area. Early development projects bring more people to specifically chosen locations in the corridor, which in turn attracts more amenities and private investment to the area.

With more people and places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Revitalizing and re-orienting properties in station areas can also strengthen the fabric of the local community, creating places where people want to be. Public investments that create beautiful public spaces and pedestrian streetscapes draw residents and visitors to spend time there. Projects that re-energize underperforming suburban office parks and commercial strip malls into housing choices and employment opportunities attract existing and new residents. With more people and

places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor. As a result, the public sector sees a positive financial return on a high capacity transit investment – both from higher use and from the increase in tax revenue from redevelopment and its effect on the value of surrounding properties.

### Parks can be key to economic development

Traditionally, parks have been developed to fill service gaps, and natural areas are purchased to protect resources. But a new perspective is emerging: Parks, trails and natural areas can be sited where development would benefit from their proximity. A growing body of evidence demonstrates how public amenities such as parks, natural areas, trails, street trees and other investments that add more nature to urban areas contribute to higher land values.

In 2012, Metro investigated the connection between access to nature and economic development within a community. The discovery: A strategy of investing in parks and open space is not contrary to a community's economic health, but rather it is an integral part of it. Integrating natural features into development helps ensure a high quality of life and a connection to nature. Additionally, when people are drawn to public spaces, they interact as neighbors, and this interaction builds stronger, healthier, more prosperous and more engaged communities.

For the full report, see: A synthesis of the relationship between parks and economic development (Metro, 2012), at www.oregonmetro.gov/naturalareas.







### Toolkit: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

Attachment B describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are included to illustrate how the changes can raise the development potential within the corridor. Policies for consideration include:

- zoning code changes
- o density maximums and building height
- o non-compliant use provisions
- o stepbacks
- o commercial corridor assessment
- parking requirements and parking management
  - o trip generation reductions
  - o responsive parking ratios
  - o shared parking
  - o unbundling parking
- design code changes
- o layered landscapes and active open space
- o ground floor active use provisions.

Attachment B includes the full policy toolkit, which includes a representative list of possible regulations.

### Toolkit: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas the community would like to see more walkable, attractive and business-friendly neighborhoods than exist today. The financial incentives toolkit section of Attachment B highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Tools recommended for consideration by public sector partners in areas of change throughout the Southwest corridor include:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

Attachment B includes the full financial incentives toolkit, which includes a representative list of possible incentives.

### Alternative performance measures

In some circumstances, existing state transportation level of service performance measures function as a barrier to redevelopment or new development. This could make it difficult for local communities to achieve their land use goals as set out in the Southwest corridor land use vision. To address this challenge, the steering committee recommends that the Southwest Corridor Plan refinement process include collaborative work by Metro, the Southwest corridor cities, Washington County and ODOT to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

These multimodal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The alternative performance measures would likely address I-5 and 99W within the Southwest corridor and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary. The result would be a set of multimodal performance measures and associated evaluation process that could be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

#### **Southwest Corridor Plan recommendation attachments**

Attachment A: Roadway, active transportation, parks, trails and natural resources projects map book and project lists

Attachment B: Regulatory framework and financial incentives toolkit

# Documents that support this action and provide key information for further phases www.swcorridorplan.org/projectlibrary

Charter Dec. 12, 2011

Health assessment January 2012

Opportunity and housing report January 2012

Vision, goals and objectives May 14, 2012

Existing conditions summary report April 18, 2012

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives *Jan. 24, 2013* 

Project bundles Feb. 5, 2013

Evaluation report, July 1, 2013

Public involvement report, July 1, 2013

### Forward: What's next for the Southwest Corridor Plan?

During the months following the steering committee recommendation, the boards and councils of plan partners (cities, counties and agencies) will take action on the Southwest Corridor Plan.

Project partners will continue to meet during the 2013-14 refinement period to consider high capacity transit options, guide transit Service Enhancement Plan decisions and move forward with strategic project development for priorities identified in the Southwest Corridor Shared Investment Strategy.

Project partners will collaborate to develop an implementation structure that maximizes the potential for project success. This structure will consider:

- community partners
- public/private/non-profit partnerships
- citizen engagement
- innovative and collaborative funding mechanisms.

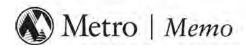
As the partners work to advance projects in the Southwest Corridor Shared Investment Strategy, they should consider other regional plans such as the Regional Trails Plan and the Active Transportation Plan to identify the safest and most interconnected bicycling and walking network possible. At the end of the refinement period (in mid-2014), the Southwest Corridor Plan Steering Committee will decide whether to advance a high capacity transit project for further consideration in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).



# **Southwest Corridor Strategic Investment Strategy action chart**

July steering committee	Responsibility for implementation					
recommendation	Who implements		When	Funding for work	Notes	Target date for next steps
	Lead	Partners	1			(if applicable)
Decision to refine high capacity transit alternatives for further study	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement:  1. Refined high capacity transit project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for high capacity transit project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on high capacity transit alternative as refined by project partners  Early 2017: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet with some Metro staff support	Vision for future transit service throughout the area, including connections to high capacity transit. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	<b>2015 and forward</b> : Implement service enhancements and revisit over time based on local improvements
Southwest corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of high capacity transit alternative	
Policies and incentives to address regulatory framework and financial incentives	Cities	Metro	Timing depends on jurisdiction needs and desires and direct connection to high capacity transit	Cities	Milestones for specific cities will be tied to progress on high capacity transit project with an aim to address FTA guidelines and help the region compete for federal transit funds	<b>Spring 2014</b> : Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway and active transportation projects highly supportive of high capacity transit	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement, partners will determine which projects are integral to a high capacity transit investment	<b>Mid 2014</b> : Partners will define which projects are packaged with the high capacity transit alternative for NEPA
Roadway and active transportation projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified for early implementation; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non- profits	8/2013 – 6/2014 for projects related to high capacity transit	Project sponsor and Metro will look at projects that could be part of high capacity transit alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	<b>Mid 2014</b> : Identify projects that may be part of high capacity transit alternative for NEPA

# Exhibit B to Resolution No. 13-4468



Date: October 15, 2013

To: Metro Council President Hughes and Metro Councilors Chase, Collette, Craddick,

Dirksen, Harrington and Stacey

From: Malu Wilkinson, Principal regional planner

Subject: Summary of the Southwest Corridor Plan partners' actions adopting, affirming

and/or supporting the July 22, 2013 Steering Committee recommendation and

**Shared Investment Strategy** 

On July 22, 2013 the Southwest Corridor Plan Steering Committee unanimously approved its recommendation for further study and Shared Investment Strategy. Since that day, Metro staff has been working to ensure that each partner jurisdiction and agency officially adopt or affirm the recommendation and Shared Investment Strategy, or submit a letter stating its support for the Steering Committee's action.

To date, each of the partner jurisdictions and agencies has either officially adopted, affirmed or declared its support for the Steering Committee recommendation and Shared Investment Strategy, or has formal plans to do so prior to the Metro Council's consideration of Resolution No. 13-4468.

Attached to this memorandum you will find the following documents that memorialize the Southwest Corridor Plan partners' adoption, affirmation or statement of official support for the recommendation and Shared Investment Strategy:

<u>Partner</u>	<u>Document type</u>	<u>Issue date</u>
City of Sherwood	Resolution	Aug. 20, 2013
City of King City	Resolution	Sept. 4, 2013
City of Beaverton	Resolution	Sept. 17, 2013
City of Durham	Resolution	Sept. 24, 2013
Washington County	Resolution	Sept. 24, 2013
City of Lake Oswego	Letter of support	Sept. 25, 2013
Multnomah County	Resolution	Sept. 26, 2013
City of Tigard	Resolution	Oct. 8, 2013
TriMet	Letter of support	Oct. 9, 2013
City of Portland	Resolution	Oct. 9, 2013
City of Tualatin	Resolution	Oct. 14, 2013
Oregon Department of Transportation	Letter of support	Oct. 15, 2013



#### RESOLUTION 2013-047

### A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

**WHEREAS**, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the Southwest Corridor Plan is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Sherwood benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

### NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

- <u>Section 1.</u> The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- Staff is directed to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.
- <u>Section 3.</u> Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.
- Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.
- **Section 6.** This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 20th day of August 2013.

Bill Middleton, Mayo

Attest:

Resolution 2013-047 August 20, 2013

Page 2 of 2, with Exhibit A (53 pgs)

#### **RESOLUTION R-2013-08**

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high

<sup>&</sup>lt;sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

People live, work and play in vibrant communities where their everyday needs are easily accessible.

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.

<sup>•</sup> The region is a leader in minimizing contributions to global warming.

<sup>·</sup> Current and future generations enjoy clean air, clean water and healthy ecosystems.

<sup>•</sup> The benefits and burdens of growth and change are distributed equitably.

capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

BE IT RESOLVED that the City of King City, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

- 1. Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit A.
- 2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code as necessary for its implementation, such as (provide examples such as "the Tigard Triangle Strategic Redevelopment Plan").
- 3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
- Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

Adopted this 4th day of September, 2013

Ron E. Shay, Mayor

Attest: David M. Wells, City Manager

### RESOLUTION NO. 4200

## A RESOLUTION TO ENDORSE THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013, and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation; now therefore:

**BE IT RESOLVED** that the City of Beaverton, in order to support the Southwest Corridor land use vision and address current and future transportation needs:

- Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit 1.
- 2. Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies and code, as necessary, for its implementation.
- 3. Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

	-
APPROVED by the Mayor this18_	day of <u>September</u> , 2013.
AYES:4	NAYS:0
ATTEST:	APPROVED:
Catheing James	455
CATHY JANSEN, CITY RECORDER	DENNY DOYLE, MAYOR BY RANDY EALY, MAYOR PRO TEM
	/

ADOPTED by the Council this <u>17</u> day of <u>September</u>, 2013.

#### **RESOLUTION 557-13**

# A RESOLUTION ENDORSING THE SW CORRIDOR PLAN AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE IMPLEMENTATION OF THE SW CORRIDOR PLAN

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan; the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions that considered potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter December 2011 agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision; and

**WHEREAS**, the Southwest Corridor Plan is intended to provide guidance for subsequent refinement and implementation of the plan through the development, revision and adoption of appropriate local and regional plans, policies and ordinances; and

**WHEREAS**, Durham benefits from being part of the SW Corridor Plan because projects identified in the plan that improve roadways, trails, pedestrian safety, active transportation and transit connections can be leveraged to more thoroughly address the community's present and long term needs.

### NOW, THEREFORE, THE CITY OF DURHAM RESOLVES AS FOLLOWS:

- **Section 1.** The City endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- Staff is directed to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development of local plans, policies and implementation strategies, such as the Transportation System Plan, Cedar Creek Trail and other future land use actions.
- Staff shall actively participate in the Southwest Service Enhancement Plan to identify near-term transit service improvements.
- Staff shall participate as needed in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.
- Staff is authorized and encouraged to pursue funding options in coordination with Metro, the Oregon Department of Transportation, Tri-Met and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

**Section 6.** This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 24th day of September 2013.

CITY OF DURHAM

Gery Schirado, Mayor

ATTEST:

Roland Signett, C<del>it√</del> Administrator/Recorde

### IN THE BOARD OF COUNTY COMMISSIONERS

#### FOR WASHINGTON COUNTY, OREGON

In the Matter of the Board of County	)	RESOLUTION AND ORDER
Commissioners' Acknowledgment of the	)	
Southwest Corridor Plan and Shared	)	
Investment Strategy	)	No. 13-93

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are

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distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared

Investment Strategy is not intended to be a binding land use decision, but rather is intended to

direct continued study which will culminate in the future adoption of appropriate plan and code

amendments for its implementation; now therefore:

1	BE IT RESOLVED AND ORDERED that the Washington County Board of County			
2	Commissioners:			
3	Acknowledges its support for the Southwest Corridor Plan and Shared Investment			
4	Strategy, attached to this resolution as Exhibit A; and			
5	Directs staff to consider the Southwest Corridor Plan and Shared Investment Strategy to			
6	inform the future adoption of plans, policies and code as necessary for its implementation; and			
7	Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer			
8	term transit service improvements and on-going Southwest Corridor Plan efforts, including			
9	refinement and analysis of high capacity transit alternatives and local connections, along with			
10	associated roadway, active transportation and parks and natural resource projects for potential			
11	further study and pursuit of federal funds; and			
12	Directs staff to study funding options in coordination with Metro, ODOT, TriMet and			
13	project partner jurisdictions for future implementation and planning purposes.			
14	DATED this 24th day of September, 2013.			
15	BOARD OF COUNTY COMMISSIONERS			
16	FOR WASHINGTON COUNTY, OREGON			
17	DUYCK AYE NAY ABSENT			
18	SCHOUTEN CHAIRMAN CHAIRMAN			
19	ROGERS - Barbara Heitmanek			
20	RECORDING SECRETARY			
21	Date signed: 9-24-13			
22	Approved as to form:			
23	Chunky bale 2			
24	County Counsel for			

25

Washington County, Oregon



September 25, 2013

Honorable Tom Hughes, President Metro Council 600 NE Grand Ave. Portland, OR 97232

Dear Council President Hughes:

Over the past two years, the City of Lake Oswego has been a participant in the multi-jurisdictional process to create the Southwest Corridor Plan Shared and Investment Strategy. During that time, the Lake Oswego City Council was represented on the Southwest Corridor Plan Steering Committee along with representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard, and Tualatin, as well as Multnomah and Washington Counties, Tri-Met, ODOT and Metro. Simultaneously, Lake Oswego planning staff participated in the technical work to develop the Shared Investment Strategy.

As defined by the Southwest Corridor Plan Steering Committee in May 2012, the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth. The collaborative work of the Southwest Corridor partners led to adoption of the Southwest Corridor Plan and Shared Investment Strategy by the Steering Committee on July 22, 2013. The plan recommends a set of potential transportation system investments. It also directs TriMet to create and implement a Service Enhancement Plan for transit improvements in the Southwest Corridor.

The City of Lake Oswego appreciates the opportunity to participate in creating the Southwest Corridor Plan and Shared Investment Strategy, and supports advancing a Service Enhancement Plan for improved bus service in the corridor. The City of Lake Oswego, as an outlying community in the Southwest Corridor planning area, probably does not need to participate as an ongoing member of the steering committee. However, we would like to remain engaged in the transit service enhancement planning process as it could be a real benefit to our community.

Sincerely,

Kent Studebaker

Mayor

City of Lake Oswego

Kent Studibakes

# BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON

#### **RESOLUTION NO. 2013-131**

Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

### The Multnomah County Board of Commissioners Finds:

- a. The Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC). The Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. Four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment.
- b. The Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011.
- c. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region<sup>1</sup> guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

<sup>&</sup>lt;sup>1</sup> As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

People live, work and play in vibrant communities where their everyday needs are easily accessible.

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.

- d. The charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions.
- e. The Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth.
- f. The Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects.
- g. The Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*.
- h. The Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.
- i. Supporting the Southwest Corridor land use vision assists in addressing current and future transportation needs in Multnomah County and the region.
- j. This endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not a land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation.

### The Multnomah County Board of Commissioners Resolves:

- 1. Multnomah County endorses the *Southwest Corridor Plan and Shared Investment Strategy*, attached to this resolution as Exhibit A.
- 2. Multnomah County supports using the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of local plans, policies code as necessary for its implementation.
- 3. Multnomah County supports the continuation of the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and ongoing Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds.
- Page 2 Resolution Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

4. Multnomah County endorses pursuing funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the *Southwest Corridor Plan and Shared Investment Strategy*.

ADOPTED this 26th day of September, 2013.

BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON



Marissa Madrigal, Acting Chair

REVIEWED:

JENNY M. MADKOUR, COUNTY ATTORNEY FOR MULTNOMAH COUNTY, OREGON

Jed Tomkins, Assistant County Attorney

SUBMITTED BY:

Kim E Peoples, Interim Director Department of Community Services

Page 3 - Resolution Endorsing the Southwest Corridor Plan and Shared Investment Strategy.

# CITY OF TIGARD, OREGON TIGARD CITY COUNCIL RESOLUTION NO. 13-43

A RESOLUTION ENDORSING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE SOUTHWEST CORRIDOR PLAN

WHEREAS, in 2010 the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and

WHEREAS, Goal 3 of the *Tigard Transportation System Plan* is to provide an accessible, multimodal transportation system that meets the mobility needs of the community; and, states that the City shall engage with regional partners to support development of High Capacity Transit serving Tigard; and

WHEREAS, City Council goals for 2011 and 2012 included local participation in the Southwest Corridor Plan as well as a long-term goal to pursue opportunities to reduce traffic congestion; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, identified the Tigard Triangle and Downtown Tigard as potential station communities most suitable for mixed use development and growth, for the purpose of informing future Tigard planning activities; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including Tigard's representative) in December 2011 adopted a charter agreeing to use a collaborative approach to align local, regional, and state policies and investments to create great places; and,

WHEREAS, the Southwest Corridor Plan project partners worked closely with Tigard representatives to conduct a number of public events throughout the corridor, including in Tigard, to guide development of the Southwest Corridor Plan and Shared Investment Strategy, and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation;

NOW, THEREFORE, BE IT RESOLVED that the Tigard City Council:

SECTION 1: Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached as Exhibit A.

SECTION 2: Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development and adoption of local plans, policies and code as necessary for its implementation, such as the Tigard Triangle Strategic Plan.

SECTION 3: Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

SECTION 4: Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

SECTION 5: This resolution is effective immediately upon passage.

PASSED:

This 8th day of clother 2013.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard



October 9, 2013

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

RE: TriMet support for Southwest Corridor Plan and Shared Investment Strategy

Tom,

Thank you and Metro for leading the Southwest Corridor planning process. Once again, Metro has guided a thorough, community-based process for considering the region's next high capacity transit investment. Metro has asked for TriMet's support for the Southwest Corridor Plan and Shared Investment Strategy that was adopted by the Project Steering Committee on July 22, 2012. I am pleased to convey TriMet's support for both the plan and shared investment strategy.

In 2009, Metro developed the High Capacity Transit System Plan, and this adopted plan selected the Southwest Corridor as the highest regional priority. Over the last three years, Metro has led the planning efforts for the Southwest Corridor, which included staff and policy officials from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, TriMet and Metro. During this time, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor that will help to guide future investments in the high capacity transit system while supporting active transportation, roadway and green infrastructure projects.

The Project Steering Committee adopted the vision, goals and objectives for the Southwest Corridor Plan in May 2012. The plan vision is one that supports, strengthens and connects livable and prosperous places from Portland to Sherwood as a way to address current needs and anticipated future growth.

In July 2013, the Project Steering Committee adopted the recommendation that details further actions necessary to support the shared land use vision and to refine alignment and design options for high capacity transit, including bus rapid transit and light rail transit, from Portland to Tualatin via Tigard. The recommendation also identified active transportation and roadway projects that support the land use vision and high capacity transit infrastructure. Finally, the recommendation calls for TriMet to invest in Southwest Corridor a transit service enhancement process intended to provide improved transit connections for corridor land use.

TriMet is supportive of the next steps that include furthering the Shared Investment Strategy and participating in the necessary planning efforts to refine High Capacity Transit alternatives along with associated roadway, active transportation, and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds. TriMet's support is contingent on the continued support from the region and local partners in moving forward with a HCT investment and related land use plans. In addition, TriMet will move forward with the Southwest Transit Service Enhancement process.

Please let me know if you have questions.

Bruce Warner

TriMet Board President

### RESOLUTION No. 3 7 0 378 As Amended

Endorse the Southwest Corridor Plan and Shared Investment Strategy and provide direction for plan refinement and implementation (Resolution)

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the City of Portland's Transportation System Plan calls for a Barbur/Interstate 5 Refinement Plan to identify needed improvements for motor vehicles, trucks, bicycles, pedestrians and high-capacity transit travel in the corridor; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro) adopted a charter, in December 2011, agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the *Southwest Corridor Plan and Shared Investment Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012, defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places along the corridor to address current needs and anticipated future growth; and

WHEREAS, the Barbur Concept Plan community working group included representation from southwest residents, institutions, neighborhoods, and businesses and held 14 meetings and 3 community forums to guide the creation of a plan and serve as a model for subsequent phases; and

WHEREAS, the Barbur Concept Plan adopted by Council on April 24 2013 by Resolution No. 37014 created a corridor wide vision and goal to achieve community aspirations for the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan recommends policies and projects aimed at supporting development within the seven catalytic focus areas identified in the Barbur Concept Plan; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the *Southwest Corridor Plan and Shared Investment Strategy*; and

WHEREAS, the *Southwest Corridor Plan and Shared Investment Strategy* was adopted unanimously by the Steering Committee, with Mayor Hales representing the City of Portland, on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland endorses the *Southwest Corridor Plan and Shared Investment Strategy* as Non-Binding City Policy attached as Exhibit A.

BE IT FURTHER RESOLVED, the Council directs staff to participate in on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that supports the land use vision for potential further study and pursuit of federal funds; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue near-term critical safety improvements, active transportation access to jobs, retail and transit, and projects that leverage prior investments or partnership opportunities; and

BE IT FURTHER RESOLVED, the Council directs the Commissioner-in-Charge of Transportation and city staff to work with Metro to finalize a public involvement plan to advise the SW Corridor Plan HCT Refinement Phase, including a Community Working Group to address Southwest Portland issues, refine projects and identify implementation priorities; and

BE IT FURTHER RESOLVED, the Council directs staff to use the *Southwest Corridor Plan and Shared Investment Strategy* to inform the next update of the City's Transportation System Plan and other local plans, policies and implementation strategies; and

BE IT FURTHER RESOLVED, the Council directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements; and

BE IT FURTHER RESOLVED, the Council directs staff to use the Barbur Concept Plan land use vision, including the seven designated focus areas and adopted neighborhood plans, and other adopted local plans to inform the refinement and evaluation of HCT alternatives and transportation projects; and

BE IT FURTHER RESOLVED, the Council directs staff to evaluate the land use impacts and transportation system needs associated with the various options for high capacity transit on the areas of Marquam Hill, Hillsdale Town and Portland Community College; and

BE IT FURTHER RESOLVED, the Council directs staff to work with Metro to analyze and recommend a set of HCT supportive projects that yield the best overall performance for improving safety for pedestrians and people on bicycles, increasing use of active transportation, reducing vehicle miles traveled and greenhouse gas emissions, and minimizing traffic impacts on neighborhood streets; and

BE IT FURTHER RESOLVED, the Council directs staff to coordinate across bureaus to build upon the City's regulatory tools, affordable housing and gentrification policies, and to continue refining the environmental and green infrastructure projects, including parks, trails, natural area and water quality improvements, identified in the *Shared Investment Strategy*; and

BE IT FURTHER RESOLVED, the Council directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

Adopted by the Council,

DCT 09 2013

Commissioner Steve Novick Mayor Charlie Hales

Prepared by: Denver Igarta:slg
Date Prepared: 09/25/13

LaVonne Griffin-Valade

Auditor of the City of Portland

/ Luxur

By

Deputy

#### RESOLUTION NO. 5168-13

### RESOLUTION ACKNOWLEDGING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY

WHEREAS, the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan (as approved by JPACT and MPAC); the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit; and four cities in the Southwest Corridor were awarded competitive grant funds to develop community based land use visions to leverage a potential transit investment; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including representatives from: the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and TriMet, ODOT and Metro) adopted a charter agreeing to use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places in December 2011; and

WHEREAS, the charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region -- that people live, work and play in vibrant communities where their everyday needs are easily accessible that current and future residents benefit from the region's sustained economic competitiveness and prosperity; that people have safe and reliable transportation choices that enhance their quality of life; that the region is a leader in minimizing contributions to global warming; that current and future generations enjoy clean air, clean water and healthy ecosystems; and that the benefits and burdens of growth and change are distributed equitably; as adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, -- guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process; and

WHEREAS, the charter stated that the Southwest Corridor Plan and Shared Investment Strategy should be endorsed by the Southwest Corridor Steering Committee, and is intended to be implemented by the appropriate agencies and jurisdictions; and

WHEREAS, the Southwest Corridor Plan Steering Committee adopted the vision, goals and objectives in May 2012; defining that the vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood to address current needs and anticipated future growth; and

WHEREAS, the Southwest Corridor Plan project partners worked with community members to define a coordinated land use vision for each city in the corridor to guide future investments in a high capacity transit system with supporting active transportation, roadway and green infrastructure projects; and

WHEREAS, the Southwest Corridor Plan project partners have held a number of public events to support and guide the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this acknowledgement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct continued study which will culminate in the future adoption of appropriate plan and code amendments for its implementation.

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

Section 1. The City of Tualatin City Council acknowledges its support for the Southwest Corridor Plan and Shared Investment Strategy, attached to this resolution as Exhibit A; and directs staff to:

- A. Consider the Southwest Corridor Plan and Shared Investment Strategy to inform the future adoption of plans, policies and code as necessary for its implementation; and
- B. Participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects for potential further study and pursuit of federal funds; and
- C. Study funding options in coordination with Metro, ODOT, TriMet and project partner jurisdictions for future implementation and planning purposes.

Section 2. This resolution is not a land use decision.

### Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 14th day of October, 2013.

CITY OF TUALATIN, OREGON

Mayor Council President

APPROVED AS TO LEGAL FORM

ATTEST:

City Atternov

BY MAN



#### Department of Transportation

Transportation Region 1 123 NW Flanders St Portland, OR 97209-4012 (503) 731-8200 Fax: (503) 731-8259

October 15th, 2013

File Code:

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Council President Tom Hughes Metro 600 NE Grand Ave. Portland, OR 97232-2736

#### Council President Hughes,

I am writing to express ODOT Region 1's endorsement of the Southwest Corridor Plan and Shared Investment Strategy, which marks the completion of Phase 1 of the Southwest Corridor Plan. In the coming year, I will ask my staff to participate in the refinement and analysis of High Capacity Transit alternatives, local connections, and transit-supportive multimodal projects that may be studied as part of an FTA project. ODOT staff will continue to work with project partners as they develop local plans, policies, and implementation strategies informed by the Southwest Corridor Plan.

ODOT has a strong commitment to improving safety, active transportation, and access to transit in the Southwest Corridor. To that end, we recently funded construction of several early opportunity projects to be delivered over the next two to three years. These projects center on OR-99W and include crossing improvements, bike lane markings, sidewalks/walkways, enhanced illumination, and transit stop accessibility improvements. The first of these projects has already been completed, and we hope the others will offer the corridor's communities some immediate benefits while longer-range planning efforts continue. Together with implementation of TriMet's Southwest Service Enhancement Plan, which will improve the corridor's transit service in the near-term, we are working together to improve safety and access to transit right away.

Determining the future of OR-99W will be one of the Southwest Corridor Plan's central policy decisions. Currently, this route is focused on providing vehicle mobility. As the project partners collectively look ahead, we will need to make choices for OR-99W—will the highway carry added transit service or will High Capacity Transit travel on a separate alignment, how will pedestrians and cyclists access improved transit service, and how will all modes of travel move safely through the corridor?

In the longer-term, High Capacity Transit is the crucial element needed to achieve the land uses envisioned by the Southwest Corridor's communities. Successfully planning and implementing a High Capacity Transit project will involve tough decisions and require focused effort. During the coming year, I understand Metro will convene project partners in the development of a funding

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strategy. This work is equally important to the technical analysis that will be performed during the refinement phase. The ability to raise non-federal matching funds is essential for securing federal funds and determining the overall budget for constructing High Capacity Transit in the corridor.

To make these decisions, the project partners will need clear information outlining the tradeoffs different alternatives represent between transit performance, traffic impacts, cost, and impacts to property and the natural environment. This conversation must meaningfully engage all of the corridor's communities and stakeholders, and reconcile the varied desires expressed during Phase 1. My staff and I look forward to working with Metro and TriMet to develop and communicate the analysis needed to support this conversation.

We look forward to participating in the refinement of High Capacity Transit alternatives in this important corridor.

Regards,

Jason Tell

Region 1 Manager

Oregon Department of Transportation

Cc: Councilor Bob Stacey – Metro

Councilor Craig Dirksen - Metro

## Exhibit C to Resolution No. 13-4468

## Implementation and Development Southwest An Overview

**Purpose.** Metro is proposing the creation of a committee, Implementation and Development Southwest (ID Southwest), made up of community leaders with a passion for the Southwest Corridor area and who know how to get things done. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor.

**Background.** The Southwest Corridor Plan is a collaborative effort to create livable and sustainable communities along the Southwest corridor including Portland, Tigard, Tualatin and Sherwood. The goal of the Plan is to increase prosperity, health, access and mobility in the Southwest Corridor through the implementation of the Shared Investment Strategy. The strategy includes a potential major transit investment, 81 roadway and active transportation projects, 400 parks and natural resource projects, and development incentives and policy changes to support development consistent with the local land use vision. The plan is led by the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the 13 partner jurisdictions.

**Scope of work.** ID Southwest will support and implement the Southwest Corridor Plan and Shared Investment Strategy in coordination with the Steering Committee. The committee members will be focused on creating the conditions for the plan to achieve its goals. They will help:

- lay the groundwork for public-private partnerships and investment to take place
- identify early implementation projects (transportation, green, and development opportunities) for potential funding and help pursue financing for those projects where opportunities arise
- generate enthusiasm in the communities about the plan's projects
- recruit greater numbers of stakeholders to support the plan
- navigate the changing political landscape to make sure that the Southwest Corridor Plan is consistently supported.

ID Southwest will make recommendations to the Southwest Corridor Plan Steering Committee and the Metro Council regarding specific project funding. It will not be a decision-making body nor serve as a Citizens Advisory Committee. Metro employees will staff and support ID Southwest: Malu Wilkinson, Juan Carlos Ocaña-Chíu, Cliff Higgins, Jamie Snook and Heather Nelson-Kent.

The Metro Council will be asked to create ID Southwest as part of their resolution to endorse the Southwest Corridor Plan and Shared Investment Strategy in October 2013. Southwest Corridor Plan Council Liaisons Craig Dirksen and Bob Stacey will co-chair ID Southwest to create a stronger connection with the Steering Committee and the Metro Council.

*Membership.* The membership of ID Southwest will be carefully selected to include highly influential stakeholders in the corridor, with representatives from the community, non-profit organizations, businesses, educational institutions and philanthropic organizations. Members should have the acumen to help staff address barriers and problems and generate enthusiasm for the project.

The expected number of ID Southwest members will be between 20 and 25. Members will include people who represent the following interest categories:

- Educational institutions
- Elected officials
- Environmental green spaces interests
- Funders
- Government agencies
- Health-related interests
- Housing interests
- Non-profit organizations
- Housing providers
- · Major employers
- Small businesses
- Transit-related interests

## First-year timeline:

- 1. Kickoff meeting: November 2013
- 2. Determine initial priority opportunity areas: January 2014
- 3. Define early implementation projects and funding opportunities: Spring 2014
- 4. Implementation of early opportunities projects: Summer 2014

### Next steps.

- Vet the idea with project partners.
- ➤ Finalize ID Southwest's charge and operating procedures.
- ➤ Identify and invite stakeholders to become ID Southwest members.
- ➤ Hold kick-off meeting in November 2013.

# Exhibit D to Resolution No. 13-4468

## **Members of the Southwest Corridor Plan Steering Committee**

Metro District 3 Councilor and District 6 Councilor

Elected officials from cities of Portland, Tigard, Tualatin, Sherwood, King City, Beaverton and Durham

Multnomah County Commissioner

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

#### STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4468, FOR THE PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR PLAN SHARED INVESTMENT STRATEGY

Date: October 1, 2013 Prepared by: Malu Wilkinson, x1680

### BACKGROUND

### Purpose of the Southwest Corridor Plan and Shared Investment Strategy

The Southwest Corridor plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

The work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin; the counties of Multnomah and Washington; and Tri-Met, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

### **Policy Framework**

The Portland metro area Regional Transportation Plan (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. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, in response to JPACT discussion and recommendation, the Council identified the Barbur Boulevard/OR 99W corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment.

In February of 2010, the Metro Council formalized that recommendation by adopting a resolution to advance the Southwest Corridor, from Portland to Sherwood, as the next regional HCT priority to advance into alternatives analysis. Also in 2010, the Federal Transit Administration (FTA) awarded the region a \$2 million grant to conduct an integrated approach to collaborative planning with community aspirations guiding potential investments in transit. At

the same time, four cities in the Southwest Corridor were awarded competitive grant funds to develop community-based land use visions to leverage a potential HCT investment.

The Metro Council, in the 2035 RTP adopted in 2009, also identified the portion of the corridor from Portland to Tigard as a top priority regional mobility corridor for considering how to best invest in all modes of transportation, including transit, roadway, and active transportation infrastructure to meet the needs of autos, freight, bicyclists and pedestrians.

## Corridor land use vision forms foundation of Shared Investment Strategy

Leading into the Southwest Corridor Plan, representatives of cities and counties throughout the corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped define the local vision in key areas of the corridor.

## **Barbur Concept Plan**

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

### Tigard High Capacity Transit Land Use Plan

In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

## **Linking Tualatin**

With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

### Sherwood Town Center Plan

Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.

Simultaneous to the work on the local land use vision, Metro and project partner staff worked collectively to identify existing conditions and develop a wide range of alternatives to address opportunities and challenges in the corridor. The project partners began work to identify a potential HCT alternative, and an associated package of multimodal transportation projects and parks/nature investments that could catalyze the local land use visions for the corridor.

In October 2012 the Southwest Corridor Steering Committee narrowed an early set of ten HCT alternatives to five concepts, removing several options from further consideration: 1) streetcar as a mode; 2) HCT connection between Tigard and Sherwood on Highway 99W; and 3) adding or converting an Interstate 5 lane for HCT use. The Steering Committee's narrowing decision also tabled consideration of Westside Express Service (WES) improvements for another time and process. These decisions were guided by potential impacts to auto and freight movement as well as local community land use goals. All HCT options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement and commercial activities. Preferred locations would provide transit connections to potential station communities in Tigard and Tualatin.

During the first six months of 2013, Metro and project partner staff worked closely together to further narrow the set of HCT alternatives and supportive roadway, active transportation, and parks/natural areas projects. Projects were bundled and modeled to test performance, then screened according to their supportiveness of the local land use visions. On July 22, 2013, the Southwest Corridor Steering Committee unanimously approved the Shared Investment Strategy Recommendation to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

### Southwest Corridor Plan Shared Investment Strategy Recommendation

With its July 22, 2013 recommendation, the Southwest Corridor Steering Committee defined a set of investments and actions to support the community land use visions and gave direction on three main questions to further narrow the options for a potential HCT investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study; 2) percentage of bus rapid transit in a dedicated transitway; and 3) the destination of a potential high capacity transit investment.

In the year following this recommendation, a refinement phase will give more information in each of these areas, and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

A summary of the Shared Investment Strategy Recommendation follows.

### Recommendation: Invest in transit

Transit is key to helping communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

### Local service

To improve local bus service, the recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line;
- make on-the-ground improvements to the transit system; and
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

### High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive, and
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit;
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way; and
- an alignment that connects Portland to Tualatin, via Tigard.

## Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. *Attachment A* of the Shared Investment Strategy Recommendation contains the list of priority projects.

The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
  - o walking and biking projects within one-quarter mile of potential station areas
  - o trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
  - leverage future development in places local communities have defined as "essential" or "priority"
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or create highdemand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

### Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor's most important and attractive features. To strengthen "green" elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.

## Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* of the Shared Investment Strategy Recommendation contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment. Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

## Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

The recommendation urges project partners to develop a collaborative funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

Public engagement in the Southwest Corridor Plan and Shared Investment Strategy Metro and project partner staff held a number of public events to support the Steering Committee decision-making process, including the following:

## **Community Planning Forums (4)**

"Invited" open houses targeted to engaged community members from each of the communities in the Southwest Corridor were held in different locations including Tualatin, Tigard and Southwest Portland.

### **Economic Summits (2)**

These invited forums targeted individuals from the private sector and corridor institutions to solicit advice and input on the projects and process as related to supporting jobs and economic development.

### **Shape Southwest**

This online tool was designed to engage broad audience in soliciting opinions on potential HCT and local transit connections, as well as values and where to focus public investments. 2098 visited the website to learn about the tool.

#### Online surveys (5)

This included a survey to gather feedback on the draft Steering Committee recommendation in July 2013, which received 954 responses.

### Numerous neighborhood and community meetings

These included local community-specific public events (e.g., SWNI Open House, Tigard Town Hall), in addition to planning commission and city council presentations

Public engagement for the Southwest Corridor Plan and Investment Strategy was divided into four stages:

## September 2011 to February 2012

Project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area.

### February to August 2012

Project partners aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects. Visiting an online, virtual open house, participants viewed video feeds that explained the purpose and process of the overall plan. Participants were asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor.

### August to December 2012

Project partners focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access.

## January to July 2013

Project staff sought feedback on potential projects and the draft high capacity transit alternatives through events and an online questionnaire. The public also reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire.

### Local jurisdiction actions

During September and October 2013, the Southwest Corridor partner jurisdictions have considered and taken action on the Southwest Corridor Steering Committee's Shared Investment Strategy Recommendation. All of the partner cities and counties have endorsed the recommendation, either by Council action or by letter from the Mayor. TriMet and ODOT have endorsed the recommendation by letter to the Metro Council.

Neither the local jurisdiction supporting actions nor Metro Council endorsement of the Southwest Corridor Plan Shared Investment Strategy are intended to be binding land use decisions. Instead, the Shared Investment Strategy is intended to inform future adoption of plan and code amendments for its implementation.

#### Next steps

If the Metro Council votes in favor of this resolution, it adopts the Southwest Corridor Plan Shared Investment Strategy and directs staff to use it to inform the future adoption of plans, policies and code as necessary for its implementation.

In addition, specific next steps include:

- 1. Metro and partner staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements (2014)
- Metro and partner staff participation in on-going Southwest Corridor Plan efforts, including
  - Refinement and analysis of HCT alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision (October 2013- June 1014); and
  - Potential further study and pursuit of federal funds for project elements.
- Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Southwest Corridor Shared Investment Strategy.

#### ANALYSIS/INFORMATION

## **Known Opposition**

At this time there is not any known formal opposition to the Southwest Corridor Plan Shared Investment Strategy in its own right. However, two related efforts are of note:

- A resident of Tualatin, an attorney representing the Tonquin Group, has stated that
  entity's disapproval of the Ice Age Tonquin Trail (a project included in the Shared
  Investment Strategy Recommendation) and expressed an intention to take legal action
  blocking any land use decision that furthers the trail project.
- In Tigard, a citizens' group has successfully gathered the 4,122 signatures required to place an anti-HCT initiative on the March 2014 ballot. If passed, this measure would amend the Tigard Charter adopting a policy opposing construction of new high-capacity transit corridor within the City without voter approval. It would prohibit the City from adopting an ordinance amending its comprehensive plan or land use regulations to accommodate locating a new HCT project absent voter approval. That approval must be accompanied by information about changes in road capacity and housing density, as well as the cost of the HCT improvement.

The initiative identifies a "new high-capacity transit corridor" as any portion of regional transit system proposed for development within the City that reduces available road capacity in favor of light rail, rail transit or exclusive bus lanes. "Road capacity" includes any roadway within five miles of the City that currently permits public automobile traffic or any public rights-of-way that could provide additional road capacity at a future date. The City of Tigard would be required to annually send a letter to various regional, state and federal agencies notifying them of this policy.

### **Legal Antecedents**

The Southwest Corridor Plan Shared Investment Strategy is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- Feb. 25, 2010, Resolution No. 10-4118: For the Purpose of Endorsing the Southwest High Capacity Transit Corridor as the Next Regional Priority to Advance into Alternatives Analysis
- Aug. 12, 2010, Resolution No. 10-4177: For the Purpose of Amending the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement
- Aug. 12, 2010, Resolution No. 10-4179: For the Purpose of Amending the FY 2010
   Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest
   Corridor and East Metro Corridor Refinement Plans
- Aug. 4, 2011, Resolution No. 11-4278: For the Purpose of Creating and Appointing Members of the Southwest Corridor Plan Steering Committee
- Nov. 17, 2011, Resolution No. 11-4306: For the Purpose of Appointing Additional Members to the Southwest Corridor Plan Steering Committee

### **Anticipated Effects**

Council acceptance of the Southwest Corridor Plan Shared Investment Strategy will enable the project partners to carry into refinement and further study a set of public investments, including HCT alternatives, to support the corridor land use vision. It will also advance staff participation in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements in the corridor.

## **Budget Impacts**

No additional resources are needed for FY13/14 to continue the refinement phase.

#### RECOMMENDED ACTION

Staff recommends that the Metro Council adopt the Southwest Corridor Plan Shared Investment Strategy to help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.